7-Eleven Convenience Store and Fuel Station Project at Locust Road and S. Barney Road, Anderson, CA

Initial Study/Mitigated Negative Declaration

Prepared for:

City of Anderson
Planning Department
1887 Howard Street
Anderson, CA 96007

Prepared by:

Point View Environmental
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Placerville, CA 95667

January 2026

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
amsl	above mean sea level
APN	Assessor's Parcel Number
BMPs	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
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CVRWQCB	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CH4	methane
CO	carbon monoxide
CO2	carbon dioxide
CO2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GSP	Shasta Valley Groundwater Sustainability Plan
HMBP	Hazardous Materials Business Plan
LOS	level of service
MGD	million gallons per day
MLD	mostly likely descendant
MND	Mitigated Negative Declaration
MS4	municipal separate storm sewer system (permits)
MT	metric tons

ACRONYMS AND ABBREVIATIONS (cont.)

NAHC	Native American Heritage Commission
NEIC	Northeast Information Center
NOx	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NSVAB	North Sacramento Valley Air Basin
O2	ozone
PG&E	Pacific Gas and Electricity Company, Inc.
$PM2.5_5$	particulate matter less than 2.5 micrometers (fine)
PM10	particulate matter less than 10 micrometers (coarse)
PRC	Public Resources Code
ROG	reactive organic gases
ROW	rights-of-way
RWQCB	Regional Water Quality Control Board (see also CVRWCB)
SCAQMD	Shasta County Air Quality Management District
SoCAQMD	South Coast Air Quality Management District
SO2	sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminants
USC	United States Code
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VMT	vehicle miles traveled
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 Anderson
1887 Howard Street
Anderson, CA 96007
(530) 378-6626

3. **Contact Person and Phone Number:** Peter Wickenheiser, Deputy Planning/Public Works Director
(530) 378-6641

4. **Project Location:** The project site is in the southeast area of the City of Anderson, Shasta County, California. The project site is at the southwest corner of the intersection of Locust Road and S. Barney Road and is adjacent to the Locust Road and Deschutes Road interchange with Interstate 5 (I-5). The project site is directly east of I-5.

   The project site totals approximately 5 acres and is comprised of Assessor's Parcel Number 202-500-045. The off-site improvement area consists of the S. Barney Road rights-of-way (ROW) adjacent to the project site. The approximate center of the project site is at latitude 40.436775 and longitude -122.284503, 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: Irwing Gama, (214) 872-4073

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

7. **Zoning:** C2, Highway Commercial (see Figure 4)

8. **Description of Project:** The proposed project includes a fueling station with an approximately 5,378-square-foot convenience store, five conventional fueling stations and five commercial truck fueling positions, and parking for standard vehicles and commercial trucks, including electric vehicle parking stations and Americans with Disabilities Act-compliant spaces. Landscaping and lighting would be installed. The project would not encroach on the existing easement over the canal along the southern project site boundary and does not include any improvements that would affect the canal.

   The proposed project would include the construction of three new driveways providing access to the project site:

   - **Locust Road:** This driveway would provide full ingress and egress for general vehicle access to the conventional gas station islands and the convenience store parking areas.
   - **S. Barney Road:** One driveway would provide full ingress and egress for general vehicle access to the conventional gas station islands and the convenience store parking areas. A

second driveway would provide full ingress and egress for commercial truck access to the commercial truck fuel station islands and parking areas.

A pylon sign would be installed along I-5. Off-site improvements include driveway tie-ins to Locust Road and S. Barney Road.

9. **Surrounding Land Uses and Setting:** The site is undeveloped but was cleared and graded during improvements to the nearby I-5/Locust Road interchange. The project site is bound by Locust Road to the north, S. Barney Road to the east, and the northbound I-5 off-ramp to the west. The Anderson Cottonwood Irrigation District (ACID) canal follows the southern project site boundary. Parcels north and east of the project site are undeveloped, and are zoned C2, Commercial Highway and M2, Heavy Industrial, respectively. The parcel to the south is developed with industrial uses (lumber) and is zoned M2, Heavy Industrial.

10. **Other Public Agencies Whose Approval is Required:**
City of Anderson:
- Conditional Use Permit for the land use, fuel and alcohol sales, and freeway high-rise sign
- Architectural Review
- Grading Permit, Building Permit
- Encroachment Permits for work in the City ROWs
- Sign Permit

Shasta County Air Quality Management District (SCAQMD):
- Permits to construct/operate

Regional Water Quality Control Board:
- 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:**
The Deschutes Road-Factory Outlets Drive-Interstate 5 Interchange Modifications project is directly north of the project site. An Initial Study and Mitigated Negative Declaration was prepared for the project and approved in 2010 (State Clearinghouse No. 2008082055).

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.?

Consultation and correspondence with various culturally affiliated Tribal groups and agencies were conducted in accordance with Public Resources Code (PRC) Section 21080.3.1 (AB 52). On December 4, 2025, the City initiated environmental review under the California Environmental Quality Act (CEQA) for the proposed project. The City sent project notification letters on December 4, 2025, to 28 contacts for California Native American Tribes that are traditionally and

culturally affiliated with the geographic area of the proposed project. These letters were sent , pursuant to PRC Section 21080.3.1, notifying the Tribes that the project was under review and to provide the Tribes 30 days from the receipt of the letter to request consultation on the project in writing. No responses were received requesting initiation of consultation under the provisions of AB 52. Refer to Section 3.18, Tribal Cultural Resources.

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	☒ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials
☒ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☒ Wildfire	☒ Mandatory Findings of Significance

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.

Air Quality

Mitigation Measure AQ-1: Construction Exhaust and Fugitive Dust Emission Standards. The following measures shall be implemented to minimize short-term air quality impacts during construction. These measures shall be included in all grading and improvement plans and/or permits.

- During all construction activities, all architectural coatings applied shall contain a low content of volatile organic compounds (i.e., 50 grams/liter) as required by the California Green Building Code or SCAQMD, whichever is more restrictive.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications.
- All material excavated, stockpiled, or graded shall be sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of ambient air quality standards. The timing and frequency of watering shall be determined by the City Engineer or Building Official.
- All unpaved areas (including unpaved roads) with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions.
- All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
- All land clearing, grading, earth-moving, or excavation activities on the project site shall be suspended if/when the City Engineer or Building Official determines that winds are causing excessive dust generation.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent a public nuisance.
- Paved streets adjacent to construction areas shall be swept or washed at the end of the day to remove excessive accumulations of silt and/or mud resulting from activities on the work site.
- Prior to final occupancy, the applicant shall re-establish ground cover on the construction site through seeding and watering.
- Off-road construction equipment and other diesel-fueled construction vehicles shall not be left idling for periods longer than five minutes when not in use.
- Trees and other vegetation cleared to accommodate the proposed project shall not be burned onsite and shall be disposed of in another lawful manner (e.g., chipping or mulching), as approved by the City.

Mitigation Measure AQ-2: Tier 4 Construction Equipment Emission Standards. The following measure shall be implemented during construction to further reduce construction exhaust emissions:

- All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall utilize diesel engines that are United States

Environmental Protection Agency-certified Tier 4 final" emission standards for particulate matter and be equipped with California Air Resources Board-certified Level 3 Diesel Particulate Filters. Prior to the issuance of any demolition/construction permits, the construction contractor shall submit specifications of the equipment to be used during construction.

Biological Resources

Mitigation Measure BIO-1: 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-2: Avoid Excessive Light During Construction. The following measure shall be implemented to avoid impacts to nesting birds and other nocturnal wildlife associated with excessive light exposure during construction:

- During construction, the contractor shall direct lighting downward to avoid light spillover into adjacent off-site properties.
- If a qualified biologist determines that excessive lighting during construction is negatively impacting nests within the work area and surrounding 150 feet, lighting usage shall be reduced or eliminated to reduce negative impacts on the affected nest(s) in coordination with the qualified biologist.

Mitigation Measure BIO-3: Avoid Excessive Light During Operation. The following measure shall be implemented to avoid impacts to nesting birds and other nocturnal wildlife associated with excessive light exposure during operation:

- Prior to issuance of a building permit, the applicant shall prepare and submit to the City of Anderson for approval a detailed lighting plan. The project's lighting design shall consist of LED-non-glare, directional cut-off fixtures, intended to avoid light spillover to adjacent properties. The City's approval of the lighting plan prior to occupancy of the project site is considered compliance with this measure.

Mitigation Measure BIO-4: Avoid Anderson Cottonwood Irrigation District Canal. A minimum 25-foot exclusionary buffer shall be established between the ACID canal and project-related ground-disturbing activities. The ACID easement provides a sufficient avoidance area on the project site. To prevent construction equipment from entering the ACID easement, prior to equipment entering the project site, orange barrier fencing shall be installed along the entirety of the easement from S. Barney Road to the western project site boundary. The fencing shall be maintained fully erected and installed for the duration of equipment on the project site. Should the fencing become damaged or defective, the contractor shall implement corrective actions and repairs of the fencing prior to equipment driving, parking and/or working within 50 feet of the easement boundary.

Mitigation Measure BIO-5: Maternity Bat Roosts. In order to avoid impacts to maternity bat roosts, the following shall be implemented:

- Trees unable to be preserved in place for the proposed project shall be removed and construction activities completed prior to March 1, 2028.
- Trees removed after March 1, 2028 shall be removed and construction activities completed between August 16 and February 28, outside of the bat maternity season.
- If removal of trees and/or construction activities occur within the bat maternity season during 2028 or later (March 1 to August 15), then preconstruction surveys will be conducted by a qualified biologist within 7 days prior to activities to identify active maternity roosts and potentially suitable maternity structures in the project site. A qualified biologist is someone with experience in the life history and identification of bat species in California.
    - If no suitable maternity structures are identified, no additional surveys are needed if construction is completed prior to the following roosting season unless otherwise determined by a qualified biologist.
    - If a maternity colony is located, a 100-foot disturbance-free buffer will be established by a qualified biologist. The buffer will be demarcated using high-visibility fencing or flagging. The buffer will remain in place until the roost is deemed to be no longer active by a qualified biologist.
    - If unoccupied suitable maternity roosting habitat is present in the trees to be preserved in place, and activities within 100 feet of the trees subside for more than 7 days during the bat maternity season, additional surveys by a qualified biologist shall be conducted prior to resuming activities within 100 feet of the trees.

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 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 Shasta 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, 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 (California Environmental Quality Act Guidelines Section 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 Anderson 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 project's grading plans, other improvement plans and building permits shall include the following statement: "*In the event hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately until the Shasta 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 Anderson 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 Central Valley Regional Water Quality Control Board (CVRWQCB) 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 CVRWQCB, 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 CVRWQCB staff. Example BMPs 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 issuance of a grading permit, the applicant shall submit to the City of Anderson 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.

Mitigation Measure HYD-3: Drainage Design and Stormwater Detention and Retention. Prior to issuance of a building permit, the applicant shall prepare and submit a detailed drainage design to the City of Anderson for approval. The design shall include at a minimum: existing and proposed flow patterns, watershed and flood zone maps, proposed on- and off-site improvements and drainage easements, calculations of existing and proposed stormwater runoff volumes, and details demonstrating that the project would not increase the volume of stormwater runoff leaving the site during storm events up to and including the 100-year, 24-hour storm. The design shall incorporate the appropriate level of on-site detention or retention to achieve the runoff requirements. If the project is unable to avoid an increase in stormwater runoff leaving the site, then the City may require another form of mitigation such as participation in a regional stormwater retention program.

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 rights-of-way and local streets, including the following:
    - 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.

DETERMINATION (TO BE COMPLETED BY LEAD AGENCY)

On the basis of this initial evaluation:

☐	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.

Peter Wickenheiser

Signature

01/7/2026

Date

Peter Wickenheiser

Printed Name

For

INITIAL STUDY AND ENVIRONMENTAL EVALUATION

1.0 INTRODUCTION

This Initial Study and Mitigated Negative Declaration 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 Initial Study and Mitigated Negative Declaration 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 Anderson (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 Anderson, Shasta County, California. The project site is at the southwest corner of the intersection of Locust Road and S. Barney Road. The project site is directly east of the I-5 northbound off-ramp to Locust Road. 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 5 acres and is comprised of APN 202-500-045. Approximately 0.7 acre of the project site falls within an easement for the Anderson Cottonwood Irrigation District (ACID). The approximately 0.2-acre off-site improvement area consists of the S. Barney Road rights-of-way (ROW) adjacent to the project site. The approximate center of the project site is at latitude 40.436775 and longitude -122.284503, NAD 83.

2.2 Project Features

The proposed project includes a convenience store and fuel station for standard vehicles and commercial trucks, and parking for standard vehicles and commercial trucks, including electric vehicle parking stations and Americans with Disabilities Act (ADA)-compliant spaces. Landscaping and lighting would be installed. The project would not encroach on the existing ACID easement along the southern project site boundary and does not include any improvements that would affect the canal within the easement. The components of the proposed project are described in more detail below. Refer to the Preliminary Site Plan (Sheet C-1) in Appendix C.

General Plan Designation and Zoning

The project parcel was designated as Commercial land use and C2, Highway Commercial, zoning district under General Plan Amendment 15-01 and Rezone 15-02 adopted October 26, 2015 (Planning Commission Resolution PV 15-08). Gasoline service stations are allowed in the C2, Highway Commercial, zoning district, subject to a use permit (City of Anderson Municipal Code Sections 17.20.030 and 17.26.030, respectively).

Convenience Store and Fuel Station

The convenience store would be situated between the conventional and commercial fueling station islands with the storefront facing north towards the conventional fueling station islands. The anticipated building height is 21 feet, 4 inches with a 24-foot, 9-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 2,095-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 68 people.

A total of five conventional fueling station islands with an approximately 3,724-square-foot canopy would be constructed in the northern portion of the project site. The conventional fueling station islands would accommodate up to 10 vehicles at a time (two per gas station island). Commercial truck fueling islands with five fueling positions and an approximately 3,180-square-foot canopy would be constructed near the center of the project site, which accommodate up to five trucks at a time.

Underground fuel storage tanks would be located northwest of the convenience store (with two 20,000-gallon tanks serving the conventional fueling station islands, and one 20,000-gallon tank and one 27,000-gallon tank serving the commercial fueling station islands). An enclosed Healy tank would be located northwest of the convenience store, near the fuel storage tanks. A covered trash enclosure would be located west 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 proposed project would include the construction of three new driveways providing access to the project site:

- **Locust Road:** This driveway would be 40 feet wide and would provide full ingress and egress for general vehicle access to the conventional fueling station islands and the convenience store parking areas.
- **S. Barney Road:** The northernmost driveway would be 40 feet wide and would provide full ingress and egress for general vehicle access to the conventional gas station islands and the convenience store parking areas. The second, southern driveway would be a minimum of 49 feet wide and would provide full ingress and egress for commercial truck access to the commercial truck fueling station islands and parking areas.

On-site vehicular circulation would be centered around the conventional vehicle parking and conventional fueling station islands in the northern portion of the site, north of the convenience store. west of the convenience store. Drive paths would allow vehicles to fully circle the fueling station island in opposing directions.

Truck circulation would be limited to circular pathway in a single direction through the parking area, and then through the fuel island, with trucks entering and leaving the site via the single truck driveway at S. Barney Road. A 32-foot-wide drive path would allow trucks to bypass the fuel island to exit the project site.

Parking

The project would include 21 conventional parking spaces, including two ADA-compliant spaces in front of the convenience store. Up to four future electric vehicle parking spaces would be provided. Nineteen truck parking spaces would be provided.

Pedestrian Access and Circulation

An approximately 8-foot-wide paved walkway would extend from the Locust Road project driveway, along the western perimeter of the conventional vehicle parking area, to the convenience store. The walkway would follow the entire perimeter of the convenience store. A 5-foot-wide painted walkway would extend from the future electric vehicle parking east of the convenience store to the convenience store.

Landscaping and Lighting

Landscaping would comprise approximately 1 acre of the project site. Two existing California live oak trees (*Quercus agrifolia*) in the S. Barney Road ROW would be retained, while three oak trees in the project site (i.e., one valley oak tree [*Quercus lobata*] and two live oak trees) fall within the project footprint and would be removed. The landscape design would consist of water efficient landscaping per City of Anderson Municipal Code Chapter 17.36. All landscaping would be associated with the convenience store and fuel station development on the project site with no landscaping proposed in the ACID easement or City ROW.

The landscape palette would consist of a variety of drought-tolerant and climate adaptive plants providing a diverse range of color and texture year-round. Mid-to low-water dependent trees would be

planted throughout the site, which could include Chinese pistache, green vase Japanese zelkova, Japanese maple, redbud, crape myrtle, cedar and various pines. Screening 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, and flowering plants. All landscaped areas would feature an automatic irrigation system. Refer to the Preliminary Landscape Plan (Sheet L1.0) in Appendix C.

Lighting would consist of a combination of pole-, building-, and fueling island canopy-mounted fixtures. Pole lighting would be installed at the project driveways and along the perimeter of the parking areas, 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 spillover to adjacent properties.

Utilities

Water and wastewater utilities are provided by the City of Anderson. Sand/oil separators would be installed under the fuel canopies for both the conventional vehicle and commercial truck fuel islands and would connect with the proposed sewer lines. A sewer cleanout and grease interceptor would be included as part of the project's sewer facilities. The project water and sewer lines would connect with existing water and sewer lines in the Locust Road ROW adjacent to the project site (outside of the roadway footprint). A new fire hydrant would be installed at a location to be determined in coordination with the City of Anderson Fire Protection District.

Stormwater facilities are provided by the City of Anderson. Two existing culverts in Locust Road collect flows from the project site and City ROWs and carry them to the north side of the road. One culvert is located north of the western portion of the project site, and the other is in the S. Barney Road ROW, southwest of its intersection with Locust Road. Storm drains installed as part of the proposed project would connect with the City's existing stormwater facilities. Refer to Site Drainage, below, for more information.

Pacific Gas and Electricity Company, Inc. (PG&E) provides electricity to the project site. The project would connect to existing PG&E facilities in the S. Barney Road ROW. Onsite transformers and switchgear installed as part of the project would connect with the existing transformer. Natural gas would not be used for the proposed project.

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

The project site would feature two separate drainage areas: (1) the convenience store and conventional vehicle fueling and parking in the northeast portion of the project site; and (2) the commercial truck driveway, fueling, parking and circulation in the remainder of the project site. Stormwater from the convenience store and conventional vehicle fueling and parking area would drain toward the northeast to the existing culvert in the S. Barney Road ROW. V-gutters in the conventional vehicle fueling and parking area would direct flows to a storm drain inlet in the northeast part of the project site which would outlet at the culvert in the S. Barney Road ROW. Additional flows would sheet-flow across the drive aisle toward the northeast and culvert in the S. Barney Road ROW.

A v-gutter in the commercial truck access driveway would direct flows westward toward a storm drain inlet east of the commercial truck fuel island. Stormwater from the commercial truck area of the project site would drain toward the northwest to the existing culvert in the Locust Road ROW, north of the western area of the project site. The drainage design would consist of either onsite storm drain inlets with a stormwater treatment device, or onsite retention via basins and/or swales in the landscaped island formed by the circular on-site truck driveway, and/or a drainage swale north of the circular driveway adjacent to the Locust Road ROW.

Signage

A 100-foot-tall highway advertising sign would be installed in the southwest corner of the project site near I-5. The sign would feature an illuminated approximately 300-square-foot sign face featuring the 7-Eleven logo and fuel prices atop a single pylon pole.

Additional signage would include a 15-foot tall 7-Eleven dual-pole pylon sign with a 40-square-foot sign face in the northeast corner of the project site, at the intersection of Locust Road and S. Barney Road, directional signage at the project driveways, canopy signage and flush-mount signage on the storefront and rear of the convenience store. All signage would be consistent with City of Anderson Municipal Code Chapter 17.44, Comprehensive Sign Ordinance.

Off-site Improvement Area

An approximately 0.2-acre area of the S. Barney Road ROW adjacent to the project site is identified as an off-site improvement area. The two project driveways accessing S. Barney Road will tie into the roadway in the off-site improvement area and a new storm drain connection would be installed in the off-site improvement area, southwest of the S. Barney Road intersection with Locust Road.

While the proposed project includes improvements in the Locust Road ROW, the area is significantly smaller and is therefore not specifically noted on the figures prepared for this Initial Study. Improvements include the single project driveway tie-in to Locust Road, installation of a new fire hydrant, and water and sewer utility connections. Refer to Figure 2 in Appendix A for the mapped off-site improvement area and Sheets C1 – C3 in Appendix C for the driveway tie-ins and other project details affecting the Locust Road and S. Barney Road ROWs.

Construction

Construction is anticipated to begin in December 2026 and would last approximately 12 months. Construction activities would typically occur Monday through Friday during daytime hours (typically 8:00 a.m. to 5 p.m.) but could occur between 7:00 a.m. to 10:00 p.m. in accordance with City of Anderson Municipal Code Section 8.30.090, Noise Control – Prohibited Acts.

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.

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 expected to dispense up to 850,000 gallons per year of conventional and diesel fuel.

Indoor and outdoor water usage would conservatively 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 of waste water (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 in an area of the City east of I-5 featuring primarily undeveloped parcels and parcels developed with industrial land uses. The property directly north of the project site is undeveloped and it is zoned C2, Highway Commercial. Properties to the east and southeast are undeveloped and are zoned M2, Heavy Industrial. The property directly south of the project site is zoned M2, Heavy Industrial, and is developed with industrial uses (lumber).

Areas directly west of I-5 from the project site are primarily zoned C2, Highway Commercial, and are developed with highway-serving commercial land uses, including an outlet mall, fast food restaurants, a gas station, and a hotel.

The project site is bound by I-5 to the west, Locust Road to the north and S. Barney Road to the east. The ACID canal follows the southern project site boundary within an existing easement that extends 40 feet into the project site. The project site is undeveloped and was cleared and graded during construction of the I-5 interchange with Deschutes Road, Factory Outlets Drive and Locust Road northwest of the project site. The project site is generally flat, with an elevation range of approximately 465 - 470 feet above mean sea level (amsl). Five oak trees (*Quercus* spp.) occur in the eastern part of the project site.

The I-5 interchange northwest of the project site features a round-about connecting Deschutes Road, Factory Outlets Drive and Locust Road with the northbound I-5 on-and off-ramps. Factory Outlets Drive crosses under I-5 northwest of the project site and intersects with Old Highway 99/State Route 273 west of I-5 (approximately 0.2 mile west of the project site. From the interchange, Locust Road continues eastward (north of the project site), and Deschutes Road continues to the northeast. The interchange is developed with roadside landscaping and raised, landscaped medians and lane dividers. A pedestrian walkway follows Factory Outlet Drive under I-5, around the south side of the round-about to Factory Outlet Drive as it continues to the northeast east of I-5. The intersection of S. Barney Road with Locust Road is a four-way stop sign-controlled intersection with paved, two lane roadways in each direction. There are no existing sidewalks or curbs and gutters along Locust Road or S. Barney Road adjacent to the project site.

3.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The Initial Study is a public document used by the leading decision-making agency (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 Anderson 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
Except as provided in Public Resources Code Section 21099, would the project: a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Background and Setting

The project site is immediately adjacent to the northbound I-5 interchange and is in an area featuring both undeveloped parcels and parcels developed with industrial land uses. The project site is undeveloped and relatively flat. It is primarily vegetated with disturbed grassland with a few trees in the eastern part of the project site. The parcel north of the project site is undeveloped and has been previously cleared and graded and appears to feature disturbed grassland similar to the project site. Parcels east of the project site feature natural vegetation and trees. The parcel south of the project site is developed with a lumber yard. Views of the project site from off-site areas to the south are screened by trees following the south side of the ACID canal. There is substantial commercial development west of I-5 that is oriented to serve motorists and the region, including an outlet mall, gas stations, motels and fast-food establishments.

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 National Scenic Byway nearest to the project site is the Volcanic Legacy Scenic Byway approximately 39.4 miles east of the project site in Lassen Volcanic National Park. The Volcanic Legacy Scenic Byway 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 2025).

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 designated. Caltrans maintains a list of California's scenic highways and map showing their locations. State Route 44/Old Highway 5 approximately 8.75 miles north of the project site is designated as "eligible" to be a state scenic highway (Caltrans 2019).

There are no officially designated scenic vistas identified in the City's 2007 – 2027 General Plan; however, the General Plan identifies scenic places in the City consisting of natural landscape features of the Sacramento River and views of surrounding mountains including Mount Shasta to the north and Mount Lassen to the east, and trees and landscaping. The Sacramento River is approximately 2 miles north of the project site at its nearest point and is not visible from the project site. Mount Shasta is over 64 miles north of the project site and Mount Lassen is over 39 miles east of the project site. Neither are visible from the project site due to intervening topography and vegetation.

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 City's 2007 – 2027 General Plan include natural landscape features of the Sacramento River and views of surrounding mountains including Mount Shasta to the north and Mount Lassen to the east, and trees and landscaping. As previously mentioned, the Sacramento River is approximately 2 miles north of the project site at its nearest point and is not visible from the project site. Mount Shasta is over 64 miles north of the project site and Mount Lassen is over 39 miles east of the project site.

Sensitive viewers would be motorists and pedestrians using public roadways adjacent to the project site. While low mountain ranges are visible on the far horizon to the north and east from northbound motorists on I-5, neither Mount Shasta nor Mount Lassen are prominent scenic features easily distinguishable from the ranges. Views of the mountain ranges north and east of the project site from Locust Road or South Barney Road would not be blocked by the project site and would be limited by intervening topography, existing development and vegetation. The Sacramento River is not visible from the project site or surrounding roadways. Development of the project site would not result in a substantial adverse effect on scenic vistas in the City. 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?

No impact. The project site is not located near a scenic highway. The scenic highway nearest to the project site is State Route 44/Old Highway 5 approximately 8.75 miles north of the project site, designated as "eligible" to be a state scenic highway. The proposed project is not within the viewshed of this highway. The proposed project would not damage scenic resources within a state scenic highway. No impact would occur.

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.

Development of the project site would introduce a built aesthetic in an area of the City east of I-5 that currently features several undeveloped contiguous parcels. However, while the project site and directly adjacent parcels to the north and east are currently undeveloped, they are surrounded by parcels developed with industrial land uses east of I-5. Areas west of I-5 are developed with highway serving commercial land uses. Motorists traveling through the area would have a relatively fleeting glimpse of this currently undeveloped area within the more expansive developed character of the surrounding areas.

The proposed land use would be consistent with the surrounding areas, and 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 along the perimeter (including evergreens along the western project site boundary) and throughout the project site would soften view of the development from I-5, Locust Road and S. Barney Road. The project landscaping would retain two of the existing trees along the S. Barney Road ROW, which would further reduce the visual effect of the development. As previously mentioned, the proposed highway advertising sign would be 100 feet tall and would consist of an illuminated approximately 300-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.

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. The parcels surrounding the project site are primarily undeveloped. The existing lumber yard south of the project site would feature minimal outdoor lighting.

Project lighting would include a combination of pole-, building-, and fuel canopy-mounted fixtures. Pole lighting would be installed at the project driveways and around the perimeter of the parking areas, 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 Anderson Municipal Code Chapter 17.44, Comprehensive Sign Ordinance, which prohibits excessive illumination. The convenience store and fuel stations would not be finished with reflective surfaces and would not create a significant new source of glare.

The highway advertising sign would be illuminated using LED 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
Would 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Background and Setting

The City has historically been an agricultural community with private parcels remaining in agricultural production. The project parcel is designated Commercial in the City's 2007 – 2027 General Plan (as amended) and is within the C2, Highway Commercial zoning district (General Plan Amendment 15-01 and Rezone 15-02; Planning Commission Resolution PC 15-08). Adjacent parcels are largely industrial with no properties identified for agricultural or timber land uses.

Farmland Mapping and Monitoring Program

The California Department of Conservation (CDC) California Geological Survey administers and maintains the statewide Farmland Mapping and Monitoring Program which is intended to inform the conservation of agricultural land. For the Farmland Mapping and Monitoring Program, 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 California Geological Survey for the County shows the project site mapped as Other Land (CDC 2025). Other Land is land not included in any other mapping category, such as low density rural developments; areas not suitable for livestock grazing; confined livestock poultry or

aquaculture facilities; strip mines, borrow pits; water bodies less than 40 acres; and vacant and nonagricultural land surrounded by urban development (CDC 2025).

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 mapped as Other Land (CDC 2025) which is not a farmland designation. Furthermore, the area was subdivided and zoned C2, Highway Commercial, which precludes the long-term retention of agricultural land uses. 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 C2, Highway Commercial, 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 and does not contain land suitable for timber production. The project site is zoned C2, Highway Commercial, which precludes the retention of timberland. 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 project site does not contain land suitable for timber production. 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 commercial 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
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: 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?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Background and Setting

The Air Quality Technical Report for the proposed project (RCH Group 2025) provides details on the proposed project's emission calculations. The Air Quality Technical Report is included in Appendix D of this Initial Study. The proposed project falls within the jurisdiction of the Shasta County Air Quality Management District (SCAQMD). The air quality analysis includes a review of criteria pollutant[1] emissions such as carbon monoxide (CO)[2], nitrogen oxides (NOx)[3], volatile organic compounds (VOC) as reactive organic gases (ROG)[4], particulate matter less than 10 micrometers (coarse or PM10), and particulate matter less than 2.5 micrometers (fine or PM2.5).[5]

[1] 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.

[2] 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.

[3] 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.

[4] 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_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. The terms VOC and ROG are often used interchangeably.

[5] 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 Anderson is located in a region identified as the Northern Sacramento Valley Air Basin (NSVAB), which principally includes Sutter, Yuba, Colusa, Butte, Glenn, Tehama and Shasta Counties. The NSVAB is bounded on the north and west by the Coastal Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada range. These mountain ranges reach heights more than 6,000 feet above mean sea level, with individual peaks rising much higher. The mountains form a substantial physical barrier to locally created pollution as well as pollution transported northward on prevailing winds from the Sacramento metropolitan area.

The environmental conditions of Shasta County are conducive to potentially adverse air quality conditions. The basin traps pollutants between two mountain ranges to the east and the west. This problem is exacerbated by a temperature inversion layer that traps air at lower levels below an overlying layer of warmer air. Prevailing winds in the area are from the south and southwest. Sea breezes flow over from the San Francisco Bay Area and into the Sacramento Valley, transporting pollutants from the large urban areas. Growth and urbanization in Shasta County have also contributed to an increase in emissions.

The primary sources of air pollution within the NSVAB 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 SCAQMD 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.

Shasta County Air Quality Management District

The SCAQMD has the responsibility of adopting and enforcing regulations to achieve and maintain national and State ambient air quality standards and implementing air quality programs in support of the standards. The SCAQMD, along with other air districts in the NSVAB, has committed to jointly prepare the NSVAB Air Quality Attainment Plan for the purpose of achieving and maintaining healthful air quality throughout the air basin. In addition, the SCAQMD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs, and it regulates agricultural burning. Other responsibilities include monitoring air quality, preparing clean air plans, and responding to citizen complaints concerning air quality. All projects in Shasta County are subject to applicable SCAQMD rules and regulations in effect at the time of construction. Descriptions of specific rules applicable to future construction resulting from implementation of the proposed project may include, but are not limited to:

- SCAQMD Rule 2:1A, Authorities to Construct/Permits to Operate, allows any person to use construction equipment for construction activities, and must obtain a permit to operate prior to installation activities. The purpose of this Rule is to establish pre-construction review requirements for new and modified stationary sources of air pollution for use of Best Available Control Technology, analysis of air quality impacts, and to ensure that the operation of such sources does not interfere with the attainment or maintenance of ambient air quality standards. This Rule shall apply to all new and modified stationary sources that are subject to District permit requirements, and after construction, emit or may emit any affected pollutants. An application would need to be submitted along with all pertinent information before a complete evaluation can be completed for this project.

- SCAQMD Rule 2:2, Emissions Reduction Credit and Banking Rule, provides for a mechanism for permitted and non-permitted emissions sources to deposit, transfer, and use emission reduction credits as offsets as allowed by applicable laws and regulations. The provisions of Rule 2:2 apply to the deposit, transfer, and use of emission reduction credits from stationary sources and open biomass burning sources of air pollution emissions. Emission reduction credits are typically required when stationary source pollutants exceed 25 tons per year.
- SCAQMD Rule 3:2, Specific Air Contaminants, controls the amount of air contaminants allowed to be discharged into the atmosphere.
- SCAQMD Rule 3:3, Gasoline Loading, Transfer and Dispensing, limits VOC emissions from the transfer of gasoline into stationary storage containers, delivery vessels, bulk plants and terminals, and into motor vehicle fuel tanks.
- SCAQMD Rule 3:15, Cutback and Emulsified Asphalt, requires cutback and emulsified asphalt application to be conducted in accordance with Rule 3:15.
- SCAQMD Rule 3:16, Fugitive, Indirect, or Non-Traditional Sources, controls the emission of fugitive dust during earth-moving, construction, demolition, bulk storage, and conditions resulting in wind erosion.
- SCAQMD Rule 3:28, Stationary Internal Combustion Engines, limits the emissions of NOx and CO from stationary internal combustion engines. The emissions limits identified by this rule are not applicable to emergency standby engines; however, the rule does require that testing and maintenance for emergency generators be limited to no more than 100 hours per year.
- SCAQMD Rule 3:31, Architectural Coatings, controls the architectural coatings and solvents used at the project site.
- SCAQMD Rule 3:32, Adhesives and Sealants, limits the emissions of VOC from adhesives and sealants and associated primers, and from related surface preparation solvents, cleanup solvents, and strippers.

The proposed project includes fuel dispensing for conventional vehicles and commercial trucks and the proposed fuel station would be subject to SCAQMD rules and regulations which govern the storage and distribution of gasoline The SCAQMD requires all gasoline dispensing facilities to be equipped with Phase I and Phase II vapor recovery systems (Rule 8.1).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.

Significance Thresholds

The SCAQMD applies the following thresholds to assess project-level air quality impacts:

- Daily emissions of 25 pounds per day of ROG and NO_x and 80 pounds per day of PM_{10} (Level A)
- Daily emissions of greater than 137 pounds per day of ROG, NO_x, and PM_{10} (Level B)
- Exposure of persons by siting a new source or a new sensitive receptor to substantial levels of TAC resulting in (a) a cancer risk level greater than 10 in one million and (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers
- Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people

These thresholds are consistent with New Source Review Rule 2:1 adopted by the SCAQMD Board in 1993 as required by the California Clean Air Act. If the project's indirect and area wide emissions are greater than the Level A thresholds but less than Level B thresholds, appropriate Level A mitigation is required to be implemented by the project applicant. If the project's indirect and area wide emissions are above the Level B threshold of 137 pounds per day after applying all feasible mitigation measures, the project would be considered to have a significant impact from an air quality perspective. The SCAQMD recommends that projects apply Standard Mitigation Measures and appropriate Best Available Mitigation Measures when a project exceeds Level A thresholds and Standard Mitigation Measures, Best Available Mitigation Measures, and special Best Available Mitigation Measures when a project exceeds Level B thresholds.

Analysis

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

Less than significant impact. Shasta County is currently designated as nonattainment for State ozone standards. Shasta County is designated in attainment or unclassified of federal and State ambient air quality standards for all other pollutants.

SCAQMD, along with other NSVAB air districts, jointly prepared an Air Quality Attainment Plan for the purpose of achieving and maintaining healthful air quality throughout the air basin. The Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan constitutes the region's State Implementation Plan. The 2021 Air Quality Attainment Plan assesses the progress made in implementing the previous triennial update completed in 2018 and proposes modifications to the strategies necessary to attain the California ambient air quality standards by the earliest practicable date. It also includes update control measures for the three-year period of 2021 through 2024.

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 with mitigation incorporated. 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 and ROG 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).

Construction

Using standard fuel consumption estimates, construction activities would require approximately 14,025 gallons of diesel fuel.[6]

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

Table 1. Estimated Daily Construction Emissions (pounds)

Condition	ROG	NOx	PM10	PM2.5	CO
Construction (unmitigated)	25.3	**29.2**	21.0	11.3	29.8
Construction (mitigated)	5.92	2.86	7.90	4.07	29.3
Significance Threshold (Level A)	25	25	80	--	--
Significance Threshold (Level B)	137	137	137	--	--
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 unmitigated daily emissions from NOx would exceed the Level A significance thresholds but would fall well below the threshold with mitigation. The proposed project 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, 13 CCR 2485), which would further reduce temporary and variable emissions.

[6] Fuel usage was estimated using the CalEEMod output for CO2 and an 8.91 kg CO2/gallon (gasoline) and 10.15 kg CO2/gallon (diesel) conversion factor. Available at: https://www.eia.gov/environment/emissions/co2_vol_mass.php.

Mitigation Measure AQ-1: Construction Exhaust and Fugitive Dust Emission Standards. The following measures shall be implemented to minimize short-term air quality impacts during construction. These measures shall be included in all grading and improvement plans and/or permits.

- During all construction activities, all architectural coatings applied shall contain a low content of VOC (i.e., 50 grams/liter) as required by the California Green Building Code or SCAQMD, whichever is more restrictive.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications.
- All material excavated, stockpiled, or graded shall be sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of ambient air quality standards. The timing and frequency of watering shall be determined by the City Engineer or Building Official.
- All unpaved areas (including unpaved roads) with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions.
- All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
- All land clearing, grading, earth-moving, or excavation activities on the project site shall be suspended if/when the City Engineer or Building Official determines that winds are causing excessive dust generation.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent a public nuisance.
- Paved streets adjacent to construction areas shall be swept or washed at the end of the day to remove excessive accumulations of silt and/or mud resulting from activities on the work site.
- Prior to final occupancy, the applicant shall re-establish ground cover on the construction site through seeding and watering.
- Off-road construction equipment and other diesel-fueled construction vehicles shall not be left idling for periods longer than five minutes when not in use.
- Trees and other vegetation cleared to accommodate the proposed project shall not be burned onsite and shall be disposed of in another lawful manner (e.g., chipping or mulching), as approved by the City.

Mitigation Measure AQ-2: Tier 4 Construction Equipment Emission Standards. The following measure shall be implemented during construction to further reduce construction exhaust emissions:

- All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall utilize diesel engines that are USEPA-certified Tier 4 final" emission standards for particulate matter and be equipped with CARB-certified Level 3 Diesel Particulate Filters. Prior to the issuance of any demolition/construction permits, the construction contractor shall submit specifications of the equipment to be used during construction.

<u>Operation</u>

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 into 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 15 fuel pumps.

According to the most recently available California Annual Retail Fuel Outlet Report Results, during 2023, the average annual throughput of gasoline fuel was 1,358,299 gallons and the maximum annual throughput was 1,668,383 gallons. The average annual throughput of diesel fuel was 365,814 gallons and the maximum annual throughput of diesel was 388,767 during 2023 (California Energy Commission; CEC 2023). 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 and maximum annual throughput.

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 630 net daily trips (229,950 trips per year and 1,987,008 vehicle miles per year), with 64 trips during the a.m. peak hour and 58 trips during the p.m. peak hour. None of the net trips would be associated with the commercial fueling and parking. The estimate net annual fuel usage is approximately 73,095 gallons of gasoline.[7]

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.

[7] 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

Table 2. Estimated Daily Operational Emissions (pounds)

Condition	ROG	NOx	PM10	PM2.5	CO
Mobile	17.1	11.2	8.02	21.2	62.7
Area	0.19	<0.01	<0.01	<0.01	0.23
Energy	<0.01	0.04	<0.01	<0.01	0.04
Fuel Pumps/Tanks	4.72	-	-	-	-
Total Operations	22.0	11.2	8.03	2.13	63.0
Significance Threshold (Level A)	25	25	80	--	--
Significance Threshold (Level B)	137	137	137	--	--
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 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. The nearest sensitive receptors to the project site: are Anderson Heights Elementary and North State Aspire Academy are nearest to the project site located approximately 2,700 feet west of the project site; residences surrounding the schools, located approximately 2,000 feet west of the project site; a single residence located approximately 1,325 feet north of the project site; and offsite workers located approximately 800 feet south of the project site; at which the project health impacts were estimated.

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
Would 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Background and Setting

A Biological Resources Assessment and was prepared for this project by VESTRA (VESTRA 2025a). The discussion of biological resources in this section is based on that report, which is included as Appendix E to this Initial Study.

The study consisted of a desktop review, field surveys and an evaluation of potential impacts to biological resources. An aquatic resources delineation was also prepared, along with a tree inventory. Refer to Appendix E 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 Department of Fish and Wildlife (CDFW) California Natural Diversity Database; 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 23, 2025, 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.

VESTRA biologists conducted a delineation of aquatic resources on August 13, 2025, after signatures of potential wetland features were identified during the preliminary review. The delineation follows procedures outlined in the 1987 U.S. Army Corps of Engineers' (USACE's) Wetland Delineation Manual and Arid West Supplement.

On August 14, 2025, VESTRA biologists conducted an inventory of trees on the project site. The location, species, trunk diameter-at-standard height (i.e., 54 inches above grade; diameter at standard height), and health condition of each tree were recorded.

Results

Habitat Types/Vegetation Communities

Habitat types/vegetation communities in the project site consists of disturbed annual grassland. This habitat type supports a mix of native and non-native annual grasses and forbs. Five oak trees (*Quercus* spp.) occur on the project site.

The ACID canal follows the southern project site boundary. Areas of the site with signatures of potential wetland features were investigated during the delineation of aquatic resources. While some of the areas contained hydrophytic plant species, no indicators of hydric soils were observed and no topographic features indicative of aquatic resources were present. None of the features met the definition of a wetland as defined by CDFW or the USACE (VESTRA 2025a; Appendix E).

Special-Status Species Evaluation

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, no special status species have the potential to occur or to be impacted by the proposed project (VESTRA 2025a; Appendix E). However, the project site and immediate vicinity provide suitable habitat for nesting migratory birds and raptors. Trees in the project site and immediate vicinity provide potential bat roosts. 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 does not provide potentially suitable habitat for rare plants or special status wildlife species. No impacts to species identified as candidate, sensitive or special status would occur.

The project site and immediate vicinity, however, provide 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 potentially significant impact. Mitigation Measure BIO-1 would require construction activities to avoid the nesting season and/or conduct pre-construction nesting bird surveys to avoid directly harming individual birds and/or their nests. Establishment of a non-disturbance buffer and monitoring by a qualified biologist would be required for active nests within the work area and surrounding 150 feet. Implementation of the proposed mitigation would reduce potentially significant impacts on nesting birds to a level of less than significant.

Light pollution has a potential negative effect on nesting birds by affecting their breeding habits. Construction activities would occur primarily during daytime hours, but the use of lights may be necessary for early morning or evening work in the shorter daylight months of fall, winter and early spring. The convenience store and fuel station would operate 24 hours per day, 7 days per week. Lights used during construction and operation of the proposed project could negatively affect birds nesting in the project site and immediate vicinity (during the nesting season of February 1 to August 31). Mitigation Measures BIO-2 and BIO-3 would require controls to prevent excessive light during construction and operation of the proposed project to avoid impacting birds nesting in the vicinity. Furthermore, identification of active nests and protective measures included in Mitigation Measure BIO-1 would further reduce the potential for light-related impacts during construction. Implementation of the proposed mitigation would reduce potentially significant impacts on nesting birds to a level of less than significant.

Removal of trees and vegetation from the project site could reduce availability of suitable nesting and foraging habitat. One large valley oak tree (*Quercus lobata*) and a few smaller live oak trees (*Quercus agrifolia*) comprise the potential nesting habitat in the project site, the value of which is likely reduced due to noise from I-5. Undeveloped properties east of the project site feature more extensive, denser stands of trees which would provide higher quality nesting habitat when compared to the project site. Due to the relatively poor quality of nesting habitat for nesting and higher quality nesting 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.

Impacts on nesting birds would be less than significant with mitigation incorporated.

Mitigation Measure BIO-1: 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-2: Avoid Excessive Light During Construction. The following measure shall be implemented to avoid impacts to nesting birds and other nocturnal wildlife associated with excessive light exposure during construction:

- During construction, the contractor shall direct lighting downward to avoid light spillover into adjacent off-site properties.
- If a qualified biologist determines that excessive lighting during construction is negatively impacting nests within the work area and surrounding 150 feet, lighting usage shall be reduced or eliminated to reduce negative impacts on the affected nest(s) in coordination with the qualified biologist.

Mitigation Measure BIO-3: Avoid Excessive Light During Operation. The following measure shall be implemented to avoid impacts to nesting birds and other nocturnal wildlife associated with excessive light exposure during operation:

- Prior to issuance of a building permit, the applicant shall prepare and submit to the City of Anderson for approval a detailed lighting plan. The project's lighting design shall consist of LED-non-glare, directional cut-off fixtures, intended to avoid light spillover to adjacent properties. The City's approval of the lighting plan prior to occupancy of the project site is considered compliance with this measure.

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 (VESTRA 2025a; Appendix E). 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?

Less than significant impact with mitigation incorporated. During the biological reconnaissance survey, areas of potential wetland features were observed in the southeast area of the project site. VESTRA biologists conducted a delineation of aquatic resources on August 13, 2025, in accordance with USACE's 1987 Wetland Delineation Manual and Arid West Supplement. While some of the areas contained hydrophytic plant species, no indicators of hydric soils were observed and no topographic features indicative of aquatic resources were present. The potential wetland features do not qualify as waters of the U.S. or State (VESTRA 2025a; Appendix E).

The ACID canal follows the southern boundary of the project site and was identified as potential waters of the U.S. and/or State. The canal is located within an existing easement that extends 40 feet into the project site, creating a minimum 25-foot buffer between the development area of the project site and the canal. The proposed project design avoids the easement entirely, preventing direct and indirect impacts on the canal. Equipment that's operated during construction; however, has the potential to enter the easement which could disturb the canal banks and result in soils entering the waterway which would be a potentially significant impact. Mitigation Measure BIO-4 requires the installation of temporary exclusionary fencing during construction to prevent equipment from entering the easement. With implementation of the proposed mitigation, potentially significant impacts would be reduced to a level of less than significant.

> **Mitigation Measure BIO-4: Avoid Anderson Cottonwood Irrigation District Canal.** A minimum 25-foot exclusionary buffer shall be established between the ACID canal and project-related ground-disturbing activities. The ACID easement provides a sufficient avoidance area on the project site. To prevent construction equipment from entering the ACID easement, prior to equipment entering the project site, orange barrier fencing shall be installed along the entirety of the easement from S. Barney Road to the western project site boundary. The fencing shall be maintained fully erected and installed for the duration of equipment on the project site. Should the fencing become damaged or defective, the contractor shall implement corrective actions and repairs of the fencing prior to equipment driving, parking and/or working within 50 feet of the easement boundary.

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. 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.

The Sacramento River and its tributaries provide essential fish habitat for the Chinook salmon. Although the ACID canal connects with the Sacramento River, the canal contains man-made structures that prevent fish passage. The canal does not provide functional essential fish habitat (VESTRA 2025a; Appendix E).

At the time of the biological surveys, trees on the project site were investigated for suitable bat maternity roosting structures, such as cavities, dead or missing limbs, or adequately sized hollows. No suitable structures were observed; however, should the tree conditions change prior to construction, bats could use the site for maternity roosts. Potential impacts on roosting bats would be similar to impacts on nesting birds. Mitigation Measure BIO-5 requires starting construction outside of the bat

roosting season or conducting pre-construction roosting bat surveys to confirm no roosts are present. With implementation of the proposed mitigation, impacts to roosting bats would be reduced to a level of less than significant.

Mitigation Measure BIO-5: Maternity Bat Roosts. In order to avoid impacts to maternity bat roosts, the following shall be implemented:

- Trees unable to be preserved in place for the proposed project shall be removed and construction activities completed prior to March 1, 2028.
- Trees removed after March 1, 2028, shall be removed and construction activities completed between August 16 and February 28, outside of the bat maternity season.
- If removal of trees and/or construction activities occur within the bat maternity season during 2028 or later (March 1 to August 15), then preconstruction surveys will be conducted by a qualified biologist within 7 days prior to activities to identify active maternity roosts and potentially suitable maternity structures in the project site. A qualified biologist is someone with experience in the life history and identification of bat species in California.
    - If no suitable maternity structures are identified, no additional surveys are needed if construction is completed prior to the following roosting season unless otherwise determined by a qualified biologist.
    - If a maternity colony is located, a 100-foot disturbance-free buffer will be established by a qualified biologist. The buffer will be demarcated using high-visibility fencing or flagging. The buffer will remain in place until the roost is deemed to be no longer active by a qualified biologist.
    - If unoccupied suitable maternity roosting habitat is present in the trees to be preserved in place, and activities within 100 feet of the trees subside for more than 7 days during the bat maternity season, additional surveys by a qualified biologist shall be conducted prior to resuming activities within 100 feet of the trees.

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

No impact. Five oak trees are present in the project site, and a minimum of three trees will be removed for construction of the proposed project. The City of Anderson Municipal Code Section 17.33.090 includes requirements for tree removal mitigation during the development and construction phases of projects within the Vineyards and Anderson Planned Development. The project is not within planned development areas of the City, so the code does not apply. The project would not conflict with any local policies or ordinances protecting biological resources. There would be no impact as a result of the proposed project.

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
Would the project: a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Background and Setting

A cultural resources inventory and evaluation was conducted for this project by Kevin Dalton, M.A., Registered Professional Anthropologist (Dalton 2025). The report is included as Appendix F (*Confidential*) to this Initial Study.

The assessment included a records search at the Northeast Information Center (NEIC) in Chico; a search of the California State Native American Heritage Commission's (NAHC's) Sacred Lands File; review of ethnographic literature and historic maps; and a pedestrian field survey.

Northeast Information Center Record Search Results

On May 19, 2025, an archival records search in support of the proposed project was conducted at the NEIC. The records searches addressed the project site and a 0.5-mile radius. Sources of information included previous survey and cultural resources files; the California Inventory of Historical Resources; California Historical Landmarks for Shasta 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 35 cultural resource studies have been conducted within a 0.5-mile radius of the project site, with 50 percent of the search radius and the entire project site having been previously surveyed (the project site was surveyed for cultural resources in 2005). Documented resources within 0.5 mile of the project site included two prehistoric archaeological resource and five historic-era resources. The ACID canal is a linear historic-era resource (P-45-004234) that forms the southern project site boundary in an easement. A segment outside of the project site was evaluated in 2008 and determined ineligible for listing in the National Register through a consensus determination of a federal agency and the State Historic Preservation Officer. The segment within the project site had not been evaluated previously.

Native American Outreach

On May 29, 2025, the NAHC was contacted 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 May 29, 2025, Ms. Melina Carlos, NAHC Cultural Resources Analyst, indicated that a search of the Sacred Lands File returned a positive 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.

In response to the positive Sacred Lands File results, several Tribal representatives were contacted including Ms. Tracy Foster-Olstad, Mor Rel Muk Wintu Tribal Chair and Cultural Resource Officer, who requested an on-site meeting with Mr. Dalton in response to a request for information. The meeting was not part of the AB 52 consultation process. They met at the project site on June 26, 2025, and Ms. Foster-Olstad expressed concern for inadvertent discoveries of Native American materials due to inadvertent discoveries in the area and suggested monitoring for cultural resources during ground-disturbing activities. Refer to Section 3.18 for a discussion of consultation with the Tribe.

Intensive Pedestrian Survey

On June 14, 2025, a pedestrian survey of the project site was conducted using pedestrian transects spaced at 20-meter intervals across the project site.

The project area is flat, and ground visibility at the time of the archaeological survey was poor (approximately 25 percent visibility); therefore, a shovel was used to scrape areas approximately 1-meter-square to expose mineral soil. The exposed soil was inspected for evidence of cultural materials. Forty shovel scrapes were conducted with negative findings (Dalton 2025).

The segment of the ACID canal (P-45-004234) within the project site was fully documented using the standard State of California Department of Parks and Recreation Archaeological Site Forms. Site recording included site and feature mapping, and photography. Boundaries for P-45-004234 were delineated based on the surface extent of cultural materials and/or archaeological features. The feature was mapped with a global positioning system.

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 if 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 resource is significant, it is then assessed for its historic integrity. If a resource is significant and has historic integrity, it is eligible for listing on CRHR.

The segment of ACID canal within the project site was evaluated and found not to meet any of the criteria to be considered a historical resource as defined by CEQA and PRC Section 5024.1. As such, the canal segment within the project site would not be eligible for listing on CRHR (Dalton 2025).

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. There are no known historic resources on the project site. The segment of ACID canal in the project site was evaluated for its potential as a significant cultural resource eligible for listing in the CRHR but did not meet any of the criteria. As such, the segment of the ACID canal in the project site is not considered to be a significant historic resource.

No other potential or known resources were recorded in the project site, and the shovel scrapes were negative, therefore, no known historic resources would be impacted by the proposed project. 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. Mitigation Measure BIO-3 would be implemented to reduce potentially significant impacts to a level of less than significant.

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 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 Shasta County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State 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 Section 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 Anderson Planning Department, and the California Historical Resources Information System, NEIC.

3.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☒	☐

Background and Setting

Construction and operation of the project would require consumption of energy from petroleum sources, including gasoline and diesel fuel, and electricity. PG&E provides electricity to the project site.

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 fuel and electricity associated with fuel dispensed annually. According to the most recently available California Annual Retail Fuel Outlet Report Results, during 2023, the average annual throughput of gasoline fuel was 1,358,299 gallons and the maximum annual throughput was 1,668,383 gallons. The average annual throughput of diesel fuel was 365,814 gallons and the maximum annual throughput of diesel was 388,767 during 2023 (CEC 2023). 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 and maximum annual throughput.

The proposed project is anticipated to generate 630 net daily trips (229,950 trips per year and 1,987,008 vehicle miles per year), with 64 trips during the a.m. peak hour and 58 trips during the p.m.

peak hour. None of the net trips would be associated with the commercial fueling and parking. The estimate net annual fuel usage is approximately 73,095 gallons of gasoline.[8]

As such, project operations would not result in excessive and wasteful vehicle trips and vehicle miles traveled (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 less-than 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[9] and green building standards[10]. 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.

[8] 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

[9] 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.

[10] 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
Would 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.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Background and Setting

A Geotechnical Report was prepared for this project by Partner Engineering and Science, Inc. (Partner 2025). The following geology discussion is based on that report, which is included as Appendix G 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 the drilling of 10 exploratory test borings throughout the project site on July 1, 2025, with a maximum depth of 26.5 feet below ground surface (refer to Figures 2 and 3 in Appendix G).

Soils in the project site consist of Churn gravelly loam with 0 – 3 percent slopes, which has a drainage class of well drained and a runoff class of medium (NRCS 2025; 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 2025). No groundwater was encountered during subsurface testing (Partner 2025). Churn soils formed in mixed alluvium on lower terraces, of nearly level or gentle slopes. The underlying material is gravelly alluvium from various rocks (Partner 2025).

The project site is not located in or near an Alquist-Priolo Earthquake Fault Zone but is in a seismically active region with numerous active faults. The nearest active faults are the Hat Creek-McArthur-Rocky Ledge Faults located 49 miles northeast of the project site and Little Salmon Fault located 91 miles west of the project site (CDC 2025).

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 (CDC 2025). 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 identified for the project site is Site Class D with a Risk Category of II and is exempt from a site-specific ground motion hazard analysis with application of certain assumptions regarding ground motion (Partner 2025).

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). The City has adopted the Uniform Building Code and requires all buildings to meet the standards of the Code (also applicable as part of the California Building Standards Code; City of Anderson 2007). 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 no geologic hazards related to liquefaction at the project site (Partner 2025). 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 geotechnical study found no hazards related to landslides at the project site (Partner 2025). 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 for more information). 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 and Uniform Building Code as adopted by the City and as a part of the California Building Standards Code.

The geotechnical study found that the native gravelling and sandy soils may contain cohesionless material which could collapse or be difficult to remove (Partner 2025). 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?

Less than significant impact. Soils on the project site consist of Churn gravelly loam with low expansive potential (Partner 2025). The geotechnical study includes recommendations for flatwork and foundation design which would be incorporated into the project engineering and design (e.g., sidewalks) Impacts would be less than significant, and no mitigation would be necessary.

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 Anderson 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. There are no unique paleontological or geologic features in the project site. The project site is in an area that has been previously disturbed and graded. Because the likelihood of encountering paleontological resources and other geologically sensitive resources is considered low, no impact would occur.

3.8 GREENHOUSE GAS EMISSIONS

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

Background and Setting

Greenhouse Gases

"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. GHGs 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. Global warming potential 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.

Shasta Regional Climate Action Plan

In 2010, SCAQMD initiated the regional climate action planning process. The primary objectives of the process are to contribute to the State's climate protection efforts and to provide CEQA review streamlining benefits for development projects within the region's four jurisdictions: the City of Anderson, the City of Redding, the City of Shasta Lake, and the unincorporated areas of Shasta County. To facilitate these objectives, the SCAQMD worked with the four jurisdictions to prepare community-specific, independent climate action plans that contain GHG emission inventories and forecasts, emission reduction measures, and implementation and monitoring programs. The Shasta County Regional Climate Action Plan (RCAP; SCAQMD 2012) provides a summary of jurisdictional GHG inventories and describe how each jurisdiction will achieve GHG reductions through local actions that contribute to the statewide GHG emission reduction target defined in Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, CEQA guidelines, and other State guidance. However, the Shasta County Regional CAP was not adopted and therefore is not used to assess the project's compliance with GHG reduction plans.

Significance Thresholds

At this time, neither the SCAQMD, Shasta County, nor the City of Anderson has adopted numerical thresholds of significance for GHG emissions that would apply to the proposed project. The SCAQMD, 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 minimize and mitigate GHG emissions as feasible. The project would generate GHG emissions through long-term operational activities.

For this project, the City utilizes a quantitative non-zero project-specific threshold based on a methodology recommended by CAPCOA and accepted by CARB. According to CAPCOA's Threshold 2.3, CARB Reporting Threshold, 10,000 metric tons (MT) of CO_2e per year is recommended as a quantitative non-zero threshold. This threshold would be the operational equivalent of 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects in the State of California and is designed to support the goals of AB 32 and not hinder it. The use of this quantitative non-zero project-specific threshold by the City of Anderson, as the CEQA lead agency,

would be consistent with certain practices of other lead agencies in the County and throughout the State.

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)).[11] 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:

- San Bernardino County adopted the Greenhouse Gas Reduction Plan (GHG Plan) in September 2021, which provides guidance on how to analyze GHG emissions and determine significance during CEQA review of proposed development projects within the County (San Bernardino County 2021). The County includes a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MT of CO2e per year is used to determine if additional analysis is required. Projects that do not exceed the screening threshold of 3,000 MT of CO2e per year are considered consistent with the County's GHG Plan and would be determined to have a less than significant individual and cumulative impact for GHG emissions. Projects that exceed the screening threshold of 3,000 MT of CO2e per year are required to achieve emission reductions. Consistent with CEQA guidelines, such projects would be considered consistent with the County's GHG Plan and would be determined to have a less than significant individual and cumulative impact for GHG emissions.
- South Coast Air Quality Management District (SoCAQMD) formed a GHG CEQA Significance Threshold Working Group to work with SoCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. The SoCAQMD adopted an interim 10,000 MT of CO2e per-year screening level threshold for stationary source/industrial projects for which the SoCAQMD is the lead agency (SCAQMD Resolution No. 08-35, December 5, 2008; SoCAQMD 2008).

As described, 3,000 MT of CO2e per year threshold for non-industrial operations and 10,000 MT of CO2e per year threshold for stationary source/industrial operations are used by several air districts and other agencies in the State 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 3,000 MT of CO2e per year for non-industrial operations and 10,000 MT of CO2e per year quantitative threshold for stationary source/industrial operations (i.e., diesel generators, asphalt plant, mobile equipment, haul trucks, etc.). The substantial evidence for this GHG emissions threshold is based on the expert opinion of various California air districts and other agencies, which have applied the thresholds in numerous CEQA

[11] 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."

documents where those air districts were the lead agency. Project emissions of less than the thresholds 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 144 MT of CO2e. As indicated, 30-year amortized annual construction related GHG emissions would be approximately 5 MT of CO2e.[12] Table 3 presents the estimated annual construction GHG emissions. GHG emissions from construction represent a very small portion of the project's lifetime GHG emissions. GHG emissions from construction would be temporary and short-term and would not pose a significant impact to the environment. Project construction would not result in a cumulatively considerable contribution to global change.

Table 3. Estimated Construction Greenhouse Gas Emissions

Year	Proposed Project Annuals (CO2e MT)
Total Construction Emissions	**144**
30-Year Amortized	**5**

SOURCE: CARB EMFAC and OFFROAD
CO2e = carbon dioxide equivalent; MT = metric tons

CalEEMod incorporates GHG emission factors for PG&E. CalEEMod uses an intensity rate of 453 pounds of CO2 per megawatt of electricity produced for PG&E. The electricity delivered by PG&E and consumed by the project would be subject to Senate Bill 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 PG&E'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.

[12] 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, https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf

Table 4. Estimated Annual Operational Greenhouse Gas Emissions

Source	Proposed Project (MT)
Mobile	1,696 (651)
Area	0
Energy	78
Water	0
Waste	2
Refrigeration	185
Total Emissions	**1,960 (916)**
Significance Threshold	3,000
Significant Impact? (Yes or No)	No

SOURCE: CARB CalEEMod; MT = metric tons

The project would generate 1,696 MT CO2e per year, less than the significant threshold of 3,000 MT. Net annual GHG emissions generated by the project would be 916 MT CO2e per year. Project operation would not result in a cumulatively considerable contribution to global change. 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. Neither SCAQMD, Shasta County, nor the City of Anderson has a currently adopted region-specific plan for reducing GHG emissions. As discussed above, GHG emissions generated by the proposed project would not surpass the significance threshold of 3,000 MT of CO_2e per year. The proposed project would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG. Therefore, the proposed project would have a less than significant impact on GHG emissions and the project would have no impact from conflict with regulations or the referenced plan for reducing GHG emissions.

While the proposed project is subject to compliance with the Global Warming Solutions Act (AB 32), the proposed project generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32.

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 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 PG&E, which is required to increase its renewable energy procurement in accordance with Senate Bill 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
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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 City of Anderson is within the Central Valley RWQCB (CVRWQCB).

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 Anderson falls

under the jurisdiction of the Shasta 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 responses 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 Anderson 2025). 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 H (VESTRA 2025b). The ESA consisted of a site reconnaissance and outreach to the Shasta 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 H for the regulatory background and a detailed description of the methods and analysis.

The project site is currently undeveloped, with no history of improvements. The database review conducted for the ESA indicated there are 28 mapped sites within one mile of the project site, with none occurring in the project site (VESTRA 2025b; Appendix H).

Emergency Response

The Shasta County Office of Emergency Services is responsible for the City of Anderson in the event of a disaster. The Office of Emergency Services works with the Shasta County Emergency Operations Center which is used during major incidents to carry out the principles of emergency preparedness and emergency management between multiple agencies.

Fire protection is provided by the City of Anderson Fire Department, located at 1925 Howard Street, Anderson, CA, approximately 1 mile northwest of the project site.

Schools

Anderson Heights Elementary and North State Aspire Academy are nearest to the project site, located at 1530 Spruce Street and 1500 Spruce Street, Anderson, CA (respectively), 0.35 mile west of the project site. Other schools are at least 1 mile from the project site.

Airports

The airport nearest to the project site is Redding Municipal Airport, which is a public airport located approximately 4.4 miles north 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, 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 five conventional vehicle fueling positions and five commercial truck fueling positions which would be supplied by three 20,000-gallon and one 27,000-gallon underground storage tanks (two 20,000-gallon tanks serving the conventional fuel islands, one 20,000-gallon tank and one 27,000-gallon tank 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 2025b; Appendix H); 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 project's grading plans, other improvement plans and building permits shall include the following statement: "*In the event hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately until the Shasta 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. The database review conducted for the Phase I ESA indicated there are 28 mapped sites within one mile of the project site, with none occurring in the project site (VESTRA 2025b; Appendix H). One of the sites is the existing lumber operator adjacent to and south of the project site. Other sites with the potential to impact the project site are upgradient and consist of two gas stations and a Dollar Tree. Only one of the sites has reported leaks and spills, but it is across I-5 from the project site and is not anticipated to impact the project site (VESTRA 2025b; Appendix H). The remaining nearby 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 or evacuation plan; however, the project site is adjacent to the northbound I-5 interchange.

Utility connections that would occur within the roadway ROW and are not anticipated to impact the existing travel lanes along Locust Road or S. Barney Road; however, driveway tie-ins could temporarily require encroachment into the roadway travel lanes. None of these activities would directly impact the I-5 on- or off-ramps. Construction activities potentially affecting traffic and emergency response efforts on local roads as a result of temporary lane closures would be considered a potentially significant impact. Mitigation Measure HAZ-2 would require notification to the City of Anderson 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 driveway on Locust Road is over 500 feet from the northbound I-5 roundabout interchange. 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 Anderson 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 Anderson 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 high fire hazard severity zone rating (CAL FIRE 2025). The project site is undeveloped and is vegetated with grasses, forbs, shrubs and trees (VESTRA 2025a; Appendix H). Properties to the north and east are also undeveloped parcels with similar vegetation structures. S. Barney Road adjacent to the project site is without a curb. These types of undeveloped properties near highways may be used by motorists for temporary parking. Under existing conditions, the project site and adjacent undeveloped properties pose a potential fire hazard. 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 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 Anderson Municipal Code Section 8.28.030(B)(5), the project would maintain onsite landscaping and vegetation which would prevent the accumulation of combustible vegetation material. The project would be subject to City of Anderson Ordinance No 2018-01 which outlines minimum exterior fire hazard abatement standards for structures. 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. These measures would be incorporated to reduce the flammability of the landscape. Lastly, a new fire hydrant would be installed at a location to be determined in coordination with the City of Anderson Fire Protection District, which would serve the project site and other properties in the area. The project's design, including access from both Locust Road and S. Barney Road, would provide exceptional access through the project site, including 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
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☒	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Background and Setting

Surface Water

The City of Anderson is located in the Sacramento River Watershed, which covers much of Northern California. The watershed drains the Cascade Range, Coast Ranges, Modoc Plateau, Sierra Nevada and Sacramento Valley. The Sacramento River originates north of Shasta Lake in the Trinity Mountains and flows over 400 miles to the Sacramento River-San Joaquin River Delta. The project site is within the Sacramento Valley Subregion (Sacramento River Watershed Program [SRWP] 2025). This subregion is defined by the Sacramento Valley, whose main hydrologic feature is the Sacramento River. The river is approximately 2 miles northeast of the project site at its nearest point.

Anderson Cottonwood Irrigation District distributes agricultural irrigation water in the Redding, Anderson and Cottonwood areas. The District holds pre-1914 rights on the Sacramento River, with surface water supply entitlement up to 125,000 acre-feet of water per year, including 4,000 acre-feet from the Central Valley Project supply. The ACID canal follows the southern project site boundary. It is located within an existing easement that extends 40 feet into the project site.

Groundwater

The project site is within the Redding Area - Anderson Subbasin, (subbasin number 5-006.03) of the Sacramento Valley Hydrologic Region (Groundwater Exchange 2025). California's Groundwater (Bulletin 118) is the State's official publication on the occurrence and nature of groundwater in California. The most recent update to the bulletin is 2020, with the latest description of the Redding Area-Anderson Subbasin dated 2003 (California Department of Water Resources [DWR] 2025a).

The Anderson Subbasin is a portion of the Redding Area groundwater basin. The subbasin is bounded by Klamath Mountains to the west and northwest and by the Sacramento River and Cottonwood Creek to the east and south respectively (DWR 2003). Annual precipitation in the subbasin ranges from 27 to 41 inches per year, with precipitation generally increasing from north to west. The entire Redding Basin is estimated to have a storage capacity of 55 million acre-feet. Based on data provided by DWR, water quality in the subbasin is generally good (DWR 2003).

Ass subbasins within the Redding Area groundwater basin are at medium or low priority for groundwater management, and the basin is not identified as a critically over drafted groundwater basin (DWR 2025b). The Anderson Subbasin is a medium priority basin with no documented groundwater level declines and relatively low reliance on groundwater supply (DWR 2025b).

Project Site Hydrology and Onsite Drainage

The project site and immediately surrounding areas are relatively flat with elevations in the project site ranging from 465 - 470 feet amsl. As previously mentioned, the ACID canal follows the southern project site boundary. It is located within an existing easement that extends 40 feet into the project site. The canal is protected from onsite runoff by a raised levee along its entire length in the project site. The levee also functions as a maintenance driveway for the canal.

Flooding and Inundation

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 panel 06089C1945G, effective 3/17/2011, and is adjacent to FEMA panel 06089C193H, effective 5/22/2024 (FEMA 2025). The project area is classified as Zone X and is an area of minimal flood hazard.

The City is located downstream of Shasta Dam and Whiskeytown Dam. The City's 2007 – 2027 General Plan includes Policy SSP-5 to minimize the potential for catastrophic impacts as a result of regional dam failures (City of Anderson 2007).

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 and off-site improvement area total 5.25 acres (i.e., the project site totals 5.05 acres, and the off-site improvement area totals 0.2 acre). Approximately 0.7-acre of the project site falls within the ACID easement and would be avoided during construction. During construction the remaining 4.35 acres of the project site could be cleared and graded. Excavation for underground utilities, foundations, and underground storage tanks would occur. Ground disturbance associated with the off-site improvement area would be minimal and would be associated with the driveway tie-ins and utility connections but is conservatively assumed to be entirely impacted). The area of disturbance for development would total approximately 4.55 acres (i.e., 4.35 acres in the project site and 0.2 acre in the off-site improvement area).

Soils exposed during construction would be subject to wind, rainfall, and stormwater runoff which could become concentrated and could enter storm drains 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 Andreson is within the CVRWQCB 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 CVRWQCB 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 on 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 3.5 acres (150,275 square feet) of impervious surfaces. Runoff from onsite impervious surfaces could result in oil, grease, sediment, pesticides and chemical residues entering waterways. The site would be graded to create two separate drainage areas: (1) the convenience store and conventional vehicle fueling and parking in the northeast portion of the project site; and (2) the commercial truck driveway, fueling, parking and circulation in the remainder of the project site. Stormwater from the convenience store and conventional vehicle fueling and parking area would drain toward the northeast to the existing culvert in the S. Barney Road ROW, while stormwater from the remainder of the site would flow toward the northwest to the existing culvert in the Locust Road ROW, north of the western area of the project site.

The project design incorporates flow controls in the paved areas of the project site, including v-gutters to collect runoff from the driveways, fueling station canopies, and surrounding areas. Drainage from under the fuel canopies would be directed to sewer inlets with sand and oil separators. The drainage design would consist of either onsite storm drain inlets with a stormwater treatment device, or onsite retention via basins and/or swales in the landscaped island formed by the circular on-site truck driveway, and/or a drainage swale north of the circular driveway adjacent to the Locust Road ROW.

Stormwater discharges from the City of Anderson are regulated by the CVRWQCB 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 Central Valley Regional Water Quality Control Board (CVRWQCB) 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 CVRWQCB, 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 CVRWQCB 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, 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 Anderson 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 is supplied from multiple groundwater wells (Pace 2022). 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 3.5 acres (150,275 square feet) which could reduce the amount of precipitation able to infiltrate the soil and recharge groundwater reserves. As described in the Geotechnical Report prepared for the project, infiltration testing found that soils on the project site are generally not conducive to stormwater

infiltration (Partner 2025). The findings suggest that the project site would likely not provide a source of significant importance for groundwater recharge in the region. However, the proposed project includes a drainage swale and landscaped areas which would provide opportunities for stormwater runoff from the adjacent impervious surfaces to infiltrate the soil and support groundwater recharge from the project site. Because the proposed project would not rely on groundwater supplies outside of the City's municipal supply and the project design incorporates a drainage swale and impervious surfaces 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 ACID canal follows the southern project site boundary, within an existing easement. As previously mentioned, the canal is protected from onsite runoff by a raised levee along its entire length in the project site. The proposed project does not include any activities potentially affecting the canal or the associated levee.

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 with mitigation incorporated. The project site is relatively flat, and as a result of the proposed project, the project site would be graded to direct runoff to the City's stormdrain facilities in the Locust Road and S. Barney Road ROWs. As previously described under item a), above, the drainage design would consist of either onsite storm drain inlets with a stormwater treatment device, or onsite retention via basins and/or swales in the landscaped island formed by the circular on-site truck driveway, and/or a drainage swale north of the circular driveway adjacent to the Locust Road ROW. The drainage design would achieve runoff that would not exceed current rates of runoff from the project site. On-site retention would be designed to prevent flows to the stormwater drainage system that would exceed the City's storm drain system's capacity and that the proposed project would not impede or redirect flood flows. Inadequate hydrology and drainage design could result in a potentially significant impact on runoff and the stormwater drainage design. Mitigation Measure HYD-3 would require preparation of a detailed drainage design that includes calculations to demonstrate that the project would not impede or redirect flows and would not increase the volume of stormwater runoff leaving the site. The City of Anderson Department of Public Works would review the drainage design.

Mitigation Measure HYD-3: Drainage Design and Stormwater Detention and Retention. Prior to issuance of a building permit, the applicant shall prepare and submit a detailed drainage design to the City of Anderson for approval. The design shall include at a minimum: existing and proposed flow patterns, watershed and flood zone maps, proposed on- and off-site improvements and drainage easements, calculations of existing and proposed stormwater runoff volumes, and details demonstrating that the project would not increase the volume of stormwater runoff leaving the site during storm events up to and including the 100-year, 24-hour storm. The design shall incorporate the appropriate level of on-site detention or retention to achieve the runoff requirements. If the project is unable to avoid an increase in stormwater runoff leaving the site, then the City may require another form of mitigation such as participation in a regional stormwater retention program.

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

Less than significant 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.

As previously mentioned, the City is located downstream of Shasta Dam and Whiskeytown Dam. In California, DWR's Division of Safety of Dams provides regulatory oversight to the design, construction and maintenance of dams. Dams are routinely inspected during their impoundment life, which includes monitoring for compliance with seismic stability standards. Dam failure is not considered a reasonably foreseeable event, and the proposed project would not affect dam operations. As such, the proposed project would have a less than significant impact from dam or levee failure. Impacts would be less than significant 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 2014 Sustainable Groundwater Management Act (SGMA) requires groundwater basins designated as high or medium priority to be managed under a Groundwater Sustainability Plan by January 31, 2022. The State has prioritized basins that must comply with SGMA, and failure to do so would result in State Water Resources Board intervention. As previously mentioned, the Anderson subbasin in within the Redding Area groundwater basin and was determined by DWR to be a medium-priority groundwater basin.

The City of Anderson is a participating member of the Enterprise Anderson Groundwater Sustainability Agency (EAGSA) for the Anderson subbasin. The EAGSA prepared the Draft Anderson Subbasin Groundwater Sustainability Plan (GSP) in January 2022 which evaluated water supply and demand based on historic (1999 – 2018), current (2015 – 2018), and future timeframes (2019 – 2071). The evaluation projected that groundwater supplies would meet future water demand (Jacobs 2022). The supply and demand evaluation considered the City's 2007 – 2027 General Plan. The project site was reclassified from Industrial to Commercial land uses in 2015 (General Plan Amendment 15-01 and Rezone 15-02; Planning Commission Resolution PC 15-08). Commercial land uses are generally considered to be more water intensive land uses than industrial; however, because the amendment occurred well before preparation of the GSP, it is assumed that the current land use for the project site was considered in the analysis. As a participant in the GSP, the City is responsible for implementing land uses that 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 Anderson falls within the CVRWQCB for which there is a Water Quality Control Plan (i.e., Basin Plan; CVRWQCB 2019). 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
Would the project: a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Background and Setting

The project parcel is designated Commercial in the City's 2007 – 2027 General Plan and is within the C2, Highway Commercial zoning district (General Plan Amendment 15-01 and Rezone 15-02; Planning Commission Resolution PC 15-08). Gasoline service stations are allowed in the C2, Highway Commercial, zoning district, subject to a use permit (City of Anderson Municipal Code Sections 17.20.030 and 17.26.030, respectively).

The project site is immediately adjacent to the northbound I-5 interchange and is in an area featuring both undeveloped parcels and parcels developed with industrial land uses. There is substantial commercial development west of I-5 that is oriented to serve motorists and the region, including an outlet mall, gas stations, motels and fast food establishments.

Analysis

a) Physically divide an established community?

No impact. The project site is undeveloped and is surrounded by undeveloped parcels and parcels developed with industrial land uses. 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 Commercial in the City's 2007 – 2027 General Plan and is within the C2, Highway Commercial zoning district (General Plan Amendment 15-01 and Rezone 15-02; Planning Commission Resolution PC 15-08). Gasoline service stations are allowed in the C2, Highway Commercial, zoning district, subject to a use permit (City of Anderson Municipal Code Sections 17.20.030 and 17.26.030, respectively). 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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Background and Setting

The state-mandated Surface Mining and Reclamation Act of 1975 requires the identification and classification of mineral resources in areas within the State subject to urban development or other irreversible land uses that could otherwise prevent the extraction of mineral resources. These designations categorize land as Mineral Resource Zones (MRZs, MRZ-1 through MRZ-4).

The project site is not in an area identified as a mineral resource zone. No known or important mineral resources are mapped in or near the City (CDC 2025; USGS 2025).

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
Would 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?	☐	☐	☒	☐
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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Background and Setting

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. The existing ambient noise environment in the project vicinity is defined by several different sources, including I-5 traffic, local traffic on Locust Road and S. Barney Road, and existing industrial land uses east of I-5. The airport nearest to the project site is Redding Municipal Airport, which is a public airport located approximately 4.4 miles north 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 project site is not within or adjacent to noise sensitive receptors. Furthermore, the project is in an area of the City identified in the 2007 – 2027 General Plan for commercial and industrial land uses and in which continued development of these land uses is anticipated (City of Anderson 2007).

Regulatory Framework

The City of Anderson Municipal Code Section 8.30, Noise Control, outlines the City's noise policy, including maximum permissible exterior noise limits for sensitive receptors during operation and

construction. Because the project site is not near a noise sensitive receptor, the associated restrictions would not apply for the proposed project.

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. City of Anderson Municipal Code Section 8.30.060 establishes maximum permissible exterior noise limits for sensitive receptors during operation. City of Anderson Municipal Code Section 8.30.090(F) outlines restrictions for construction activities affecting sensitive receptors. The project site is adjacent to I-5 and an interchange with I-5, and properties developed with or zoned for development with industrial and commercial land uses. Noise generated on the project site during construction and operation would not result in noise increases potentially affecting noise sensitive receptors. Traffic generated by the project would not travel past noise-sensitive receptors to reach the project site; therefore, the proposed project would not result in off-site increases in noise potentially affecting noise sensitive receptors. As a result, the City's noise standards would not apply to the proposed project. Construction and operation of the proposed project would not result in noise exceeding any applicable standards. Impacts 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. Heavy equipment used during construction would generate localized vibration in the immediate vicinity; however, the equipment would be standard construction equipment that would not result in excessive vibration or groundborne noise. Vibration and groundborne noise generated during construction would be minimal and temporary and impacts would be less than significant.

During operation, traffic and trucks traveling on roadways would be a source of vibration. However, 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. Redding Municipal Airport is nearest to the project site, located approximately 4.4 miles north 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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Background and Setting

The project site is a historically undeveloped lot. Existing development surrounding the project site is industrial and commercial with no residential development. The U.S. Census Bureau population estimate for 2024 for the City was 11,171 (U.S. Census Bureau 2025). The 2007 – 2027 General Plan projected the City population to reach 19,575 by 2025 (City of Anderson 2007).

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. An increase of 12 residents would be minor and would not constitute a substantial population growth. Furthermore, based on U.S. Census data, the City's population is well below the growth anticipated in the City's 2007 – 2027 General Plan. 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?	☒	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Background and Setting

Fire

Fire protection is provided by the City of Anderson Fire Department, located at 1925 Howard Street, Anderson, CA, approximately 1 mile northwest of the project site.

Police

Police protection is provided by the City of Anderson Police Department, located at 2220 North Street, Anderson, CA, approximately 1.3 miles northwest of the project site.

Schools

The Cascade Union Elementary School District provides public education for grades K-8 with four schools. Anderson Heights Elementary and North State Aspire Academy are nearest to the project site, located at 1530 Spruce Street and 1500 Spruce Street, Anderson, CA (respectively), 0.35 mile west of the project site. Anderson Middle School is at 1646 Ferry Street, Anderson, CA, nearly 1.2 miles northwest of the project site. Meadow Lane Elementary School is at 2770 Balls Ferry Road, Anderson, CA, 1.25 miles north of the project site.

Anderson Union High School District serves grades 9 – 12. The high school is at 1471 Ferry Street, Anderson, CA., approximately 1 mile northwest of the project site. North Valley High School and Oak View High School alternative schools in the Anderson Union High School District directly south of Anderson Union High School. Anderson New Technology High School is a public charter school in the

Anderson Union High School District located at 2098 North Street, Anderson, CA, approximately 1.25 miles northwest of the project site.

Parks

The City of Anderson Parks and Recreation Department serves the City of Anderson. The office is located at 1887 Howard Street, Anderson, CA, and manages two parks, including the 440-acre Anderson River Park, and trails.

Other Public Facilities

The Shasta County Library system manages the Anderson Library at 3200 West Center Street, Anderson, CA, approximately 1.3 miles northwest of the project site.

Analysis

a) Fire protection?

Less than significant impact. Fire protection is provided by the City of Anderson Fire Department, whose station is approximately 1 mile 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 City's 2007 – 2027 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 Anderson Police Department, whose station is approximately 1.3 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 City's 2007 – 2027 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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: 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?	☐	☐	☐	☒
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 two public parks within the City of Anderson, including the 440-acre Anderson River Park which provides recreational facilities for softball, soccer, boating, fishing, tennis, basketball, picnics, wildlife viewing, disc golf, hiking and equestrian trails. The City of Anderson Parks and Recreation 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 growth 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 growth 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
Would the project: a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

Background and Setting

A Traffic Impact Study was prepared by LSA and is included as Appendix I to this Initial Study (LSA 2025). The study relied on traffic standards and goals from the City's 2007 – 2027 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 Locust Road, Deschutes Road and Factory Outlets Drive, 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 I 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. The project site is directly adjacent to the northbound I-5 roundabout interchange with Locust Road and Deschutes Road. The I-5 southbound interchange with Factory Outlets Drive has one southbound off ramp and no on ramp. Southbound traffic entering I-5 must travel south along SR 273 to reach the freeway entrance. The I-5 off-ramp is controlled by a stop sign at Factory Outlets Drive. In the project area, I-5 is a divided six-lane freeway with a posted speed limit of 70 miles per hour (mph).
- **SR-273** is a north/south expressway connecting Redding and Anderson. In the project area, it parallels the west side of I-5 and is a divided four-lane roadway with a posted speed limit of 45 mph. Factory Outlets Drive terminates at SR-273, resulting in a three-way, signalized intersection.
- **S. Barney Road** is a local roadway that runs north/south adjacent to the project site. North of the project site, it turns northwestward and crosses under I-5 approximately 0.3 mile northwest of the project site. S. Barney Road intersects Locust Road northeast of the project site at a four-

way stop sign-controlled intersection. In the project area, S. Barney Road is an undivided two-lane roadway with a posted speed limit of 35 mph.

- **Factory Outlets Drive** is an east/west minor arterial connecting SR 273 and the northbound I-5 roundabout interchange. Between SR 273 and the I-5 southbound off-ramp, Factory Outlets Drive is a four-lane roadway. East of the I-5 southbound off-ramp, Factory Outlets Drive is a three-lane roadway with two eastbound lanes and one westbound lane. The posted speed limit is 45 mph.
- **Deschutes Road** is a minor arterial that travels to the northeast from the northbound I-5 interchange directly north of the project site. In the project area, Deschutes Road is an undivided two-lane roadway with a posted speed limit of 50 mph.
- **Locust Road** is a major collector that runs east/west adjacent to the project site. Locust Road extends from the northbound I-5 roundabout interchange eastward to S. Barney Road. East of S. Barney Road, Locust Road trends southeast and southward. In the project area, Locust Road is an undivided two-lane roadway with a posted speed limit of 40 mph.
- **Pleasant Hills Drive** is an east/west local roadway that intersects SR 273 at a four-way signalized intersection approximately 0.2 mile southwest of the project site. In the project area, Pleasant Hills Drive is an undivided two-lane roadway with a posted speed limit of 25 mph.

Evacuation Routes

Evacuation routes are relied upon during emergency or disaster response. The City has not established official evacuation routes; however, the City's 2007 – 2027 General Plan identifies the need for an emergency evacuation plan and the relationship to adequate circulation (Policy EP-1; City of Anderson 2007).

Truck, Transit, Bicycle and Pedestrian Facilities

Within the project area, I-5, SR-273, Factory Outlets Road and Deschutes Road are designated truck routes (City of Anderson 2007).

Redding Area Bus Authority Route 9 operates in the project area and provides connections within Anderson and Redding and between the two cities. Existing stops nearest to the project site are at: (1) 5000 Rhonda Road, Anderson, CA (Walmart), approximately 0.27 mile southwest of the project site; and (2) SR-273 at Barney Road, approximately, approximately 0.3 mile northwest of the project site.

The City promotes bicycling for recreation and mobility. The City's 2007 – 2027 General Plan classifies the bicycle network into three categories: Class I (i.e., multi-use trails fully separated from vehicular traffic for pedestrian and bicyclist use), Class II bike routes (i.e., on-street designated bike lane), and Class III bike routes (i.e., on-street designated bicycle travel shared with motor vehicles). There are no existing designated bike routes adjacent to or near the project site; however, a Class I multi-use trail is planned along SR 273 in the project area.

Pedestrian facilities in the project vicinity include paved sidewalks. Existing sidewalks are located on both sides of Factory Outlets Drive between SR-273 and the southbound I-5 off-ramp. Sidewalks are present along the south side of Factory Outlets Drive between the southbound I-5 off ramp and the northbound I-5 roundabout interchange.

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, five conventional gas station islands, five commercial gas station islands, four electric vehicle charging spots, and conventional and commercial parking. The project site would access Locust Road at one location and S. Barney Road at two locations.

An approximately 8-foot-wide paved walkway would extend from the Locust Road project driveway, along the western perimeter of the conventional vehicle parking area, to the convenience store. The walkway would follow the entire perimeter of the convenience store. A 5-foot-wide painted walkway would extend from the future electric vehicle parking east of the convenience store to the convenience store. The pedestrian walkway from Locust Road would provide some continuity of the existing pedestrian facilities around the northbound I-5 roundabout interchange.

Trip Generation

The proposed project is estimated to generate 3,691 gross daily trips with 340 trips during the a.m. peak hour and 305 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 630 new daily trips would be generated by the project with 64 during the a.m. peak hour and 58 during the p.m. peak hour.

The City's 2007 – 2027 General Plan includes Policy SP-8 to maintain a level of service (LOS) D for intersections during peak periods. 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 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. The analysis found that all of the studied intersections would remain at LOS C or below with the proposed project and with other pending projects potentially affecting the analyzed intersections.

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 City's 2007 – 2027 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 a discontinuous existing network of sidewalks available to pedestrians. The Redding Area Bus Authority provides public transit service in the vicinity of the project site, with bus stops approximately 0.3 mile southwest and northwest of the project site near SR-273. As such, the project would provide potential access for convenience store patrons and employees and would support the City's planning for multimodal circulation.

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.

As described above, the project would provide pedestrian access from Locust Road which would allow some continuity of the existing pedestrian facilities around the northbound I-5 roundabout interchange, further supporting the existing network of sidewalks and enhancing pedestrian access to the proposed project.

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 State 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 en-route to another destination. The approximately 5,378-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 Locust Road at one location and S. Barney Road at two locations. All driveways would allow ingress and egress of vehicles. 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 Locust Road and S. Barney Road. 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. 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, 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:
    - 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 driveway on Locust Road is over 500 feet from the northbound I-5 roundabout interchange 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. 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
Would the project: 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), or	☐	☒	☐	☐
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 for the proposed project were initiated by the City on December 4, 2025. . The City sent notification letters to 28 California Native American Tribes traditionally and culturally affiliated with the geographic area of the proposed project, including the contacts recommended by the NACH as potential sources of information related to cultural resources in the vicinity of the project site. The letter notified the Tribes that the project was under review and it provided the Tribes 30 days from the receipt of the letter to request consultation on the project in writing. No responses were received requesting initiation of consultation under the provisions of AB 52.

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 2025). The report is included as Appendix F (*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, including forty shovel scrapes with negative findings; and completion of DPR forms (Dalton 2025). No tribal cultural resources are known to occur in the project site or vicinity based on the records search and survey results.

As described in Section 3.5, Ms. Foster-Olstad, Mor Rel Muk Wintu Tribal Chair and Cultural Resource Officer, requested an on-site meeting with Mr. Dalton in response to a request for information. The meeting was not part of the AB 52 consultation process. They met at the project site on June 26, 2025, and Ms. Foster-Olstad expressed concern for inadvertent discoveries of Native American materials due to inadvertent discoveries in the area and suggested monitoring for cultural resources during ground-disturbing activities.

While no tribal cultural resources are known to occur in the project site or vicinity, there is the possibility that previously undiscovered tribal cultural resources could be impacted by ground disturbing activities, as also expressed by Ms. Foster-Olstad. Impacts to previously undiscovered resources could be potentially significant. Based on the findings of the cultural resources evaluation, standard measures to address inadvertent discoveries during construction would be sufficient to mitigate potentially significant impacts to previously undiscovered cultural resources, including tribal cultural resources unless determined otherwise by the City and the Tribe through the AB 52 consultation process. No response was received by the Tribe in response to the City's Tribal consultation efforts. Mitigation

Measures CUL-1 and CUL-2 require standard measures for inadvertent discovery during construction activities which would reduce the potentially significant 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
Would 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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Background and Setting

Water

Water services are supplied by the City of Anderson. The City supplies its municipal water system from groundwater pumped from the Redding Area groundwater basin by ten active municipal wells located primarily within the City's sphere of influence. Under current operational criteria, these wells have an effective capacity of up to 10,700 acre feet (3,486.6 million gallons) per year (Pace 2022). In 2020, the total volume of water supplied was approximately 865 million gallons (3,089 acre feet) to approximately 3,650 residential and commercial accounts. The per capita water demand was 223 gallons per capita per day, which was above the City's target of 187 gallons per capita per day (Pace 2022). The City's water supply is projected to increase to 1,048 million gallons per year beginning in 2025 with City's demand reaching supply capacity in 2045. The Redding Area groundwater basin is projected to meet the City's water supply demand (Pace 2022).

Wastewater

Wastewater services are supplied by the City of Anderson. The City owns and operates the Anderson Water Pollution Control Plant which is a wastewater treatment plant rated for 2 million gallons per day

(MGD). The system consists of approximately 38 miles of sewer pipeline and 747 manholes that provide access to the collection system for maintenance and flow monitoring. Wastewater is conveyed to the plant through a combination of five pump stations and the use of gravity. A total of 460 million gallons of wastewater were collected in 2020 (Pace 2022). As of 2023, there were 3,380 sewer connections comprised of 2,950 residential connections, 268 commercial connections, two industrial connections and 160 other connections (Pace 2024).

The City is in the process of updating its Sewer Master Plan to include a new Capital Improvement Program and to identify near term, 20-year, and ultimate build-out improvements. Two areas of the existing system have been identified as not meeting capacity: a section of gravity sewer main on Gateway Drive between Balls Ferry Road and Sapphire Lane is unable to meet capacity due to low spots that surcharge when flows increase, and a section next to the ACID canal between Factory Outlet Drive and Pinon Avenue experiences maximum capacity flows during wet weather events. The City is planning to include these areas in the Capital Improvement Program in the updated Sewer Master Plan (Pace 2024). The City Deputy Planning/Public Works Director, Peter Wickenheiser, confirmed in an email dated September 30, 2025 that the City's sewer system has capacity for the proposed project (pers. comm.).

Electricity

PG&E provides electricity to the project site. The project would connect to existing PG&E facilities in the S. Barney Road ROW. Onsite transformers and switchgear installed as part of the project would connect with the existing transformer. No emergency generators are proposed for the project.

Solid Waste Disposal

Anderson Waste Management provides solid waste collection in the City of Anderson. Solid waste generated within the City is disposed of at the Anderson Solid Waste Landfill in Shasta County, approximately 4 miles southwest of the project site. 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 is anticipated to supply 1,048 million gallons per year beginning in 2025, or approximately 2.9 MGD. The City's wells have an effective capacity of up to 10,700 acre feet (3,486.6 million gallons) per year, far more than the projected demand through 2045. The proposed project would connect with an existing water line in the Locust Road ROW directly from the project site. The proposed project would not require the construction of new or expanded water facilities.

Wastewater

The project site's wastewater system would connect with an existing sewer line the Locust Road ROW. The proposed project would generate approximately 395 gallons per day (0.000395 MGD; estimated

using 1:0.9 ratio – water:wastewater) of wastewater. 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 Deputy Planning/Public Works Director, the system would be adequate to serve the proposed project.

Stormwater Drainage

The drainage design of the proposed project would collect stormwater from the project site and would allow excess stormwater runoff to enter the City's storm drain system via existing culverts under Locust Road. 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 Anderson 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 conventional vehicle and commercial 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. In 2015, the landfill was operating at approximately 64 percent. 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 is anticipated to supply 1,048 million gallons per year beginning in 2025, or approximately 2.9 MGD. The City's wells have an effective capacity of up to 10,700 acre feet (3,486.6 million gallons) per year, far more than the projected demand through 2045. The project's demand on the City's projected supply for 2025 would be negligible. 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 project site's wastewater system would connect with an existing sewer line the Locust Road ROW. The proposed project would generate approximately 395 gallons per day (0.000395 MGD; estimated using 1:0.9 ratio – water:wastewater) of wastewater. 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 Deputy Planning/Public Works Director, the system would be adequate to serve the proposed project. Impacts on the wastewater treatment provider would be less than significant.

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. In 2015, the landfill was operating at approximately 64 percent, 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. 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
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Background and Setting

The project site is in a local responsibility area with a high fire hazard severity zone rating (CAL FIRE 2025).

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 project does not include improvements within Locust Road or the northbound I-5 interchange and would not impact implementation or physically interfere with emergency operations along I-5 or its on/off-ramps. As described earlier, if necessary, 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. The project site is undeveloped and is vegetated with grasses, forbs, shrubs and trees (VESTRA 2025a). Properties to the north and east are also undeveloped parcels with similar vegetation structures.

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 their ability to resist the intrusion of flames or 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 Anderson 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. 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 would reduce the risk of fire from vehicles driving across vegetated areas of the project site and along the roadways. The proposed project includes installation of a new fire hydrant which would serve the project site and surrounding parcels. Fuel storage tanks would be installed underground. Potential impacts associated with installation or maintenance of associated infrastructure would be less than significant and no mitigation would be required.

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?	☐	☒	☐	☐
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 nesting birds and roosting bats, if present in the project site. However, with the implementation of Mitigation Measures BIO-1, BIO-2, BIO-3 and BIO-5, 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 5. Pending and Approved Projects in the Vicinity of the Proposed Project

Project	Location	Size (acres)	Status (as of January 2026)
Barney Road and Industry Road Industrial Development	S. Barney Road, south of the project site	33.4	Approved

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 and cumulative project would not be located near a scenic resource or along a scenic route. Together, the projects would not exacerbate the level of significance of the project on scenic views and the development would be consistent with the surrounding industrial and 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, construction activities could result in temporary exceedance of thresholds for air quality pollutants. Mitigation Measures AQ-1 and AQ-2 would reduce the potential for exceedance. 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 nesting birds and roosting bats, if present during construction. Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-5 would avoid impacts through pre-construction surveys, light control, and avoidance measures. Construction activities affecting the ACID canal could impact a potentially jurisdictional aquatic feature. Mitigation Measure BIO-4 requires installation of temporary exclusionary fencing to prevent construction equipment from entering and/or operating within the ACID easement on the project site. 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, HYD-2, and HYD-3, 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.

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

Less than significant impact with mitigation. Project-related effects on human beings would be primarily related to air quality, odor, and noise. As discussed in Section 3.3, Air Quality, the project's impacts on air quality during construction would be potentially significant but would be reduced to below a level of significance with Mitigation Measures AQ-1 and AQ-2. The project's impacts on air quality and odor during operation would be less than significant. As discussed in Section 3.13, Noise, the project's impacts noise would be less than significant. With the proposed mitigation, the project-related effects on human beings would be less than significant.

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4.2 Personal Communication

C. Miehe, National Programs Director, TAIT & Associates, Inc. (personal communication with C. Silvester, Point View Environmental, May 14, 2024).

P. Wickenheiser, City of Anderson Deputy Planning/Public Works Director (personal communication with C. Silvester, Point View Environmental, September 30, 2025).

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
Mike Ratte	The RCH Group	Sections 3.3 Air Quality; 3.6 Energy; and 3.8 Greenhouse Gases

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



Figure 1 - Site & Vicinity

7-Eleven Convenience Store and Fuel Station,
Locust Road and S Barney Road

Anderson, Shasta County, CA

Point View Environmental

Source: Base Map Layers (ESRI; 2025)



N

0 100 200
Feet

Figure 2 - Aerial Map

7-Eleven Convenience Store and Fuel Station,
Locust Road and S Barney Road

Anderson, Shasta County, CA

Point View Environmental

Aerial Source: Maxar (07/2024)

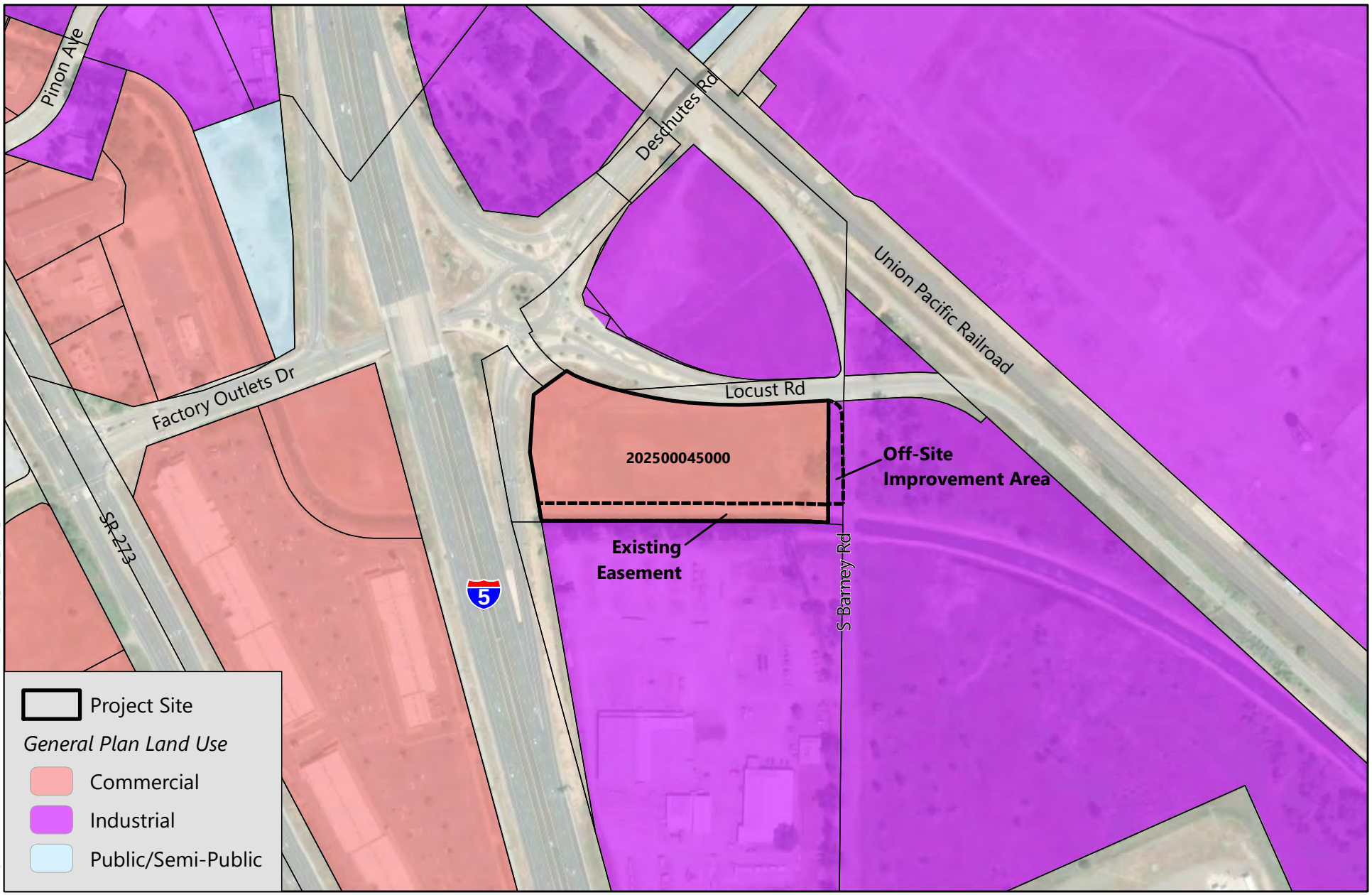


Figure 3 - General Plan Land Use Designations

7-Eleven Convenience Store and Fuel Station,
Locust Road and S Barney Road

Anderson, Shasta County, CA

N

0 250 500
Feet

Point View Environmental

Aerial Source: Maxar (07/2024); Data Source: City of Anderson (2025)

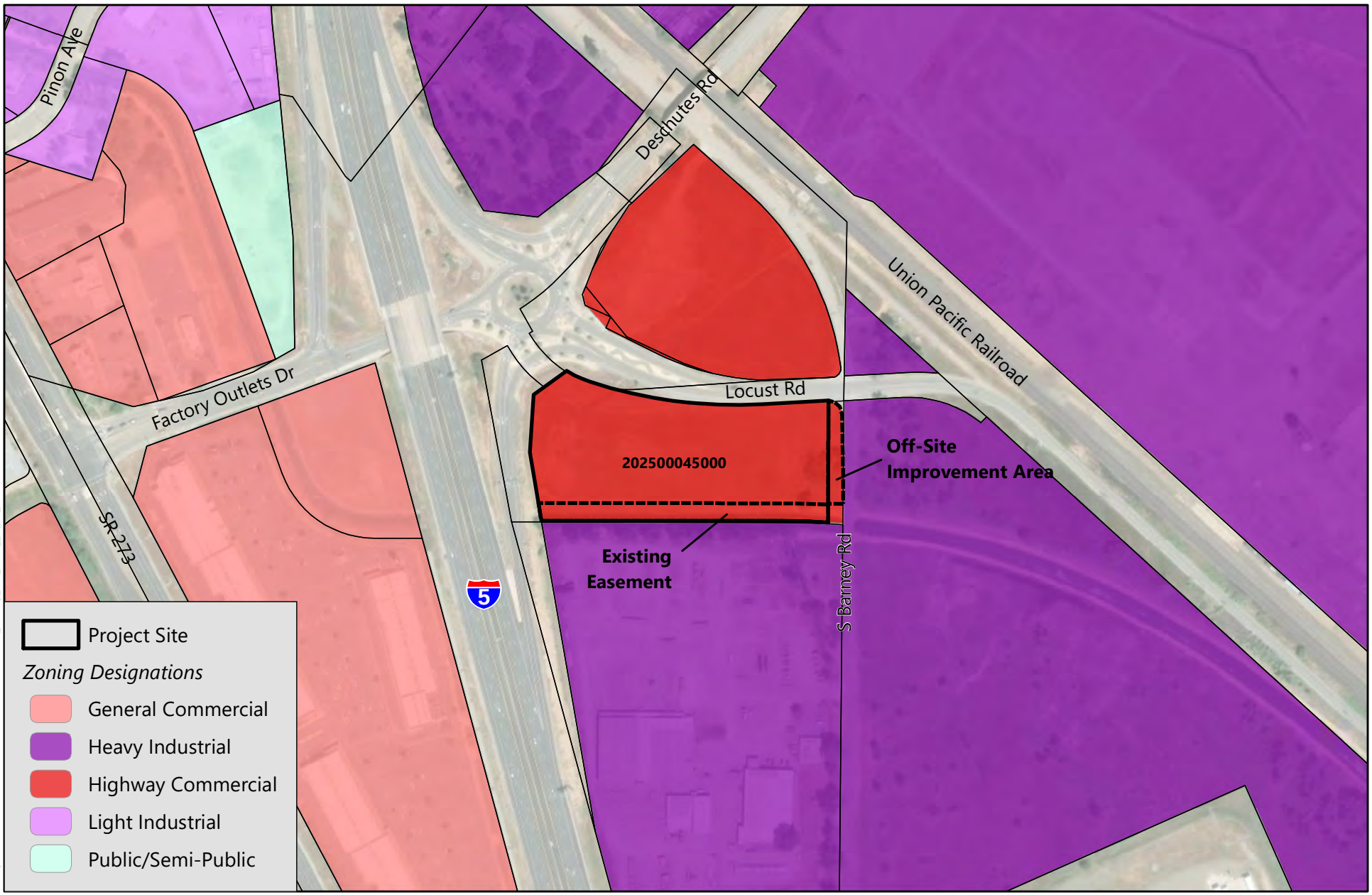


Figure 4 - Zoning Designations

7-Eleven Convenience Store and Fuel Station,
Locust Road and S Barney Road

Anderson, Shasta County, CA

Point View Environmental

Aerial Source: Maxar (07/2024); Data Source: City of Anderson (2025)

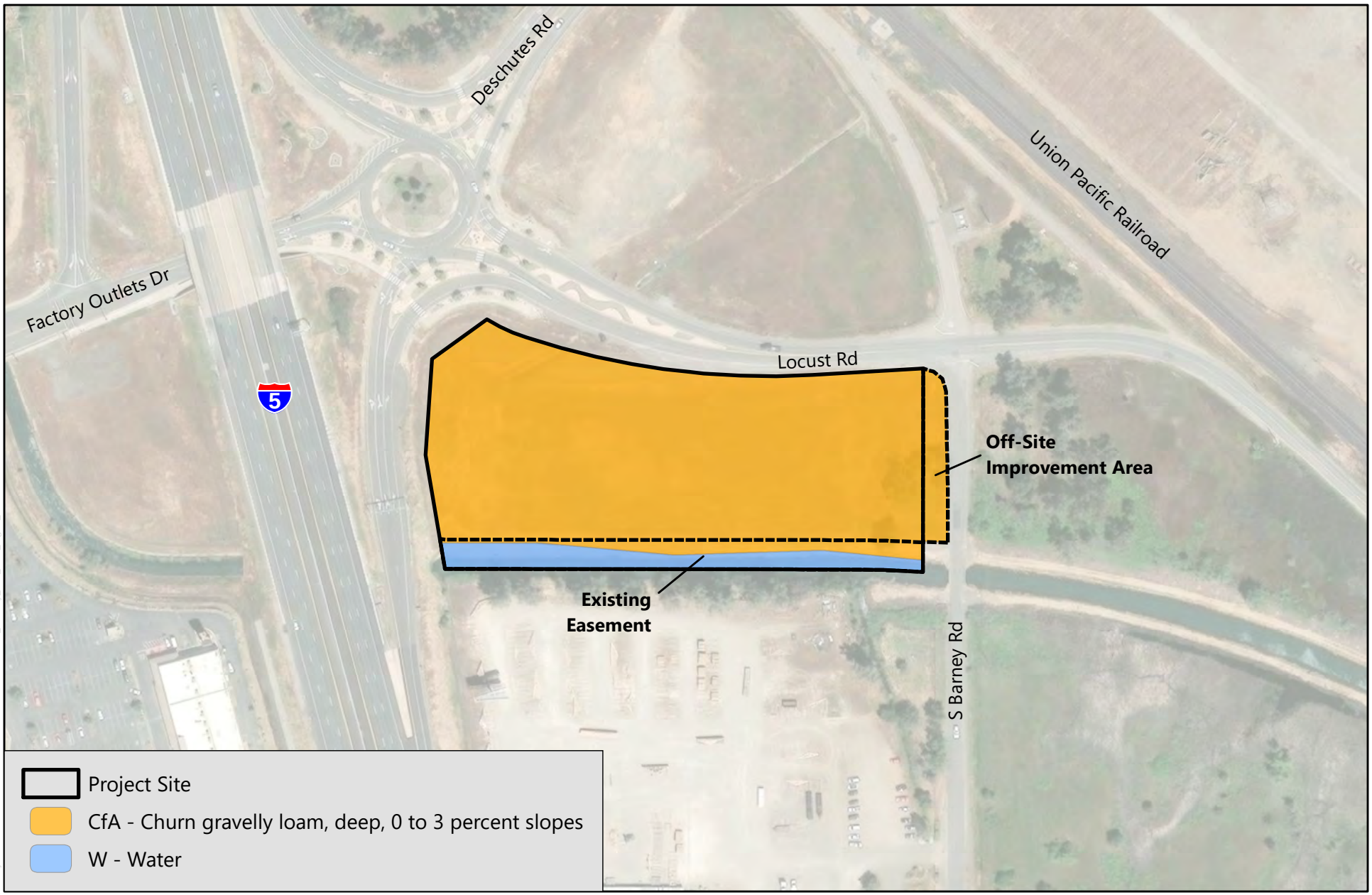


Figure 5 - Soils Map

7-Eleven Convenience Store and Fuel Station,
Locust Road and S Barney Road

Anderson, Shasta County, CA

Point View Environmental

Aerial Source: Maxar (07/2024); Data Source: Natural Resources Conservation Service (NRCS; 2025)

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 Anderson (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 fueling station with an approximately 5,378-square-foot convenience store, five conventional fueling stations and five commercial truck fueling positions, and parking for standard vehicles and commercial trucks, including electric vehicle parking stations and Americans with Disabilities Act-compliant spaces. Landscaping and lighting would be installed. The project would not encroach on the existing easement over the canal along the southern project site boundary and does not include any improvements that would affect the canal. Project site access would consist of three new driveways – one at Locust Road, and two at S. Barney Road.

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

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
AIR QUALITY				
Mitigation Measure AQ-1: Construction Exhaust and Fugitive Dust Emission Standards. The following measures shall be implemented to minimize short-term air quality impacts during construction. These measures shall be included in all grading and improvement plans and/or permits. • During all construction activities, all architectural coatings applied shall contain a low content of volatile organic compounds (VOC; i.e., 50 grams/liter) as required by the California Green Building Code or Shasta County Air Quality Management District, whichever is more restrictive. • All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. • All material excavated, stockpiled, or graded shall be sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of ambient air quality standards. The timing and frequency of watering shall be determined by the City Engineer or Building Official. • All unpaved areas (including unpaved roads) with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions. • All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads. • All land clearing, grading, earth-moving, or excavation activities on the project site shall be suspended if/when the City Engineer or Building Official determines that winds are causing excessive dust generation. • All material transported off-site shall be either sufficiently watered or securely covered to prevent a public nuisance. • Paved streets adjacent to construction areas shall be swept or washed at the end of the day to remove excessive accumulations of silt and/or mud resulting from activities on the work site. • Prior to final occupancy, the applicant shall re-establish ground cover on the construction site through seeding and watering.	During construction. This mitigation measure shall be included in all construction documents for implementation during construction.	Applicant, Construction Contractor, City of Anderson		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
AIR QUALITY (cont.)				
• Off-road construction equipment and other diesel-fueled construction vehicles shall not be left idling for periods longer than five minutes when not in use. • Trees and other vegetation cleared to accommodate the proposed project shall not be burned onsite and shall be disposed of in another lawful manner (e.g., chipping or mulching), as approved by the City.				
Mitigation Measure AQ-2: Tier 4 Construction Equipment Emission Standards. The following measure shall be implemented during construction to further reduce construction exhaust emissions: • All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall utilize diesel engines that are U.S. Environmental Protection Agency (USEPA)-certified Tier 4 final" emission standards for particulate matter and be equipped with California Air Resources Board (CARB)-certified Level 3 Diesel Particulate Filters. Prior to the issuance of any demolition/construction permits, the construction contractor shall submit specifications of the equipment to be used during construction.	During construction. This mitigation measure shall be included in all construction documents for implementation during construction.	Applicant, Construction Contractor, City of Anderson		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
BIOLOGICAL RESOURCES				
Mitigation Measure BIO-1: 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.	Prior to vegetation clearing and ground disturbing activities. Prior to issuance of grading permits. This mitigation measure shall be included in all construction documents for implementation during construction.	Applicant; Qualified Biologist; City of Anderson		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
BIOLOGICAL RESOURCES (cont.)				
Mitigation Measure BIO-2: Avoid Excessive Light During Construction. The following measure shall be implemented to avoid impacts to nesting birds and other nocturnal wildlife associated with excessive light exposure during construction: • During construction, the contractor shall direct lighting downward to avoid light spillover into adjacent off-site properties. • If a qualified biologist determines that excessive lighting during construction is negatively impacting nests within the work area and surrounding 150 feet, lighting usage shall be reduced or eliminated to reduce negative impacts on the affected nest(s) in coordination with the qualified biologist.	During construction. This mitigation measure shall be included in all construction documents for implementation during construction.	Construction Contractor; Qualified Biologist; City of Anderson		
Mitigation Measure BIO-3: Avoid Excessive Light During Operation. The following measure shall be implemented to avoid impacts to nesting birds and other nocturnal wildlife associated with excessive light exposure during operation: • Prior to issuance of a building permit, the applicant shall prepare and submit to the City of Anderson for approval a detailed lighting plan. The project's lighting design shall consist of LED-non-glare, directional cut-off fixtures, intended to avoid light spillover to adjacent properties. The City's approval of the lighting plan prior to occupancy of the project site is considered compliance with this measure.	Prior to issuance of building permits.	Applicant; City of Anderson		
Mitigation Measure BIO-2: Avoid Anderson Cottonwood Irrigation District Canal. A minimum 25-foot exclusionary buffer shall be established between the Anderson Cottonwood Irrigation District (ACID) canal and project-related ground-disturbing activities. The ACID easement provides a sufficient avoidance area on the project site. To prevent construction equipment from entering the ACID easement, prior to equipment entering the project site, orange barrier fencing shall be installed along the entirety of the easement from S. Barney Road to the western project site boundary. The fencing shall be maintained fully erected and installed for the duration of equipment on the project site. Should the fencing become damaged or defective, the contractor shall implement corrective actions and repairs of the fencing prior to equipment driving, parking and/or working within 50 feet of the easement boundary.	Fencing shall be installed prior to construction. Fencing shall be maintained during construction. This mitigation measure shall be included in all construction documents for implementation during construction.	Applicant; Construction Contractor; City of Anderson		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
BIOLOGICAL RESOURCES (cont.)				
Mitigation Measure BIO-5: Maternity Bat Roosts. In order to avoid impacts to maternity bat roosts, the following shall be implemented: • Trees unable to be preserved in place for the proposed project shall be removed and construction activities completed prior to March 1, 2028. • Trees removed after March 1, 2028 shall be removed and construction activities completed between August 16 and February 28, outside of the bat maternity season. • If removal of trees and/or construction activities occur within the bat maternity season during 2028 or later (March 1 to August 15), then preconstruction surveys will be conducted by a qualified biologist within 7 days prior to activities to identify active maternity roosts and potentially suitable maternity structures in the project site. A qualified biologist is someone with experience in the life history and identification of bat species in California. o If no suitable maternity structures are identified, no additional surveys are needed if construction is completed prior to the following roosting season unless otherwise determined by a qualified biologist. o If a maternity colony is located, a 100-foot disturbance-free buffer will be established by a qualified biologist. The buffer will be demarcated using high-visibility fencing or flagging. The buffer will remain in place until the roost is deemed to be no longer active by a qualified biologist. o If unoccupied suitable maternity roosting habitat is present in the trees to be preserved in place, and activities within 100 feet of the trees subside for more than 7 days during the bat maternity season, additional surveys by a qualified biologist shall be conducted prior to resuming activities within 100 feet of the trees.	Prior to vegetation and tree removal. This mitigation measure shall be included in all construction documents for implementation during construction.	Applicant; Qualified Biologist; City of Anderson; Construction Contractor		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			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. 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	Prior to and during construction. This mitigation measure shall be included in all construction documents for implementation during construction	City of Anderson; Archeologist or Qualified Cultural Resource Monitor; Construction Contractor		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			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.				
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 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 Shasta 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 (California Environmental Quality Act Guidelines Section 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 Anderson Planning Department, and the California Historical Resources Information System, Northeast Information Center.	Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction	City of Anderson; Archeologist or Qualified Cultural Resource Monitor; Construction Contractor		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
HAZARDS AND HAZARDOUS MATERIALS				
Mitigation Measure HAZ-1: Discovery of Previously Unknown Hazardous Materials. The project's grading plans, other improvement plans and building permits shall include the following statement: "*In the event hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately until the Shasta 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; Shasta 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 Anderson 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 Anderson Public Works Department		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
HYDROLOGY AND WATER QUALITY				
Mitigation Measure HYD-1: Stormwater Quality Protection during Construction. The applicant shall file a Notice of Intent with the Central Valley Regional Water Quality Control Board (CVRWQCB) 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 CVRWQCB, 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 CVRWQCB staff. Example BMPs 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.	Prior to issuance of grading permit.	Applicant; Construction Contractor; City of Anderson; CVRWQCB		
Mitigation Measure HYD-2: Stormwater Quality Protection During Operation. Prior to issuance of a grading permit, the applicant shall submit to the City of Anderson 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.	Prior to issuance of grading permit.	Applicant; Construction Contractor; City of Anderson		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
HYDROLOGY AND WATER QUALITY (cont.)				
Mitigation Measure HYD-3: Drainage Design and Stormwater Detention and Retention. Prior to issuance of a building permit, the applicant shall prepare and submit a detailed drainage design to the City of Anderson for approval. The design shall include at a minimum: existing and proposed flow patterns, watershed and flood zone maps, proposed on- and off-site improvements and drainage easements, calculations of existing and proposed stormwater runoff volumes, and details demonstrating that the project would not increase the volume of stormwater runoff leaving the site during storm events up to and including the 100-year, 24-hour storm. The design shall incorporate the appropriate level of on-site detention or retention to achieve the runoff requirements. If the project is unable to avoid an increase in stormwater runoff leaving the site, then the City may require another form of mitigation such as participation in a regional stormwater retention program.	Prior to issuance of grading permit.	Applicant; Construction Contractor; City of Anderson		
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 ROW and local streets, including the following: o Identify designated parking for all project-related vehicles during construction o 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. o Identify truck routes for the transport of construction equipment and materials o Provide advance warning and appropriate signage whenever lane or pedestrian facility closure are necessary. o Specify the duration and safe and efficient access routes for pedestrians, emergency vehicles and affected businesses.	Prior to issuance of encroachments permits; during construction	Applicant; Contractor; City of Anderson Public Works Department		

Acronyms and Abbreviations

ACID	Anderson Cottonwood Irrigation District
BMP	best management practices
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CVRWQCB	Central Valley Regional Water Quality Control Board
MLD	most likely descendent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MS4	municipal separate storm sewer system
NAHC	Native American Heritage Commission
PRC	Public Resources Code
ROW	rights-of-way
SCAQMD	Shasta County Air Quality Management District
SWPPP	Stormwater Pollution Protection Plan
USEPA	U.S. Environmental Protection Agency
VOC	volatile organic compounds

Appendix D
Air Quality Technical Report

Air Quality Technical Report

Anderson Locust Street 7-Eleven

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July 31, 2025

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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 Anderson Locust Street 7-Eleven (Shasta County) Gas Station (the "proposed project"). The air quality analysis includes a review of criteria pollutant[1] emissions such as carbon monoxide (CO)[2], nitrogen oxides (NO_x), sulfur dioxide (SO_2), volatile organic compounds (VOC) as reactive organic gases (ROG)[3], particulate matter less than 10 micrometers (coarse or PM_{10}), particulate matter less than 2.5 micrometers (fine or $PM_{2.5}$).[4]

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 in Anderson, California. The project site is approximately 5.05 acres with a convenience store of 5,378 square feet. There would be 47 parking spaces (22 standard parking spaces, six electric vehicle (EV) parking spaces, and 19 commercial parking spaces). There would be a total of ten fuel pumps (five standard stations serving ten fueling positions and five commercial trucks fueling positions). There would be four storage tanks: one 20,000-gallon tank of diesel; one 27,000-gallon tank with 20,000 gallons of diesel and 7,000 gallons of diesel exhaust fluid; one 20,000-gallon tank with 12,000-gallons of diesel and 8,000 gallons of premium unleaded gasoline; and one 20,000-gallon tank of regular unleaded gasoline. All fuel tanks will be underground.

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[1] 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).

[2] 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.

[3] 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_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. The terms VOC and ROG are often used interchangeably.

[4] PM_{10} and $PM_{2.5}$ consists of airborne particles that measure 10 microns or less in diameter and 2.5 microns 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.

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)[5] 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.[6]

4.0 EXISTING CONDITIONS

The proposed project is located in the City of Anderson, within Shasta County and the Northern Sacramento Valley Air Basin (NSVAB). The NSVAB consists of a total of seven counties: Sutter, Yuba, Colusa, Butte, Glenn, Tehama, and Shasta. The NSVAB is bounded on the north and west by the Coastal Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada range. These mountain ranges reach heights more than 6,000 feet above mean sea level, with individual peaks rising much higher. The mountains form a substantial physical barrier to locally created pollution as well as pollution transported northward on prevailing winds from the Sacramento metropolitan area.

The environmental conditions of Shasta County are conducive to potentially adverse air quality conditions. The basin area traps pollutants between two mountain ranges to the east and the west. This problem is exacerbated by a temperature inversion layer that traps air at lower levels below an overlying layer of warmer air. Prevailing winds in the area are from the south and southwest. Sea breezes flow over the San Francisco Bay Area and into the Sacramento Valley, transporting pollutants from the large urban areas. Growth and urbanization in Shasta County have also contributed to an increase in emissions.

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[5] California Air Pollution Officers Association, *California Emissions Estimator Model User Guide Version 2022.1,* April 2022, http://www.caleemod.com/

[6] California Air Resources Board, *Gasoline Service Station Industrywide Risk Assessment Supplemental Policy Guidance Document*, July 21, 2022, https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance

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 Shasta County Air Quality Management District (Shasta County AQMD) 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.

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.

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_2) are the most significant air pollutants generally referred to as NO_x. Nitric oxide is a colorless and odorless gas that is relatively harmless to humans, quickly converts to NO_2 and can be measured. Nitrogen dioxide has been found to be a lung irritant capable of producing pulmonary edema. Inhaling NO_2 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_2), 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_{10} and $PM_{2.5}$,

are a health concern particularly at levels above the federal and California ambient air quality standards. $PM_{2.5}$ (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.

Shasta County Air Quality Management District

The Shasta County AQMD is designated by law to adopt and enforce regulations to achieve and maintain ambient air quality standards. The Shasta County AQMD, along with other air districts in the NSVAB, has committed to jointly prepare the NSVAB Air Quality Attainment Plan for the purpose of achieving and maintaining healthful air quality throughout the air basin. In addition, the Shasta County AQMD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs, and it regulates agricultural burning. Other responsibilities include monitoring air quality, preparing clean air plans, and responding to citizen complaints concerning air quality. All projects in Shasta County are subject to applicable Shasta County AQMD rules and regulations in effect at the time of construction. Descriptions of specific rules applicable to future construction resulting from implementation of the proposed project may include, but are not limited to:

- Shasta County AQMD Rule 2:1A, Authorities to Construct/Permits to Operate, allows any person to use construction equipment for construction activities, and must obtain a permit to operate prior to installation activities. The purpose of this Rule is to establish pre-construction review requirements for new and modified stationary sources of air pollution for use of Best Available Control Technology (BACT), analysis of air quality impacts, and to ensure that the operation of such sources does not interfere with the attainment or maintenance of ambient air quality standards. This Rule shall apply to all new and modified stationary sources that are subject to District permit requirements, and after construction, emit or may emit any affected pollutants. An application would need to be submitted along with all pertinent information before a complete evaluation can be completed for this project.
- Shasta County AQMD Rule 2:2, Emissions Reduction Credit and Banking Rule, provides for a mechanism for permitted and non-permitted emissions sources to deposit, transfer, and use emission reduction credits (ERC) as offsets as allowed by applicable laws and regulations. The provisions of Rule 2:2 apply to the deposit, transfer, and use of ERC from stationary sources and open biomass burning sources of air pollution emissions. ERC are typically required when stationary source pollutants exceed 25 tons per year.
- Shasta County AQMD Rule 3:2, Specific Air Contaminants, controls the amount of air contaminants allowed to be discharged into the atmosphere.
- Shasta County AQMD Rule 3:3, Gasoline Loading, Transfer and Dispensing, limits volatile organic compound (VOC) emissions from the transfer of gasoline into stationary storage containers, delivery vessels, bulk plants and terminals, and into motor vehicle fuel tanks.

- Shasta County AQMD Rule 3:15, Cutback and Emulsified Asphalt, requires cutback and emulsified asphalt application to be conducted in accordance with Rule 3:15.
- Shasta County AQMD Rule 3:16, Fugitive, Indirect, or Non-Traditional Sources, controls the emission of fugitive dust during earth-moving, construction, demolition, bulk storage, and conditions resulting in wind erosion.
- Shasta County AQMD Rule 3:28, Stationary Internal Combustion Engines, limits the emissions of NO_x and CO from stationary internal combustion engines. The emissions limits identified by this rule are not applicable to emergency standby engines; however, the rule does require that testing and maintenance for emergency generators be limited to no more than 100 hours per year.
- Shasta County AQMD Rule 3:31, Architectural Coatings, controls the architectural coatings and solvents used at the project site.
- Shasta County AQMD Rule 3:32, Adhesives and Sealants, limits the emissions of VOC from adhesives and sealants and associated primers, and from related surface preparation solvents, cleanup solvents, and strippers.

The proposed project includes self-service fueling stations. The Shasta County AQMD 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 Shasta County AQMD 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.

Shasta County General Plan

The Shasta County General Plan, as amended through September 2004, provides the following air quality objectives and policies related to the proposed project:

> Objective AQ-1. To protect and improve the County's air quality in accordance with Federal and State clean air laws in order to: (1) safeguard human health, and (2) minimize crop, plant, and property damage.

Policy AQ-1e. The County shall require new air pollution point sources such as, but not limited to, industrial, manufacturing, and processing facilities to be located an adequate distance from residential areas and other sensitive receptors

Objective AQ-2. To meet the requirements of the: (1) Federal CAA, and (2) the California CAA as soon as feasible.

Policy AQ-2c. Land use decisions, where feasible, should contribute to the improvement of air quality. New projects shall be required to reduce their respective air quality impacts to below levels of significance or proceed as indicated in Policy AQ-2e.

Policy AQ-2d. Shasta County shall ensure that air quality impacts identified during CEQA review are: (1) consistently and fairly mitigated, and (2) mitigation measures are feasible.

Policy AQ-2e. Shasta County will cooperate with the AQMD in assuring that new projects with stationary sources of emissions of non-attainment pollutants or their precursors that exceed 25 tons per year shall provide appropriate emission offsets. A comparable program which offsets indirect emissions of these pollutants exceeding 25 tons per year from development projects shall also be utilized to mitigate air pollution impacts. An Environmental Impact Report will be required for all projects that have unmitigated emissions of non-attainment pollutants exceeding 25 tons per year.

Policy AQ-2f. Shasta County shall require appropriate Standard Mitigation Measures and Best Available Mitigation Measures on all discretionary land use applications as recommended by the AQMD in order to mitigate both direct and indirect emissions of non-attainment pollutants.

Policy AQ-2g. Significance thresholds proposed by the AQMD for emissions shall be utilized when appropriate for: (1) ROG and NO_x, both of which are precursors of ozone, and (2) PM_{10} in determining mitigation of air quality impacts.

Policy AQ-2j. The County shall work toward measures to reduce particulate emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

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 Redding at the Health Department at 2630 Breslauer Way. Ozone, PM_{10}, and $PM_{2.5}$ are the primary pollutants affecting the NSVAB. 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 (2022 – 2024) from the air monitoring station. The $PM_{2.5}$ 24-hour measurements may be affected by wildfires.

Table 1: Air Quality Data Summary (2022 - 2024)

Pollutant	Monitoring Data by Year			
	Standard[a]	2022	2023	2024
Ozone				
Highest 1 Hour Average (ppm)[b]	0.090/-	0.082	0.082	0.076
Highest 8 Hour Average (ppm)[b]	0.070	0.076	0.072	0.073
Particulate Matter (PM_{10})				
Highest 24-Hour Average ($\mu g/m^3$)[b]	50/150	**53**	31	33
Annual Average ($\mu g/m^3$)[b]	20/-	12.7	12.1	10.4
Particulate Matter ($PM_{2.5}$)				
Highest 24-Hour Average ($\mu g/m^3$)[b]	-/35	**41.5**	**54.2**	**38.6**
Annual Average ($\mu g/m^3$)[b]	12/9	7.61	7.40	6.06

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, https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors

Shasta County is currently designated a nonattainment area for state ozone standards and is designated as an attainment or unclassified area for all other federal and state ambient air quality standards.

The Shasta County AQMD, along with other air districts in the NSVAB, jointly prepared an Air Quality Attainment Plan (AQAP) for the purpose of achieving and maintaining healthful air quality throughout the air basin. The Northern Sacramento Valley Planning Area (NSVPA) 2021 Triennial AQAP constitutes the region's SIP. The NSVPA 2021 AQAP assesses the progress made in implementing the previous triennial update completed in 2018 and proposes modifications to the strategies necessary to attain the CAAQS by the earliest practicable date. It also includes update control measures for the three-year period of 2021 through 2024.

5.0 IMPACT ANALYSIS AND MITIGATION

The significance of potential impacts was determined based on State CEQA Guidelines, Appendix G, and the Shasta County AQMD's *Protocol for Review, Land Use Permitting Activities, Procedures for Implementing the California Environmental Quality Act* and *Environmental Review Guidelines, Procedures for Implementing the California Environmental Quality Act*.[7] 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;

[7] Shasta County Air Quality Management District, *Protocol for Review, Land Use Permitting Activities, Procedures for Implementing the California Environmental Quality Act*, November 2003, https://www.shastacounty.gov/media/3451 and *Environmental Review Guidelines, Procedures for Implementing the California Environmental Quality Ac, November 2003*, https://www.shastacounty.gov/media/3446

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 thresholds of significance applied to assess project-level air quality impacts are:

- Daily emissions of 25 pounds per day of ROG and NO_x and 80 pounds per day of PM_{10} (Level A)
- Daily emissions of greater than 137 pounds per day of ROG, NO_x, and PM_{10} (Level B)
- Exposure of persons by siting a new source or a new sensitive receptor to substantial levels of TAC resulting in (a) a cancer risk level greater than 10 in one million and (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers
- Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people

These thresholds are consistent with New Source Review Rule 2:1 adopted by the Shasta County AQMD as required by the California CAA. If the project's indirect and area wide emissions are greater than the Level A thresholds but less than Level B thresholds, appropriate Level A mitigation is required to be implemented by the project applicant. If the project's indirect and area wide emissions are above the Level B threshold of 137 pounds per day after applying all feasible mitigation measures, the project would be considered to have a significant impact from an air quality perspective. The significant threshold for direct emission sources is 25 tons per year of ROG, NOx, and PM_{10}.

The Shasta County AQMD and the Shasta County General Plan recommend that projects apply Standard Mitigation Measures (SMM) and appropriate Best Available Mitigation Measures (BAMM) when a project exceeds Level A thresholds and that projects apply SMM, BAMM, and special BAMM when a project exceeds Level B thresholds. Projects that cannot mitigate emissions to levels below the Level B thresholds are considered significant.

The supporting information, methodology, assumptions, and results used in the air quality analysis are provided in **Attachment A: Construction and Operational Emissions Inventory Supporting Information**.

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. The emissions generated from these construction activities include:

- Dust (including PM_{10} and $PM_{2.5}$) 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_x, CO, PM_{10}, and $PM_{2.5}$) 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.

Project construction would be balanced; with no import/export of soil materials. **Table 2: Estimated Construction Schedule** presents the construction schedule by construction phase. Construction activities would be conducted from 7 a.m. to 10 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	6/30/2026	20
3	Building Construction	7/01/2026	7/14/2026	10
4	Paving	7/15/2026	10/27/2026	75
5	Architectural Coating	10/28/2026	11/3/2026	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	0.4
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
Paving	Pavers	2	8	81	0.42
Paving	Paving Equipment	2	8	89	0.36
Paving	Rollers	2	8	36	0.38
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
Building Construction	Welders	1	8	46	0.45
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. The unmitigated daily emissions from NOx are above the significance thresholds but with mitigation the daily construction emissions are below the significance thresholds.

Table 4: Estimated Daily Construction Emissions (pounds)

Condition	ROG	NOx	PM10	PM2.5	CO
Unmitigated Construction	23.5	**29.2**	21.0	11.3	29.8
Mitigated Construction	5.92	2.86	7.90	4.07	29.3
Significance Threshold (Level A)	25	25	80		
Significance Threshold (Level B)	137	137	137	-	-
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 14,025 gallons of diesel fuel.[8]

The proposed project 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.

Mitigation Measure AQ-1: Construction Exhaust and Fugitive Dust Emission Standards The following measures shall be implemented to minimize short-term air quality impacts during construction. These measures shall be included in all grading and improvement plans and/or permits.

- During all construction activities, all architectural coatings applied shall contain a low content of VOC (i.e., 50 grams/liter) as required by the California Green Building Code or Shasta County AQMD, whichever is more restrictive.

[8] Fuel usage is estimated using the CalEEMod output for CO_2, and a 8.91 $kgCO_2$/gallon (gasoline) and 10.15 $kgCO_2$/gallon (diesel) conversion factor, https://www.eia.gov/environment/emissions/co2_vol_mass.php

- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications.
- All material excavated, stockpiled, or graded shall be sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of ambient air quality standards. The timing and frequency of watering shall be determined by the City Engineer or Building Official.
- All unpaved areas (including unpaved roads) with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions.
- All on-site vehicles shall be limited to a speed of 15 miles per hour on unpaved roads.
- All land clearing, grading, earth-moving, or excavation activities on the project site shall be suspended if/when the City Engineer or Building Official determines that winds are causing excessive dust generation.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent a public nuisance.
- Paved streets adjacent to construction areas shall be swept or washed at the end of the day to remove excessive accumulations of silt and/or mud resulting from activities on the work site.
- Prior to final occupancy, the applicant shall re-establish ground cover on the construction site through seeding and watering.
- Off-road construction equipment and other diesel-fueled construction vehicles shall not be left idling for periods longer than five minutes when not in use.
- Trees and other vegetation cleared to accommodate the proposed project shall not be burned onsite and shall be disposed of in another lawful manner (e.g., chipping or mulching), as approved by the City.

Mitigation Measure AQ-2: Tier 4 Construction Equipment Emission Standards: The Applicant shall implement the following measures during construction to further reduce construction exhaust emissions:

> All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall utilize diesel engines that are USEPA certified Tier 4 final" emission standards for particulate matter and be equipped with CARB-certified Level 3 Diesel Particulate Filters. Prior to the issuance of any demolition/construction permits, the construction contractor shall submit specifications of the equipment to be used during construction.

The proposed project construction would have less than significant impacts (below Level A) for ROG, NOx, PM_{10}, and $PM_{2.5}$ with project design elements, compliance with regulatory requirements, and **Mitigation Measures AQ-1 and AQ-2**, as shown in **Table 4: Estimated Daily Construction 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.[9] 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.

According to the California Annual Retail Fuel Outlet Report Results, the average annual throughput of gasoline fuel was 1,358,299 gallons and the average annual throughput of diesel fuel was 365,814 gallons during 2023.[10] It is anticipated that for the proposed project, the throughput for both gasoline and diesel would be lower than these values.

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

[9] California Air Resources Board, *Gasoline Service Station Industrywide Risk Assessment Supplemental Policy Guidance Document*, July 21, 2022, https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance

[10] California Energy Commission, 2022. *California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting*

between 2010 and 2023.[11] 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 3,691 gross daily trips, with 340 trips during the a.m. peak hour and 305 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 630 net daily trips, with 64 net trips during the a.m. peak hour and 58 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.[12]

The project would generate a gross total of 1,347,325 trips per year and 4,043,685 vehicle miles per year. However, the project would generate a net total of 229,950 trips per year and 1,987,008 vehicle miles per year.

The estimated gross annual vehicle fuel usage is approximately 133,375 gallons of gasoline and approximately 50,000 gallons of diesel.[13] However, the estimated net annual vehicle fuel usage is approximately 73,095 gallons of gasoline.[14]

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	17.1	11.2	8.02	2.12	62.7
Area	0.19	<0.01	<0.01	<0.01	0.23
Energy	<0.01	0.05	<0.01	<0.01	0.04
Fuel Pumps/Tanks Fugitive	4.72				
Total Operations	**22.0**	**11.2**	**8.03**	**2.13**	**63.0**
Significance Threshold (Level A)	25	25	80		
Significance Threshold (Level B)	137	137	137	-	-
Significant Impact?	No	No	No	No	No

[11] California Energy Commission, 2022. *California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting*

[12] LSA, Scope of Work for the Anderson 7-Eleven Project Transportation Impact Study, May 13, 2025

[13] Fuel usage is estimated using the CalEEMod output for CO_2, and a 8.91 $kgCO_2$/gallon (gasoline) and 10.15 $kgCO_2$/gallon (diesel) conversion factor, https://www.eia.gov/environment/emissions/co2_vol_mass.php

[14] Fuel usage is estimated using the CalEEMod output for CO_2, and a 8.91 $kgCO_2$/gallon (gasoline) and 10.15 $kgCO_2$/gallon (diesel) conversion factor, https://www.eia.gov/environment/emissions/co2_vol_mass.php

SOURCE: CalEEMod Version 2022.1.0.

According to Shasta County AQMD's *Protocol for Review, Land Use Permitting Activities, Procedures for Implementing the California Environmental Quality Act*, if a new project is unable to provide adequate on-site mitigation of their long-term air quality impacts, an off-site mitigation program may be necessary. Projects emitting high levels of pollutants (as determined by the Air District) may be required to implement all feasible on-site mitigation measures and participate in an offsite mitigation program to reduce emissions.

The proposed project operation would have less than significant impacts (below Level A) for ROG, NOx, and PM_{10}, with project design elements and compliance with regulatory requirements, as shown in **Table 5: Estimated Daily Operational Emissions**.

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 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 to the project site are Anderson Heights Elementary located approximately 2,700 feet to the west of the project site, surrounding residences located approximately 2,000 feet to the west of the project site, a single residence is located approximately 1,325 feet to the north of the project site, and offsite workers are located approximately 800 feet to the south 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.

Notably, CAPCOA's *Health Risk Assessments for Proposed Land Use Projects* (dated July 2009)[15] 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

[15] 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

typical gas dispensing facilities. The proposed project would be located well beyond the suggested separation distance and therefore, the health impacts would be expected to be well below the significant thresholds.

CAPCOA's *Gasoline Service Station Industry-wide Risk Assessment Guidelines* was used to estimate health impacts from the proposed gasoline station.[16] For the nearest residential-receptors, the estimated cancer risk would be 0.08 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 less than 0.02 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 0.06 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.

According to the requirements under the California Public Resources Code, Division 13, Environmental Quality (§21000 – §21189.57), 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 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).[17] 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.

[16] California Air Resources Board, *Gasoline Service Station Industrywide Risk Assessment Supplemental Policy Guidance Document*, July 21, 2022, https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance

[17] 2019 CEQA Statutes and Guidelines, http://resources.ca.gov/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf

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 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_2 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.[18]

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons (MT) of CO_2 equivalents (CO_2e). CO_2e 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_2e.

Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in atmospheric concentrations of CO_2). In pre-industrial times (c. 1860), concentrations of atmospheric CO_2 were approximately 280 parts per million (ppm). By February 2024, atmospheric CO_2 concentrations had increased to 424.55 ppm, 52 percent above pre-industrial concentrations.[19]

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.[20]

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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[18] Global Warming Potential values, https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf

[19] Earth System Research Laboratory, *Recent Monthly Mean CO_2 at Mauna Lora*, www.esrl.noaa.gov/gmd/ccgg/trends/

[20] 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 CO_2e 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_2e and the 2020 business-as-usual forecast as 509 million metric tons of CO_2e. 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_2e and the 2020 business-as-usual forecast as 509 million metric tons of CO_2e. 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.[21] 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.

Shasta County Greenhouse Gas Reduction Targets

In 2010, the Shasta County AQMD initiated the regional climate action planning process (RCAP). The primary objectives of the RCAP process are to contribute to the State's climate protection efforts and to provide CEQA review streamlining benefits for development projects within the region's four jurisdictions: the City of Anderson, the City of Redding, the City of Shasta Lake, and the unincorporated areas of Shasta County. To facilitate these objectives, the Shasta County AQMD worked with the four jurisdictions to

[21] California Air Resources Board, *Final 2022 Scoping Plan Update*, November 16, 2022, https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan#:~:text=The%20Draft%202022%20Scoping%20Plan,neutrality%20no%20later%20than%202045

prepare community-specific, independent climate action plans that contain GHG emission inventories and forecasts, emission reduction measures, and implementation and monitoring programs. The Shasta County Regional Climate Action Plan (CAP)[22] provides a summary of jurisdictional GHG inventories and describe how each jurisdiction will achieve GHG reductions through local actions that contribute to the statewide GHG emission reduction target defined in AB 32, the California Global Warming Solutions Act of 2006, CEQA guidelines, and other State guidance. However, the Shasta County Regional CAP was not adopted and therefore is not used to assess the project's compliance with GHG reduction plans.

Shasta County has selected emission reduction targets that are both ambitious and practical. The targets will allow Shasta County to contribute to State climate protection efforts and are purposely set at levels that are likely to provide CEQA streamlining benefits to new development projects in the community. Unincorporated Shasta County's GHG reduction targets are as follows:

- Reduce community emissions to 15 percent below 2008 levels by 2020 (485,567 MT of CO2e per year);
- Reduce community emissions to 49 percent below 2008 levels by 2035 (291,340 MT of CO2e per year); and
- Reduce community emissions to 83 percent below 2008 levels by 2050 (97,113 MT or CO2e per year).

Shasta Regional Climate Action Plan

The Shasta Regional Climate Action Plan (RCAP) describes measures that can achieve the 2020 reduction target and work toward the 2035 target. While Shasta County supports the goal of Executive Order S-03-05, it recognizes that estimating 2050 emission levels and reduction potentials are highly speculative. For this reason, the County has chosen not to focus on the 2050 reduction target at this time. Shasta County will regularly re-evaluate its long-term GHG reduction efforts to reflect future conditions and adjust emission reduction measures accordingly.

To meet its adopted emissions reduction targets, the RCAP provides policies, programs, and other projects related to energy, waste, water, transportation, and carbon sequestration. The measures are organized into five categories including: energy, water, waste, transportation, and carbon sequestration. Shasta County has adopted a construction and demolition lumber waste diversion ordinance that applies to new construction and renovations. The ordinance requires 75 percent of lumber waste to be diverted from the waste stream. CalRecycle provides guidance on developing construction and demolition waste diversion ordinance language to facilitate implementation.

[22] County of Shasta, Draft Shasta Regional Climate Action Plan, November 2012.

The Shasta County Regional CAP was not adopted and therefore is not used to assess the project's compliance with GHG reduction plans.

Greenhouse Gas Regional Emission Estimates

In 2022, the United States emitted about 6,343 million metric tons of CO_2e or 5,489 million metric tons of CO_2e after accounting for sequestration from the land sector. Emissions increased in 2022 by 1 percent. The increase in total GHG emissions was driven largely by an increase in CO_2 emissions from fossil fuel combustion. In 2022, CO_2 emissions from fossil fuel combustion increased by 1 percent compared to the previous year. This increase in fossil fuel consumption emissions was due in part to the continued rebound in economic activity after the height of the COVID-19 pandemic.[23]

According to USEPA, net emissions were 17 percent below 2005 levels. The recent decline is mostly due to a shift to less CO_2-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 28 percent of total GHGs emissions in 2022. Emissions from electric power accounted for the second largest portion (25 percent), while emissions from industry accounted for the third largest portion (23 percent) of total GHG in 2022. [24]

In 2022, California emitted approximately 371 million metric tons of CO_2e, 9.3 million metric tons of CO_2e lower than 2021 levels and 60 million metric tons of CO_2e below the 2020 GHG limit of 431 million metric tons of CO_2e). The transportation sector represents 39 percent of the total GHG emissions. The industrial sector represents 23 percent of the total GHG emissions, followed by electricity (11 percent), and residential, agricultural, and commercial (8, 8, and 6 percent, respectively).[25]

Threshold of Significance

At this time, neither the Shasta County AQMD nor Shasta County nor the City of Anderson has adopted numerical thresholds of significance for GHG emissions that would apply to the proposed project. The Shasta County AQMD, 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 minimize and mitigate GHG emissions as feasible. The project would generate GHG emissions through long-term operational activities.

For this project, the City of Anderson utilizes a quantitative non-zero project-specific threshold based on a methodology recommended by the California Air Pollution Officers Association (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA's Threshold 2.3, CARB Reporting Threshold, 10,000 metric tons of CO_2e per year is recommended as a quantitative non-zero threshold. This threshold would be the operational equivalent of 550 dwelling units, 400,000 square feet of office use, 120,000

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[23] United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990 - 2022*, April 2024, https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks

[24] United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990 - 2022*, April 2024, https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks

[25] California Air Resources Board, *Emissions Trends Report 2000-2022 (2024 Edition)*, September 2024, https://ww2.arb.ca.gov/ghg-inventory-data

square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects in the State of California and is designed to support the goals of AB 32 and not hinder it. The use of this quantitative non-zero project-specific threshold by the City of Anderson, as lead agency, would be consistent with certain practices of other lead agencies in the County and throughout the State.

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)).[26] 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:

- San Bernardino County adopted the Greenhouse Gas Reduction Plan[27] (GHG Plan) in September 2011, which provides guidance on how to analyze GHG emissions and determine significance during CEQA review of proposed development projects within the County. The County includes a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 metric tons of CO_2e per year is used to determine if additional analysis is required. Projects that do not exceed the screening threshold of 3,000 metric tons of CO_2e per year are considered consistent with the County's GHG Plan and would be determined to have a less than significant individual and cumulative impact for GHG emissions. Projects that exceed the screening threshold of 3,000 metric tons of CO_2e per year are required to achieve emission reductions. Consistent with CEQA guidelines, such projects would be considered consistent with the County's GHG Plan and would be determined to have a less than significant individual and cumulative impact for GHG emissions.
- 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

[26] 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."

[27] San Bernardino County, *Greenhouse Gas Emissions Reduction Plan*, September 2021. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/

source/industrial projects for which the SCAQMD is the lead agency (SCAQMD Resolution No. 08-35, December 5, 2008).[28]

As described, 3,000 metric tons of CO_2e per year threshold for non-industrial operations and 10,000 metric tons of CO_2e per year threshold for stationary source/industrial operations are used by several air districts and other agencies in the State 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 3,000 metric tons of CO_2e per year for non-industrial operations and 10,000 metric tons of CO_2e per year quantitative threshold for stationary source/industrial operations (i.e., diesel generators, asphalt plant, mobile equipment, haul trucks, etc.). The substantial evidence for this GHG emissions threshold is based on the expert opinion of various California air districts and other agencies, which have applied the thresholds in numerous CEQA documents where those air districts were the lead agency. Project emissions of less than the thresholds 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 144 metric tons of CO_2e. As indicated, 30-year amortized annual construction related GHG emissions would be approximately 5 metric tons of CO_2e. **Table 6: Estimated Construction Greenhouse Gas Emissions** shows the estimated annual construction GHG emissions. GHG emissions from construction represent a very small portion of a project's lifetime GHG emissions. GHG emissions from construction are a one-time release and would not pose a significant impact to the environment. Therefore, project construction would not result in a cumulatively considerable contribution to global climate change.

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

Condition	Proposed Project Annual CO_2e Metric Tons)
Construction Emissions	**144**
30-Year Amortized	**5**

SOURCE: *CARB EMFAC and OFFROAD*

CalEEMod incorporates GHG emission factors for PG&E. CalEEMod uses an intensity rate of 453 pounds of CO_2 per megawatt of electricity produced for PG&E. The electricity delivered by PG&E 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 PG&E's GHG intensity for electricity continues to decrease over time and is estimated to be net zero by 2045.

[28] South Coast Air Quality Management District, *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*, https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=832cf961_2

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 gross annual GHG emissions generated by the project, which would be 1,960 metric tons CO_2e per year and thus, less than 3,000 metric tons CO_2e per year and a less than significant impact.

The net annual GHG emissions generated by the project would be 916 metric tons CO_2e per year and thus, less than 3,000 metric tons CO_2e per year and a less than significant impact.

Table 7: Estimated Annual Operational Greenhouse Gas Emissions (metric tons)

Source	Proposed Project
Mobile	1,696 (651)
Area	0
Energy	78
Water	0
Waste	2
Refrigeration	185
Total Emissions	**1,960 (916)**
Significance Threshold	3,000
Significant Impact?	No

SOURCE: *CARB CalEEMod*

Consistency with State and Local GHG Reduction Plans

Neither Shasta County APCD, nor Shasta County, has a currently adopted region-specific plan for reducing GHG emissions. As discussed, GHG emissions generated by the proposed project would not surpass the significance threshold of 3,000 metric tons of CO_2e per year. The proposed project would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG. Therefore, the proposed project would have a less than significant impact on GHG emissions and the project would have no impact from conflict with regulations or the referenced plan for reducing GHG emissions.

While the proposed project is subject to compliance with the Global Warming Solutions Act (Assembly Bill [AB] 32), the proposed project generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32.

The 2022 Scoping Plan is implemented at the State level, and compliance at a specific plan or project level is not addressed in the Plan. The project would use vehicles and equipment that would meet current standards at the time of construction and operation and would not conflict with the statewide programs designed to address GHG emissions reduction goals. The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions and would have a less than significant impact on GHG emissions.

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 proposed 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 proposed project would be consistent with the applicable strategies in the 2022 Scoping Plan, adopted for the purposes of reducing GHG emissions. These strategies address the project's incremental contribution to climate change and thus the project's incremental contribution is not cumulatively considerable.

The proposed project would be consistent with these strategies through the proposed 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 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 proposed project would be served by Pacific Gas and Electric, which is required to increase its renewable energy procurement in accordance with SB 100 targets.

11.0 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 would also be less than significant (**Section 8**). Odor impacts (**Section 9**) would be less than significant. GHG emissions would also be less than significant (**Section 10**). 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

Anderson Locust Street 7-Eleven

CalEEMod Version 2022.1.1.29 Inputs

Project Characteristics

Start of Construction: May 20, 2026

End of Construction: November 13, 2026

Operational Year: 2027

Location: Shasta County

Air District: Shasta County Air Pollution Control District

Utility Company: PG&E (Electricity)

Land Use Setting: Suburban

Construction Specifics

No buildings will be demolished.

a. Site preparation: 10 days

b. Grading/Excavation: 20 days

c. Paving: 10 days

d. Building Construction: 75 days (includes site construction)

e. Painting/Coating: 5 days

No export/import of soil materials expected.

Project site is 219,978 square feet (5.05 acres).

Number of parking spaces is 47 (22 standard parking spaces, 6 EV parking spaces, and 19 commercial parking spaces).

Area of convenience store is 5,378 square feet.

Area of landscaping is 34 percent per site plan or 74,793 square feet (1.72 acres).

Area of pavement is 136,386 square feet (3.13 acres).

Construction activities will occur between 7 am and 10 pm Monday through Friday.

Operational Specifics

There would be four storage tanks: one 20,000-gallon tank of diesel; one 27,000-gallon tank with 20,000-gallons of diesel and 7,000 gallons of diesel exhaust fluid; one 20,000-gallon tank with 12,000-gallons of diesel and 8,000-gallons of premium unleaded gasoline; and one 20,000-gallon tank of regular unleaded gasoline. All fuel tanks will be underground.

Ten fuel pumps (Five standard stations serving ten fueling positions and five commercial trucks fueling positions)

According to the California Annual Retail Fuel Outlet Report Results, the average annual throughput of gasoline fuel was 1,358,299 gallons and the average annual throughput of diesel fuel was 365,814 gallons during 2023.[1] It is anticipated that for the proposed project, the throughput for both gasoline and diesel would be lower than these values.

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 2023.[2] It is anticipated that for the proposed project, the throughput for both gasoline and diesel would be lower than these values.

Development will make use of local Water Efficient Landscape Ordinance (WELO) irrigation best practices and EV charging spaces.

The estimated annual natural gas usage is 163,611.55 kBTU/year.

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.

The proposed project is estimated to generate 3,691 gross daily trips, with 340 trips during the a.m. peak hour and 305 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 630 net daily trips, with 64 net trips during the a.m. peak hour and 58 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

[1] California Energy Commission, 2022. *California Retail Fuel Outlet Annual Reporting (CEC-A15) Results,* https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting

[2] California Energy Commission, 2022. *California Retail Fuel Outlet Annual Reporting (CEC-A15) Results,* https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting

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: 453 lbs of CO_2e per MWh (Pacific Gas & Electric).

Estimated Construction Schedule

Description	Start	End	Working Days
Site Preparation	5/20/2026	6/2/2026	10
Grading	6/3/2026	6/30/2026	20
Building Construction	7/01/2026	7/14/2026	10
Paving	7/15/2026	10/27/2026	75
Architectural Coating	10/28/2026	11/3/2026	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
Paving	Pavers	2	8	81	0.42
Paving	Paving Equipment	2	8	89	0.36
Paving	Rollers	2	8	36	0.38
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
Building Construction	Welders	1	8	46	0.45
Architectural Coating	Air Compressors	1	6	37	0.48

SOURCE: CARB CalEEMod Version 2022.1.

Anderson Locust Street 7-Eleven Custom Report

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4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Anderson Locust Street 7-Eleven
Construction Start Date	5/20/2026
Operational Year	2027
Lead Agency	Shasta County
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	12.8
Location	40.43683893309915, -122.28367561128445
County	Shasta
City	—
Air District	Shasta County AQMD
Air Basin	Sacramento Valley
TAZ	154
EDFZ	3
Electric Utility	Pacific Gas & Electric
Gas Utility	Pacific Gas & Electric
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 ft)	Special Landscape Area (sq ft)	Population	Description

Convenience Market with Gas Pumps	10.0	Pump	4.62	5,378	74,793	0.00	—	—
Parking Lot	47.0	Space	0.43	0.00	0.00	0.00	—	—
Gasoline/Service Station	5.00	Pump	0.00	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
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
Construction	C-13	Use Low-VOC Paints for Construction

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.83	3.23	29.2	29.8	0.05	1.24	19.8	21.0	1.14	10.1	11.3	—	5,451	5,451	0.22	0.05	0.54	5,472
Mit.	0.59	0.58	2.85	29.3	0.05	0.10	7.80	7.90	0.10	3.97	4.07	—	5,451	5,451	0.22	0.05	0.54	5,472
% Reduced	85%	82%	90%	2%	—	92%	61%	62%	91%	61%	64%	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	24.2	24.1	9.89	13.0	0.02	0.38	0.02	0.40	0.35	< 0.005	0.35	—	2,430	2,430	0.10	0.02	< 0.005	2,439
Mit.	6.57	6.57	2.86	14.9	0.02	0.08	0.02	0.09	0.07	< 0.005	0.08	—	2,430	2,430	0.10	0.02	< 0.005	2,439
% Reduced	73%	73%	71%	-14%	—	80%	—	76%	79%	—	78%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.84	0.76	3.86	4.78	0.01	0.16	0.94	1.10	0.14	0.47	0.61	—	863	863	0.03	0.01	0.03	867
Mit.	0.21	0.20	0.84	5.19	0.01	0.02	0.38	0.40	0.02	0.19	0.21	—	863	863	0.03	0.01	0.03	867
% Reduced	75%	73%	78%	-8%	—	86%	60%	64%	85%	60%	66%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.14	0.71	0.87	< 0.005	0.03	0.17	0.20	0.03	0.09	0.11	—	143	143	0.01	< 0.005	0.01	144
Mit.	0.04	0.04	0.15	0.95	< 0.005	< 0.005	0.07	0.07	< 0.005	0.03	0.04	—	143	143	0.01	< 0.005	0.01	144
% Reduced	75%	73%	78%	-8%	—	86%	60%	64%	85%	60%	66%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.83	3.23	29.2	29.8	0.05	1.24	19.8	21.0	1.14	10.1	11.3	—	5,451	5,451	0.22	0.05	0.54	5,472
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	24.2	24.1	9.89	13.0	0.02	0.38	0.02	0.40	0.35	< 0.005	0.35	—	2,430	2,430	0.10	0.02	< 0.005	2,439

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.84	0.76	3.86	4.78	0.01	0.16	0.94	1.10	0.14	0.47	0.61	—	863	863	0.03	0.01	0.03	867
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.15	0.14	0.71	0.87	< 0.005	0.03	0.17	0.20	0.03	0.09	0.11	—	143	143	0.01	< 0.005	0.01	144

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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.59	0.58	2.85	29.3	0.05	0.10	7.80	7.90	0.10	3.97	4.07	—	5,451	5,451	0.22	0.05	0.54	5,472
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	6.57	6.57	2.86	14.9	0.02	0.08	0.02	0.09	0.07	< 0.005	0.08	—	2,430	2,430	0.10	0.02	< 0.005	2,439
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.21	0.20	0.84	5.19	0.01	0.02	0.38	0.40	0.02	0.19	0.21	—	863	863	0.03	0.01	0.03	867
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04	0.04	0.15	0.95	< 0.005	< 0.005	0.07	0.07	< 0.005	0.03	0.04	—	143	143	0.01	< 0.005	0.01	144

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	17.9	17.3	9.89	62.4	0.10	0.12	7.90	8.03	0.12	2.01	2.13	3.90	11,115	11,119	1.16	0.72	1,147	12,510

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.9	14.2	11.2	62.8	0.10	0.12	7.90	8.03	0.12	2.01	2.13	3.90	10,285	10,289	1.36	0.78	1,116	11,670
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.2	14.5	10.5	58.2	0.10	0.12	7.84	7.96	0.12	1.99	2.11	3.90	10,455	10,459	1.26	0.74	1,129	11,841
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.77	2.65	1.93	10.6	0.02	0.02	1.43	1.45	0.02	0.36	0.39	0.65	1,731	1,732	0.21	0.12	187	1,960

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	17.7	17.1	9.84	62.1	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	10,648	10,648	0.73	0.72	32.3	10,912
Area	0.19	0.19	< 0.005	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.96	0.96	< 0.005	< 0.005	—	0.97
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	466	466	0.03	< 0.005	—	468
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Waste	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	17.9	17.3	9.89	62.4	0.10	0.12	7.90	8.03	0.12	2.01	2.13	3.90	11,115	11,119	1.16	0.72	1,147	12,510
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	14.7	14.0	11.2	62.7	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	9,818	9,818	0.93	0.77	0.84	10,073
Area	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	466	466	0.03	< 0.005	—	468

Water	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Waste	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	14.9	14.2	11.2	62.8	0.10	0.12	7.90	8.03	0.12	2.01	2.13	3.90	10,285	10,289	1.36	0.78	1,116	11,670
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.0	14.4	10.5	58.1	0.10	0.12	7.84	7.96	0.11	1.99	2.11	—	9,988	9,988	0.83	0.74	13.9	10,243
Area	0.17	0.17	< 0.005	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.47	0.47	< 0.005	< 0.005	—	0.48
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	466	466	0.03	< 0.005	—	468
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Waste	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	15.2	14.5	10.5	58.2	0.10	0.12	7.84	7.96	0.12	1.99	2.11	3.90	10,455	10,459	1.26	0.74	1,129	11,841
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.74	2.62	1.92	10.6	0.02	0.02	1.43	1.45	0.02	0.36	0.38	—	1,654	1,654	0.14	0.12	2.31	1,696
Area	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	77.2	77.2	0.01	< 0.005	—	77.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.03	0.12	0.15	< 0.005	< 0.005	—	0.24
Waste	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	185	185
Total	2.77	2.65	1.93	10.6	0.02	0.02	1.43	1.45	0.02	0.36	0.39	0.65	1,731	1,732	0.21	0.12	187	1,960

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	17.7	17.1	9.84	62.1	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	10,648	10,648	0.73	0.72	32.3	10,912

Area	0.19	0.19	< 0.005	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.96	0.96	< 0.005	< 0.005	—	0.97
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	466	466	0.03	< 0.005	—	468
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Waste	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	17.9	17.3	9.89	62.4	0.10	0.12	7.90	8.03	0.12	2.01	2.13	3.90	11,115	11,119	1.16	0.72	1,147	12,510
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	14.7	14.0	11.2	62.7	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	9,818	9,818	0.93	0.77	0.84	10,073
Area	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	466	466	0.03	< 0.005	—	468
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Waste	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	14.9	14.2	11.2	62.8	0.10	0.12	7.90	8.03	0.12	2.01	2.13	3.90	10,285	10,289	1.36	0.78	1,116	11,670
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.0	14.4	10.5	58.1	0.10	0.12	7.84	7.96	0.11	1.99	2.11	—	9,988	9,988	0.83	0.74	13.9	10,243
Area	0.17	0.17	< 0.005	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.47	0.47	< 0.005	< 0.005	—	0.48
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	466	466	0.03	< 0.005	—	468
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Waste	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	15.2	14.5	10.5	58.2	0.10	0.12	7.84	7.96	0.12	1.99	2.11	3.90	10,455	10,459	1.26	0.74	1,129	11,841
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.74	2.62	1.92	10.6	0.02	0.02	1.43	1.45	0.02	0.36	0.38	—	1,654	1,654	0.14	0.12	2.31	1,696
Area	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	77.2	77.2	0.01	< 0.005	—	77.5

Water	—	—	—	—	—	—	—	—	—	—	—	0.03	0.12	0.15	< 0.005	< 0.005	—	0.24
Waste	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	185	185
Total	2.77	2.65	1.93	10.6	0.02	0.02	1.43	1.45	0.02	0.36	0.39	0.65	1,731	1,732	0.21	0.12	187	1,960

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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 Movement	—	—	—	—	—	—	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-Road Equipment	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 Movement	—	—	—	—	—	—	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-Road Equipment	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 Movement	—	—	—	—	—	—	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	0.09	0.08	0.05	0.95	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	153	153	0.01	0.01	0.54	156
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.79	3.79	< 0.005	< 0.005	0.01	3.85
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	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64

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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	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-Road Equipment	0.01	0.01	0.07	0.78	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	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-Road Equipment	< 0.005	< 0.005	0.01	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	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	0.09	0.08	0.05	0.95	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	153	153	0.01	0.01	0.54	156
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.79	3.79	< 0.005	< 0.005	0.01	3.85
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	—	0.63	0.63	< 0.005	< 0.005	< 0.005	0.64
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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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 Movement	—	—	—	—	—	—	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-Road Equipment	0.11	0.09	0.82	0.96	< 0.005	0.04	—	0.04	0.03	—	0.03	—	162	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.39	0.39	—	0.19	0.19	—	—	—	—	—	—	—
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-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9

Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
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	0.04	0.81	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	131	131	0.01	0.01	0.46	133
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	0.01	0.01	0.00	< 0.005	< 0.005	—	6.50	6.50	< 0.005	< 0.005	0.01	6.60
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	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.09
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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.29	2.04	17.8	0.03	0.06	—	0.06	0.06	—	0.06	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	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-Road Equipment	0.02	0.02	0.11	0.97	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	162	162	0.01	< 0.005	—	163
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—	—	—	—	—	—	—
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-Road Equipment	< 0.005	< 0.005	0.02	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—

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	0.04	0.81	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	131	131	0.01	0.01	0.46	133
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	0.01	0.01	0.00	< 0.005	< 0.005	—	6.50	6.50	< 0.005	< 0.005	0.01	6.60
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	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.09
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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	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-Road Equipment	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-Road Equipment	0.26	0.22	2.02	2.66	< 0.005	0.08	—	0.08	0.07	—	0.07	—	493	493	0.02	< 0.005	—	494
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-Road Equipment	0.05	0.04	0.37	0.49	< 0.005	0.01	—	0.01	0.01	—	0.01	—	81.6	81.6	< 0.005	< 0.005	—	81.8
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	—	15.1	15.1	< 0.005	< 0.005	0.05	15.3
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	0.05	20.1

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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.2	13.2	< 0.005	< 0.005	< 0.005	13.4
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	< 0.005	20.1
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	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.80	2.80	< 0.005	< 0.005	< 0.005	2.84
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.96	3.96	< 0.005	< 0.005	< 0.005	4.14
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	—	0.46	0.46	< 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	—	0.66	0.66	< 0.005	< 0.005	< 0.005	0.68
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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	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-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	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-Road Equipment	0.07	0.07	0.58	3.05	< 0.005	0.02	—	0.02	0.01	—	0.01	—	493	493	0.02	< 0.005	—	494
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-Road Equipment	0.01	0.01	0.11	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	81.6	81.6	< 0.005	< 0.005	—	81.8
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	—	15.1	15.1	< 0.005	< 0.005	0.05	15.3
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	0.05	20.1
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.2	13.2	< 0.005	< 0.005	< 0.005	13.4

Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	< 0.005	20.1
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	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.80	2.80	< 0.005	< 0.005	< 0.005	2.84
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.96	3.96	< 0.005	< 0.005	< 0.005	4.14
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	—	0.46	0.46	< 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	—	0.66	0.66	< 0.005	< 0.005	< 0.005	0.68
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. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.02	0.02	0.20	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.4	41.4	< 0.005	< 0.005	—	41.5
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-Road Equipment	< 0.005	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.85	6.85	< 0.005	< 0.005	—	6.88
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	0.04	0.81	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	131	131	0.01	0.01	0.46	133
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.25	3.25	< 0.005	< 0.005	0.01	3.30
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	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.55
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

3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,516
Paving	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	41.4	41.4	< 0.005	< 0.005	—	41.5
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-Road Equipment	< 0.005	< 0.005	0.01	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.85	6.85	< 0.005	< 0.005	—	6.88
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	0.04	0.81	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	131	131	0.01	0.01	0.46	133
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.25	3.25	< 0.005	< 0.005	0.01	3.30
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	—	0.54	0.54	< 0.005	< 0.005	< 0.005	0.55
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

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	24.0	24.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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-Road Equipment	< 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
Architectural Coatings	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-Road Equipment	< 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
Architectural Coatings	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.64	2.64	< 0.005	< 0.005	< 0.005	2.68
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
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

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134

Architectural Coating	6.55	6.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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-Road Equipment	< 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
Architectural Coatings	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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.64	2.64	< 0.005	< 0.005	< 0.005	2.68
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
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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	10.6	10.2	4.80	47.4	0.07	0.08	6.26	6.35	0.08	1.59	1.67	—	7,044	7,044	0.52	0.38	25.1	7,194
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
Gasoline/Service Station	7.06	6.91	5.04	14.7	0.03	0.04	1.64	1.68	0.04	0.42	0.45	—	3,603	3,603	0.21	0.34	7.18	3,717

Total	17.7	17.1	9.84	62.1	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	10,648	10,648	0.73	0.72	32.3	10,912
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	9.28	8.78	5.60	46.8	0.06	0.08	6.26	6.35	0.08	1.59	1.67	—	6,370	6,370	0.66	0.42	0.65	6,511
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
Gasoline/Service Station	5.43	5.25	5.56	15.9	0.03	0.04	1.64	1.68	0.04	0.42	0.45	—	3,448	3,448	0.28	0.36	0.19	3,562
Total	14.7	14.0	11.2	62.7	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	9,818	9,818	0.93	0.77	0.84	10,073
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	1.70	1.61	0.95	7.97	0.01	0.01	1.13	1.15	0.01	0.29	0.30	—	1,078	1,078	0.10	0.07	1.79	1,102
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
Gasoline/Service Station	1.04	1.01	0.96	2.62	0.01	0.01	0.30	0.30	0.01	0.08	0.08	—	576	576	0.04	0.06	0.51	594
Total	2.74	2.62	1.92	10.6	0.02	0.02	1.43	1.45	0.02	0.36	0.38	—	1,654	1,654	0.14	0.12	2.31	1,696

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	10.6	10.2	4.80	47.4	0.07	0.08	6.26	6.35	0.08	1.59	1.67	—	7,044	7,044	0.52	0.38	25.1	7,194
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
Gasoline/Service Station	7.06	6.91	5.04	14.7	0.03	0.04	1.64	1.68	0.04	0.42	0.45	—	3,603	3,603	0.21	0.34	7.18	3,717
Total	17.7	17.1	9.84	62.1	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	10,648	10,648	0.73	0.72	32.3	10,912
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	9.28	8.78	5.60	46.8	0.06	0.08	6.26	6.35	0.08	1.59	1.67	—	6,370	6,370	0.66	0.42	0.65	6,511
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
Gasoline/Service Station	5.43	5.25	5.56	15.9	0.03	0.04	1.64	1.68	0.04	0.42	0.45	—	3,448	3,448	0.28	0.36	0.19	3,562
Total	14.7	14.0	11.2	62.7	0.10	0.12	7.90	8.02	0.11	2.01	2.12	—	9,818	9,818	0.93	0.77	0.84	10,073
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	1.70	1.61	0.95	7.97	0.01	0.01	1.13	1.15	0.01	0.29	0.30	—	1,078	1,078	0.10	0.07	1.79	1,102
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

Gasolin Station	1.04	1.01	0.96	2.62	0.01	0.01	0.30	0.30	0.01	0.08	0.08	—	576	576	0.04	0.06	0.51	594
Total	2.74	2.62	1.92	10.6	0.02	0.02	1.43	1.45	0.02	0.36	0.38	—	1,654	1,654	0.14	0.12	2.31	1,696

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	388	388	0.03	< 0.005	—	389
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	408	408	0.03	< 0.005	—	410
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	388	388	0.03	< 0.005	—	389
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	20.4	20.4	< 0.005	< 0.005	—	20.5

Gasoline Station	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	408	408	0.03	< 0.005	—	410
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	64.2	64.2	< 0.005	< 0.005	—	64.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	3.37	3.37	< 0.005	< 0.005	—	3.39
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	67.6	67.6	< 0.005	< 0.005	—	67.9

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	388	388	0.03	< 0.005	—	389
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	408	408	0.03	< 0.005	—	410

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	388	388	0.03	< 0.005	—	389
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	408	408	0.03	< 0.005	—	410
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	64.2	64.2	< 0.005	< 0.005	—	64.5
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	3.37	3.37	< 0.005	< 0.005	—	3.39
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	67.6	67.6	< 0.005	< 0.005	—	67.9

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3
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
Gasoline/Service Station	0.00	0.00	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	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3
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
Gasoline/Service Station	0.00	0.00	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	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.62	9.62	< 0.005	< 0.005	—	9.65
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
Gasoline/Service Station	0.00	0.00	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	—	9.62	9.62	< 0.005	< 0.005	—	9.65

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3
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
Gasoline/Service Station	0.00	0.00	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	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3
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
Gasoline/Service Station	0.00	0.00	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	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.1	58.1	0.01	< 0.005	—	58.3

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.62	9.62	< 0.005	< 0.005	—	9.65
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
Gasoline/Service Station	0.00	0.00	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	—	9.62	9.62	< 0.005	< 0.005	—	9.65

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.96	0.96	< 0.005	< 0.005	—	0.97
Total	0.19	0.19	< 0.005	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.96	0.96	< 0.005	< 0.005	—	0.97

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08
Total	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.96	0.96	< 0.005	< 0.005	—	0.97
Total	0.19	0.19	< 0.005	0.23	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.96	0.96	< 0.005	< 0.005	—	0.97
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08

Total	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.08	0.08	< 0.005	< 0.005	—	0.08

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.03	0.48	0.51	< 0.005	< 0.005	—	0.63
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.13	0.26	0.39	0.01	< 0.005	—	0.81
Total	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.03	0.48	0.51	< 0.005	< 0.005	—	0.63
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.13	0.26	0.39	0.01	< 0.005	—	0.81
Total	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.01	0.08	0.08	< 0.005	< 0.005	—	0.10
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.02	0.04	0.06	< 0.005	< 0.005	—	0.13
Total	—	—	—	—	—	—	—	—	—	—	—	0.03	0.12	0.15	< 0.005	< 0.005	—	0.24

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.03	0.48	0.51	< 0.005	< 0.005	—	0.63
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.13	0.26	0.39	0.01	< 0.005	—	0.81
Total	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.03	0.48	0.51	< 0.005	< 0.005	—	0.63
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.13	0.26	0.39	0.01	< 0.005	—	0.81
Total	—	—	—	—	—	—	—	—	—	—	—	0.16	0.73	0.90	0.02	< 0.005	—	1.43
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.01	0.08	0.08	< 0.005	< 0.005	—	0.10
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.02	0.04	0.06	< 0.005	< 0.005	—	0.13
Total	—	—	—	—	—	—	—	—	—	—	—	0.03	0.12	0.15	< 0.005	< 0.005	—	0.24

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.28	0.00	2.28	0.23	0.00	—	7.99
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	1.45	0.00	1.45	0.15	0.00	—	5.08
Total	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.28	0.00	2.28	0.23	0.00	—	7.99
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	1.45	0.00	1.45	0.15	0.00	—	5.08
Total	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience	—	—	—	—	—	—	—	—	—	—	—	0.38	0.00	0.38	0.04	0.00	—	1.32
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.24	0.00	0.24	0.02	0.00	—	0.84
Total	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.28	0.00	2.28	0.23	0.00	—	7.99
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	1.45	0.00	1.45	0.15	0.00	—	5.08
Total	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.28	0.00	2.28	0.23	0.00	—	7.99
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	1.45	0.00	1.45	0.15	0.00	—	5.08
Total	—	—	—	—	—	—	—	—	—	—	—	3.74	0.00	3.74	0.37	0.00	—	13.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.38	0.00	0.38	0.04	0.00	—	1.32
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Gasoline/Service Station	—	—	—	—	—	—	—	—	—	—	—	0.24	0.00	0.24	0.02	0.00	—	0.84
Total	—	—	—	—	—	—	—	—	—	—	—	0.62	0.00	0.62	0.06	0.00	—	2.16

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	185	185
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	185	185

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,115	1,115
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	185	185
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	185	185

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)

Equipment Type	TOG	ROG	NOx	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. 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)

Equipment Type	TOG	ROG	NOx	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	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)

Equipment Type	TOG	ROG	NOx	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	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)

Vegetation	TOG	ROG	NOx	CO	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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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)

Vegetation	TOG	ROG	NOx	CO	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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	6/30/2026	5.00	20.0	—
Building Construction	Building Construction	7/15/2026	10/27/2026	5.00	75.0	—
Paving	Paving	7/01/2026	7/14/2026	5.00	10.0	—
Architectural Coating	Architectural Coating	10/28/2026	11/3/2026	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/Backhoes	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/Backhoes	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/Backhoes	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	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	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/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	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	11.1	LDA,LDT1,LDT2
Site Preparation	Vendor	0.00	6.95	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	0.00	0.00	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.1	LDA,LDT1,LDT2
Grading	Vendor	0.00	6.95	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	0.00	0.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.72	11.1	LDA,LDT1,LDT2
Building Construction	Vendor	0.88	6.95	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.1	LDA,LDT1,LDT2
Paving	Vendor	0.00	6.95	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.34	11.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	6.95	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	0.00	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	11.1	LDA,LDT1,LDT2
Site Preparation	Vendor	0.00	6.95	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	0.00	0.00	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.1	LDA,LDT1,LDT2
Grading	Vendor	0.00	6.95	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	0.00	0.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.72	11.1	LDA,LDT1,LDT2
Building Construction	Vendor	0.88	6.95	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.1	LDA,LDT1,LDT2
Paving	Vendor	0.00	6.95	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.34	11.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	6.95	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	0.00	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	8,067	2,689	1,124

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	0.43

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	0.43	100%
Gasoline/Service Station	0.00	0%

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	453	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	2,571	2,571	2,571	938,525	8,839	8,839	8,839	3,226,085
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Gasoline/Service Station	1,120	1,120	1,120	408,800	2,240	2,240	2,240	817,600

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	2,571	2,571	2,571	938,525	8,839	8,839	8,839	3,226,085
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Gasoline/Service Station	1,120	1,120	1,120	408,800	2,240	2,240	2,240	817,600

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 Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	8,067	2,689	1,124

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	312,206	453	0.0330	0.0040	181,311
Parking Lot	16,408	453	0.0330	0.0040	0.00
Gasoline/Service Station	0.00	453	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	312,206	453	0.0330	0.0040	181,311
Parking Lot	16,408	453	0.0330	0.0040	0.00
Gasoline/Service Station	0.00	453	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
Gasoline/Service Station	66,409	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
Gasoline/Service Station	66,409	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	4.24	—
Parking Lot	0.00	—
Gasoline/Service Station	2.69	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	4.24	—
Parking Lot	0.00	—
Gasoline/Service Station	2.69	—

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

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

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

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 Land Use Type	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

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)

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	22.5	annual days of extreme heat
Extreme Precipitation	8.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	6.30	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	4	0	0	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	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	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	4	1	1	4
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	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

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	48.7
AQ-PM	90.5
AQ-DPM	54.8
Drinking Water	5.56
Lead Risk Housing	69.3
Pesticides	48.7
Toxic Releases	4.55
Traffic	38.1
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	66.9
Haz Waste Facilities/Generators	40.1
Impaired Water Bodies	23.9
Solid Waste	0.00
Sensitive Population	—
Asthma	55.8
Cardio-vascular	83.9
Low Birth Weights	19.2

Socioeconomic Factor Indicators	—
Education	52.3
Housing	46.5
Linguistic	12.3
Poverty	83.6
Unemployment	56.2

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	14.79532914
Employed	3.939432824
Median HI	8.161170281
Education	—
Bachelor's or higher	12.06210702
High school enrollment	100
Preschool enrollment	27.35788528
Transportation	—
Auto Access	13.93558322
Active commuting	57.43616066
Social	—
2-parent households	31.84909534
Voting	42.96163223
Neighborhood	—
Alcohol availability	60.16938278
Park access	28.46143975
Retail density	31.7849352

Supermarket access	18.19581676
Tree canopy	91.77466958
Housing	—
Homeownership	42.65366354
Housing habitability	35.75003208
Low-inc homeowner severe housing cost burden	27.69151803
Low-inc renter severe housing cost burden	23.50827666
Uncrowded housing	49.60862312
Health Outcomes	—
Insured adults	31.25882202
Arthritis	0.0
Asthma ER Admissions	30.3
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	1.1
Cognitively Disabled	0.9
Physically Disabled	2.9
Heart Attack ER Admissions	14.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
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	18.8
SLR Inundation Area	0.0
Children	20.9
Elderly	59.3
English Speaking	85.5
Foreign-born	3.1
Outdoor Workers	85.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	79.2
Traffic Density	25.6
Traffic Access	0.0
Other Indices	—
Hardship	73.3
Other Decision Support	—
2016 Voting	40.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	49.0
Healthy Places Index Score for Project Location (b)	14.0
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.
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.

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, May 13, 2025, Scope of Work for the Anderson 7-Eleven Project Transportation Impact Study
Characteristics: Project Details	—
Characteristics: Utility Information	—
Operations: Fleet Mix	Adjusted to reflect auto gasoline and truck stop fueling stations

VOC Emissions from Underground Gasoline Tanks

Tank Number	Tank Capacity (gal)	Throughput (gal/hr)	Throughput (gal/yr)	Emission Rate [1] ($lb/10^3$ gal gas)	Emission Rate [2] ($lb/10^3$ gal gas)	VOC Emissions (lb/hr)	VOC Emissions (lb/yr)	VOC Emissions (ton/yr)
1	20,000	1,620	679,150	0.084	0.025	0.177	74.0	0.037
2	8,000	1,620	679,150	0.084	0.025	0.177	74.0	0.037
Total Breathing	28,000	3,240	1,358,299	0.084		0.272	114	0.057
Total Working	28,000	3,240	1,358,299		0.025	0.081	34.0	0.017

1 Includes emissions from tank breathing and emptying as well as vapor loss between the tank and the gas pump

2 Emissions from balanced submerged filling underground tank

Hourly (Maximum)		Annual (Average)	
10	pumps	10	pumps
270	vehicles per peak hour	270	vehicles per average hour
2,571	vehicles per day	2,571	vehicles per day
12	gallons per trip	12	gallons per trip
3,240	gallons per peak hour	1,358,299	gallons per year

VOC Emissions from Fuel Dispensing

Throughput (gal/hr)	Throughput (gal/yr)	Emission Factor (lb VOC 10^3/gal)		VOC Emissions (lb/hr)	VOC Emissions (ton/yr)
3,240	1,358,299	0.74	Refueling	2.398	0.503
3,240	1,358,299	0.42	Spillage	1.361	0.285
			Total	3.758	0.788

2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool
Version 1.0 - February 18, 2022

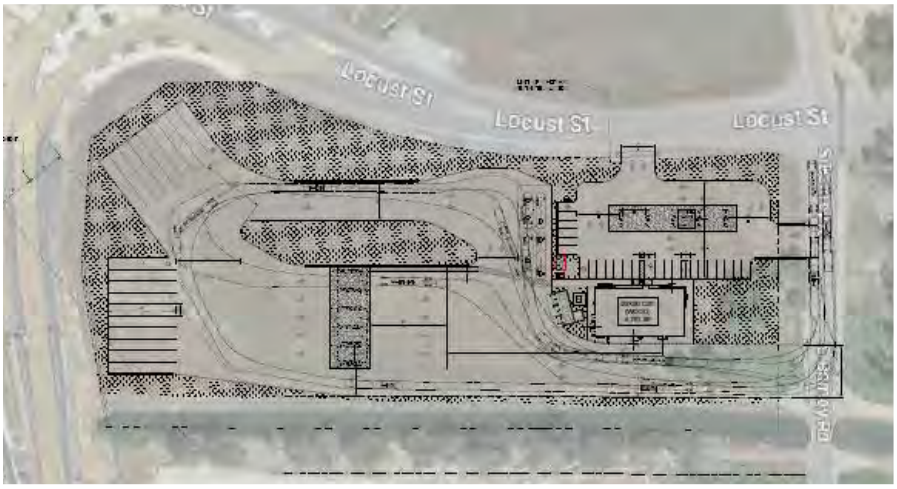
Required Value	User Defined Input	Instructions
Annual Throughput (gallons/year)	1,358,299	Enter your gas station's annual throughput in gallons of gasoline dispensed per year.
Hourly Dispensing Throughput (gallons/hour)	700	The tool will calculate the maximum hourly vehicle fueling throughput based on 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)	403.86	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)	243.84	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)	243.84	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)	0.08
Max Worker Cancer Risk (chances/million)	0.02
Chronic HI	0.00
Acute HI	0.06

Appendix E
Biological Resources Assessment

BIOLOGICAL RESOURCES ASSESSMENT

PROPOSED 7-ELEVEN FUELING STATION
APN 202-500-045
ANDERSON, SHASTA COUNTY, CALIFORNIA



Prepared for

Point View Environmental

Prepared by

VESTRA

OCTOBER 2025

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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 a proposed 7-Eleven Fueling Station in Anderson, California, and all potentially impacted areas surrounding the proposed activities.

1.1 Project Description

This project involves the development of a 7-Eleven convenience store and fueling station. The facility will include a convenience store and fuel pump areas for vehicles and semi-trucks, plus a parking lot. Driveways will access the facility from South Barney Road and Locust Street. Parking will be available for semi-trucks and trailers on the west side of the parcel.

1.2 Site Description

The project area is located at the corner of South Barney Road and Locust Street in Anderson, California, on Shasta County Assessor's Parcel Number (APN) 202-500-045. The site is a 5.05-acre property located on the east side of Interstate-5. The general site location is included as Figure 1 and the site plan is included in Appendix A.

2.0 AFFECTED ENVIRONMENT

2.1 General Setting

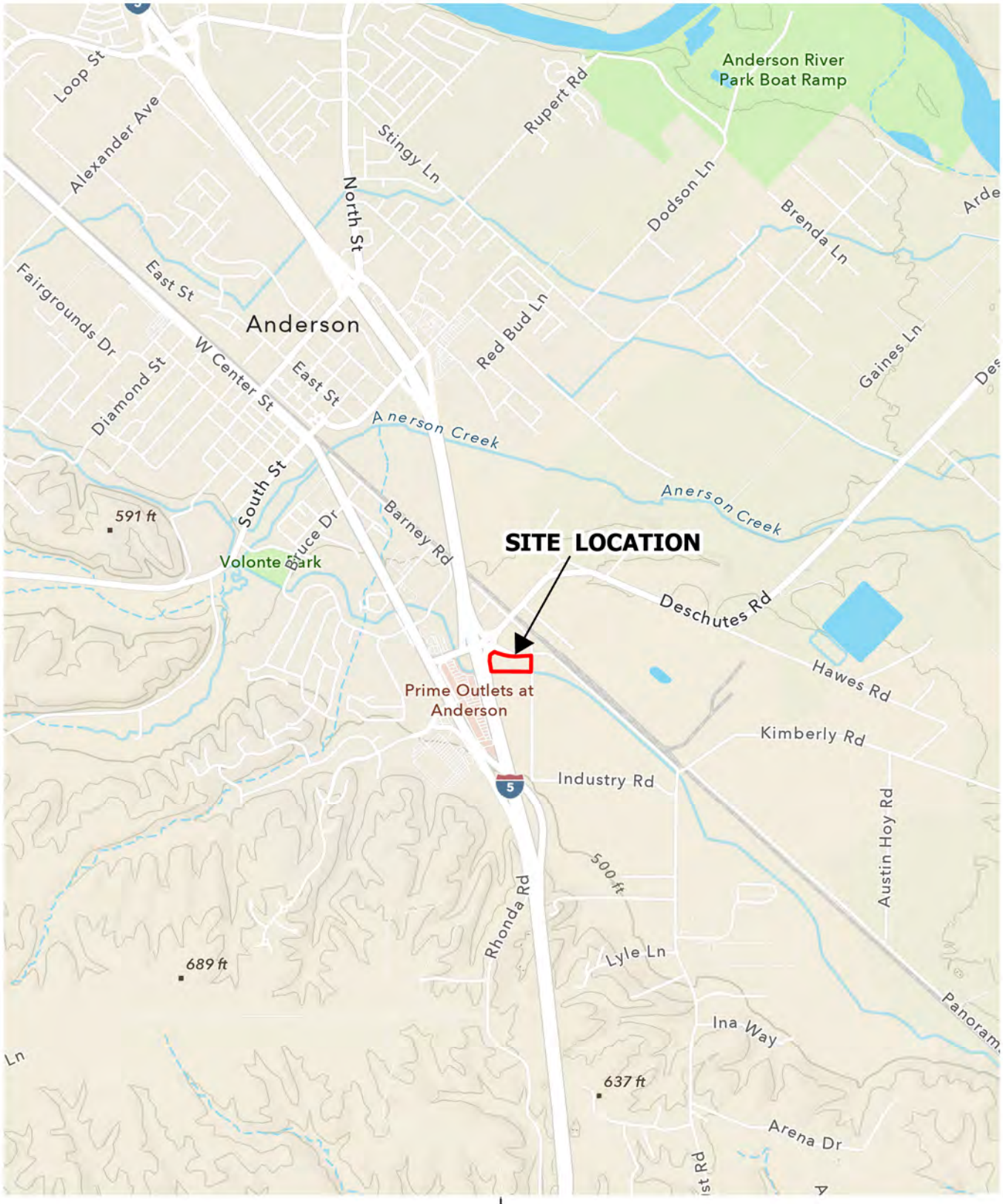
The project is located in the City of Anderson, California, in Township 30N, Range 4W, Section 23. The site is situated at an elevation range of 460 to 475 feet above mean sea level. The project parcel is within an industrial area within the city and is surrounded by multiple industrial facilities. Interstate-5 is approximately 0.05 miles to the west. The parcel has been graded and mowed regularly and was cleared and graded during construction of the I-5 interchange northwest of the project site.

2.2 Soils

Soils within the survey area were determined through consultation with the National Resources Conservation Service (NRCS) Web Soil Survey. The only soil type within the survey area is Churn gravelly loam, deep, 0 to 3 percent slopes. The typical profile of this soil series is clay to 5 inches in depth, then gravelly loam to a depth of roughly 60 inches. The soil survey map and soil descriptions are included as Appendix B.

2.3 Climate

The Anderson, California, area has experienced an average of 33.68 inches of annual precipitation from 1986-2016. Temperatures range between 36.1 degrees Fahrenheit (F) and 98.7 degrees F.



0 0.25 0.5 1 Miles

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FIGURE 1
GENERAL SITE LOCATION
PROPOSED 7-ELEVEN
ANDERSON, CALIFORNIA

P:\GIS\72521\Anderson_7_11\Anderson_7_11.aprx

P:\GIS\72521\Figures\72521_GeneralSiteLocation.pdf

The year-round average high is approximately 75.5 degrees F, and the average low is approximately 49.4 degrees F (Western Regional Climate Center 2025).

2.4 Hydrology

The Anderson-Cottonwood Irrigation District (ACID) Canal runs in an east-west direction along the southern property boundary.

An aquatic resources delineation was completed on August 13, 2025, following the Army Corps of Engineers (ACOE) Wetlands Delineation Manual and Regional Supplement to the Corps of Engineers Delineation Manual: Arid West Region (Version 2.0). The delineation found that no wetlands are present onsite. Certain areas indicated a change in vegetation, which were investigated during the delineation for the presence of three wetland indicators (hydrophytic plants, hydric soils, and surface water hydrology). While certain hydrophytic plant species (listed as either "obligate", "facultative wetland", or "facultative" by the National Wetlands Plant List) were present in these areas, and soils were lightly saturated at the time of the survey, indicators of hydric soils were not found during the delineation. This indicates that water within the ACID Canal may seep through the levee enough to irrigate plants, but not enough to form redoximorphic features in the soil profile. Additionally, no topographic depressions (i.e., pools or bed, bank, and channel) were observed onsite. Therefore, areas that show signatures on aerial imagery do not meet the definition of a wetland as defined by the California Department of Fish and Wildlife (CDFW) ACOE.

2.5 Vegetation Communities

Vegetation within the survey area was identified through consultation with the California Wildlife Habitat Relationships (CWHR), followed by a reconnaissance survey during which vegetation communities were identified according to "A Manual of California Vegetation" (Sawyer et al. 2009). Vegetation communities are shown on Figure 2. According to CWHR, the survey area is Annual Grassland. A photo depicting Annual Grassland Habitat is included as Figure 3.

2.5.1 Annual Grassland

The site consists of a previously disturbed lot that supports a mix of native and non-native annual grasses and forbs, with few oak trees present. This vegetation community has now naturalized in most developed areas in California. Introduced annual grasses and forbs dominate the plant community onsite. The herbaceous species observed were wild oats (*Avena fatua*), clover (*Trifolium* sp.), vetch (*Vicia* sp.), yellow star thistle (*Centaurea solstitialis*), *Aster* sp., and brome (*Bromus* sp.). Annual forb identification was limited due to the time of year when the survey was completed.

Five oak trees are present on the property located in the southeast corner of the property. This is an isolated stand of trees on the property, and are emergent within the Annual Grassland habitat.



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SOURCE: USFS CALVEG 2021; MAXAR 2024 AERIAL PHOTOGRAPH

FIGURE 2
CWHR TYPES
PROPOSED 7-ELEVEN
ANDERSON, CALIFORNIA

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Figure 3. Photo of Annual Grassland Habitat Onsite

2.6 Special-Status Species

2.6.1 Special-Status Plants

Special-status plant species include plants that are (1) designated as rare by 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, 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.

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.

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 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 a Sensitive Natural Community.

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 the 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 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 Regulatory Requirements

The following may apply to the project, at the discretion of the City of Anderson, due to the presence of oak trees on the property.

3.3.1 City of Anderson General Plan

The City of Anderson General Plan Open Space and Conservation Element contains multiple biological resource conservation policies. Policies applicable to the project include the following:

BRP-1	Retain the riparian vegetation along the main waterways in the City.
BRP-2	Protect areas that have significant wildlife habitat resources or, if impacts cannot be avoided, require appropriate mitigation.
BRP-3	Avoid soil erosion from flooding
BRP-5	Maintain high levels of water quality and quantity in rivers, streams, and groundwater basins.
BRP-7	Preserve trees where possible and mitigate for the loss of trees to be removed.
BRP-8	Minimize impacts to special-status species and sensitive habitats to the maximum extent feasible.

The project includes minimal tree removal, none of which are riparian, as well as a development setback from aquatic resources onsite. Therefore, the project will not deviate from the biological resource conservation policies.

3.3.2 City of Anderson Code of Ordinances

The City of Anderson Code of Ordinances includes requirements for tree removal mitigation during the development and construction phases of projects. No blue oak trees are present on the property.

Development Criteria

Development plans should be designed to minimize adverse impacts on blue oaks and on any tree species greater than thirty inches in diameter at breast height (DBH). Blue oak and heritage trees should be designed into landscaping plans where feasible. The design and siting of structures and driveways should be planned to minimize tree removal or damage and avoid unneeded pruning and watering within driplines of trees. Development plans should include a provision for a tree habitat preservation plan.

Tree Assessment

Prior to issuance of any grading or building permits for a site with blue oaks or heritage trees, a forester, certified arborist, licensed landscape architect, or qualified specialist shall review the proposed tree and habitat preservation plan.

If needed, the tree and habitat preservation plan shall include the following information:

- A map indicating the number, size, type, and location of oak or heritage trees greater than 10 inches DBH, tree canopies, and any trees proposed for removal.
- A description of the condition of all such trees.
- An evaluation of the effect of the proposed project on such trees.
- A mitigation plan, if applicable, which addresses other requirements included in this section.

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:

- Anderson, California USGS 7.5-minute quadrangles and their surrounding quadrangles;
- Aerial imagery of the project areas and vicinity;
- The 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 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

Following desktop review, a pedestrian reconnaissance survey was completed to determine vegetation communities and identify any habitat that may support special-status plants or wildlife within 100 feet of the project area. The pedestrian survey was completed by VESTRA on May 23, 2025, between the hours of 9:30 AM and 11:30 AM. The survey was completed by walking the property boundary north of the ACID Canal, toward the western project boundary, and then followed north-south transects across the property adequate for achieving complete visual coverage. 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 California Rare Plants Ranking (CRPR) listing status.

On August 13, 2025, a delineation of aquatic resources was completed within the property boundary by VESTRA following the Army Corps of Engineers (ACOE) Wetlands Delineation Manual and Regional Supplement to the Corps of Engineers Delineation Manual: Arid West Region (Version 2.0), after signatures of potential wetland features were identified during the preliminary review. The delineation followed procedures outlined in the 1987 ACOE Wetland Delineation Manual and Arid West Supplement.

On August 14, 2025, a tree inventory was conducted within the property boundary. The location, species, DBH, and health condition of each tree onsite were recorded. Consistent with the tree assessment criteria outlined in the City of Anderson's Code of Ordinances Section 17.33.090, the inventory was conducted by VESTRA biologists under supervision of Wendy Johnston, VESTRA's Registered Professional Forester (RPF No. 2032).

4.3 Survey Results

During the survey, the weather was clear and appropriate for visually surveying vegetation and wildlife onsite. The temperatures ranged between 70 and 75 degrees Fahrenheit (F). No special-status wildlife was observed. Wildlife was not present on the site at the time of the survey, though evidence of western fence lizard (*Sceloporus occidentalis*) and black-tailed deer (*Odocoileus hemionus columbianus*) was observed onsite, and red-tailed hawk (*Buteo jamaicensis*) was heard from a nearby parcel. The following plant species were observed within the survey area.

- California plantain (*Plantago erecta*)
- Lupine (*Lupinus bicolor*)
- Mustard (*Brassica negra*)
- Poke weed (*Phytolacca americana*)
- Red brome (*Bromus rubens*)
- Ribwort (*Plantago lanceolata*)
- Smooth hawksbeard (*Crepis capillaris*)
- Vetch (*Vicia americana*)
- Wild oat (*Avena fatua*)

- Interior live oak (*Quercus wislizeni*)
- Valley oak (*Quercus lobata*)
- Clover (*Trifolium* sp.)
- Gumweed (*Grindelia* sp.)
- Storks bill filaree (*Erodium* sp.)
- Eucalyptus (*Eucalyptus sp.*)
- Field bindweed (*Convolvulus* sp.*)*
- Medusa head (*Taeniatherum* sp.)
- Yellow star thistle (*Centaurea*)

The aquatic resources delineation found that no wetlands are present onsite. Signatures of wetlands are visible on aerial imagery but no wetland indicators, swales, or stream channels were observed onsite. While certain hydrophytic plant species (listed as either "obligate", "facultative wetland", or "facultative" by the National Wetlands Plant List) were present in these areas, and soils were lightly saturated at the time of the survey, indicators of hydric soils were not found during the delineation. This indicates that water within the ACID Canal may seep through the levee enough to irrigate plants, but not enough to form redoximorphic features in the soil profile. Additionally, no topographic depressions (i.e., pools or bed, bank, and channel) were observed onsite. Therefore, areas that show signatures on aerial imagery do not meet the definition of a wetland as defined by the California Department of Fish and Wildlife (CDFW) or the Army Corps of Engineers (ACOE). An Aquatic Resources Delineation Report is included in Appendix C.

A tree inventory completed onsite found that five oak (Quercus sp.) trees are present onsite. The location and physical data for each tree is shown on Figure 4.

5.0 POTENTIAL IMPACTS TO BIOLOGICAL RESOURCES

5.1 Special-Status Species

Special-status plant species include plants that are (1) designated as rare by CDFW or USFWS or are listed as threatened or endangered under the CESA or ESA; (2) proposed for designation as rare or listed 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 (CRPR) 1A, 1B, 2A, 2B, 3 or 4 (if tracked by CNDDB).

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.

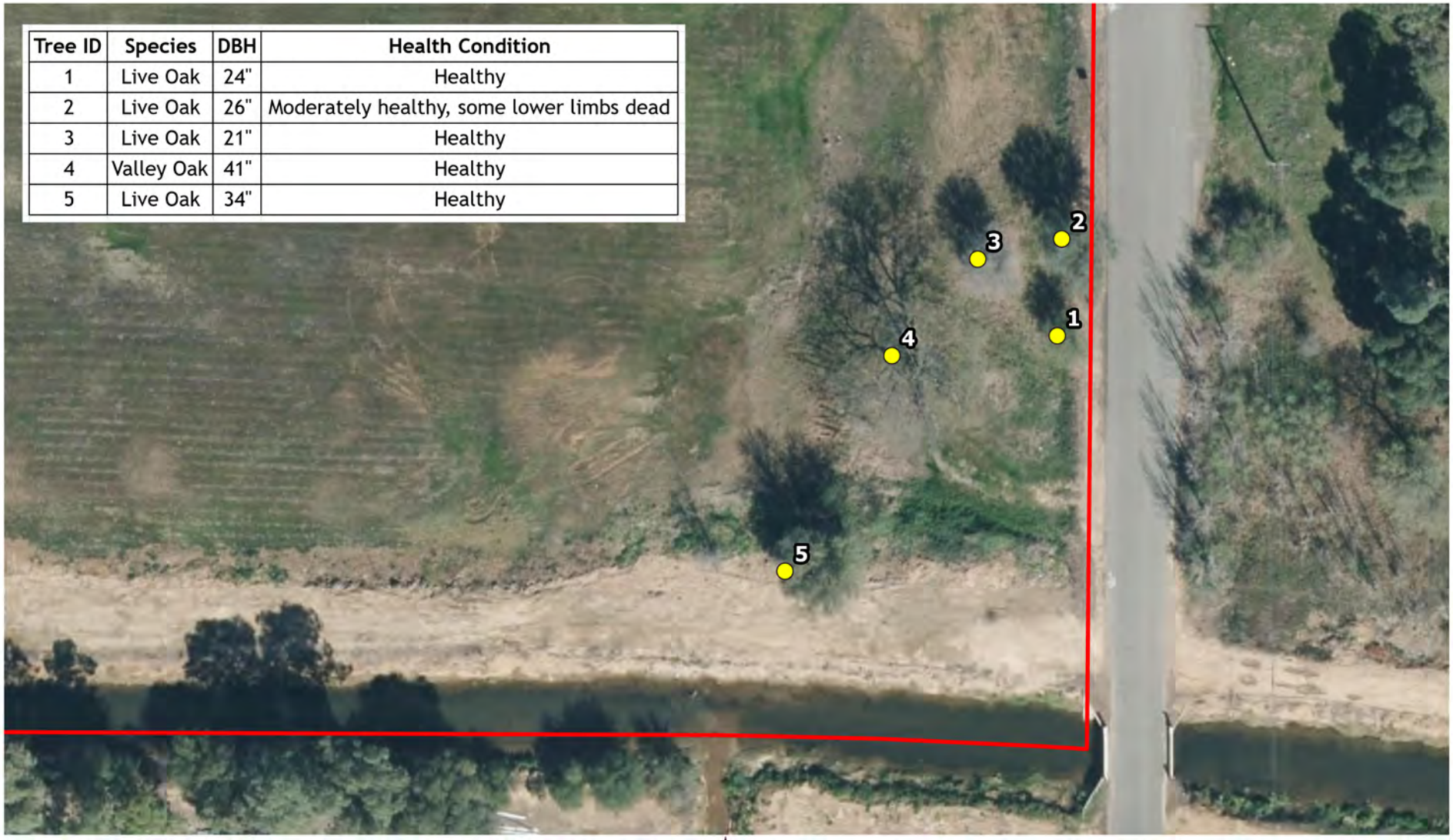
A list of regionally occurring special-status plant species was compiled based on a review of pertinent literature, the results of the reconnaissance survey, a consultation with the iPAC database, a five-mile radius search of CNDDB records, and a nine-quad search of the CNPS database records. The official iPAC species list is included as Appendix D.

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. The determination of whether the species is likely to occur within the project area is summarized in Table 1.

The survey area lacks the habitat and ecological requirements for all regionally occurring special-status plant and wildlife species (Table 1). Therefore, no special-status plant species have the potential to occur onsite and will not be discussed further.

Tree ID	Species	DBH	Health Condition
1	Live Oak	24"	Healthy
2	Live Oak	26"	Moderately healthy, some lower limbs dead
3	Live Oak	21"	Healthy
4	Valley Oak	41"	Healthy
5	Live Oak	34"	Healthy



Tree Location

Approximate Project Boundary

Feet

0 25 50 100

VESTRA

SOURCE: USFS CALVEG 2021; MAXAR 2024 AERIAL PHOTOGRAPH

FIGURE 4
TREE INVENTORY
ANDERSON 7-ELEVEN
ANDERSON, CALIFORNIA

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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					
Western red bat *Lasius frantzii*	--/--/SSC	Western North America	Forests, fields, and over bodies of water are used for hunting, forested habitat, and trees likely to provide cover for habitat.	**No**	**Within 5 miles of project area. No potential to occur.** Site is unlikely to support bat roost due to poor habitat quality, proximity to commercial locations, and proximity to I-5**.**
Birds					
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.
California Condor Pacific Northwest NEP *Gymnogyps californianus*	Experimental Population, Non-Essential*	Population range defined as occurring north of Hwy 20 in California, west of Highway 80 and 95 in Nevada, and all of Oregon.	Nests on cliffs and large trees with cavities or snags. Forage on carrion of all kinds. An individual range can cover several hundred miles.	**No**	**No potential to occur.** Site does not contain nesting or foraging habitat
Osprey *Pandion haliaetus*	--/--/WL	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.
Tricolored blackbird *Agelaius tricolor*	--/ST/SSC	California year-round, Oregon and Washington included for breeding.	Wetlands with cattails, bulrushes, and willows, agricultural fields and other riparian habitat.	**No**	**No potential to occur.** Site does not contain enough foraging habitat.
Bank swallow *Riparia riparia*	--/ST/--	North America and nearby islands.	Low areas along rivers, streams, ocean coasts, and reservoirs.	**No**	**No potential to occur.** Site does not contain enough nesting habitat.
Invertebrates					
Vernal pool tadpole shrimp *Lepidurus packardi*	FE/--/--	Northern hardpan vernal pools.	Vernal pools with sufficient depth and duration to support life cycle.	**No**	**No potential to occur.** Site lacks required vernal pool habitat.

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**
Vernal pool fairy shrimp *Branchinecta lynchi*	FT/--/--	California's Central Valley, central coast and southern California, and in Jackson County in southern Oregon.		**No**	**No potential to occur.** Site lacks required vernal pool habitat.
Monarch - California overwintering population *Danaus plexippus plexippus pop. 1*	FC/--/--	Widespread and migratory across the Western U.S.	Riparian and prairie areas containing milkweed.	**No**	**No potential to occur.** Species and milkweed were not present during field visits.
American bumblebee *Bombus pensylvanicus*	FE/SCE/--	North America	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.
Suckley's cuckoo bumblebee *Bombus suckleyi*	PE/--/--	In the United States, occurs from the midwest to the northwest, with range extending south to Nevada.	Social parasite that primarily lives in nests of the western bumblebee	**No**	**No potential to occur** due to lack of abundant nectar resources, grasses, forbs, abandoned rodent burrows, and riparian habitat to support their host species.
Valley elderberry longhorn beetle *Desmorcerus califonicus dimorphus*	FT/--/--	Wherever elderberry is found	Open areas with abundant floral resources, underground cavities, and abandoned rodent burrows.	**No**	**No potential to occur.** Site lacks elderberry.
Fish					
Steelhead – Central Valley DPS *Oncorhynchus mykiss irideus pop. 11*	FT/--/SSC	Sacramento River, tributaries and cold bodies of water throughout California.	Bodies of water near and feeding into the Sacramento River	**No**	**No potential to occur.** ACID Canal lacks fish due to in-stream barriers to migration.
Chinook Salmon Sacramento River Winter-Run	FE/SE/--	Anadromous fish that travel to the ocean from streams connected to the Sacramento	Bodies of flowing water near and feeding into the Sacramento River as well as the Sacramento River	**No**	**No potential to occur.** ACID Canal lacks fish due to in-stream barriers to migration.

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**
Oncorhynchus tshawytscha pop. 7		River and return to said streams.			
Green Sturgeon Southern DPS *Acipenser medirostris pop. 1*	FT/--/--	Anadromous fish that travel to the ocean and back in the Sacramento River.	Deep bodies of flowing water feeding into the Sacramento River and the mainstem of the Sacramento River.	**No**	**No potential to occur.** ACID Canal lacks fish due to in-stream barriers to migration.
Reptiles					
Northwestern pond turtle *Actinemys marmorata*	PT/--/SSC	Native to West Coast from California through Klickitat County, Washington (Nachman, 2008).	Inhabits rivers, lakes, ponds, wetlands, and 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					
Western spadefoot	PT/--/SSC	California and Baja California	Open treeless grasslands, scrub, or mixed woodland and grassland where aquatic breeding habitat is available.	**No**	**No potential to occur** due to lack of suitable wetland habitat.
Foothill yellow-legged frog, Northwest/North Coast population *Rana boylii*	--/--/SSC	Population occurs along northern California coast from Del Norte to Mendocino Counties, inland to Butte, Shasta, and western Siskiyou Counties.	Breed in streams with gravelly/ cobbly substrates with adequate sun exposure, tadpoles develop in streams or pools that form as water recedes.	**No**	**No potential to occur.** No suitable stream habitat is onsite or nearby. The ACID Canal lacks adequate substrate or hydrology for breeding, tadpoles, or adults.

Key: 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
*Treated as ESA Proposed Species when analyzed for projects occurring on private land.

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**
Silky cryptantha *Cryptantha crinita*	1B.2	Annual herb occurring in rocky volcanic flats, gravelly streambanks, gravel bars within yellow pine forest, foothill woodland, and valley grassland habitats at elevations between 90 and 1120 meters; flowers March to June.	**No**	**No potential to occur.** No suitable habitat. Site lacks volcanic soils or gravelly streambanks.
Legenere *(Legenere limosa)*	1B.1	Annual herb occurring in wet areas, vernal pools, and ponds within freshwater wetland, valley grassland, and other riparian habitats at elevations less than 950 meters. Typically occurs in playa pools on Red Bluff Formation. Flowers May to June.	**No**	No potential to occur. No suitable habitat. Site lacks vernal pools, ponds, or wetlands within the disturbed grassland habitat onsite. Site is outside known geographic range.
Red Bluff dwarf rush *(Juncus leiospermus* var. *leiospermus)*	1B.1	Annual grass-like herb occurring in vernal pool margins within freshwater wetland, valley grassland, riparian habitats between 280-500 meters elevation; flowers April to June. Requires high terrace, thin, reddish soils on Red Bluff Formation (Vollmar et. al 2023).	**No**	**No potential to occur.** No suitable habitat. Site lacks vernal pools or wetlands within the disturbed grassland habitat onsite. Site is outside known geographic range and below known elevation range.
Slender Orcutt grass *(Orcuttia tenuis)*	FT/SE/ 1B.1	Annual grass-like herb occurring in vernal pools within foothill woodland, freshwater wetland, valley grassland, and other riparian habitats between 200 and 1100 meters elevation. Typically occurs in playa pools on Red Bluff Formation. Flowers May to October.	**No**	**No potential to occur**. No suitable habitat. Site lacks vernal pools or wetlands within the disturbed grassland habitat onsite. Site is outside known geographic range.
Ahart's paronychia *(Paronychia ahartii)*	1B.1	Well-drained rocky outcrops and rocky soils within volcanic uplands; often on vernal pool edges, higher ground around vernal pools, nearly barren clay of vernal swales, or other vernally moist sites with thin soils. Prefers the most stony microsites within its habitat, where vegetation is sparse and the density of competing annual plants is low.	**No**	**No potential to occur.** Site is outside known range and does not contain suitable habitat.
Key: 1B: Plants rare, threatened, or endangered in California and elsewhere; 2B: Plants rare, threatened, or endangered in California but more common elsewhere; S3: State Rarity Ranked as "vulnerable".				

5.2 Sensitive Natural Communities

Natural communities are evaluated using NatureServe's Heritage Methodology, the same system used to assign global and State rarity ranks for plant and animal species in the CNDDB. Natural communities with ranks of S1-S3 are considered Sensitive Natural Communities to be addressed in the environmental review processes. Natural communities are defined as Alliances that meet the percent cover and composition of certain species. Within the Alliances, there are Associations that further define specific plant communities. These Associations and their sensitivity ranking are listed on the California Sensitive Communities List.

According to CNDDB, two sensitive habitats occur within five miles of the survey area: Great Valley Cottonwood Riparian Forest and Great Valley Oak Riparian Forest. The reconnaissance survey found that neither of these sensitive communities occur onsite. **No impact.**

5.3 Nesting Birds and Raptors

Migratory birds and other passerines (songbirds) may nest in the trees located within or in the 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 (MBTA).

Direct impacts that could occur to nesting bird species include disturbance of nesting birds or bird nest structures from onsite construction noise 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 has the potential to directly disturb bird nests that are protected by the MBTA. Additionally, ongoing illumination associated with operation of the facility could cause light pollution which is known to disturb nesting birds by negatively influencing their behavior. Direct impacts to nesting birds will be avoided with the implementation of the 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 removal of trees onsite would not cause a significant loss of nesting habitat. One large valley oak tree and a cluster of live oak trees comprise the nesting habitat onsite. Numerous potential nest trees and shrubs occur on the surrounding parcels. In addition, trees onsite are exposed to constant noise from nearby Interstate-5, which could negatively affect the quality of this nesting habitat.

With the implementation of the project Conservation Measures listed in Section 6.0, the project will have **a less than significant impact** on nesting birds.

5.4 Essential Fish Habitat

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act (Public Law 104 to 297), mandates all Federal agencies consult with the National Marine Fisheries Service (NMFS) on any activities or proposed activities authorized, funded, or conducted by that agency that may adversely impact essential fish habitat (EFH) of commercially managed marine and anadromous fish species (Section 305(b)(2). These regulations

require that Federal action agencies provide NMFS with a written assessment of the effects of their action on EFH (50 CFR Section 600.920).

EFH includes specifically identified waters and substrates necessary for fish spawning, breeding, feeding, or growing to maturity. Important components of EFH for spawning, rearing, and migration include suitable substrate composition; water quality (e.g., dissolved oxygen, nutrients, temperature); water quantity, depth, and velocity; channel gradient and stability; food; cover and habitat complexity (e.g., large woody debris, pools, channel complexity, aquatic vegetation); space; access and passage; and floodplain and habitat connectivity. EFH also includes all habitats necessary to produce commercially valuable aquatic species, support a long-term sustainable fishery, and contribute to a healthy ecosystem (16 USC 1802[10]).

EFH for Chinook salmon includes the Sacramento River and all tributaries. Although the ACID Canal has hydrological connectivity with the river, it is conveyed through man-made structures that prevent fish passage. Therefore, the site is not within a functional EFH habitat and **no impacts** will occur.

5.5 Bat Maternity Structures

Bats can potentially establish maternity roosts in trees or underneath man-made structures such as bridges. Certain species of bats will utilize caves, quiet buildings, and bridges as roost habitat. The nearby interstate crosses an overpass near the northwest corner of the property. The overpass routes frequent semi-truck traffic, and six lanes of interstate traffic pass overhead on the interstate. The noise and safety risk from traffic likely cause too much disturbance to provide bat maternity roost habitat.

Trees located within or in the immediate vicinity of the property were investigated for characteristics of a potential bat roost, such as cavities with entrance/exit holes, dead or missing limbs, or hollows with adequate space. The trees onsite lack such roost characteristics. Therefore, the trees are unlikely to be occupied by a maternity roost currently. There is potential for these features to form over time. A pre-construction assessment of trees will determine whether potential bat roost structures are present at the time of tree removal, if it does not occur within two years of this assessment. If structures are present, then disturbance to maternity roosts will be avoided by avoiding the maternity roost season or otherwise implementing a two-step removal process.

With the implementation of the project Conservation Measures listed in Section 6.0, the project will have a **less than significant impact** on roosting bats.

5.6 Habitat Conservation Plans, Local Policies, and Ordinances

5.6.1 Habitat Conservation Plan

The project area does not occur within the boundaries of any existing Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs). **No impact.**

5.6.2 Local Policies and Ordinances

City of Anderson General Plan and Code of Ordinances may apply to the project, at the discretion of the City of Anderson, due to the presence of oak trees on the property. The project will comply with local policies and ordinances in consultation with the City of Anderson. **No impact.**

5.7 Jurisdictional Wetlands

The ACID canal is the only aquatic feature onsite. The ACID canal is a man-made, controlled watercourse which operates intermittently between May through October, generally. The canal spans from a diversion da located near downtown Redding and leads to Cottonwood in Tehama County. This canal has a nexus with the Sacramento River in several locations. Therefore, the canal would potentially be Water of the United States, regulated by ACOE, as well as Waters of the State, regulated by the State Water Resources Control Board.

The project proposes to avoid the ACID canal and the adjacent utilities easement, which occur atop a levee which runs next to the canal. In addition, the project would adhere to Conservation Measures listed in Section 6.0, which recommends a 25-foot buffer around the canal. Therefore, **no direct or indirect impacts to jurisdictional wetlands** will occur with incorporation of mitigation measures.

5.8 Oak Trees

Oak trees are present onsite and would likely be removed during development of the site. The oak trees are separated from an oak woodland located on the adjacent property by the paved roadway (South Barney Road). According to the Oak Woodland Impact Decision Matrix, these trees are part of a "moderately degraded" oak woodland due to the partially developed state of the project site; this is characterized as being altered from a "wild" condition, but limited ecological services (i.e., habitat) is still being provided. Impacts to these oak trees will, therefore, remove a small amount of habitat for wildlife. The removal of five oak trees, which are adjacent to industrial development, would be proportionately insignificant due to the presence of higher quality oak woodland on the adjacent property where no development is proposed. In addition, the project proponents would acquire any necessary permits from the City of Anderson prior to tree removal. Impacts to oak trees would be **less than significant**.

6.0 RECOMMENDED 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

- The nesting season for songbirds and raptors in the project area is February 1 to August 31. If possible, vegetation removal and noise-generating construction activities will occur outside the nesting season to avoid impacts to nesting birds.

- If tree removal or noise-generating construction activities (such as heavy equipment use) will occur during the nesting season for birds, it is recommended that a Qualified Biologist conduct preconstruction surveys within seven days before activities begin. If nesting birds are found, then CDFW shall be notified and consulted. An appropriate buffer recommended by the Qualified Biologist shall be placed around the nest until the young have fledged. The buffer will depend on species and conservation status as well as site conditions and will consider noise and line-of-sight disturbances. Noise-generating construction may not resume within the buffer until the young have left the nest as confirmed by the Qualified Biologist.

6.2 Nocturnal Wildlife

- Controls for light pollution shall be incorporated into the project design to avoid impacts to nocturnal wildlife corridors or nesting habitat. If feasible, illumination from the construction and operation of the fueling station shall be directed downward to contain light such that the construction activities or ongoing operations do not cause light pollution to the undisturbed parcel to the east.

6.3 Wetland Buffer

- Any development or construction on the proposed lots shall adhere to Shasta County setback requirements for ephemeral streams and wetlands. Aquatic resources shall be avoided by implementing a non-disturbance buffer of 25 feet or more from the edge of streams and wetlands, including the ACID Canal.
- During construction, temporary impacts to water quality will be avoided by preparing and implementing a project Construction Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan (WPCP).

6.4 Bat Maternity Roosts

- To avoid impacts to maternity bat roosts, one of the following shall be implemented:

    a) Trees unable to be preserved in place for the proposed project shall be removed prior to March 1, 2028.
    b) Trees removed after March 1, 2028, shall be removed between August 16 and February 28, outside of the bat maternity season.
    c) If removal of trees and/or construction activities occur within the bat maternity season during 2028 or later (March 1 to August 15), then preconstruction surveys will be conducted by a qualified biologist within 7 days prior to activities to identify active maternity roosts and potentially suitable maternity structures in the project site. A qualified biologist is someone with experience in the life history and identification of bat species in California.
        - If no suitable maternity structures are identified, no additional surveys are needed if construction is completed prior to the following roosting season, unless otherwise determined by a qualified biologist.

- If a maternity colony is located, a 100-foot disturbance-free buffer will be established by the biologist. The buffer will be demarcated using high-visibility fencing or flagging. The buffer will remain in place until the roost is deemed to be no longer active by a qualified biologist.
- If unoccupied suitable maternity roosting habitat is present in the trees to be preserved in place, and activities within 100 feet of the trees subside for more than 7 days during the bat maternity season, additional surveys by a qualified biologist shall be conducted prior to recommencing activities within 100 feet of the trees.

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**.

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Appendix A

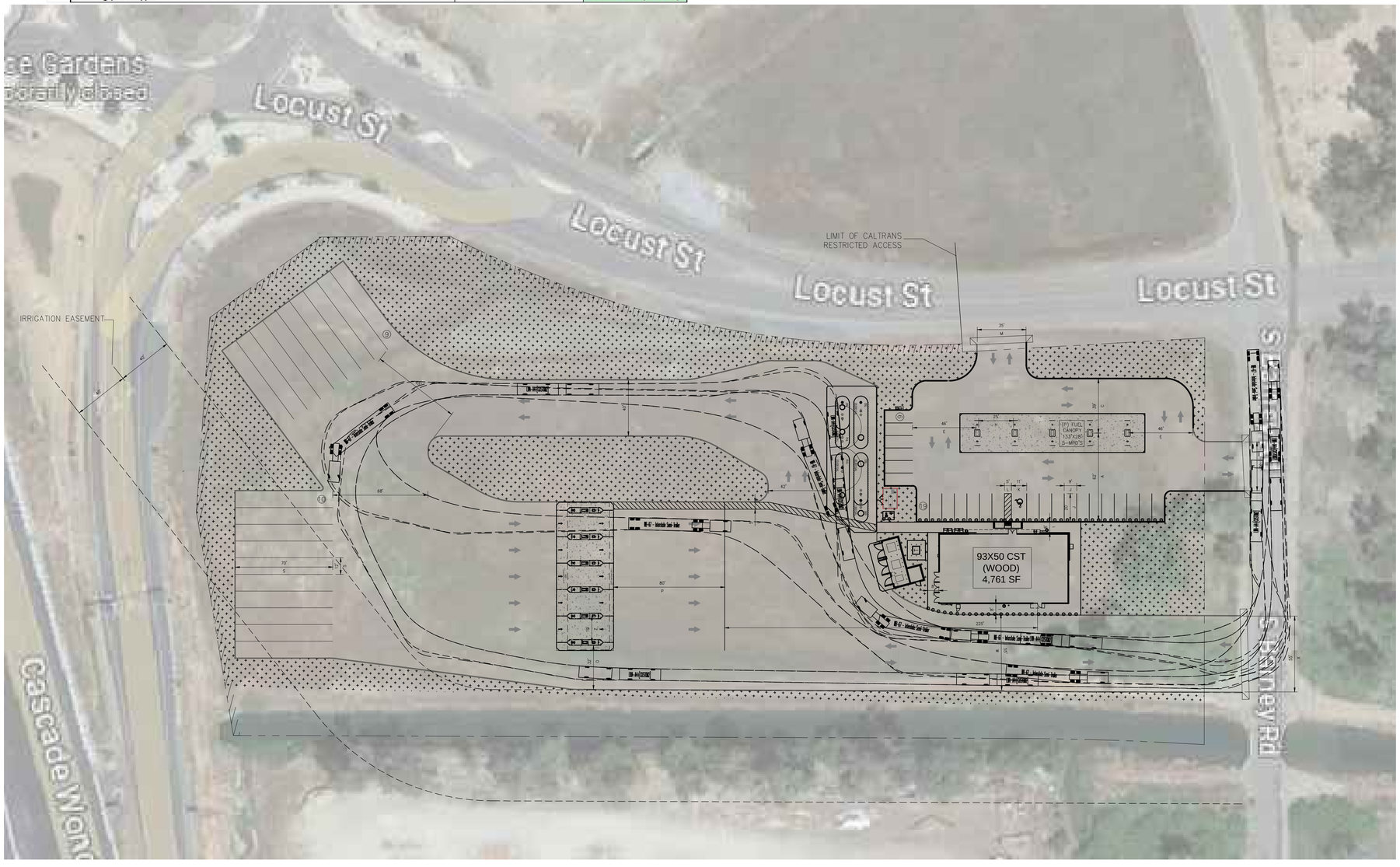
Site Plan

PROJECT DATA

PROJECT INFORMATION:	
APPLICANT:	TAIT & ASSOCIATES, INC. ATTN: CHANDRA MIEHE 11280 TRADE CENTER DRIVE RANCHO CORDOVA, CA 95742 TEL: (916) 669-1822 CMIEHE@TAIT.COM
PROPERTY OWNER:	7-11
ASSESSOR'S PARCEL NUMBER(S):	PARCEL#1 202-500-045
ADDRESS:	7-ELEVEN SWC OF LOCUST RD & S BARNEY RD, ANDERSON, CA
PROJECT DESCRIPTION:	NEW CONSTRUCTION - GROUND UP 7-11 CONVENIENCE STORE AND FUEL STATION (5 MPD'S) 5 MPD'S HIGH SPEED DIESEL
CONSTRUCTION TYPE:	WOOD
ADJACENT ZONING:	NORTH: C-2 (HIGHWAY COMMERCIAL) SOUTH: C-2 (HIGHWAY COMMERCIAL) EAST: C-2 (HIGHWAY COMMERCIAL) WEST: C-2 (HIGHWAY COMMERCIAL)
EXISTING ZONING:	C-2 (HIGHWAY COMMERCIAL)
EXISTING LAND USE:	VACANT LOT
PROPOSED LAND USE:	C-STORE WITH FUEL
BUILDING INFORMATION:	
PROPOSED SITE AREA:	*219,978 SF (5.05 ACRES)
PROPOSED BUILDING AREA:	4,761 SF
PROPOSED BUILDING COVERAGE:	2.3%
PROPOSED PAVED AREA::	*-- SF
PROPOSED LANDSCAPE AREA::	*-- SF (34%)
BUILDING HEIGHT:	50' MAX
REQUIRED BUILDING SETBACKS	
FRONT	NOT REQUIRED
REAR	NOT REQUIRED
SIDE (STREET)	NOT REQUIRED
SIDE (INTERIOR)	NOT REQUIRED
REQUIRED LANDSCAPING SETBACKS	
FRONT	NA
REAR	NA
SIDE 1	NA
SIDE 2	NA
PARKING REQUIREMENTS:	1 PER 200 SF
PARKING REQUIRED:	25
PARKING PROVIDED:	25
ACCESSIBLE PARKING REQUIRED:	1 PER 25 STANDARD PARKING SPACES (CBC 11B-502)
ACCESSIBLE PARKING PROVIDED:	1 (11'X20' W/ 5' ACCESS AISLE ON PASSENGER SIDE)
ELECTRIC VEHICLE PARKING/CHARGING REQ.	0 PER CALGREEN CODE
EV PARKING/ CHARGING PROVIDED	FUTURE EVCS TO BE PROVIDED PER CALGREEN CODE
BICYCLE PARKING REQUIRED:	NOT REQUIRED
BICYCLE PARKING PROVIDED:	0
UTILITY INFORMATION:	
ELECTRICAL:	TBD - REQUESTED DELINEATION MAP FROM PG&E
GAS:	TBD - REQUESTED DELINEATION MAP FROM PG&E
WATER:	CITY OF ANDERSON
STORM SEWER:	CITY OF ANDERSON
SEWER:	CITY OF ANDERSON

Key	Dimension Element	7-Eleven Standard	Store
A	Center of bollard to center of dispenser	62'	62'
B	Center of dispenser to edge of front curb with tanks	47'	N/A
C	Center of dispenser to edge of front curb without tanks	39'	39'
D	Edge of dispenser to side curb with tanks	54'	N/A
E	Edge of dispenser to side curb without tanks	46'	46'
F	Drive aisle width between the face of dispensers (in stacked position)	34'	N/A
G	Centerline dispenser spacing (in stacked position)	27'	N/A
H	Drive aisle width between the face of dispensers (in starting gate position)	25'	25'
I	Sidewalk width	8'	8'
J	Dimensions of typical parking spots	9'x20'	9'X20'
*K	Dimensions of ADA parking spots	11'x20'	11'X20'
*L	Dimension of ADA aisle	5'	5'
M	Ingress and egress dimension	40'	35'
N	Drive aisle width	35'	35'
	MPDs	6 MIN.	5
	Parking with restaurant	40	N/A
	Parking without restaurant	25	25
	Building prototype	93X50	Non-Proto (WOOD)

Key	CFL Dimension Element	7-Eleven Standard	Store
O	Edge of dispenser island to edge of curb (bypass lane)	24'	32'
P	Edge of canopy slab to stopbar	80'	80'
Q	Minimum clearance from curb to truck path	5'	5'
R	Minimum clearance from inside curb to truck path with tight turn	10'	10'
S	Dimensions of typical CFL parking spots	12'x70'	12'x70'
T	Edge of 90° straight parking to edge of curb	65'	65'
U	Edge of 45° angled parking to edge of curb	55'	N/A
V	Sidewalk or crosswalk width to CFL area	5'	5'
W	Minimum CFL driveway	35'	55'
X	Minimum combined CFL ingress/egress	55'	55'
Y	Distance from center of stopbar to the closest store door	<175'	225'
Z	CFL canopy column spacing	19'	19'
	Number of lanes	1-6	5
	CFL parking amount	Site Specific	19



N

GRAPHIC SCALE

40 0 20 40

(IN FEET)
1 inch = 40 feet

PRINTED BY: EMOWERY
DRAWING NAME: SE1378Z-LOCUSTABARNEY_CSP-5.DWG PRINT DATE: Apr 08, 2025 - 5:05pm

Rev. #	Date	Description
01	01/17/25	ADD DEF FILL & ALARM
02	01/27/25	DEVELOPER COMMENTS
03	02/13/26	ADDITION OF EASEMENTS
04	03/06/25	SHIFTED BLDG/ ADJUSTED ACCESS
05	04/08/25	SHIFTED BLDG/RELOCATED DUMPSTER

7-ELEVEN, INC.
3200 HACKBERRY ROAD, IRVING, TEXAS 75063

TBD
SWC LOCUST ST & S BARNEY RD
ANDERSON, CA

CONCEPTUAL SITE PLAN REVIEW

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SHEET:
CSP-5

Appendix B

NRCS Soils Report

Custom Soil Resource Report
Soil Map



Map Scale: 1:1,880 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 25 50 100 150

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

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
- 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
- Slide or Slip
- Sodic Spot
- 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 1:20,000.

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: Shasta County Area, California
Survey Area Data: Version 20, Aug 28, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 8, 2019—Jun 21, 2019

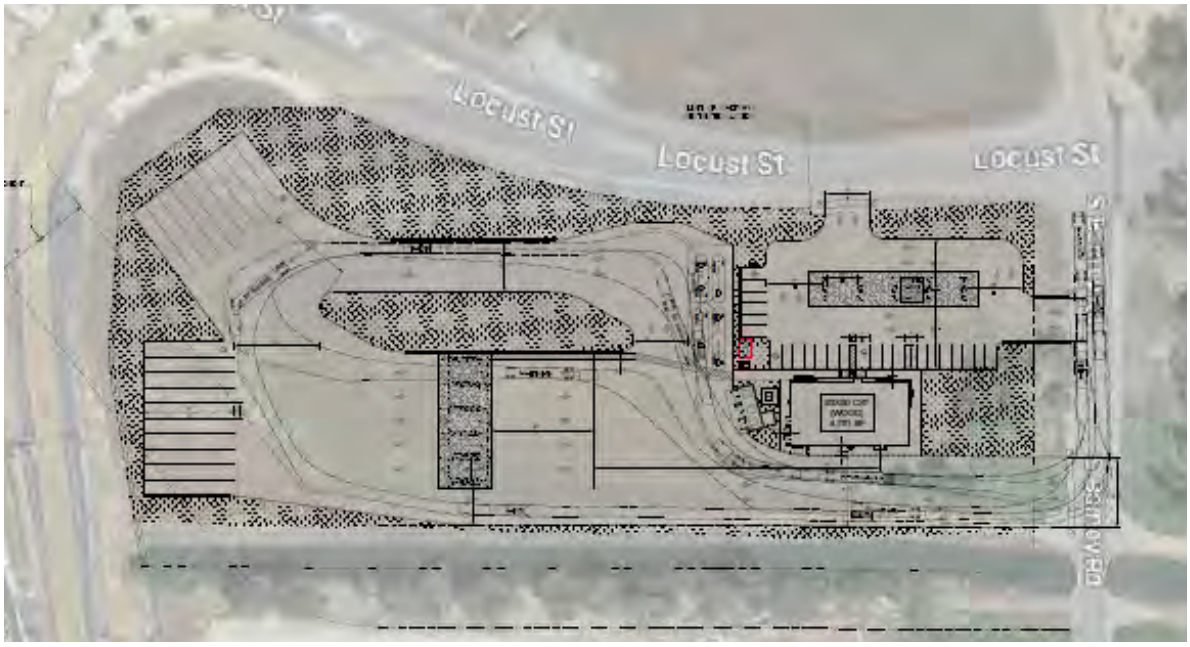
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Appendix C

Aquatic Resources Delineation

DRAFT AQUATIC RESOURCE DELINEATION REPORT

ASSESSOR'S PARCEL NO. 202-500-045
ANDERSON, SHASTA COUNTY, CALIFORNIA



Prepared for

Point View Environmental
1855 Point View Drive
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Prepared by

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OCTOBER 2025

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B Supporting Maps
C Photographs
D Plant List
E Data Sheets
F Aquatic Resource Excel Sheet

SUPPORTING MAPS/FIGURES (included in Appendix B)

1 General Site Location
2 Soils
3 National Wetlands Inventory

EXECUTIVE SUMMARY

The aquatic resource delineation was conducted in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual as well as Regulatory Guidance Letter No. 05-05 Ordinary High Water Mark Identification. This Aquatic Resource Delineation Report was prepared to determine the location of the Ordinary High-Water Mark (OHWM) of the subject property and the boundaries of any wetlands within the project area. Additionally, a man-made irrigation canal was investigated for the presence of aquatic resources.

The survey area for this Aquatic Resource Delineation Report is 5.05 acres. Based on the results of the delineation, the survey area contains 754 linear feet of riverine features. Other areas were investigated following the routine wetland delineation procedure, but were found to lack at least one wetland indicator and were determined not to be wetland features.

1.0 INTRODUCTION

The survey area for this Aquatic Resource Delineation Report includes 5.05 acres located on Assessor's Parcel No. (APN) 202-500-045. Based on the results of the delineation, the survey area contains 754 linear feet of a single man-made riverine feature. The Aquatic Resource Delineation Map for the OHWM of the stream in the survey area is provided in Appendix A. Supporting figures, including the site location, are included in Appendix B.

The purpose of this report is to identify and describe aquatic resources within the survey area. This report facilitates efforts to:

1. Avoid or minimize impacts to aquatic resources during the design process.
2. Document aquatic resource boundary determinations for review by regulatory authorities.
3. Provide background information.

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2.0 LOCATION

The project area is located at the corner of South Barney Road and Locust Street in Anderson, California, on Shasta County Assessor's Parcel Number (APN) 202-500-045. The site is a 5.05-acre property located on the east side of Interstate-5. The center point of the study area is located at 40.436714, -122.284623.

3.0 METHODS

On August 13, 2025, a delineation of aquatic resources was completed within the property boundary by VESTRA. Wetland features were delineated following the 1987 Army Corps of Engineers (ACOE) Wetlands Delineation Manual (1987 Manual) and Regional Supplement to the Corps of Engineers Delineation Manual: Arid West Region (Version 2.0). Riverine features were delineated following the Regulatory Guidance Letter 05-05 for Ordinary High-Water Mark (OHWM) delineation. The U.S. Fish and Wildlife Service National Wetlands Inventory map is included in Appendix B.

Wetland sampling locations were chosen in accordance with the sampling procedures in Part IV.D. of the 1987 Manual. Data points were selected based on the presence of signatures of vegetation changes as observed on historic Google Earth aerial imagery. Soil parameters were considered due to the presence of hydrophytic vegetation and hydrology. The location of these signatures suggests that they are caused by seepage from the adjacent Anderson-Cottonwood Irrigation District (ACID) Canal, which is a man-made, controlled watercourse that runs along the southern property boundary. The timing of the survey was outside of the typical regional growing season; however, the canal was full at the time of the survey. Therefore, the vegetation was growing at the time of the survey, and hydrology was representative of the ordinary high flow onsite.

4.0 EXISTING CONDITIONS

4.1 Landscape Setting

The project is located in the City of Anderson, California, in Township 30N, Range 4W, Section 23. The site is situated at an elevation range of 460 to 475 feet above mean sea level. The project parcel is within an industrial area within the city and is surrounded by multiple industrial facilities. Interstate-5 is approximately 0.05 miles to the west. The ACID Canal runs in an east-west direction along the southern property boundary.

4.1.1 Soils

Soils within the survey area were determined through consultation with the National Resources Conservation Service (NRCS) Web Soil Survey. The only soil type within the survey area is Churn gravelly loam, deep, 0 to 3 percent slopes. The typical profile of this soil series is clay to 5 inches in depth, then gravelly loam to a depth of roughly 60 inches. Soils information is included in Appendix B.

4.1.2 Climate

The Anderson, California, area has experienced an average of 33.68 inches of annual precipitation from 1986-2016. Temperatures range between 36.1 degrees Fahrenheit (F) and 98.7 degrees F. The year-round average high is approximately 75.5 degrees F, and the average low is approximately 49.4 degrees F (Western Regional Climate Center 2025).

The weather at the time of the survey was sunny and clear. The ambient temperature was 68 degrees Fahrenheit. No rainfall occurred during the site visit or within 72 hours prior to the site visit. The survey was conducted in the summer, and no precipitation occurred during 90 days prior to the survey. The ACID Canal generally operates between May and October annually; this is when water is conveyed in the canal at an approximately constant volume/flow level.

4.1.3 Vegetation

Vegetation within the survey area was identified through consultation with the California Wildlife Habitat Relationships (CWHR), followed by a reconnaissance survey during which vegetation communities were identified according to "A Manual of California Vegetation" (Sawyer et al. 2009). According to CWHR, the survey area is considered barren. The reconnaissance survey determined that the site more closely resembles a disturbed annual grassland.

The site consists of a previously disturbed lot that supports a mix of native and non-native annual grasses and forbs, with few oak trees present. Many non-native species were introduced during the historic industrial use of the property. This vegetation community has now naturalized in most developed areas in California. Introduced annual grasses and forbs dominate the plant community onsite. The herbaceous species observed were wild oats (*Avena fatua*), clover (*Trifolium* sp.), vetch (*Vicia* sp.), yellow star thistle (*Centaurea solstitialis*), *Aster* sp., and brome (*Bromus* sp.). Annual forb identification was limited due to the time of year when the survey was completed. Five oak trees are present on the property. Plants observed onsite are summarized in Appendix D.

4.2 Aquatic Resources

A total of 754 linear feet of riverine features exist on the property. This includes a portion of the ACID canal which runs along the southern property boundary. Site photographs are included in Appendix C.

Delineated aquatic resources were classified according to physical and biological characteristics using the *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin Classification System; Cowardin et al., 1979). All wetland types and classifications within the survey area are shown in Table 1.

Table 1
AQUATIC RESOURCES DELINEATED WITHIN THE SURVEY AREA

Aquatic Resource Name	Classification		Linear Feet
	Cowardin Type	Location (latitude/longitude)	
Aquatic Resource (ACID Canal)	R4	41.1010, -121.4650	754

The Aquatic Resource Delineation Map showing the OHWM of the canal in the survey area is included in Appendix A. Data sheets are included in Appendix E. The Aquatic Resource Excel sheet is included in Appendix F.

Other locations on the property that exhibited at least one potential wetland indicator during preliminary review of the site were investigated during the delineation. These data points are shown in Appendix A. While certain areas exhibited one or two indicators, no hydric soil was detected on the property. There is no defined depression or other topographic feature that would facilitate a wetland. In addition, the soils present onsite are not ideal for the formation of a wetland. Therefore, no wetlands were delineated within the property boundary.

5.0 REFERENCES

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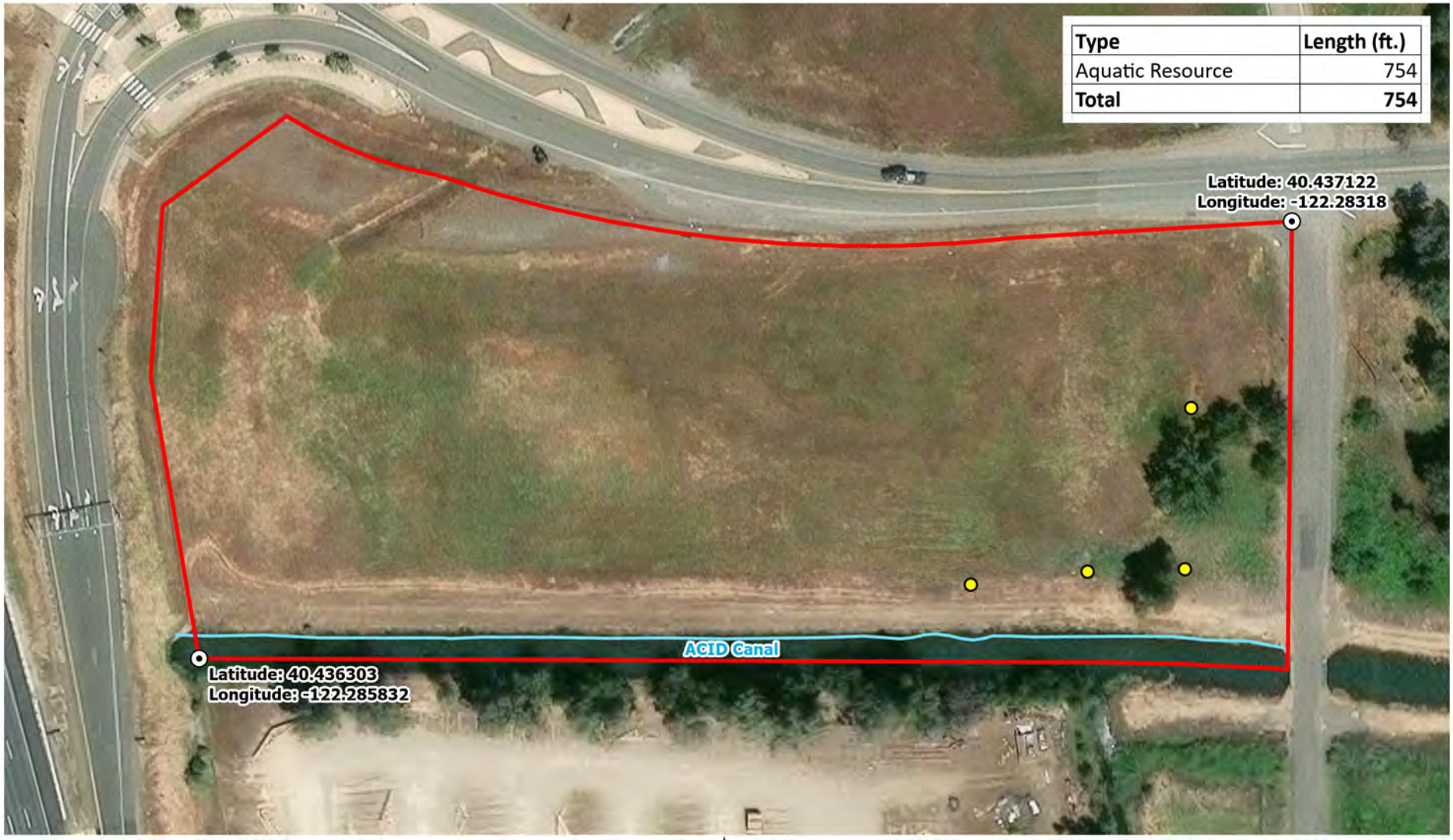
U.S. Department of Agriculture Natural Resources Conservation Service (NRCS). 2024. Web Soil Survey. Available online at: http://websoilsurvey.sc.egov.usda.gov/.

U.S. Fish and Wildlife Service. National Wetlands Inventory. https://www.fws.gov/wetlands/data/mapper.html. Accessed May, 2024.

Western Regional Climate Center. 2021 https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7304. Accessed May, 2024

Appendix A

Aquatic Resource Delineation Map



Type	Length (ft.)
Aquatic Resource	754
Total	**754**

Data Point
Ordinary High Water Mark
Survey Boundary

N

0 50 100 200 Feet

Prepared by: J. Williams, VESTRA Resources, Inc.
Date prepared: October 8, 2025

VESTRA

SOURCE: MAXAR 2024 AERIAL PHOTOGRAPH

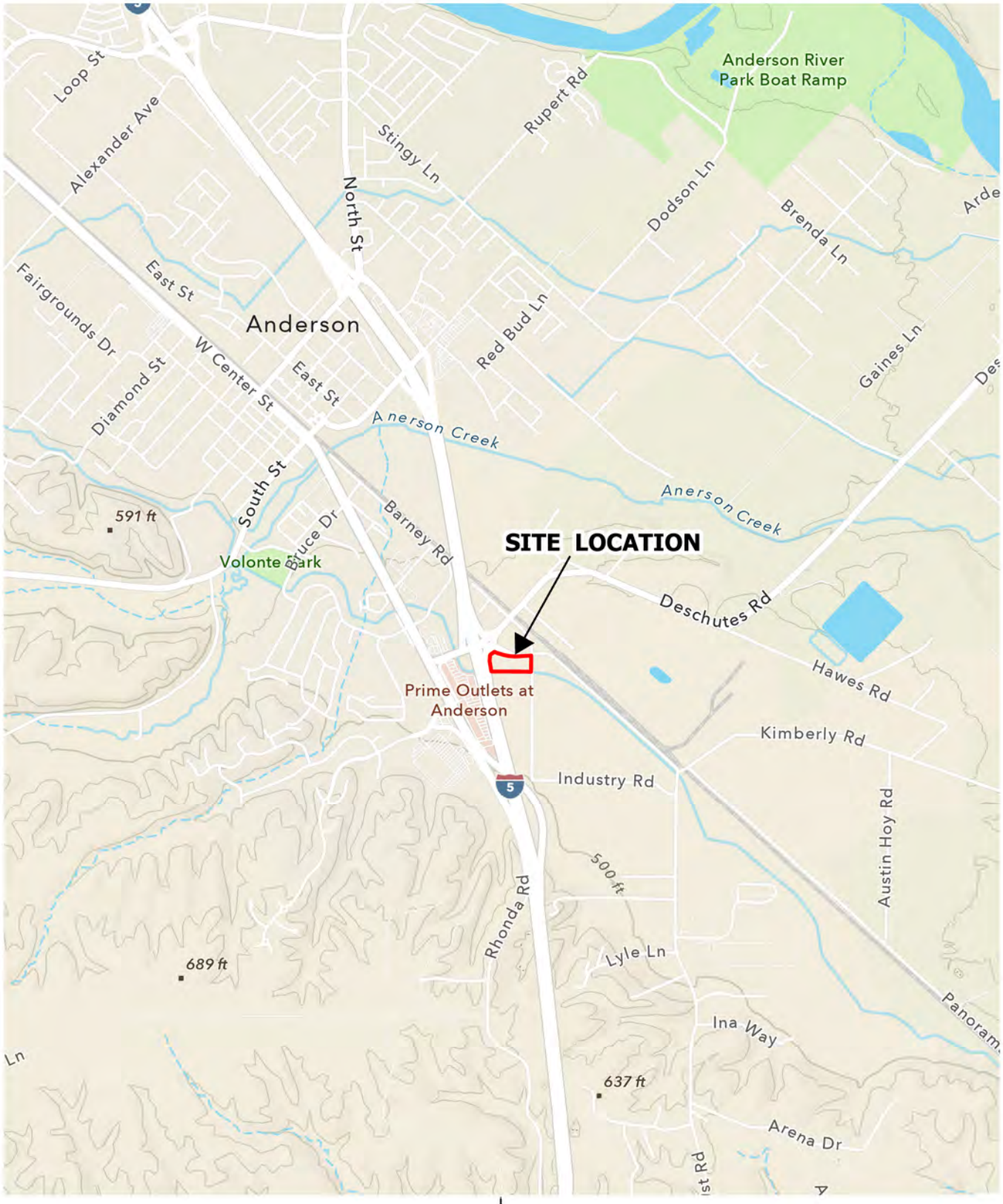
AQUATIC RESOURCE DELINEATION
PROPOSED 7-ELEVEN
ANDERSON, CALIFORNIA

P:\GIS\72521\Anderson_7_11\Anderson_7_11.aprx

P:\GIS\72521\Figures\72521_ARD.pdf

Appendix B

Supporting Maps & Figures



0 0.25 0.5 1 Miles

VESTRA

FIGURE 1
GENERAL SITE LOCATION
PROPOSED 7-ELEVEN
ANDERSON, CALIFORNIA

P:\GIS\72521\Anderson_7_11\Anderson_7_11.aprx

P:\GIS\72521\Figures\72521_GeneralSiteLocation.pdf



Map Scale: 1:1,880 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 25 50 100 150

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

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
- 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
- Slide or Slip
- Sodic Spot
- 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 1:20,000.

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: Shasta County Area, California
Survey Area Data: Version 20, Aug 28, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 8, 2019—Jun 21, 2019

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.

U.S. Fish and Wildlife Service
National Wetlands Inventory

Anderson 7 Eleven



October 9, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Appendix C

Photographs



Title
Aquatic Feature (ACID Canal)

Date & Time
8/13/2025, 10:12 am

Location
40.436365, -122.283204

Collection Source
Google Earth

Direction of View
west



Title
Data Point (lacks hydric soils/hydrology)

Date & Time
8/13/2025, 10:17am

Location
40.436506, -122.283645

Collection Source
Samsung S25

Direction of View
southeast



Title
Data Point (lacks hydric soils)

Date & Time
8/13/2025, 10:17am

Location
40.436444, -122.283903

Collection Source
Samsung S25

Direction of View
west



Title
Data Point (lacks hydric soils/hydrology)

Date & Time
8/13/2025, 10:18am

Location
40.436506, -122.283645

Collection Source
Samsung S25

Direction of View
southeast

Appendix D

Plant List

PLANT LIST		
COMMON NAME	**SCIENTIFIC NAME**	**WETLAND INDICATOR STATUS**
TREES/SHRUBS/WOODY VINES		
Valley Oak	*Quercus lobata*	NL/UPL
FORBS		
Ribwort	*Plantago lanceolata*	FAC
Dallisgrass	*Paspalum dilatatum*	FAC
Bermuda grass	*Cynodon dactylon*	FAC
Lupine	*Lupinus bicolor*	NL/UPL
Mustard	*Brassica negra*	NL/UPL
Poke weed	*Phytolacca americana*	NL/UPL
Ribwort	*Plantago lanceolata*	NL/UPL
Smooth hawksbeard	*Crepis capillaris*	FACU
Vetch	*Vicia americana*	NL/UPL
Wild oat	*Avena fatua*	NL/UPL
Yellow star thistle	*Centaurea solstitialis*	NL/UPL
GRAMINOIDS		
Bulbous bluegrass	*Poa bulbosa*	FACU
Medusahead	*Elymus caput medusae*	FACW

***Wetland Indicator Status (WIS) in Arid West Region:**

OBL= occurs in aquatic resources >99% of time
FACW= occurs in aquatic resources 67-99% of time
FAC= occurs in aquatic resources 34-66% of time
FACU= occurs in aquatic resources 1-33% of time
UPL= occurs in uplands >99% of time
NI= indicator status not known in this region

Appendix E

Data Sheets

Print Form | Save As

U.S. Army Corps of Engineers (USACE)

RAPID ORDINARY HIGH WATER MARK (OHWM) FIELD IDENTIFICATION DATA SHEET

The proponent agency is Headquarters USACE CECW-COR.

Form Approved -
OMB No. 0710-0024
Expires: 2027-09-30

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0024, is estimated to average 30 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

Project ID #: 72521	Site Name: Anderson 7 Eleven	Date and Time: 8-13-25 10AM
Location (lat/long): 40.436365, -122.2832	Investigator(s): A. Prang	

Step 1 Site overview from remote and online resources.
Check boxes for online resources used to evaluate site:

- [ ] gage data
- [ ] LiDAR
- [ ] geologic maps
- [ ] climatic data
- [ ] satellite imagery
- [ ] land use maps
- [ ] aerial photos
- [ ] topographic maps
- [ ] Other: _____

Describe land use and flow conditions from online resources.
Were there any recent extreme events (floods or drought)? No

Land use - old ag/ina. lot; Flow managed by Anderson-Cottonwood Irrigation District

Step 2 Site conditions during field assessment. First look for changes in channel shape, depositional and erosional features, and changes in vegetation and sediment type, size, density, and distribution. Make note of natural or human-made disturbances that would affect flow and channel form, such as bridges, riprap, landslides, rockfalls, etc.

Conditions normal

Step 3 Mark the boxes next to the indicators used to help identify the location of the OHWM.

OHWM is at a transition point, therefore some indicators used to identify the location of the OHWM may be just below or above the OHWM. Make a slash in boxes next to indicators that are helpful in identifying the OHWM. After the initial assessment, those indicators identified at the OHWM elevation should be changed from slashes to x's. Note, it is not necessary to mark indicators that are present but do not help inform identification of the OHWM.

Go to page 2 to describe overall rationale for location of OHWM, write any additional observations, and attach a photo log.

Geomorphic indicators

- [X] **Break in slope**
  - [X] *on the bank*
  - [ ] *undercut bank*
  - [ ] *valley bottom*
  - [ ] Other: _____
- [X] **Shelving**
  - [ ] *shelf at top of bank*
  - [ ] *natural levee*
  - [X] *human-made berms or levees*
  - [ ] *other berms:* _____
- [ ] **Secondary channels**
- [ ] **Channel bar**
  - [ ] *shelving (berms) on bar*
  - [ ] *unvegetated*
  - [ ] *vegetation transition (go to veg. indicators)*
  - [ ] *sediment transition (go to sed. indicators)*
  - [ ] *upper limit of deposition on bar*
- [ ] **Instream bedforms and other bedload transport evidence**
  - [ ] *deposition bedload indicators (e.g., imbricated clasts, gravel sheets, etc.)*
  - [ ] *bedforms (e.g., pools, riffles, steps, etc.)*
  - [ ] *Weathered clasts or bedrock*
  - [ ] *erosional bedload indicators (e.g., obstacle marks, scour, smoothing, etc.)*

Sediment indicators

- [ ] **Soil development**
- [ ] **Changes in character of soil**
- [ ] **Mudcracks**
- [X] **Changes in particle-sized distribution**
  - [ ] *transition from* ~~grass~~ to ~~Ø~~
  - [ ] *upper limit of sand-sized particles*
  - [ ] *silt deposits*

Vegetation indicators (*Consider the vegetation transition looking from the middle of the channel, up the banks, and into the floodplain*)

- [X] **Change in vegetation type from** grasses **to** Ø
- [ ] **Change in density of vegetation**
- [ ] **Exposed roots below intact soil layer**
- [ ] **Vegetation matted down and/or bent**
- [X] **Other vegetation observations**

vegetation absent in channel (scoured)

Other physical indicators

- [ ] **Sediment deposited on vegetation or structures**
- [X] **Wracking/presence of organic litter**
- [ ] **Presence of large wood**
- [ ] **Leaf litter disturbed or washed away**
- [ ] **Water staining**

Other observed indicators? Describe:

water line on concrete box culvert

Print Form | Save As

Project ID #: 72521

Step 4 Was additional information used to support identification of the OHWM? ☐ Yes ☒ No

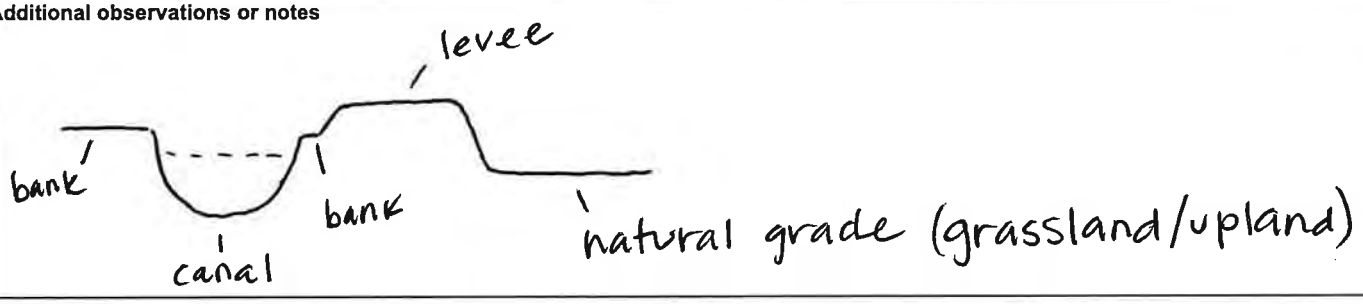
If yes, describe and attach information to data sheet:

Step 5 Is an OHWM present at this site? ☒ Yes ☐ No

Describe rationale for location of OHWM or lack thereof by describing any observed indicators (at, above, and/or below the OHWM location).

Flow is controlled so canal is either completely dry or at OHWM. Also, not susceptible to flooding.

Additional observations or notes



Attach an imagery log of the site.

Imagery log attached? ☐ Yes ☐ No If no, explain why not: _____

List photographs, or other imagery/sketches, and include descriptions in the table below.

Number photographs in the order that they are taken. Attach imagery and include annotations of features.

Imagery Number	Imagery description
1	ACID canal
2	Data Point (not wetland)
3	Data Point (not wetland)
4	Data Point (not wetland)

Appendix F

Aquatic Resource Excel Sheet

Waters_Name	State	Cowardin_Code	HGM_Code	Meas_Type	Amount	Units	Waters_Type	Latitude	Longitude	Local_Waterway
ACID Canal	CALIFORNIA	R4	RIVERINE	Linear	754	FOOT	DELIN.CONC	40.43636500	-122.28320400	Sacramento River

Appendix D

U.S. Fish & Wildlife Service Species List (IPAC)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: 06/10/2025 18:12:22 UTC
Project Code: 2025-0107931
Project Name: Anderson 7-Eleven

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.

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/what-we-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:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2025-0107931
Project Name: Anderson 7-Eleven
Project Type: Commercial Development
Project Description: Fueling station development
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.43683835,-122.28458245350464,14z



Counties: Shasta County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 10 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[1], 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. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
California Condor *Gymnogyps californianus* Population: Pacific Northwest NEP No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8193	Experimental Population, Non-Essential

REPTILES

NAME	STATUS
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Western Spadefoot *Spea hammondii* Population: Northern DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee *Bombus suckleyi* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10885	Proposed Endangered
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

CRUSTACEANS

NAME	STATUS
Conservancy Fairy Shrimp *Branchinecta conservatio* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat.	Threatened

NAME	STATUS
Species profile: https://ecos.fws.gov/ecp/species/498	
Vernal Pool Tadpole Shrimp *Lepidurus packardi* 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	Endangered

FLOWERING PLANTS

NAME	STATUS
Slender Orcutt Grass *Orcuttia tenuis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1063	Threatened

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.

IPAC USER CONTACT INFORMATION

Agency: VESTRA
Name: Anna Prang
Address: 5300 Aviation Drive
City: Redding
State: CA
Zip: 96002
Email aprang@vestra.com
Phone: 5302232585

Appendix F
Archaeological Survey Report
(Confidential – Not for Public Use)

Appendix G
Geotechnical Exploration Report

PARTNER
Engineering and Science, Inc.

More Than Just Assessments.
Solutions.

GEOTECHNICAL REPORT

Proposed 7-Eleven - Anderson, CA

SWC Locust Street and South Barney Road
Anderson, California 96007

Report Date:

July 28, 2025

Partner Project No.:

25-497107.1

Prepared for:

Guggenheim Development Services, LLC
3000 Internet Blvd.
Frisco, Texas 75034



PARTNER

July 28, 2025

Raymond Parker
Guggenheim Development Services, LLC
3000 Internet Blvd.
Frisco, Texas 75034

Subject: **Geotechnical Report**
Proposed 7-Eleven - Anderson, CA
SWC Locust Street and South Barney Road
Anderson, California 96007
Partner Project No. 25-497107.1

Dear Raymond Parker:

Partner Assessment Corporation (Partner) presents the attached Geotechnical Report prepared in accordance with the terms of our proposal and industry standards, and which is based on available data and our general experiences regarding construction practices and geotechnical conditions on other sites. Partner's report is based on the following assumptions related to the planned new construction:

- Nature of New Construction: New Gas Station
- Type of Construction: Assumed slab-on-grade with wood framing, masonry units, and/or light gauge metal framing
- Anticipated Loads: Presumed Isolated loads of 30-kip maximum column loads and wall loads of 3 klf
- Size of New Construction: 4,761 square-feet, single story

The geotechnical conditions on the site will allow for the planned development, given that consideration will be made for the costs and challenges associated with dense gravelly cohesionless soils, hard low expansive clay material, possible existing fills, and other considerations further detailed in the report.

Our geotechnical report is presented for your use in this electronic format, as shown in the hyperlinked outline below. To return after clicking a hyperlink, hold "alt" and press the "left arrow key" on your keyboard.

1.0 Geotechnical Executive Summary
2.0 Report Overview and Limitations
3.0 Geologic Conditions and Hazards
4.0 Geotechnical Exploration and Laboratory Results
5.0 Geotechnical Recommendations
Figures & Appendices

We appreciate the opportunity to be of service during this phase of the work.

Sincerely,

Andrew J. Atry, PE
Senior Engineer

REGISTERED PROFESSIONAL ENGINEER
ANDREW J. ATRY
C 84728
CIVIL
STATE OF CALIFORNIA

Aubrey T. Smith, PE (TN)
Senior Project Engineer

1. GEOTECHNICAL EXECUTIVE SUMMARY

The executive summary is meant to consolidate information provided in more detail in the body of this report. This summary in no way replaces or overrides the detailed sections of the report.

Geologic Zones and Site Hazards

The site is located in the City of Anderson within the Great Valley geomorphic province in the State of California. Surficial geology at the site can be described as Lower Member of the Riverbank Formation, which generally consists of gravel, sand, silt and clay found on higher Riverbank terrace. The site grades are relatively flat. The site is currently a vacant lot with light vegetation and trees on the southeastern part of the site, neighboring surrounding commercial and undeveloped areas. The site appears to be undeveloped since at least 1955, with a wooded area observed on the southeastern portion of the site since the 1980s. A drainage canal was observed to run along the southern section of the site from 1955, and 1983 to present The site is mapped in an area of minimal flood hazard (Zone X). This portion of the state is prone to ground shaking. No other hazards are known or suspected on the site at the time of this report.

Excavation Conditions

We anticipate excavations on the site to depths of up to 4 feet for building foundations and/or slabs on grade, and 5 feet for utility lines. Although not encountered in our borings, given the history of the site, some buried undocumented fills as well as other remnants of previous construction activities could be present on site which may require additional planning and equipment to remove. Clearing and grubbing of plant material should be expected to a depth of about 12 inches. Native gravelly and sandy soils may contain cohesionless material which could cave or be difficult to remove. Based on our boring data, conventional construction equipment in good working condition should be able to perform the planned excavations. Groundwater not encountered in our borings during our geotechnical investigation. However, groundwater levels fluctuate over time and may be different at the time of construction and during the project life.

Foundation/Slab Support

We recommend that the new primary building structure be supported on spread foundations with a concrete slab on grade. Based on the boring data, we recommend new foundations and slabs should be supported on a layer of reworked site soil that is 24-inches in thickness. This can be accomplished by over-excavating beneath the building footprint to a depth of 12-inches then should be evaluated by the engineer, with additional removal of soft or deleterious material if needed and should then be scarified to a depth of 12-inches, moisture conditioning, and compacting in place prior to placement of new fills. The over-excavation beneath the footings should extend horizontally a minimum of 2 feet beyond the width of the footing.

Soil Reuse

Based on our borings, site soil will generally usable as structural fill provided it is free of organic material and other debris with a fines content less than 50%. Construction water may be needed for soil compaction. We anticipate that some volume loss will occur in native soils after compaction, and this should be accounted for in the contractor's grading estimates. We recommend engineered fill for the site be moisture conditioned and compacted to 95% of the Proctor determined maximum dry density, in accordance with Appendix C of this report.

Pavement Design

Roadway Type	Subgrade Preparation	Pavement Section
Parking Area Light Duty (drives)	Proofrolled/Compacted Subgrade	4 in asphalt / 6 in aggregate base
Parking Area Heavy Duty (loading)	Proofrolled/Compacted Subgrade	5 in concrete / 6 in aggregate base

2. REPORT OVERVIEW & LIMITATIONS

2.1 Report Overview

To develop this report, Partner accessed existing information and obtained site specific data from our exploration program. Partner also used standard industry practices and our experience on previous projects to perform engineering analysis and provide recommendations for construction along with construction considerations to guide the methods of site development. The opinions on the cover letter of this report do not constitute engineering recommendations, and are only general, based on our recent anecdotal experiences and not statistical analysis. Section 1.0, Executive Geotechnical Summary, compiles data from each of the report sections, while each of sections in the report presents a detailed description of our work. The detailed descriptions in Section 5.0 and Appendix C constitute our engineering recommendations for the project, and they supersede the Executive Geotechnical Summary.

The report overview, including a description of the planned construction and a list of references, as well as an explanation of the report limitations is provided in Section 2.0. The findings of Partner's geologic review are included in Section 3.0 Geologic Conditions and Hazards. The descriptions of our methods of exploration and testing, as well as our findings are included in Section 4.0 Geotechnical Exploration and Laboratory Results. In addition, logs of our exploration excavations are included in Appendix A of the report, and laboratory testing is included in Appendix B of the report. Site Location and Site Plan maps are included as Figures in the report.

2.2 Assumed Construction

Partner's understanding of the planned construction was based on information provided by the project team. The proposed site layout is portrayed in Figures 2 and 3. Partner's assumptions regarding the new construction are presented in the below table.

Property Data	
Nature of New Construction	Proposed Gas Station
Size of New Construction	Single-Story 4,761 sf
Land Acreage (Ac)	Approximately 5.05 acres
Number of New Structures	1 building, 1 vehicular fuel canopy, 1 tractor trailer canopy, 1 weigh station
Expected Grading / Cuts and Fills	Minimal grading expected due to relatively flat site
Type of New Construction	Assumed slab-on-grade with wood framing, masonry units, and/or light gauge metal framing
New Foundations Type	Assumed conventional spread foundations
New Anticipated Loads	Presumed Isolated loads of 30-kip maximum column loads and wall loads of 3 klf
New Traffic Loading	Frequent vehicular traffic with occasional heavy truck traffic
Site Information Sources	Client provided Conceptual Site Plan Review, prepared by TAIT, dated March 9, 2025

2.3 References

The following references were used to generate this report:

Federal Emergency Management Agency, FEMA Flood Map Service Center– Accessed on 4/30/2025

Google Earth Pro (Online) – Accessed on 4/30/2025

Historic Aerials by NETR Online– Accessed on 4/30/2025

Structural Engineers Association of California Seismic Design Maps website – Accessed on 7/22/2025

United States Department of Agriculture Web Soil Survey Online – Accessed on 7/23/2025

United States Geological Survey, Topo Map 7.5-minute map for Cottonwood, CA 2022– Accessed on 7/23/2025

United States Geological Survey, California Interactive Geologic Map – Accessed on 7/23/2025

United States Geological Survey, Lower 48 States 2014 Seismic Hazard Map – Accessed on 7/23/2025

2.4 Limitations

The conclusions, recommendations, and opinions in this report are based upon soil samples and data obtained in widely spaced locations that were accessible at the time of exploration and collected based on project information available at that time. Our findings are subject to field confirmation that the samples we obtained were representative of site conditions. If conditions on the site are different than what was encountered in our borings, the report recommendations should be reviewed by our office, and new recommendations should be provided based on the new information and possible additional exploration if needed. It should be noted that geotechnical subsurface evaluations are not capable of predicting all subsurface conditions, and that our evaluation was performed to industry standards at the time of the study, no other warranty or guarantee is made.

Likewise, our document review and geologic research study made a good-faith effort to review readily available documents that we could access and were aware of at the time, as listed in this letter. We are not able to guarantee that we have discovered, observed, and reviewed all relevant site documents and conditions. If new documents or studies are available following the completion of the report, the recommendations herein should be reviewed by our office, and new recommendations should be provided based on the new information and possible additional exploration if needed.

This report is intended for the use of the client in its entirety for the proposed project as described in the text. Information from this report is not to be used for other projects or for other sites. All of the report must be reviewed and applied to the project or else the report recommendations may no longer apply. If pertinent changes are made in the project plans or conditions are encountered during construction that appear to be different than indicated by this report, please contact this office for review. Significant variations may necessitate a re-evaluation of the recommendations presented in this report. The findings in this report are valid for one year from the date of the report. This report has been completed under specific Terms and Conditions relating to scope, relying parties, limitations of liability, indemnification, dispute resolution, and other factors relevant to any reliance on this report. Any parties relying on this report do so having accepted Partner's standard Terms and Conditions, as laid out in our proposal.

If parties other than Partner are engaged to provide construction geotechnical special inspection services, they will also be required to assume construction geotechnical engineer of record (GEOR) services as well. To confirm this, they should issue a letter concurring with the findings and recommendations in this

geotechnical design report or providing alternate recommendations prior to the start of construction. The GEOR should be directly involved in the construction process, provide engineering review the special inspection reports on a daily basis, and sign off at the end of the project that the construction was done per the geotechnical design report. If Partner is not the GEOR, we should be contacted as the design geotechnical engineer in the case of changed conditions or changes to the planned construction. Interpretation of the design geotechnical report during construction, response to project RFI's, and oversight of special inspectors and quality control testing is to be handled by the GEOR. Partner can provide a proposal for special inspection and GEOR services upon request.

3. GEOLOGIC CONDITIONS & HAZARDS

This section presents the results of a geologic review performed by Partner, for the proposed new construction on site. The general location of the project is shown in the attached .

3.1 Site Location and Project Information

The planned construction will be situated on a vacant lot within a mixed commercial and undeveloped areas of Anderson, California. The subject property is currently wooded vacant land with a drainage canal area toward the southern side of the site with a small wooded area in the southeastern portion of the site. According to historic aerials, the site appears to have been undeveloped since 1955 with the exception of a road constructed and going through the northern section of the site around 1969. The immediately surrounding properties consist of a commercial property to the south, a commercial property to the east, and followed by undeveloped land to the north, and South Barney Road followed by undeveloped land to the west. The attached Figures presents the project site and the locations of our site exploration. Based on our review of available documents, the site has had the following previous uses:

Historical Use Information		
Period/Date	**Source**	**Description/Use**
1955-1960s	Aerial Photographs, Topographic Maps	Undeveloped/Drainage
1969- 1998	Onsite Observations, Aerial Photographs	Vacant Land, Partially developed with freeway onramp (north)
2013 - Present	Onsite Observations, Aerial Photographs	Vacant Land, previously disturbed by new freeway onramp development

3.2 Geologic Setting

The site is located in the city of Anderson the Great Valley geomorphic province in the State of California. The Great Valley is an alluvial plain of about 50 miles wide and 400 miles between the Coast Ranges and Sierra Nevada To the north is the Sacramento Valley floodplain, drained by the Sacramento River. The valley is filled with near flat-lying sediments underlain by Cretaceous and Cenozoic strata that form a broad, U-shaped trough in cross-section, with steeper western compared to the eastern side. The southern part is the San Joaquin valley oil fields, drained by the San Joaquin River Surficial geology at the site can be described as Lower Member of the Riverbank Formation, which generally consists of gravel, sand, silt and clay found on higher Riverbank terrace. The site grades are relatively flat.

The subject property is mapped as Churn gravelly loam. Churn soils are well to moderately well drained soils that formed in mixed alluvium on low terraces. Usual elevation is nearly level or consist of gently sloping. Underlying material is gravelly alluvium from various rocks.

Geologic Data		
Parameter	**Value**	**Source**
Geomorphic Zone	Great Valley	CGS
Ground Elevation	459 to 469 feet above MSL*	USGS, Google Earth Pro
Flood Elevation	Zone X (0.2% Flood Hazard)	FEMA

Geologic Data		
Parameter	**Value**	**Source**
Seismic Hazard Zone	Low	USGS
Geologic Hazards	Expansive Soils	TEG, Partner Borings
Surface Cover	Topsoil	Partner Borings
Site Modifications	Disturbed by adjacent northerly freeway onramp	Google Earth
Surficial Geology	Alluvium	USGS
Depth to Bedrock	N/A	Partner Borings
Groundwater Depth	Not Encountered	Partner Borings

MSL: Mean Sea Level

3.3 Geologic Hazards

California is tectonically active and contains numerous large, active faults. As a result, geologic hazards with the greatest potential to affect California include earthquakes and related hazards such as tsunamis, landslides, liquefaction, and ground shaking. According to the USGS Unified Hazard Tool Disaggregation, the faults most relevant to the site is the Bear Creek fault (6.83 kilometers from the site, M_{max}: 6.54) and Cascadia fault zone (67.7 kilometers from the site, M_{max}: 9.13). According to the state and county hazard maps, the site will be subject to ground shaking as described below. No other geologic hazards are known or suspected to impact the site.

Ground shaking should be anticipated at the project site. State, County, City, and other jurisdictions in seismically active areas update seismic standards on a regular basis. The design team should carefully evaluate all the building requirements for the project.

3.4 Seismic Design Parameters

The site latitude and longitude are 40.436775 degrees N and -122.284503 degrees W, respectively.

Based on the recent edition of ASCE 7-16 and its subsequent supplements, a site-specific ground motion hazard analysis (GMHA) is required for sites with

- Structures on Site Class D site with S_1 greater than or equal to 0.2.
- Structures on Site Class E site with S_s greater than or equal to 1.0 or S_1 greater than or equal to 0.2.

However, a ground motion hazard analysis is not required if the following exemptions are met:

1) Structures on Site Class D site with S_1 greater than or equal to 0.2, provided the value of the parameter S_{M1} determined by Eq. (11.4-2) is increased by 50% for all applications of S_{M1} in this Standard. The resulting value of the parameter S_{D1} determined by Eq. (11.4-4) shall be used for all applications of S_{D1} in this Standard.

2) Structures on Site Class E with S_s greater than or equal to 1.0 or S_1 greater than or equal to 0.2, provided the equivalent lateral force procedure is used for design and the value of C_s is determined by Eq. (12.8-2)

for all values of T, or. where both the value of S_{ai} is determined by Eq. (15.7-7) for all values of T_i and the value of the parameter S_{D1} is replaced with $1.5S_{D1}$ in Eq. (15.7-10) and Eq. (15.7-11).

Based on boring logs, SPT N values, and the conditions described above the site is determined to be Site Class D. The site qualifies for exemption No. 1. Therefore, a site-specific ground motion hazard analysis is NOT needed for this site provided the value of the parameter S_{M1} determined by Eq. (11.4-2) is increased by 50% for all applications of S_{M1} for this site. The resulting value of the parameter S_{D1} determined by Eq. (11.4-4) shall be used for all applications of S_{D1} for the site.

Using information obtained from the SEAOC (Structural Engineers Association of California) / OSHPD (Office of Statewide Health Planning and Development) Seismic Design Maps for ASCE 7-16, for a Site Class of D and risk category of II, the following values were obtained as shown on the below table.

Seismic Item	Value	Seismic Item	Value
Site Classification	D	Seismic Design Category	D
F_a	1.1	F_v	1.9
S_s	1.099g	S_1	0.441g
S_{MS}	1.165g	S_{M1} (increased by 50% per exemption No. 1)	1.230g
S_{DS}	0.777g	S_{D1} (determined using increased S_{D1})	0.820g
PGA_M	0.544g	Design PGA (2/3 PGA_M)	0.363g

4. GEOTECHNICAL EXPLORATION & LABORATORY RESULTS

Our evaluation of soils on the site included field exploration and laboratory testing. The field exploration and laboratory testing programs are briefly described below. Data reports from the field exploration and laboratory testing are provided in Appendix A and Appendix B, respectively.

4.1 Soil Borings

Subsurface materials and conditions at the site were investigated on July 1, 2025. Ten (10) borings designated B-1 through B-10 were drilled using a CME-75 drill rig using hollow stem auger (HSA) drilling techniques. The borings for B-1, B-2 and B-4 were attempted to be advanced to depths of 25 feet but encountered refusal at 14, 13.5 and 10.5 feet below existing site grades, respectively. Boring B-5 was attempted to be advanced to a depth of 35 feet but encountered drilling refusal at 20.5 feet below existing site grades. Refusal was due to large amounts of rock and cobbles located below certain depths. Boring B-3 was drilled to a depth of 26.5 feet below existing site grade. The borings B-6 through B-10 were drilled to depths of 6.5 feet below existing site grades. The approximate locations of the exploratory borings and soundings are shown on Figure 2 and 3.

Logs of subsurface conditions encountered in the borings were prepared in the field by a representative of Partner Engineering. Soil samples were obtained using a Standard Penetration Test (SPT) collected at 2.5-feet interval in upper 10 feet and 5-feet interval thereafter. SPT samplers were obtained in accordance with ASTM D 1586. The samples were then returned to our laboratory for visual classification by a geotechnical engineer and limited laboratory testing on select samples. Typed boring logs were prepared from the field logs and are presented in Appendix A. A summary table description is provided below:

Surficial Geology		
Strata	**Depth to Bottom of Layer (bgs*)**	**Description**
Surface Cover	Thickness Varies	Topsoil
Native Stratum 1	Approx. 7 feet	CLAY with Sand (CL), Sandy Silty CLAY (CL-ML)
Native Stratum 2	Approx. 6.5 to 13.5 feet	Clayey SAND (SC)
Native Stratum 3	Approx. 18.5 to 20.5+ feet	Clayey GRAVEL (GC)
Native Stratum 4	Approx. 26.5+ feet	CLAY with Sand (CL)
Groundwater	Not Encountered	Partner Borings
Bedrock	Not Encountered	Partner Borings

bgs – below ground surface

4.2 Groundwater

Groundwater was not encountered at the time of drilling. However, groundwater levels fluctuate over time and may be different at the time of construction and during the life of the project.

4.3 Laboratory Evaluation

Selected samples collected during drilling activities were tested in the laboratory to assist in evaluating engineering properties of subsurface materials at the site. The results of laboratory analyses are presented in Appendix B.

4.4 Infiltration Testing

Four (4) infiltration tests were performed, as shown on Figure 2. The tests were performed at a depth of 5 feet. The testing was performed using the standard borehole percolation test method. The measured infiltration rates were calculated using the standard Shasta County methods and are reported below and are unfactored. The civil engineer should apply the proper reduction factors or factors of safety based on the type of system used. Data is shown in Appendix A, and is summarized below:

Test Number	I-1	I-2	I-3	I-4
Location	See Figure 2	See Figure 2	See Figure 2	See Figure 2
Test Depth	5 ft	5 ft	5 ft	5 ft
Final Water Drop	0.05 in.	0.04 in.	0.04 in	0.12 in
Un-factored Infiltration Rate	0.09 in./hr	0.23 in./hr	0.11 in/hr	0.36 in/hr

The above listed values are unfactored and a factor of safety should be added by the infiltration system, designer to account for long term siltation, planned maintenance, and possible pretreatment systems. Based on the results of our geotechnical investigation, site soils are generally not conductive to stormwater infiltration due to the high fines content of the upper soils.

5. GEOTECHNICAL RECOMMENDATIONS & PARAMETERS

The following discussion of findings for the site is based on the assumed construction, geologic review, results of the field exploration, and laboratory testing programs. The recommendations of this report are contingent upon adherence to Appendix C of this report, General Geotechnical Design and Construction Considerations. For additional details on the below recommendations, please see Appendix C.

5.1 Geotechnical Recommendations

The proposed construction is generally feasible from a geotechnical perspective provided the recommendations and assumptions of this report are followed.

Geologic/General Site Considerations

- The site is located in the City of Anderson within the Great Valley geomorphic province in the State of California. Surficial geology at the site can be described as Lower Member of the Riverbank Formation, which generally consists of gravel, sand, silt and clay found on higher Riverbank terrace. The site grades are relatively flat. The site is currently a vacant lot with light vegetation and trees on the southeastern part of the site, neighboring surrounding commercial and undeveloped areas. The site appears to be undeveloped since at least 1955, with a wooded area observed on the southeastern portion of the site since the 1980s. A drainage canal was observed to run along the southern section of the site from 1955, and 1983 to present The site is mapped in an area of minimal flood hazard (Zone X). This portion of the state is prone to ground shaking. No other hazards are known or suspected on the site at the time of this report.
- Given the presence of the site in a seismically active area, ground shaking during earthquakes should be anticipate during the project life. State, County, City, and other jurisdictions in seismically active areas update seismic standards on a regular basis. The design team should carefully evaluate all of the building requirements for the project.
- Given the presence of the site in the region, consideration should be given to weather conditions at the time of grading. Earthwork should be scheduled during seasonally dry periods and proper preparations should be made to deal with rain events, tropical storms, winter storms, etc.

Excavation Considerations

- We anticipate excavations on the site to depths of up to 4 feet for building foundations and/or slabs on grade, and 5 feet for utility lines. Although not encountered in our borings, given the history of the site, some buried undocumented fills as well as other remnants of previous construction activities could be present on site which may require additional planning and equipment to remove. Clearing and grubbing of plant material should be expected to a depth of about 12 inches. Native gravelly and sandy soils may contain cohesionless material which could cave or be difficult to remove. Based on our boring data, conventional construction equipment in good working condition should be able to perform the planned excavations.

- Groundwater not encountered in our borings during our geotechnical investigation. However, groundwater levels fluctuate over time and may be different at the time of construction and during the project life.
- Excavations should be sloped and/or shored to protect worker safety and adjacent properties, per OSHA and local guidelines and the presence of existing utilities should be thoroughly and carefully checked prior to digging. Appendix C further discusses excavation recommendations in the following sections, which can be accessed by clicking hyper links: Earthwork, Underground Pipeline.

Foundations

- We recommend that the new primary building structure be supported on spread foundations with a concrete slab on grade. Based on the boring data, we recommend new foundations and slabs should be supported on a layer of reworked site soil that is 24-inches in thickness. This can be accomplished by over-excavating beneath the building footprint to a depth of 12-inches then should be evaluated by the engineer, with additional removal of soft or deleterious material if needed and should then be scarified to a depth of 12-inches, moisture conditioning, and compacting in place prior to placement of new fills. The over-excavation beneath the footings should extend horizontally a minimum of 2 feet beyond the width of the footing.
- Section 5.2 of this report provides a table outlining the embedment depth, bearing capacity, settlement and other parameters for foundation design and construction.

Caisson and Direct Embedment Pole Foundations (Drilled Shafts)

- The canopy structure could be supported on relatively shallow drilled shafts or caissons. The drilled shafts for the canopy should extend at least 10 feet below the ground surface and founded within the dense granular soils. The pole sign should also be supported on a drilled shaft extending into to competent bearing material. Lateral resistance will govern tall pole sign designs, where the embedment depth of the proposed caissons should be designed using the flagpole method as outlined in CBC Chapter 1807.3.2. The upper 5 feet of soil friction should be neglected in the design. Unfactored parameters for skin friction, end bearing, and lateral capacity are provided in Section 5.2. The diameter and depth of the shafts should be determined by the structural engineer, who should also apply the appropriate factors of safety.
- The installation of drilled shafts should be continuously monitored in the field by a representative of the geotechnical engineer to verify that the foundations are installed into the proper bearing stratum, that they are the specified diameter and depth, that the drilling is plumb, that the proper reinforcement is placed and that the correct concrete mix and placement techniques are used. Construction should proceed in accordance with Appendix C, Laterally Loaded Structures, Foundations, and Cast-in-place concrete.

Trash Enclosure Wall Foundations and/or Fence Column Foundations

- We recommend that the new trash enclosure CMU wall or fence column foundations be supported on shallow strip footings supported on a layer of reworked site soil that is 12-inches in thickness. The fence columns can bear on a continuous footing and may provide lateral support of the columns barring the structural engineer design. This can be accomplished by scarifying to a depth

of 12 inches below the bottom of footings, moisture conditioning, and compacting in place prior to placement of concrete. The subgrade should be evaluated by an engineer prior to scarification with any soft or deleterious material removed and repaired. The over-excavation beneath the footings should extend horizontally a minimum of 2 feet beyond the width of the footing.

- Section 5.2 of this report provides a table outlining the embedment depth, bearing capacity, settlement and other parameters for foundation design and construction.

On-Grade Construction Considerations

- In new structural areas of the site, all remnants of previous construction, vegetation and/or deleterious materials should be completely removed to exposed clean subgrade soil. In new fill, structural, and pavement areas, cleaned subgrade should be proofrolled and evaluated by the engineer with a loaded water truck (4,000 gallon) or equivalent rubber-tired equipment. In locations where proofrolling is not feasible, probing, dynamic cone penetration testing or other methods may be employed. Soft or unstable areas should be repaired per the direction of the engineer. Once approved, the subgrade soil should be scarified to a depth of 12 inches, moisture conditioned, and compacted as engineered fill. Improvements in these areas should extend laterally beyond the new structure limits 2 feet or a distance equal to or greater than the layer thickness, whichever is greater. This zone should extend vertically from the bearing grade elevation to the base of the fill. The thicknesses of the layer, settlement estimates, and modulus values are provided on the design tables in the next section. Regardless of repairs made, the soil base immediately below new pavement area base course and asphalt section should be firm and unyielding during final proofrolling prior to section placement.

- Based on our borings, we anticipate that some over-excavation will result from proofrolling operations. In areas where deep instability is encountered, we recommend test pits be excavated and an engineer be called to perform an evaluation of the issue and to propose a resolution. Such resolutions may include but are not limited to: the use of geotextiles, chemical treatments (soil cement, hydrated lime, etc.) thickened slabs or pavements sections, lime-treated aggregate base, or others. Pavement sections provided in Section 5.2 are based on approved, compacted in-place soils being used in the subgrade. If subgrade conditions in the upper 3 feet of pavement areas vary or are improved, the pavement sections may be modified.

- Appendix C provides additional recommendations for earthwork/on-grade construction in the following sections: Cast-in-place Concrete, Foundations, Earthwork, Paving, Subgrade Preparation which can be accessed by clicking the hyperlinks.

Flat Work Support

- We recommend that new non-structural flatwork such as sidewalks and non-structural supporting slabs should be a minimum of 4-inches in thickness. Given the potential low expansive soils of the on-site clayey soil we also recommend that flatwork be and supported on 4-inches of non-expansive imported soils or aggregate base.

- Section 5.2 of this report provides a table outlining the embedment depth, bearing capacity, settlement and other parameters for foundation design and construction.

Soil Reuse Considerations

- Based on our borings, site soil will generally usable as structural fill provided it is free of organic material and other debris with a fines content less than 50%. Construction water may be needed for soil compaction. Material over 3-inches in diameter should not be used as fill within the building area and may need to be removed. We anticipate that some volume loss will occur in native soils after compaction, and this should be accounted for in the contractor's grading estimates. We recommend engineered fill for the site be moisture conditioned and compacted to 95% of the Proctor determined maximum dry density, in accordance with Appendix C of this report.
- Appendix C provides additional recommendations for soil reuse in the following sections: EARTHWORK, SUBGRADE PREPARATION which can be accessed by clicking the hyperlinks.

Geotechnical Concrete and Steel Construction Considerations

- Soil/rock may be corrosive to concrete. We recommend consulting with the producer, engineer or other qualified party based on their knowledge of the materials and site conditions as to whether using corrosion resistant concrete (*e.g.* Type II/V/IL or equivalent Portland Cement, a fly ash/slag mixture of 25 percent cement replacement, or a water/cement ratio of 0.45 or less) is warranted. When this is in doubt we recommend erring on the site of caution, though additional soil testing can also be performed based on the materials to be used and their placement on the site. USDA maps indicate site soils have a moderate corrosion potential for concrete. Concrete exposed to freezing weather should be air-entrained. Mix designs should be well-established and reviewed by the project engineers prior to placement, to verify the design is appropriate to meet the project needs and parameters provided in this report. Quality control testing should be performed to verify appropriate mixes are used and are properly handled and placed. Please refer to Appendix C, Cast In-Place Concrete for more details.
- Soil/rock may be corrosive to un-protected metallic elements such as pipes, poles, rebar, etc. We recommend the use of coatings and/or cathodic protection for metals in contact with the ground, as directed by the product manufacturer, engineer or other qualified party based on their knowledge of the materials to be used and site soil conditions. USDA maps indicate site soils have a high corrosion potential for steel.

Site Storm Water Considerations

- Surface drainage and landscaping design should be carefully planned to protect the new structures from erosion/undermining, and to maintain the site earthwork and structure subgrades in a relatively consistent moisture condition. Adequate surface drainage should be established such that water should not flow towards or pond near to new structures, and high water-demand plants should not be planned near to structures. Appendix C provides additional recommendations for storm water management in the following sections: SITE GRADING AND DRAINAGE, WATER PROOFING which can be accessed by clicking the hyperlinks.
- We recommend consulting with the landscape designer and civil engineer regarding management of site storm water and irrigation water, as changes in moisture content below the site after construction will lead to soil movement and potential distress to the building.

5.2 Geotechnical Parameters

Based on the findings of our field and laboratory testing, we recommend that design and construction proceed per industry accepted practices and procedures, as described in Appendix C, General Geotechnical Design and Construction Considerations (Considerations).

Building loads were not provided at the time of this report. However, based on our experience with other similar projects, we estimate the ***maximum*** column and wall loads of 30 kips and 3 kips/ft, respectively will be used for this project. If higher loads are proposed during the design phase, Partner should be notified to revise our recommendations.

Prepared Subgrade Parameters – (hyperlink to Construction Considerations)

Prepared Subgrade Parameters				
Structure	**Design Values**	**Cover Depth**	**Bearing Surface [a]**	**Static Settlement [d]**
Non-structural Slab on Grade	k=100 pci [b] q_{all} = 100 psf[c] μ = 0.35	N/A	6 inches of compacted imported non-expansive fill or aggregate base – see section 5.1 for details	<1 inch
CMU Trash Enclosure Wall / Fence Column Foundations	q_{all} = 1.5 ksf[c] μ = 0.35 P_{max} = 2/klf	12-inches	12 inches of reworked native clayey soils compacted in place – see section 5.1 for details	<1 inch
Canopy Column Caisson Foundations	q_{all} = 3.0 ksf[c] μ = 0.35 P_{max} = 5.0 kips	N/A	Very stiff native soil bearing at least 10-feet in depth[e]	<1 inch
Building Shallow Spread/Continuous Foundations++	q_{all} = 3.0 ksf[c] μ = 0.35 P_{max} = 30 kips 3/klf	18 in	24 inches of reworked native clayey soils compacted in place – see section 5.1 for details	<1 inch

[a] *Repairs in bearing surface areas should be structural fill per the recommendation of the Earthwork section of Appendix C that is moisture conditioned to within 3 percent of optimum moisture content and compacted to 95 percent or more of the soil maximum dry density per ASTM D1557. Expansive material should not be located within the upper* 3 feet of the soil subgrade.

[b] *Subgrade modulus value "k", assuming the grade slab is supported by aggregate layer roughly equal to slab thickness (minimum 4 inches), as required for capillary break.*

[c] *Can be increased by 1/3 for temporary loading such as seismic and wind, allowable parameters, estimated FS of 2.5.*

[d] *Differential settlement is expected to be half to ¾ of total settlement.*

[e] *Embedment depth to be determined by flag pole formula CBC Chapter 1807.3.2.*

Pile Parameters

Axial capacities of pile foundations, with 1-, 1.5-, and 2-ft in diameter, were estimated using the Beta Method for cohesionless sandy soils using the computer software, SHAFT, developed by Ensoft, Inc. Soil parameters

used are based on soil properties observed in the borings and results of the laboratory testing. The table below presents the input parameters for the various soil units for the SHAFT analysis. Graphs showing ultimate pile capacity per length of pile and total settlement vs depth are presented on Figure 6 and 7, respectively. We recommend that frictional resistance in the upper 3 feet be neglected. The pile diameter and capacities should be selected by the structural engineer along with the appropriate factor of safety based on the proposed design.

For single piles spaced more than 3 diameters, the passive resistance can be increased by 2 times, to account for a 2-dimensional wedge of resistant soil. Allowable capacity can be increased by 1/3 for transient loading such as wind loads. It should be noted the values provided below is based on a cast in drilled hole design. If the structural engineer elects to use a driven pile type foundation, Partner should be notified to review the values.

Soil Properties for Shaft Analysis							
Soil Unit	**Depth to bottom of layer (ft)**	**Shaft Soil Type**	**Total Unit Weight (pcf)**	**Avg. SPT Blow Counts**	**Undrained Cohesion (psf)**	**Beta Value***	**ϕ′**
Clay with Sand	7	Sand (FHWA Spec.)	110	67	--	0.36	32
Clayey Sand	10	Clay (FHWA Spec.)	110	60	500	--	28
Clayey Gravel	20	Gravelly Sands (Rollans et al.)	120	100	--	0.4	35
Clays	25	Clay (FHWA Spec.)	120	58	500	--	28

L-Pile Parameters – in accordance with Appendix C:

Lateral structural loads can be resisted by the structural strength on the pile in bending and the passive resistance of the soil adjacent to the pile cap. Conditions of lateral loading can be evaluated using the computer software, LPILE, developed by Ensoft, Inc. For the lateral load analysis, we have assumed the water table occurs at depths of about 6 feet below the ground surface. Recommended input parameters for the various soil units for the LPILE analysis are tabulated below and are appropriate for both static and seismic conditions.

Soil Properties for LPILE Analysis							
Soil Unit	**Depth to bottom of layer (ft)**	**L-Pile Soil Type**	**Cohesion (psf)**	**E50**	**k (psi)**	**γ′, (pcf)**	**ϕ′**
Clay with Sand	7	Sand Reese	--	--	225	110	32
Clayey Sand	10	Stiff Clay w/o Free Water (Reese)	500	0.007	1,000	110	28
Clayey Gravel	20	Sand Reese	--	--	225	120	35
Clays	25	Stiff Clay w/o Free Water (Reese)	500	0.007	1,000	120	28

It should be noted that LPILE provides isolated, single pile lateral capacities. Depending on the direction of the loading and the layout of the piles, group effects may need to be considered. Group effects can be modeled in LPILE by applying an appropriate p-modifier in non-liquefiable soils. The p-modifier is a function of the center-to-center spacing and is tabulated below.

P-Modifiers For Group Effects	
Center-to-Center Pile Spacing	**P-modifiers for Rows 1, 2, and 3+**
3D	0.7, 0.6, 0.5
4D	0.8, 0.6, 0.5
5D	0.9, 0.85, 0.7
6D	1.0, 1.0, 0.9
7D	1.0, 1.0, 1.0

Paving Structural Sections – (hyperlink to Construction Considerations)

In our experience we recommend that multiple different pavement sections be considered for the project for economic and performance reasons. For example, we recommend that loading docks and trash enclosures (if any) be constructed of reinforced concrete pavement. For near-building parking spaces, ADA parking spaces, etc., we recommend the use of unreinforced concrete pavement. This is to reduce trip hazards, and to allow for more durability against engine heat and fluid drippings. For the main drives of the parking lot, we recommend a heavy-duty asphalt pavement section and the parking field that is remote to the building can consist of a light-duty asphalt pavement. We recommend asphalt and concrete pavements consist of local or otherwise

jurisdictionally approved mixes, and that paving cross slopes, curbs, and other features conform to the applicable local standard specifications and details.

Depending on the planned changes to site grading, and the availability of low plasticity, low frost-heave-susceptible fill, different pavement sections would be appropriate. These can also be adjusted by the use of treatment using hydrated chemical lime or soil cement. If the existing pavement and aggregate base section is to be milled and processed, it could be used as an aggregate base course or granular fill below the pavement, provided it is properly process and quality tested. The following sections are provided for native clayey sand soil subgrade conditions. If granular imported or site processed fill is used, the section can be reduced as described in the below footnotes. This information is based on the assumption that construction will proceed per the provided Construction Considerations, presented in Appendix C.

Pavement Sections – Assuming Native Clayey Sand Soil Subgrade [ab]		
Roadway Type	**Asphalt or Concrete Pavement Thickness(in)**	**Aggregate Base Course Thickness (in)**
Drive Aisles (Asphalt)	4	6
Parking Spaces in Field (Asphalt)	3	4
Main Parking Spaces / ADA spaces (Concrete)	4	4
Heavy Duty (Concrete)	5	6
Trash Enclosure (Concrete)	7 reinforced [c]	6

[a] *Repairs in proofrolled areas should be structural fill per the recommendation of the APP C Earthwork (hyperlink to Construction Considerations) that is moisture conditioned to within 3 percent of optimum moisture content and compacted to 95 percent or more of the soil maximum dry density per ASTM D1557.*

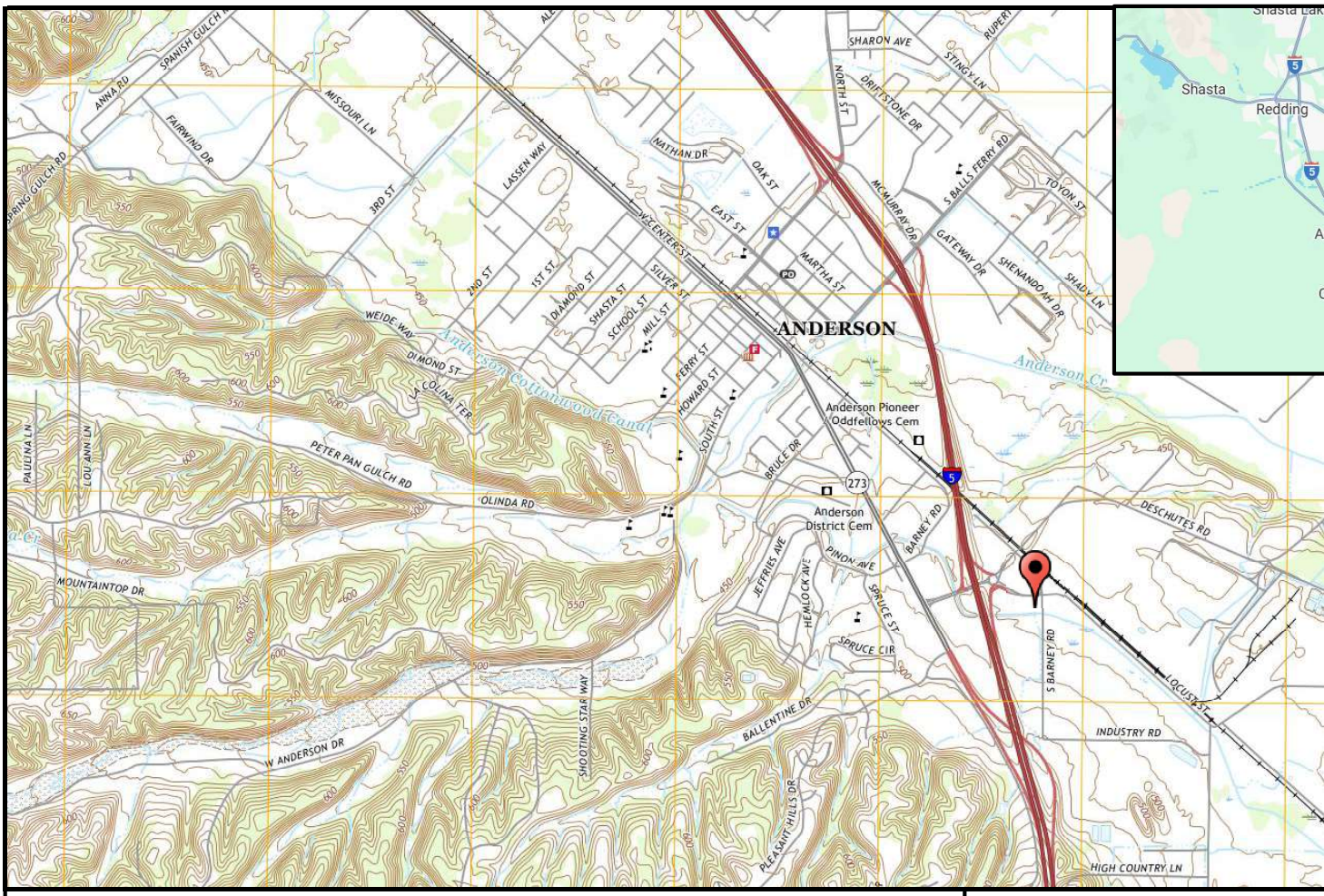
[b] *1 inch of pavement may be reduced if 6-in of lime or cement-treated soil is used with a 500 psi 28-day compressive strength. Soils with Plasticity Index of 10 or more are generally candidates for lime treatment, other soils are candidates for cement treatment, if any*

[c] *Reinforced concrete should consist of 4,000 psi (or more) concrete with 3/8-inch high yield steel reinforcement placed at 18 inches on center, each way.*

FIGURES

- Site Vicinity Plan
- Aerial Boring Location Plan
- Boring Location Plan
- Geologic Map
- Ultimate Pile Capacities
- Pile Load Vs. Settlement
- L-Pile Results

PARTNER

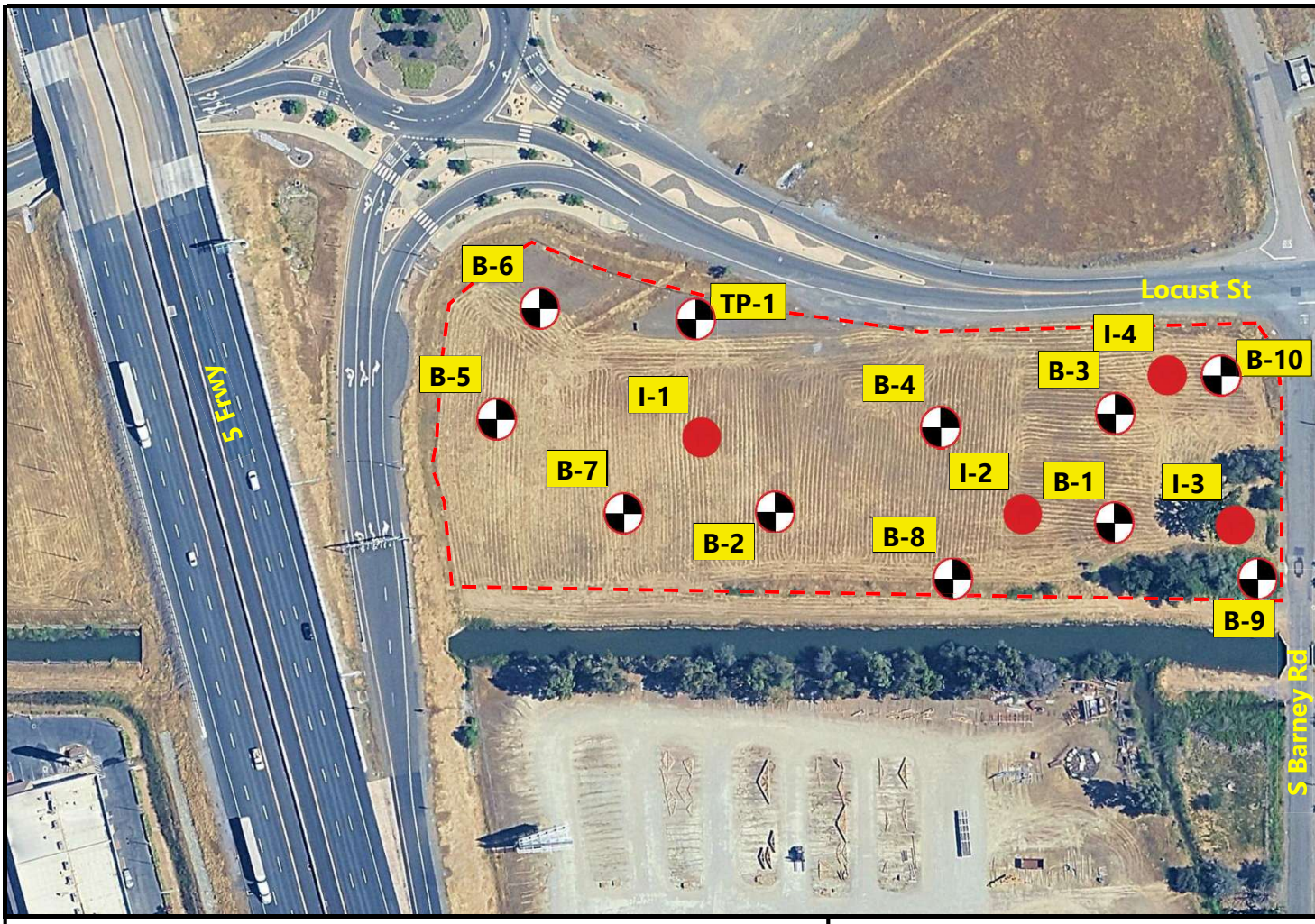


Source: U.S. Geological Survey, USGS US Topo 7.5-minute map for Cottonwood, CA 2022: USGS - National Geospatial Technical Operations Center (NGTOC)

FIGURE 1 – SITE

KEY

Approximate Site Location



Source: Google Earth Pro

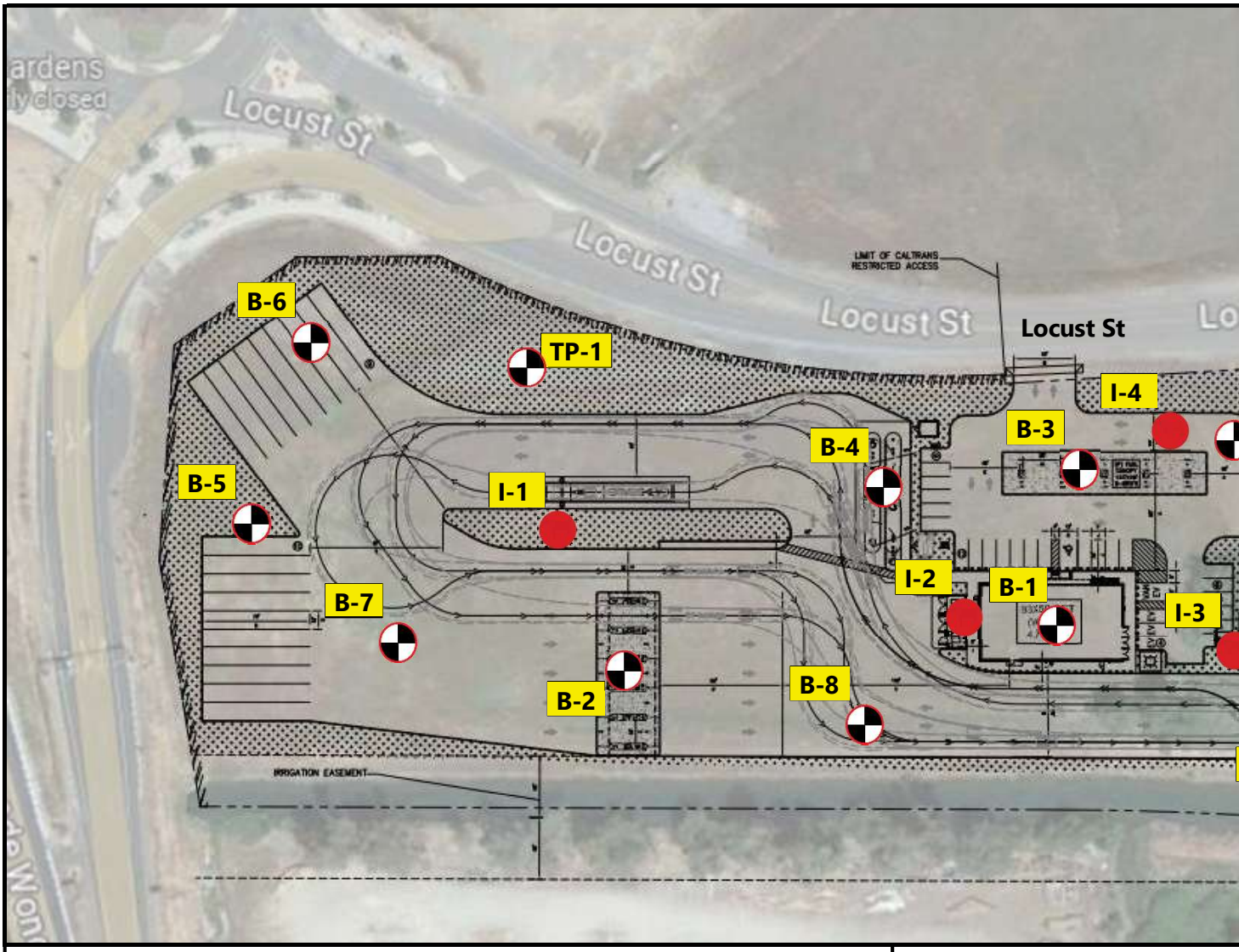
FIGURE 2 – AERIAL BORING L

KEY

Approximate Boring Location

Approximate Location of Infiltration Test

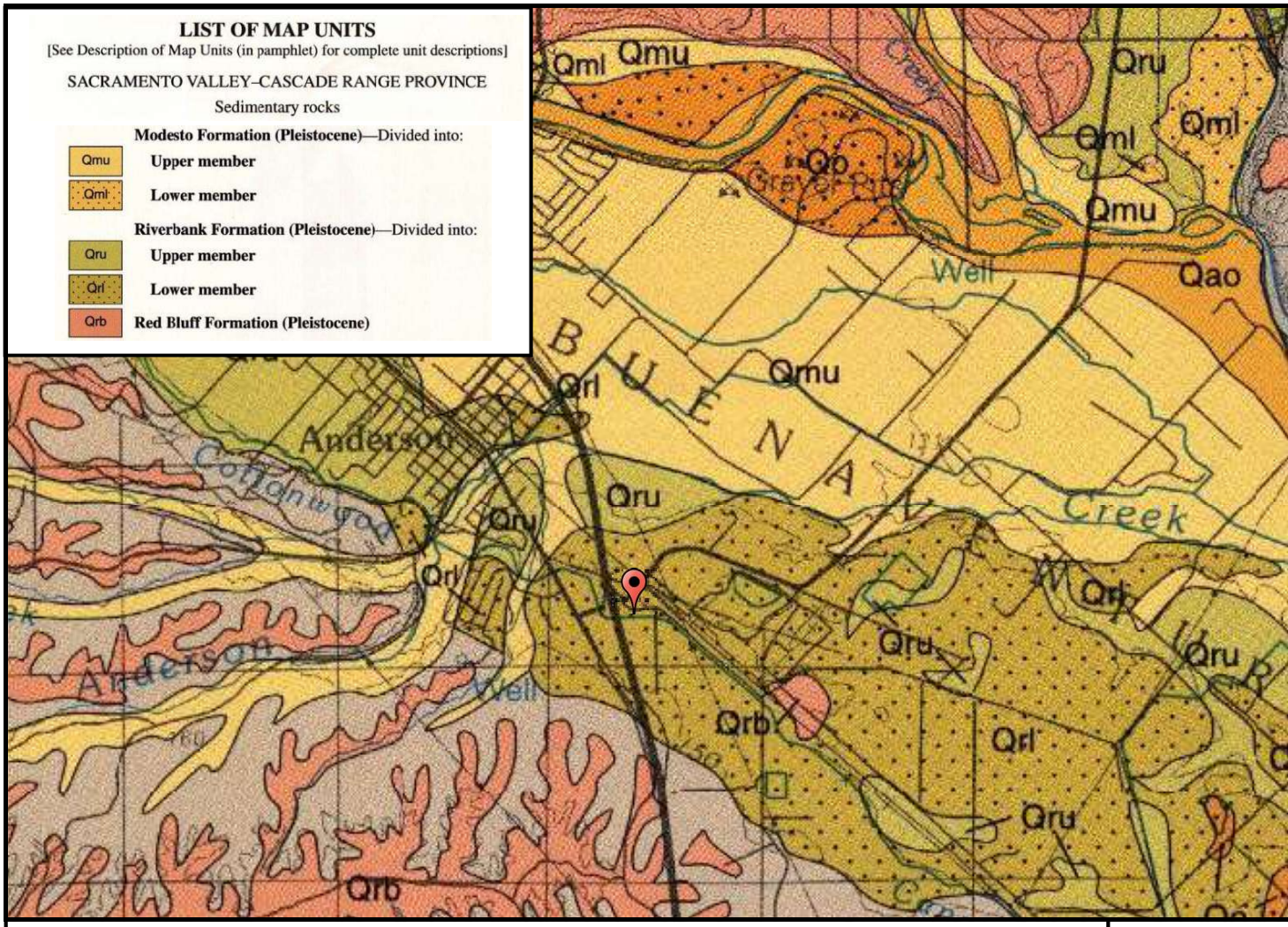
Approximate Project Limi



Source: Client provided Conceptual Site Plan Review, prepared by TAIT, dated March 9, 2025

FIGURE 3 – BORING L

KEY Approximate Boring Location | Approximate Location of Infiltration Test | Approximate Project Site

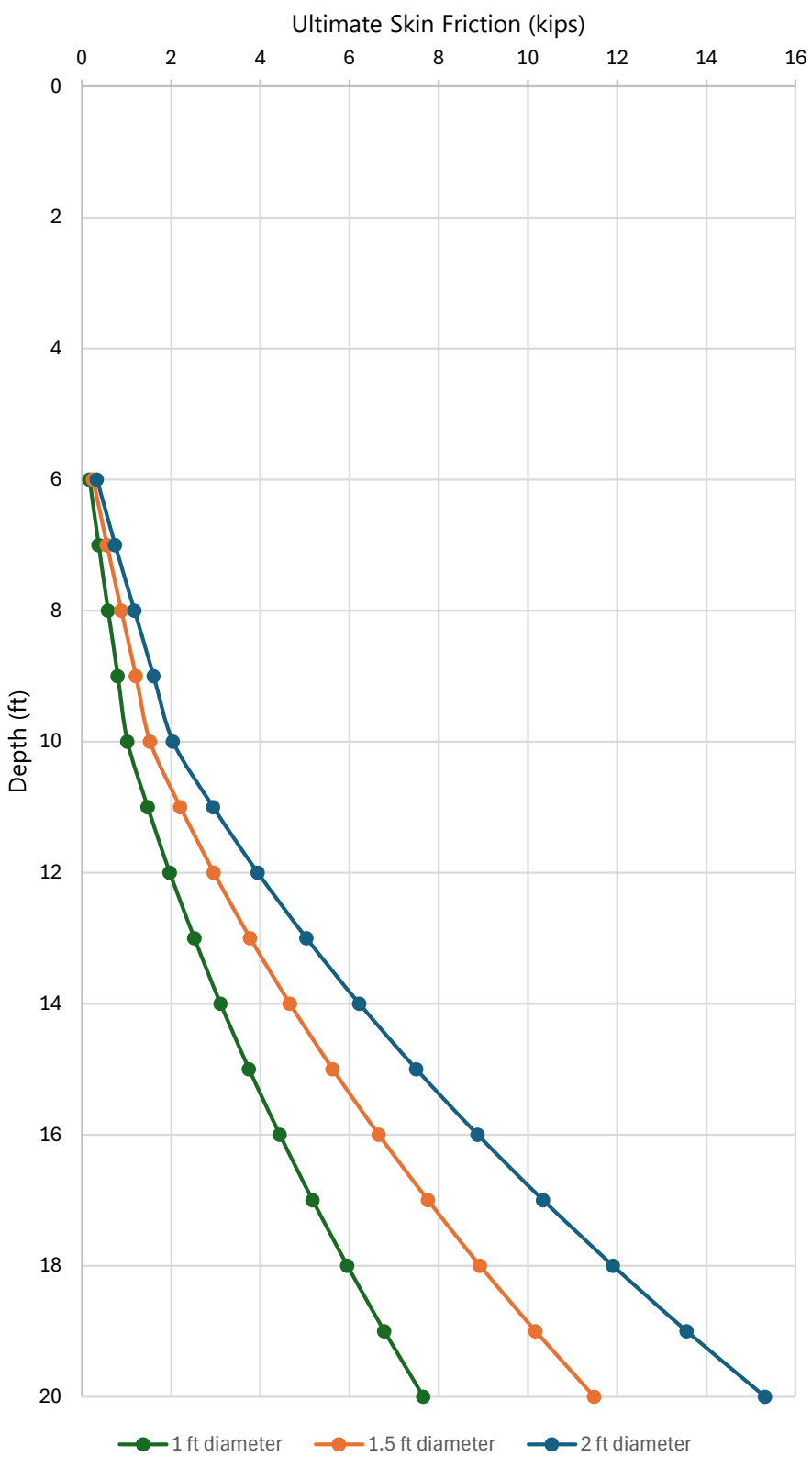


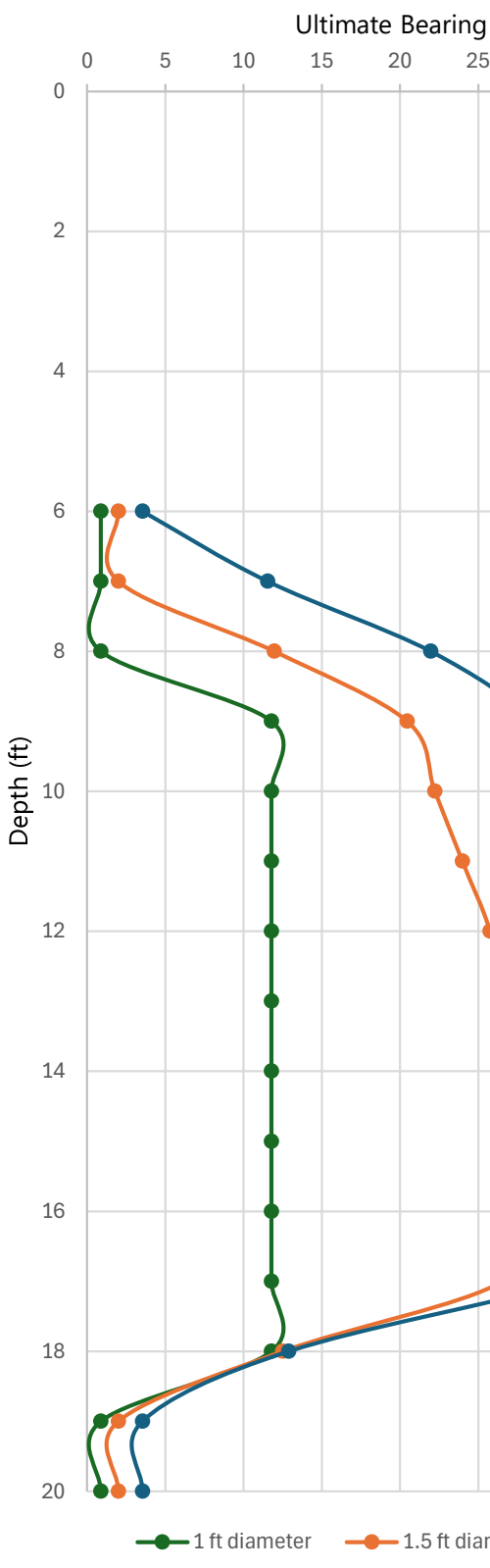
Source: Blake, M.C., Harwood, D.S., Helley, E.J., Irwin, W.P., Jayko, A.S., and Jones, D.L., 2000, Geologic map of the Red Bluff 30′ x 60′ quadrangle, California, U.S. Geological Survey, Miscellaneous Investigations Series Map I-2542, scale 1:100,000

FIGURE 4 –

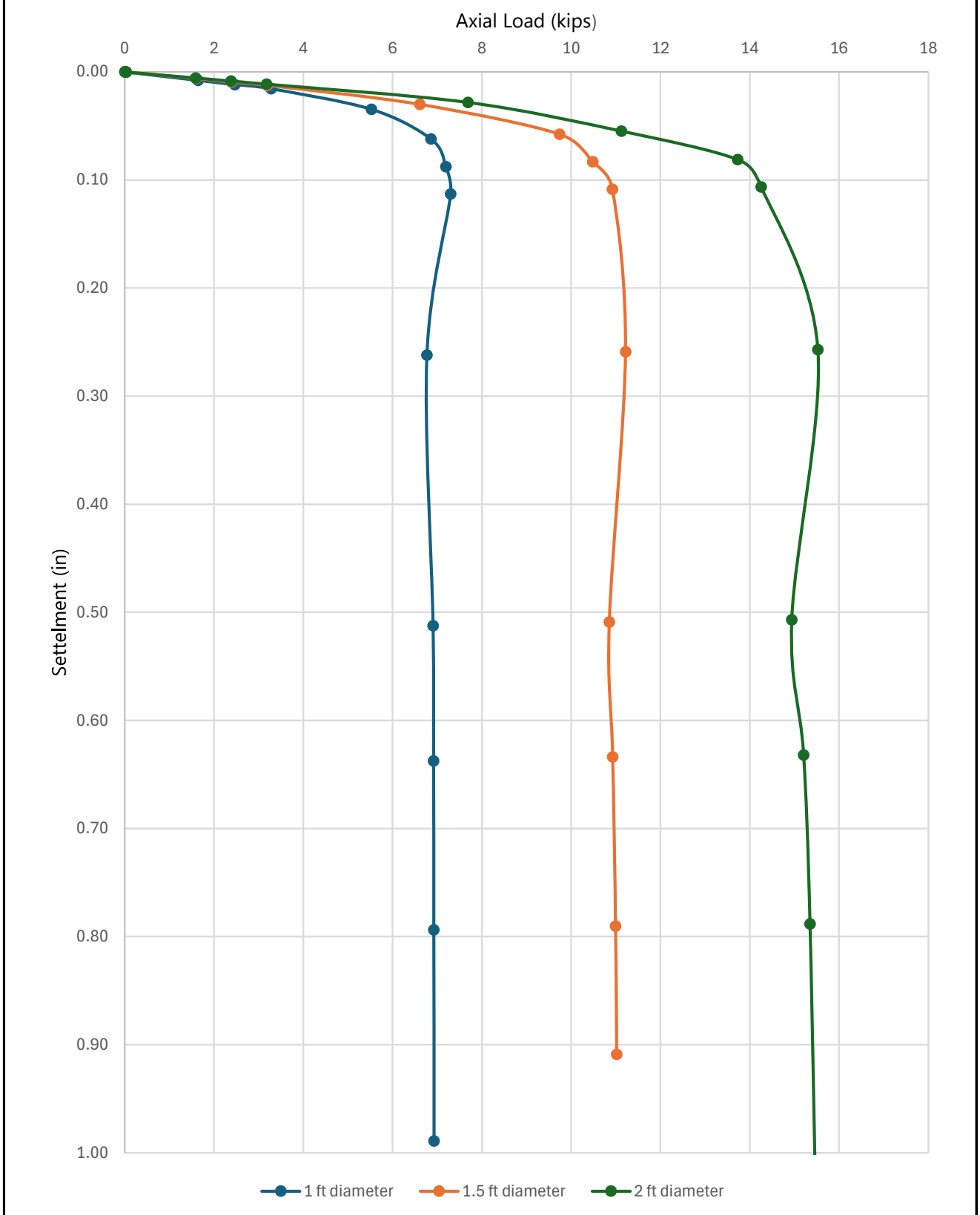
KEY

Approximate Site Location



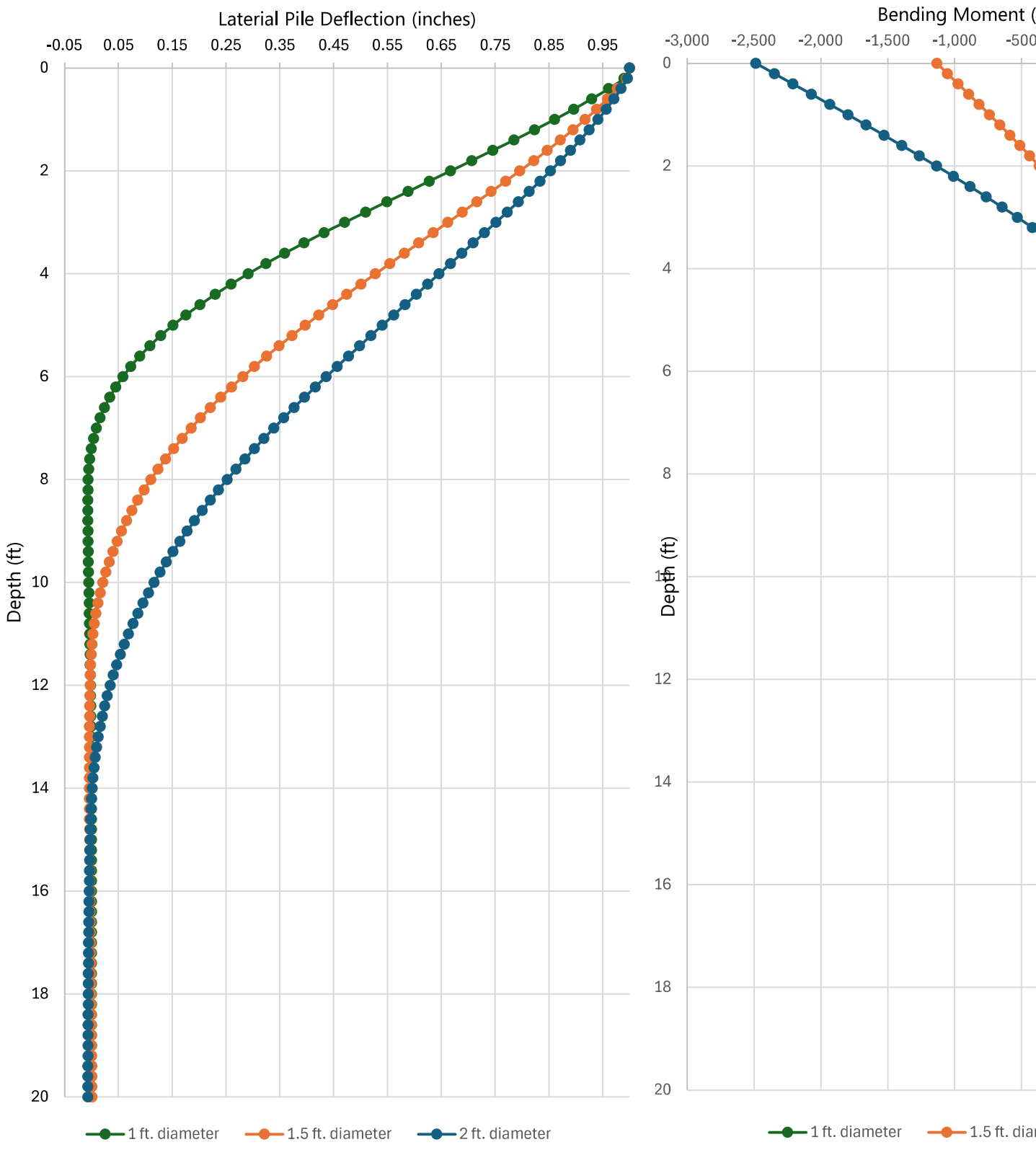


Source: ENSOFT SHAFT Version 2023.9.05



Source: ENSOFT SHAFT Version 2023.9.05

FIGURE 6 - PILE LOAD VS. SETTLEMENT



Source: ENSOFT LPile Version 2022.12.12

APPENDIX A

Boring Logs

Test Pit Log

Infiltration Test Results

PARTNER

BORING LOG KEY - EXPLANATION OF TERMS

SURFACE COVER: General description with thickness to the inch, ex. Topsoil, Concrete, Asphalt, etc.,

FILL: General description with thickness to the 0.5 feet. Ex. Roots, Debris, Processed Materials (Pea Gravel, etc.)

NATIVE GEOLOGIC MATERIAL: Deposit type, 1.Color, 2.moisture, 3.density, 4.SOIL TYPE, other notes - Thickness to 0.5 feet

1. Color - Generalized

Light Brown (usually indicates dry soil, rock, caliche)
Brown (usually indicates moist soil)
Dark Brown (moist to wet soil, organics, clays)
Reddish (or other bright colors) Brown (moist, indicates some soil development/or residual soil)
Greyish Brown (Marine, sub groundwater - not the same as light brown above)
Mottled (brown and gray, indicates groundwater fluctuations)

2. Moisture

Dry - only use for wind-blown silts in the desert
Damp - soil with little moisture content
Moist - near optimum, has some cohesion and stickiness
Wet - beyond the plastic limit for clayey soils, and feels wet to the touch for non clays
Saturated - Soil below the groundwater table, sampler is wet on outside

3A. Relative Density for Granular Soils

Relative Density	Ring	SPT
Very loose	0 - 7	0 - 4
Loose	8 - 14	5 - 10
Medium Dense	15 - 28	11 - 29
Dense	29 - 100	30 - 50
Very Dense	Over 100	Over 50

3B. Consistency of Fine-Grained Cohesive Soils

Consistency	SPT	Undrained Shear Strength, tsf
Very Soft	0 - 2	less than 0.125
Soft	3 - 4	0.125 - 0.25
Medium Stiff	5 - 8	0.25 - 0.50
Stiff	9 - 15	0.50 - 1.0
Very Stiff	16 - 30	1.0 - 2.0
Hard	Over 30	Over 2.0

4. Classification

Determine percent Gravel (Material larger than the No. 4 Sieve)
Determine percent fines (Material passing the No. 200 Sieve)
Determine percent sand (Passing the No. 4 and retained on the No. 200 Sieve)
Determine if clayey (make soil moist, if it easily roll into a snake it is clayey)

Coarse Grained Soils (Less than 50% Passing the No. 200 Sieve)

GP	SP	Mostly sand and gravel, with less than 5 % fines	GRAVEL	SAND
GP-GM	SP-SM	Mostly sand and gravel 5-12% fines, non-clayey	Sandy GRAVEL with Silt	SAND with Silt
GP-GC	SP-SC	Mostly sand and gravel 5-12% fines, clayey	Sandy GRAVEL with Clay	SAND with Clay
GC	SC	Mostly sand and gravel >12% fines clayey	Clayey GRAVEL	Clayey SAND
GM	SM	Mostly sand and gravel >12% fines non-clayey	Silty GRAVEL	Silty SAND

Fine Grained Soils (50% or more passes the No. 200 Sieve)

ML	Soft, non clayey	SILT with sand
MH	Very rare, holds a lot of water, and is pliable with very low strength	Elastic SILT
CL	If sandy can be hard when dry, will be stiff/plastic when wet	CLAY with Sand/Silt
CH	Hard and resilient when dry, very strong/sticky when wet (may have sand in it)	FAT CLAY

H = Liquid limit over 50%, L - LL under 50%
C = Clay
M = Silt

Samplers

S = Standard split spoon (SPT)
R = Modified ring
Bulk = Excavation spoils
ST = Shelby tube
C = Rock core
HA = Hand Auger

Line Type

When USCS classifications changed within a same layer type at the certain depth
When USCS classifications changed within a same layer type at the uncertain depth
When the layer type changes at the uncertain depths
When the layer type changes at the certain depths
End of the boring logs
For Boring Logs border (Outside Borders)

Boring Number:	B-1		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	50/5 in	SC	**NATIVE:** Brown, moist, very dense, Silty SAND
3				
3.5				
4				
4.5				
5	S	50/4 in		(Moisture: 19.4%)
5.5				
6				
6.5				
7				
7.5	S	49		---Dense
8				
8.5				
9				
9.5				
10	S	34		
10.5				(Moisture: 27.9%)
11				
11.5				
12				
12.5				
13	S	50/6 in	GC	Brown, moist, very dense, Clayey GRAVEL
13.5				
14				Boring refusal at 14 feet below the ground surface due to rock/cobbles encountered
14.5				Boring backfilled per Shasta County Permit upon completion
15				Groundwater not encountered at time of drilling (7/1/2025)
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	B-2		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5 1 1.5 2 2.5 3 3.5 4	S	50/6 in	ML-CL	**NATIVE:** Brown, moist, hard, Sandy SILT-CLAY (Moisture: 15.1%; LL: 28, PI: 7)
4.5 5 5.5 6 6.5	S	50/4 in	CL	Brown, moist, hard, CLAY with Sand (Moisture: 18.3%, Fines: 60.4%)
7 7.5 8 8.5 9 9.5 10 10.5 11 11.5 12	S	45 48	SC	Brown, moist, dense, Clayey SAND
12.5 13	S	50/5 in	GC	Brown, moist, very dense, Clayey GRAVEL
13.5 14 14.5 15 15.5 16 16.5 17 17.5 18 18.5 19 19.5 20				Boring refusal at 13.5 feet below the ground surface due to rock/cobbles encountered Boring backfilled per Shasta County Permit upon completion Groundwater not encountered at time of drilling (7/1/2025)

Boring Number:	B-3	Boring Log Page 1 of 2	
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	47	CL	**NATIVE:** Brown, moist, hard, CLAY with Sand
3				(Moisture: 18.2%)
3.5				
4				
4.5				
5	S	50/5 in		
5.5				(Moisture: 22.6%, Fines: 69.8%)
6				
6.5				
7				
7.5	S	50/6 in	SC	Brown, moist, dense, Clayey SAND
8				
8.5				
9				
9.5				
10	S	50/2 in		---Damp
10.5				(Moisture: 4.5%, Fines: 15.6%)
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15	S	50/5 in	GC	Brown, moist, very dense, Clayey GRAVEL
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20	S	15	CL	---Brown, moist, stiff, CLAY with Sand

(Continued on next page)

Boring Number:	B-3		Boring Log Page 2 of 2
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
20	S	15	CL	Brown, moist, stiff, CLAY with Sand
20.5				
21				
21.5				
22				
22.5				
23				
23.5				
24				
24.5				
25	S	25		--- Very stiff
25.5				
26				
26.5				Boring terminated at 26.5 feet below the ground surface
27				Boring backfilled per Shasta County Permit upon completion
27.5				Groundwater not encountered at time of drilling (7/1/2025)
28				
28.5				
29				
29.5				
30				
30.5				
31				
31.5				
32				
32.5				
33				
33.5				
34				
34.5				
35				
35.5				
36				
36.5				
37				
37.5				
38				
38.5				
39				
39.5				
40				

Boring Number:	B-4		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	50/4 in	SC	**NATIVE:** Brown, moist, very dense, Clayey SAND
3				(Moisture: 6.6%, Fines: 40.1%)
3.5				
4				
4.5				
5	S	50/5 in		
5.5				
6				
6.5				
7				
7.5	S	49		---Dense
8				
8.5				
9				
9.5				
10	S	50/2 in		
10.5				Boring refusal at 10.5 feet below the ground surface due to rock/cobbles encountered
11				Boring backfilled per Shasta County Permit upon completion
11.5				Groundwater not encountered at time of drilling (7/1/2025)
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	B-5	Boring Log Page 1 of 2	
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	13	CL	**NATIVE:** Brown, moist, stiff, Sandy CLAY
3				(Moisture: 18.5%; LL: 33, PI: 14)
3.5				
4				
4.5				
5	S	49	SC	Brown, moist, dense, Clayey SAND
5.5				(Moisture: 12.8%, Fines: 44.8%)
6				
6.5				
7				
7.5	S	36		
8				(Moisture: 11.7%)
8.5				
9				
9.5				
10	S	19		---Medium dense
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15	S	50/5 in	GC	Brown, damp, very dense, Clayey GRAVEL
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20	S	50/6 in		

(Continued on next page)

Boring Number:	B-5		Boring Log Page 2 of 2
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
20	S	50/6 in	GC	Brown, damp, very dense, Clayey GRAVEL
20.5				Boring refusal at 20.5 feet below the ground surface due to rock/cobbles encountered
21				Boring backfilled per Shasta County Permit upon completion
21.5				Groundwater not encountered at time of drilling (7/1/2025)
22				
22.5				
23				
23.5				
24				
24.5				
25				
25.5				
26				
26.5				
27				
27.5				
28				
28.5				
29				
29.5				
30				
30.5				
31				
31.5				
32				
32.5				
33				
33.5				
34				
34.5				
35				
35.5				
36				
36.5				
37				
37.5				
38				
38.5				
39				
39.5				
40				

Boring Number:	B-6		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	51	SC	**NATIVE:** Brown, moist, very dense, Clayey SAND
3				
3.5				
4				
4.5				
5	S	62		
5.5				(Moisture: 17.1%)
6				
6.5				Boring terminated at 6.5 feet below the ground surface
7				Boring backfilled per Shasta County Permit upon completion
7.5				Groundwater not encountered at time of drilling (7/1/2025)
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	B-7		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	47	SC	**NATIVE:** Brown, moist, dense, Clayey SAND
3				(Moisture: 5.7%, Fines: 34.4%; LL: 26, PI: 10)
3.5				
4				
4.5				
5	S	55		---Very dense; with cobbles
5.5				
6				
6.5				Boring terminated at 6.5 feet below the ground surface
7				Boring backfilled per Shasta County Permit upon completion
7.5				Groundwater not encountered at time of drilling (7/1/2025)
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	B-8		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	68	SC	**NATIVE:** Brown, moist, very dense, Clayey SAND
3				
3.5				
4				
4.5				
5	S	54		
5.5				
6				
6.5				Boring terminated at 6.5 feet below the ground surface
7				Boring backfilled per Shasta County Permit upon completion
7.5				Groundwater not encountered at time of drilling (7/1/2025)
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	B-9		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	50	SC	**NATIVE:** Brown, moist, very dense, Clayey SAND
3				
3.5				
4				-Perched water present due to proximity of southern canal
4.5				
5	S	43		---Wet, dense; with gravel
5.5				
6				
6.5				Boring terminated at 6.5 feet below the ground surface
7				Boring backfilled per Shasta County Permit upon completion
7.5				Groundwater not encountered at time of drilling (7/1/2025)
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	B-10		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5	S	50/6 in	SC	**NATIVE:** Brown, moist, very dense, Clayey SAND
3				
3.5				
4				
4.5				
5	S	50/6 in		
5.5				
6				
6.5				Boring terminated at 6.5 feet below the ground surface
7				Boring backfilled per Shasta County Permit upon completion
7.5				Groundwater not encountered at time of drilling (7/1/2025)
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	I-1		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5				
3				
3.5				
4	GB		CL	Brown, moist, CLAY with Sand
4.5				(Moisture: 13.0%, Fines: 63.8%)
5				Boring terminated at 5 feet below the ground surface
5.5				Boring backfilled per Shasta County Permit upon completion
6				Groundwater not encountered at time of drilling (7/1/2025)
6.5				
7				
7.5				
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	I-2		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5				
3				
3.5				
4	GB		SC	Brown, moist, Clayey SAND
4.5				(Moisture: 12.6%, Fines: 45.2%)
5				Boring terminated at 5 feet below the ground surface
5.5				Boring backfilled per Shasta County Permit upon completion
6				Groundwater not encountered at time of drilling (7/1/2025)
6.5				
7				
7.5				
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	I-3		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

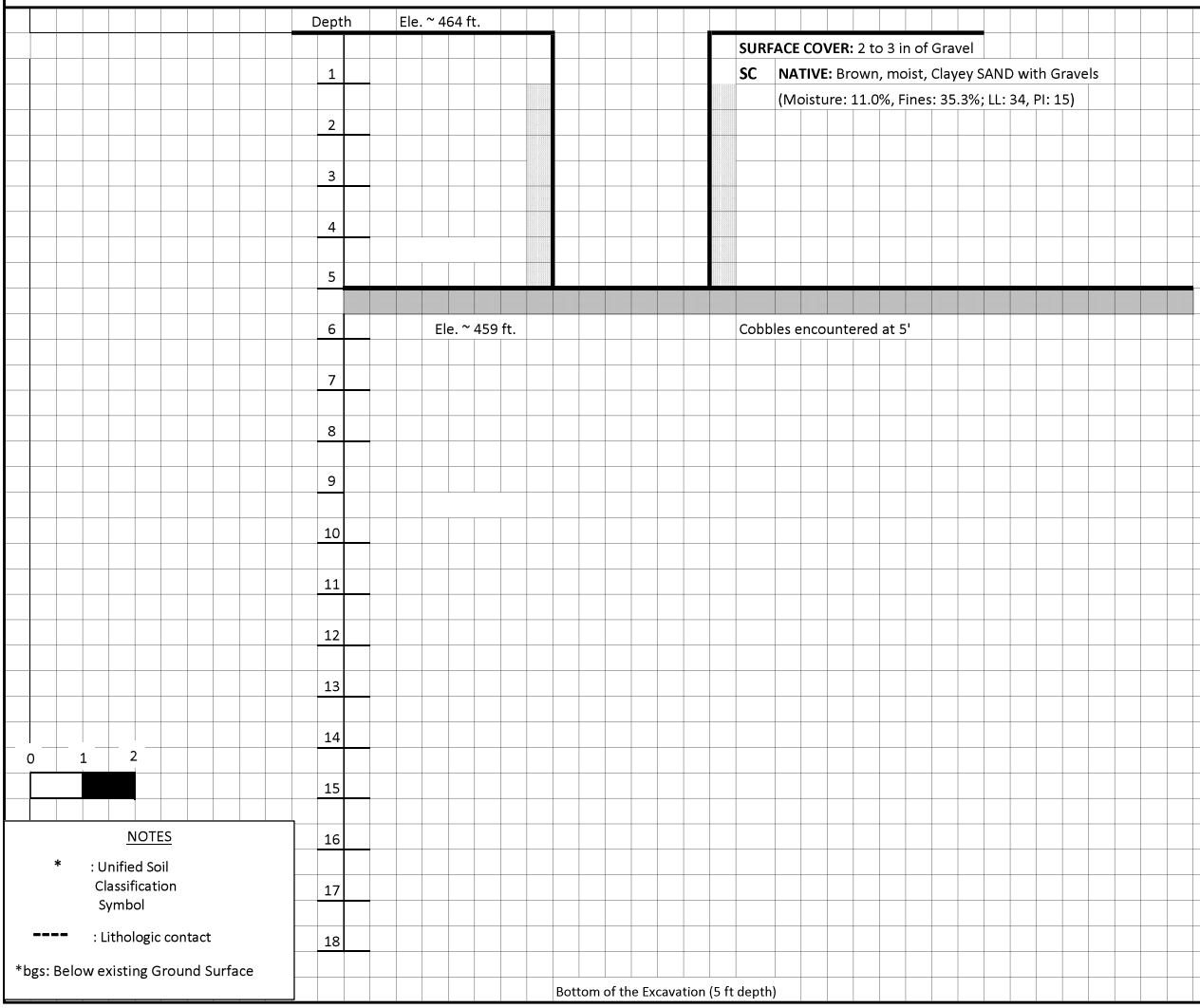
DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5				
3				
3.5				
4	GB		CL	Brown, moist, CLAY with Sand
4.5				(Moisture: 19.9%, Fines: 73.0%)
5				Boring terminated at 5 feet below the ground surface
5.5				Boring backfilled per Shasta County Permit upon completion
6				Groundwater not encountered at time of drilling (7/1/2025)
6.5				
7				
7.5				
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Boring Number:	I-4		Boring Log Page 1 of 1
Location:	See Figure 3	Date Started:	7/1/2025
Site Address:	SWC Locust Street and South Barney Road	Date Completed:	7/1/2025
	Anderson, California 96007	Depth to Groundwater:	N/E
Project Number:	25-497107.1	Drilling Company:	Baja Exploration
Drill Rig Type:	CME-75 Truck	**Partner Engineering and Science**	
Sampling Equipment:	Hollow Stem Auger/Split Spoon Sampler	1017 22nd Ave, Suite 107	
Borehole Diameter:	Approximately 8.5-inches	Oakland, California 94606	

DEPTH (ft)	SAMPLE	N-VALUE	USCS	DESCRIPTION
0				**SURFACE COVER:** Topsoil
0.5				
1				
1.5				
2				
2.5				
3				
3.5				
4	GB		SC	Brown, moist, Clayey SAND
4.5				(Moisture: 18.4%, Fines: 73.9%)
5				Boring terminated at 5 feet below the ground surface
5.5				Boring backfilled per Shasta County Permit upon completion
6				Groundwater not encountered at time of drilling (7/1/2025)
6.5				
7				
7.5				
8				
8.5				
9				
9.5				
10				
10.5				
11				
11.5				
12				
12.5				
13				
13.5				
14				
14.5				
15				
15.5				
16				
16.5				
17				
17.5				
18				
18.5				
19				
19.5				
20				

Test Pit Number:	TP-1	Test Pit Log Page 1 of 1							
Project:	GEO - Proposed 7-Eleven - Anderson, CA	Date of Excavation:	7/1/2025						
Project Number:	25-497107.1	Depth to Groundwater:	N/E						
Project Location:	Anderson, CA	Field Technician:	Nathan Maroon						
Contractor:	Baja Exploration	App. Dimention:	Length:	6 ft.	Width:	3 ft.	Depth:	5 ft.	
Equipment:	CAT 430 F Backhoe	Ground Elevation (ft.):	464						

Partner Engineering and Science: 2154 Torrance Boulevard, Torrance, California 90521





TOP VIEW

North

* Not to Scale

- 0 ft to 5 ft.: **NATIVE** - Brow

Notes: Granite Bedrock En

- Test pit completed at a de
- Groundwater was not enc
-Test pit backfilled and tam

Technician: _____ **Page:** 1

Date: _____

Project and #: 25-497107

PERCOLATION FIELD TEST REPORT

Notes & Observations

Perc Test # P1	**Location: See Figure 2**	**Weather:**

Time	**Comments**

Percolation Test - Pre Soak

Pre Soaking Time - 1 or 4 Hours

Time:

Pre Soak Time: 1 hour

Percolation Reading	Start Time/ End Time	Elapsed Time	WL BTP (in)	WL Δ (in)	Percolation Rate for Rdg (in/hr)
1	8:00	30	0.55	0.10	0.20
	8:30		0.65		
2	8:30	30	0.65	0.06	0.12
	9:00		0.71		
3	9:00	30	0.71	0.03	0.06
	9:30		0.74		
4	9:30	30	0.74	0.04	0.08
	10:00		0.78		
5	10:00	30	0.78	0.04	0.08
	10:30		0.82		
6	10:30	30	0.82	0.06	0.12
	11:00		0.88		
7	11:00	30.00	0.88	0.07	0.14
	11:30		0.95		
8	11:30	30.00	0.95	0.06	0.12
	12:00		1.01		
9	12:00	30.00	1.01	0.06	0.12
	12:30		1.07		
10	12:30	30.00	1.07	0.05	0.1
	13:00		1.12		
11					
12					
13					

Calculations

d 1 = 0.55

Δd = 0.00

DIA = 10 in

Measured Infiltration Rate (in/hr) =	0.09

Notes:

btp - below top of pipe	*d* 1 = Depth to Initial Water Depth (in.)
WL - water level	Δd = Water Level Drop of the Final Period or Stablixed Rate (in)
min - minutes	DIA - Diameter of the boring (in.)
ft - feet	

***Measured percolation rate is the average drop of the stabilized rate over the last 3 consecutive readings**

Technician: _____ **Page:** 1

Date: _____

Project and #: 25-497107

PERCOLATION FIELD TEST REPORT

Notes & Observations

Perc Test # P2	**Location: See Figure 2**	**Weather:**

Time	**Comments**

Percolation Test - Pre Soak

Pre Soaking Time - 1 or 4 Hours

Time:

Pre Soak Time: 1 hour

Percolation Reading	Start Time/ End Time	Elapsed Time	WL BTP (in)	WL Δ (in)	Percolation Rate for Rdg (in/hr)
1	8:05	30	0.57	0.06	0.12
	8:35		0.63		
2	8:35	30	0.63	0.07	0.14
	9:05		0.70		
3	9:05	30	0.70	0.05	0.10
	9:35		0.75		
4	9:35	30	0.75	0.26	0.52
	10:05		1.01		
5	10:05	30	1.01	0.04	0.08
	10:35		1.05		
6	10:35	30	1.05	0.04	0.08
	11:05		1.09		
7	11:05	30	1.09	0.03	0.06
	11:35		1.12		
8	11:35	30	1.12	0.08	0.16
	12:05		1.20		
9	12:05	30	1.20	0.05	0.1
	12:35		1.25		
10	12:35	30	1.25	0.04	0.08
	13:05		1.29		
11					
12					
13					

Calculations

d 1 = 0.57

Δd = 0.00

DIA = 10 in

Measured Infiltration Rate (in/hr) =	0.23

Notes:

btp - below top of pipe	*d* 1 = Depth to Initial Water Depth (in.)
WL - water level	Δd = Water Level Drop of the Final Period or Stablixed Rate (in)
min - minutes	DIA - Diameter of the boring (in.)
ft - feet	

***Measured percolation rate is the average drop of the stabilized rate over the last 3 consecutive readings**

Technician: _____ **Page:** 1

Date: _____

Project and #: 25-497107

PERCOLATION FIELD TEST REPORT

Notes & Observations

Perc Test # P3	**Location: See Figure 2**	**Weather:**

Time	**Comments**

Percolation Test - Pre Soak

Pre Soaking Time - 1 or 4 Hours

Time:

Pre Soak Time: 1 hour

Percolation Reading	Start Time/ End Time	Elapsed Time	WL BTP (in)	WL Δ (in)	Percolation Rate for Rdg (in/hr)
1	8:15	30	0.52	0.03	0.06
	8:45		0.55		
2	8:45	30	0.55	0.12	0.24
	9:15		0.67		
3	9:15	30	0.67	0.08	0.16
	9:45		0.75		
4	9:45	30	0.75	0.04	0.08
	10:15		0.79		
5	10:15	30	0.79	0.05	0.10
	10:45		0.84		
6	10:45	30	0.84	0.08	0.16
	11:15		0.92		
7	11:15	30.00	0.92	0.09	0.18
	11:45		1.01		
8	11:45	30.00	1.01	0.08	0.16
	12:15		1.09		
9	12:15	30.00	1.09	0.04	0.08
	12:45		1.13		
10					
11					
12					
13					

Calculations

d_1 = 0.52

Δd = 0.00

DIA = 10 in

Measured Infiltration Rate (in/hr) = 0.11

Notes:

btp - below top of pipe	d_1 = Depth to Initial Water Depth (in.)
WL - water level	Δd = Water Level Drop of the Final Period or Stablixed Rate (in)
min - minutes	DIA - Diameter of the boring (in.)
ft - feet	

***Measured percolation rate is the average drop of the stabilized rate over the last 3 consecutive readings**

Technician: _____ **Page:** 1

Date: _____

Project and #: 25-497107

PERCOLATION FIELD TEST REPORT

Notes & Observations

Perc Test # P4	**Location: See Figure 2**	**Weather:**

Time	**Comments**

Percolation Test - Pre Soak

Pre Soaking Time - 1 or 4 Hours

Time:

Pre Soak Time: 1 hour

Percolation Reading	Start Time/ End Time	Elapsed Time	WL BTP (in)	WL Δ (in)	Percolation Rate for Rdg (in/hr)
1	8:20	30	0.55	0.08	0.16
	8:50		0.63		
2	8:50	30	0.63	0.08	0.16
	9:20		0.71		
3	9:20	30	0.71	0.07	0.14
	9:50		0.78		
4	9:50	30	0.78	0.07	0.14
	10:20		0.85		
5	10:20	30	0.85	0.27	0.54
	10:50		1.12		
6	10:50	30	1.12	0.20	0.40
	11:20		1.32		
7	11:20	30.00	1.32	0.08	0.16
	11:50		1.40		
8	11:50	30.00	1.40	0.12	0.24
	12:20		1.52		
9					
10					
11					
12					
13					

Calculations

d_1 = 0.55

Δd = 0.00

DIA = 10 in

Measured Infiltration Rate (in/hr) =	0.36

Notes:

btp - below top of pipe	d_1 = Depth to Initial Water Depth (in.)
WL - water level	Δd = Water Level Drop of the Final Period or Stablixed Rate (in)
min - minutes	DIA - Diameter of the boring (in.)
ft - feet	

***Measured percolation rate is the average drop of the stabilized rate over the last 3 consecutive readings**

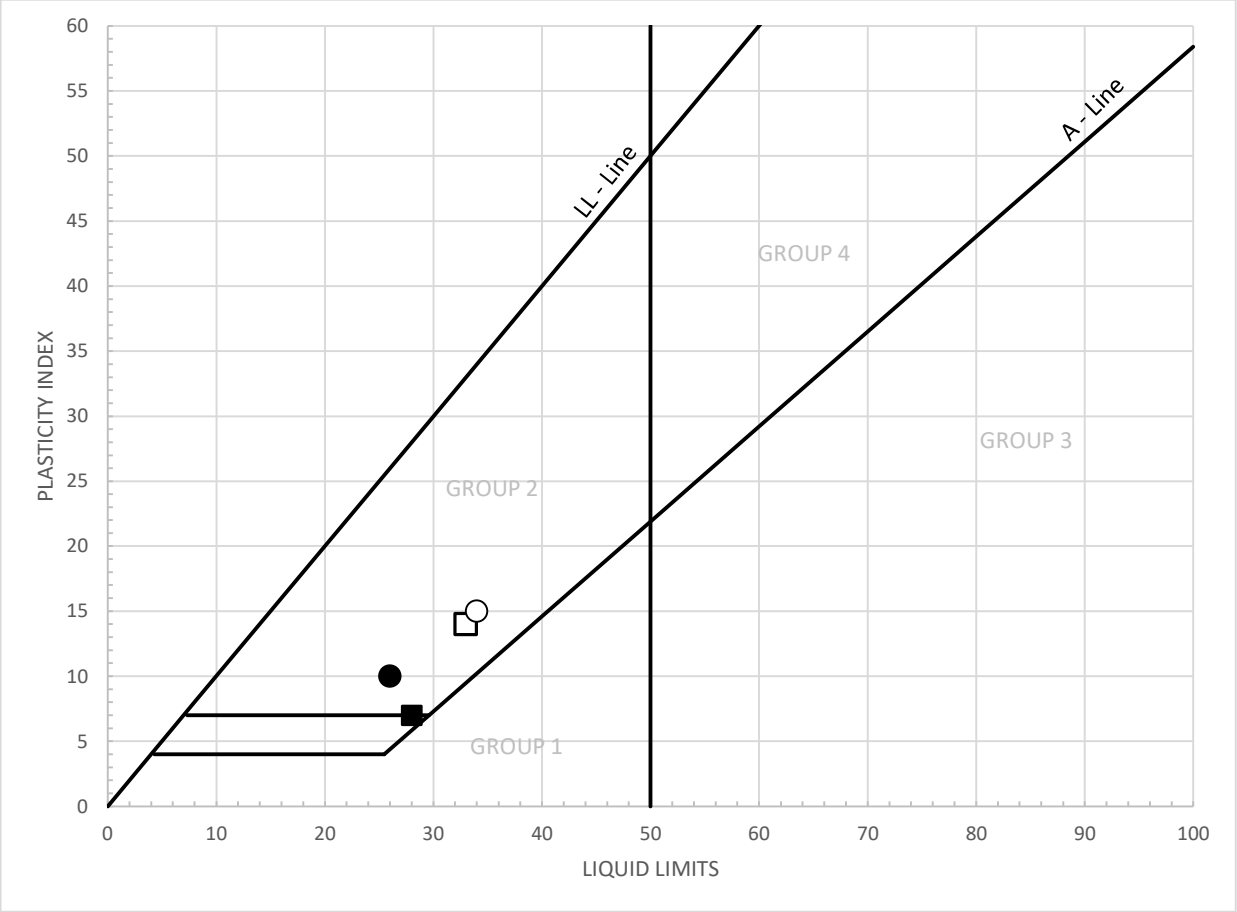
APPENDIX B

Lab Data

PARTNER

PLASTICITY INDEX DATA

Symbol	Boring	Depth, ft	USCS Classification	Natural Moisture Content (%)	Plasticity Index	Plastic Limit	Liquid Limit
■	B-2	2	ML-CL	15.1	7	21	28
□	B-5	2	CL	18.5	14	19	33
●	B-7	2	SC	5.7	10	16	26
○	TP-1	2-3	SC	11	15	19	34



Group and USCS Symbols	Soil Descriptions
GROUP 1: ML, SM, GM, OL*	SILTS, SILTY SAND/GRAVEL WITH LOW PLASTICITY
GROUP 1.5: CL-ML*	SILTY CLAY WITH LOW PLASTICITY
GROUP 2: CL, SC, GC, OL*	CLAYS, CLAYEY SAND/GRAVEL WITH LOW PLASTICITY
GROUP 3: MH, SM, GM, OH*	SILTS, SILTY SAND/GRAVEL WITH HIGH PLASTICITY
GROUP 4: CH, SC, GC, OH*	CLAYS, CLAYEY SAND/GRAVEL WITH HIGH PLASTICITY
*Or combinations of any within the same group depending on percentage passing #200 Sieve (Example: SW-SC, GP-GC)	

INDEX TEST DATA

Boring	Depth (ft)	Plasticity Index	Plastic Limit	Liquid Limit	Moisture Content (%)	% Passing The No. 200 Sieve	USCS Classification
B-1	5	--	--	--	19.4	--	SC
B-1	10	--	--	--	27.9	--	SC
B-2	2	7	21	28	15.1	--	ML-CL
B-2	5	--	--	--	18.3	60.4	CL
B-3	2	--	--	--	18.2	--	CL
B-3	5	--	--	--	22.6	69.8	CL
B-3	10	--	--	--	4.5	15.6	SC
B-4	2	--	--	--	6.6	40.1	SC
B-5	2	14	19	33	18.5	--	CL
B-5	5	--	--	--	12.8	44.8	SC
B-5	7.5	--	--	--	11.7	--	SC
B-6	5	--	--	--	17.1	--	SC
B-7	2	10	16	26	5.7	34.4	SC
P-1	2-5	--	--	--	13.0	63.8	CL
P-2	2-5	--	--	--	12.6	45.2	SC
P-3	2-5	--	--	--	19.9	73.0	CL
P-4	2-5	--	--	--	18.4	73.9	CL
TP-1	2-3	15	19	34	11.0	35.3	SC

APPENDIX C

General Geotechnical Design and Construction Considerations

Subgrade Preparation

Earthwork – Structural Fill/Excavations

Underground Pipeline Installation – Structural Backfill

Cast-in-Place Concrete

Foundations

Paving

Site Grading and Drainage

PARTNER

SUBGRADE PREPARATION

1. In general, construction should proceed per the project specifications and contract documents, as well as governing jurisdictional guidelines for the project site, including but not limited to the applicable State Department of Transportation, City and/or County, Army Corps of Engineers, Federal Aviation, Occupational Safety and Health Administration (OSHA), and any other governing standard details and specifications. In areas where multiple standards are applicable the more stringent should be considered. Work should be performed by qualified, licensed contractors with experience in the specific type of work in the area of the site.
2. Subgrade preparation in this section is considered to apply to the initial modifications to existing site conditions to prepare for new planned construction.
3. Prior to the start of subgrade preparation, a detailed conflict study including as-builts, utility locating, and potholing should be conducted. Existing features that are to be demolished should also be identified and the geotechnical study should be referenced to determine the need for subgrade preparation, such as over-excavation, scarification and compaction, moisture conditioning, and/or other activities below planned new structural fills, slabs on grade, pavements, foundations, and other structures.
4. The site conflicts, planned demolitions, and subgrade preparation requirements should be discussed in a pre-construction meeting with the pertinent parties, including the geotechnical engineer, inspector, contractors, testing laboratory, surveyor, and others.
5. In the event of preparations that will require work near to existing structures to remain in-place, protection of the existing structures should be considered. This also includes a geotechnical review of excavations near to existing structures and utilities and other concerns discussed in General Geotechnical Design and Construction Considerations, EARTHWORK and UNDERGROUND PIPELINE INSTALLATION.
6. Features to be demolished should be completely removed and disposed of per jurisdictional requirements and/or other conditions set forth as a part of the project. Resulting excavations or voids should be backfilled per the recommendations in the General Geotechnical Design and Construction Considerations, EARTHWORK section.
7. Vegetation, roots, soils containing organic materials, debris and/or other deleterious materials on the site should be removed from structural areas and should be disposed of as above. Replacement of such materials should be in accordance with the recommendations in the General Geotechnical Design and Construction Considerations, EARTHWORK section
8. Subgrade preparation required by the geotechnical report may also call for as over-excavation, scarification and compaction, moisture conditioning, and/or other activities below planned structural fills, slabs on grade, pavements, foundations, and other structures. These requirements should be provided within the geotechnical report. The execution of this work should be observed by the geotechnical engineering representative or inspector for the site. Testing of the subgrade preparation should be performed per the recommendations in the General Geotechnical Design and Construction Considerations, EARTHWORK section.

9. Subgrade Preparation cannot be completed on frozen ground or on ground that is not at a proper moisture condition. Wet subgrades may be dried under favorable weather if they are disked and/or actively worked during hot, dry, weather, when exposed to wind and sunlight. Frozen ground or wet material can be removed and replaced with suitable material. Dry material can be pre-soaked, or can have water added and worked in with appropriate equipment. The soil conditions should be monitored by the geotechnical engineer prior to compaction. Following this type of work, approved subgrades should be protected by direction of surface water, covering, or other methods, otherwise, re-work may be needed.

EARTHWORK – STRUCTURAL FILL

1. In general, construction should proceed per the governing jurisdictional guidelines for the project site, including but not limited to the applicable State Department of Transportation, City and/or County, Army Corps of Engineers, Federal Aviation, Occupational Safety and Health Administration (OSHA), and any other governing standard details and specifications. In areas where multiple standards are applicable the more stringent should be considered. Work should be performed by qualified, licensed contractors with experience in the specific type of work in the area of the site.
2. Earthwork in this section is considered to apply to the re-shaping and grading of soil, rock, and aggregate materials for the purpose of supporting man-made structures. Where earthwork is needed to raise the elevation of the site for the purpose of supporting structures or forming slopes, this is referred to as the placement of structural fill. Where lowering of site elevations is needed prior to the installation of new structures, this is referred to as earthwork excavations.
3. Prior to the start of earthwork operations, the geotechnical study should be referenced to determine the need for subgrade preparation, such as over-excavation or scarification and compaction of unsuitable soils below planned structural fills, slabs on grade, pavements, foundations, and other structures. These required preparations should be discussed in a pre-construction meeting with the pertinent parties, including the geotechnical engineer, inspector, contractors, testing laboratory, surveyor, and others. The preparations should be observed by the inspector or geotechnical engineer representative, and following such subgrade preparation, the geotechnical engineer should observe the prepared subgrade to approve it for the placement of earthwork fills or new structures.
4. Structural fill materials should be relatively free of organic materials, man-made debris, environmentally hazardous materials, and brittle, non-durable aggregate, frozen soil, soil clods or rocks and/or any other materials that can break down and degrade over time.
5. In deeper structural fill zones, expansive soils (greater than 1.5 percent swell at 100 pounds per square foot surcharge) and rock fills (fills containing particles larger than 4 inches and/or containing more than 35 percent gravel larger than ¾-inch diameter or more than 50 percent gravel) may be used with the approval and guidance of the geotechnical report or geotechnical engineer. This may require the placement of geotextiles or other added costs and/or conditions. These conditions may also apply to corrosive soils (less than 2,000 ohm-cm resistivity, more than 50 ppm chloride content, more than 0.1 percent sulfates)
6. For structural fill zones that are closer in depth below planed structures, low expansive materials, and materials with smaller particle size are generally recommended, as directed by the geotechnical report (see criteria above in 5). This may also apply to corrosive soils.
7. For structural fill materials, in general the compaction equipment should be appropriate for the thickness of the loose lift being placed, and the thickness of the loose lift being placed should be at least two times the maximum particle size incorporated in the fill.
8. Fill lift thickness (including bedding) should generally be proportioned to achieve 95 percent or more of a standard proctor (ASTM D689) maximum dry density (MDD) or 90 percent or more of a

modified proctor (ASTM D1557) MDD, depending on the state practices. Higher numbers may also be specified in the report For subgrades below roadways, the general requirement for soil compaction is usually increased to 100 percent or more of the standard proctor MDD and 95 percent or more of the modified proctor MDD.

9. Soil compaction should be performed at a moisture content generally near optimum moisture content determined by either standard or modified proctor, and ideally within 3 percent below to 1 percent over the optimum for a standard proctor, and from 2 percent below to 2 percent above optimum for a modified proctor.
10. In some instances, fill areas are difficult to access. In such cases a low-strength soil-cement slurry can be used in the place of compacted fill soil. In general, such fills should be rated to have a 28-day strength of 75 to 125 psi, which in some areas is referred to as a "1-sack" slurry. It should be noted that these materials are wet during placement and require a period of 2 days (24 hours) to cure before additional fill can be placed above them. Testing of this material can be done using concrete cylinder compression strength testing equipment, but care is needed in removing the test specimens from the molds. Field testing using the ball method and spread or flow testing is also acceptable.
11. For fills to be placed on slopes, benching of fill lifts is recommended, which may require cutting into existing slopes to create a bench perpendicular to the slope where soil can be placed in a relatively horizontal orientation (10% grade or less). A keyway should be cut into the toe of slope for new fills per ICC requirements. For the construction of slopes, the slopes should be over-built and cut back to grade, as the material in the outer portion of the slope may not be well compacted.
12. For subgrade below roadways, runways, railways or other areas to receive dynamic loading, a proofroll of the finished, compacted subgrade should be performed by the geotechnical engineer or inspector prior to the placement of structural aggregate, asphalt or concrete. Proofrolling consists of observing the performance of the subgrade under heavy-loaded equipment, such as full, 4,000 Gallon water truck, loaded tandem-axel dump truck or similar. Areas that exhibit instability during proofroll should be marked for additional work prior to approval of the subgrade for the next stage of construction.
13. Quality control testing should be provided on earthwork. Proctor testing should be performed on each soil type, and one-point field proctors should be used to verify the soil types during compaction testing. If compaction testing is performed with a nuclear density gauge, it should be periodically correlated with a sand cone test for each soil type. Density testing should be performed per project specifications and or jurisdictional requirements, but not less than once per 12 inches elevation of any fill area, with additional tests per 12-inch fill area for each additional 7,500 square-foot section or portion thereof.
14. For earthwork excavations, OSHA guidelines should be referenced for sloping and shoring. Excavations over a depth of 20 feet require a shoring design. In the event excavations are planned near to existing structures, the geotechnical engineer should be consulted to evaluate whether such excavation will call for shoring or underpinning the adjacent structure. Pre-construction and post-

construction condition surveys and vibration monitoring might also be helpful to evaluate any potential damage to surrounding structures.

15. Excavations into rock, partially weathered rock, cemented soils, boulders and cobbles, and other hard soil or "hard-pan" materials, may result in slower excavation rates, larger equipment with specialized digging tools, and even blasting. It is also not unusual in these situations for screening and or crushing of rock to be called for. Blasting, hard excavating, and material processing equipment have special safety concerns and are more costly than the use of soil excavation equipment. Additionally, this type of excavation, especially blasting, is known to cause vibrations that should be monitored at nearby structures. As above, a pre-blast and post-blast conditions assessment might also be warranted.

UNDERGROUND PIPELINE – STRUCTURAL BACKFILL

1. In general, construction should proceed per the governing jurisdictional guidelines for the project site, including but not limited to the applicable State Department of Transportation, the State Department of Environmental Quality, the US Environmental Protection Agency, City and/or County Public Works, Occupational Safety and Health Administration (OSHA), Private Utility Companies, and any other governing standard details and specifications. In areas where multiple standards are applicable the more stringent should be considered, and in some cases work may take place to multiple different standards. Work should be performed by qualified, licensed contractors with experience in the specific type of work in the area of the site.
2. Underground pipeline in this section is considered to apply to the installation of underground conduits for water, storm water, irrigation water, sewage, electricity, telecommunications, gas, etc. Structural backfill refers to the activity of restoring the grade or establishing a new grade in the area where excavations were needed for the underground pipeline installation.
3. Prior to the start of underground pipeline installation, a detailed conflict study including as-builts, utility locating, and potholing should be conducted. The geotechnical study should be referenced to determine subsurface conditions such as caving soils, unsuitable soils, shallow groundwater, shallow rock and others. In addition, the utility company responsible for the line also will have requirements for pipe bedding and support as well as other special requirements. Also, if the underground pipeline traverses other properties, rights-of-way, and/or easements etc. (for roads, waterways, dams, railways, other utility corridors, etc.) those owners may have additional requirements for construction.
4. The required preparations above should be discussed in a pre-construction meeting with the pertinent parties, including the geotechnical engineer, inspector, contractors, testing laboratory, surveyor, and other stake holders.
5. For pipeline excavations, OSHA guidelines should be referenced for sloping and shoring. Excavations over a depth of 20 feet require a shoring design. In the event excavations are planned near to existing structures or pipelines, the geotechnical engineer should be consulted to evaluate whether such excavation will call for shoring or supporting the adjacent structure or pipeline. A pre-construction and post-construction condition survey and vibration monitoring might also be helpful to evaluate any potential damage to surrounding structures.
6. Excavations into rock, partially weathered rock, cemented soils, boulders and cobbles, and other hard soil or "hard-pan" materials, may result in slower excavation rates, larger equipment with specialized digging tools, and even blasting. It is also not unusual in these situations for screening and or crushing of rock to be called for. Blasting, hard excavating and material processing equipment have special safety concerns and are more costly than the use soil excavation equipment. Additionally, this type of excavation, especially blasting, is known to cause vibrations that should be monitored at nearby structures. As above, a pre-blast and post-blast conditions assessment might also be warranted.

7. Bedding material requirements vary between utility companies and might depend of the type of pipe material and availability of different types of aggregates in different locations. In general, bedding refers to the material that supports the bottom of the pipe and extends to 1 foot above the top of the pipe. In general, the use of aggregate base for larger diameter pipes (6-inch diameter or more) is recommended lacking a jurisdictionally specified bedding material. Gas lines and smaller diameter lines are often backfilled with fine aggregate meeting the ASTM requirements for concrete sand. In all cases bedding with less than 2,000 ohm-cm resistivity, more than 50 ppm chloride content or more than 0.1 percent sulfates should not be used. Metal pipes should be protected from corrosion, including cathodic protection if needed. This should be advised by an outside expert.
8. Structural backfill materials above the bedding should be relatively free of organic materials, man-made debris, environmentally hazardous materials, frozen material, and brittle, non-durable aggregate, soil clods or rocks and/or any other materials that can break down and degrade over time.
9. In general, the backfill soil requirements will depend on the future use of the land above the buried line, but in most cases, excessive settlement of the pipe trench is not considered advisable or acceptable. As such, the structural backfill compaction equipment should be appropriate for the thickness of the loose lift being placed. The thickness of the loose lift being placed should be at least two times the maximum particle size incorporated in the fill. Care should be taken not to damage the pipe during compaction or compaction testing.
10. Fill lift thickness (including bedding) should generally be proportioned to achieve 95 percent or more of a standard proctor (ASTM D689) maximum dry density (MDD) or 90 percent or more of a modified proctor (ASTM D1557) MDD, depending on the state practices (state practices vary). For backfills within the upper poritons of roadway subgrades, the general requirement for soil compaction is usually increased to 100 percent or more of the standard proctor MDD and 95 percent or more of the modified proctor MDD.
11. Soil compaction should be performed at a moisture content generally near optimum moisture content determined by either standard or modified proctor, and ideally within 3 percent below to 1 percent over the optimum for a standard proctor, and from 2 percent below to 2 percent above optimum for a modified proctor.
12. In some instances, fill areas are difficult to access. In such cases a low-strength soil-cement slurry can be used in the place of compacted fill soil. In general, such fills should be rated to have a 28-day strength of 75 to 125 psi, which in some areas is referred to as a "1-sack" slurry. It should be noted that these materials are wet and require a period of 2 days (24 hours) to cure before additional fill can be placed above it. Testing of this material can be done using concrete cylinder compression strength testing equipment, but care is needed in removing the test specimens from the molds. Field testing using the ball method and spread or flow testing is also acceptable.
13. Quality control testing should be provided on structural backfill to assist the contractor in meeting project specifications. Proctor testing should be performed on each soil type, and one-point field proctors should be used to verify the soil types during compaction testing. If compaction testing is

performed with a nuclear density gauge, it should be periodically correlated with a sand cone test for each soil type.

14. Density testing should be performed on structural backfill per project specifications and or jurisdictional requirements, but not less than once per 12 inches elevation in each area, and additional tests for each additional 500 linear-foot section or portion thereof.

CAST-IN-PLACE CONCRETE

SLABS-ON-GRADE/STRUCTURES/PAVEMENTS

1. In general, construction should proceed per the governing jurisdictional guidelines for the project site, including but not limited to the applicable American Concrete Institute (ACI), International Code Council (ICC), State Department of Transportation, City and/or County, Army Corps of Engineers, Federal Aviation, Occupational Safety and Health Administration (OSHA), and any other governing standard details and specifications. In areas where multiple standards are applicable the more stringent should be considered. Work should be performed by qualified, licensed contractors with experience in the specific type of work in the area of the site.
2. Cast-in-place concrete (concrete) in this section is considered to apply to the installation of cast-in-place concrete slabs on grade, including reinforced and non-reinforced slabs, structures, and pavements.
3. In areas where concrete is bearing on prepared subgrade or structural fill soils, testing and approval of this work should be completed prior to the beginning of concrete construction.
4. In locations where concrete is approved to bear on in-place (native) soil or in locations where approved documented fills have been exposed to weather conditions after approval, a concrete subgrade evaluation should be performed prior to the placement of reinforcing steel and or concrete. This can consist of probing with a "t"-handled rod, borings, penetrometer testing, dynamic cone penetration testing and/or other methods requested by the geotechnical engineer and/or inspector. Where unsuitable, wet, or frozen bearing material is encountered, the geotechnical engineer should be consulted for additional recommendations.
5. Slabs on grade should be placed on a 4-inch thick or more capillary barrier consisting of non-corrosive (more than 2,000 ohm-cm resistivity, less than 50 ppm chloride content and less than 0.1 percent sulfates) aggregate base or open-graded aggregate material. This material should be compacted or consolidated per the recommendations of the structural engineer or otherwise would be covered by the General Considerations for EARTHWORK.
6. Depending on the site conditions and climate, vapor barriers may be required below in-door grade-slabs to receive flooring. This reduces the opportunity for moisture vapor to accumulate in the slab, which could degrade flooring adhesive and result in mold or other problems. Vapor barriers should be specified by the structural engineer and/or architect. The installation of the barrier should be inspected to evaluate the correct product and thickness is used, and that it has not been damaged or degraded.
7. At times when rainfall is predicted during construction, a mud-mat or a thin concrete layer can be placed on prepared and approved subgrades prior to the placement of reinforcing steel or tendons. This serves the purpose of protecting the subgrades from damage once the reinforcement placement has begun.
8. Prior to the placement of concrete, exposed subgrade or base material and forms should be wetted, and form release compounds should be applied. Reinforcement support stands or ties should be

checked. Concrete bases or subgrades should not be so wet that they are softened or have standing water.

9. For a cast-in-place concrete, the form dimensions, reinforcement placement and cover, concrete mix design, and other code requirements should be carefully checked by an inspector before and during placement. The reinforcement should be specified by the structural engineering drawings and calculations.
10. For post-tension concrete, an additional check of the tendons is needed, and a tensioning inspection form should be prepared prior to placement of concrete.
11. For Portland cement pavements, an additional check of reinforcing dowels should performed per the design drawings.
12. During placement, concrete should be tested, and should meet the ACI and jurisdictional requirements and mix design targets for slump, air entrainment, unit weight, compressive strength, flexural strength (pavements), and any other specified properties. In general concrete should be placed within 90 minutes of batching at a temperature of less than 90 degrees Fahrenheit. Adding of water to the truck on the jobsite is generally not encouraged.
13. Concrete mix designs should be created by the accredited and jurisdictionally approved supplier to meet the requirements of the structural engineer. In general, a water/cement ratio of 0.45 or less is advisable, and aggregates, cement, flyash, and other constituents should be tested to meet ASTM C-33 standards, including Alkali Silica Reaction (ASR). To further mitigate the possibility of concrete degradation from corrosion and ASR, Type II or V Portland Cement should be used, and fly ash replacement of 25 percent is also recommended. Air entrained concrete should be used in areas where concrete will be exposed to frozen ground or ambient temperatures below freezing.
14. Control joints are recommended to improve the aesthetics of the finished concrete by allowing for cracking within partially cut or grooved joints. The control joints are generally made to depths of about 1/4 of the slab thickness and are generally completed within the first day of construction. The spacing should be laid out by the structural engineer and is often in a square pattern. Joint spacing is generally 5 to 15 feet on-center but this can vary and should be decided by the structural engineer. For pavements, construction joints are generally considered to function as control joints. Post-tensioned slabs generally do not have control joints.
15. Some slabs are expected to meet flatness and levelness requirements. In those cases, testing for flatness and levelness should be completed as soon as possible, usually the same day as concrete placement, and before cutting of control joints if possible. Roadway smoothness can also be measured and is usually specified by the jurisdictional owner if is required.
16. Prior to tensioning of post-tension structures, placement of soil backfills or continuation of building on newly-placed concrete, a strength requirement is generally required, which should be specified by the structural engineer. The strength progress can be evaluated by the use of concrete compressive strength cylinders or maturity monitoring in some jurisdictions. Advancing with backfill, additional concrete work or post-tensioning without reaching strength benchmarks could result in damage and failure of the concrete, which could result in danger and harm to nearby people and property.

17. In general, concrete should not be exposed to freezing temperatures in the first 7 days after placement, which may require insulation or heating. Additionally, in hot or dry, windy weather, misting, covering with wet burlap or the use of curing compounds may be called for to reduce shrinkage cracking and curling during the first 7 days.

FOUNDATIONS

1. In general, construction should proceed per the governing jurisdictional guidelines for the project site, including but not limited to the applicable American Concrete Institute (ACI), International Code Council (ICC), State Department of Transportation, City and/or County, Army Corps of Engineers, Federal Aviation, Occupational Safety and Health Administration (OSHA), and any other governing standard details and specifications. In areas where multiple standards are applicable the more stringent should be considered. Work should be performed by qualified, licensed contractors with experience in the specific type of work in the area of the site.
2. Foundations in this section are considered to apply to the construction of structural supports which directly transfer loads from man-made structures into the earth. In general, these include shallow foundations and deep foundations. Shallow foundations are generally constructed for the purpose of distributing the structural loads horizontally over a larger area of earth. Some types of shallow foundations (or footings) are spread footings, continuous footings, mat foundations, and reinforced slabs-on-grade. Deep foundations are generally designed for the purpose of distributing the structural loads vertically deeper into the soil by the use of end bearing and side friction. Some types of deep foundations are driven piles, auger-cast piles, drilled shafts, caissons, helical piers, and micro-piles.
3. For shallow foundations, the minimum bearing depth considered should be greater than the maximum design frost depth for the location of construction. This can be found on frost depth maps (ICC), but the standard of practice in the city and/or county should also be consulted. In general, the bearing depth should never be less than 18 inches below planned finished grades.
4. Shallow continuous foundations should be sized with a minimum width of 18 inches and isolated spread footings should be a minimum of 24 inches in each direction. Foundation sizing, spacing, and reinforcing steel design should be performed by a qualified structural engineer.
5. The geotechnical engineer will provide an estimated allowable bearing pressure and settlement values for the project based on soil conditions and estimated loads provided by the structural engineer. A factor of safety of 2.5 or more against bearing capacity failure is generally used.
6. In areas where shallow foundations are bearing on prepared subgrade or structural fill soils, testing and approval of this work should be completed prior to the beginning of foundation construction.
7. In locations where the shallow foundations are approved to bear on in-place (native) soil or in locations where approved documented fills have been exposed to weather conditions after approval, a foundation subgrade evaluation should be performed prior to the placement of reinforcing steel. This can consist of probing with a "t"-handled rod, borings, penetrometer testing, dynamic cone penetration testing and/or other methods requested by the geotechnical engineer and/or inspector. Where unsuitable foundation bearing material is encountered, the geotechnical engineer should be consulted for additional recommendations.
8. For shallow foundations to bear on rock, partially weathered rock, hard cemented soils, and/or boulders, the entire foundation system should bear directly on such material. In this case, the rock surface should be prepared so that it is clean, competent, and formed into a roughly horizontal,

stepped base. If that is not possible, then the entire structure should be underlain by a zone of structural fill. This may require the over-excavation in areas of rock removal and/or hard dig. In general, this zone can vary in thickness, but it should be a minimum of 1-foot thick. The geotechnical engineer should be consulted in this instance.

9. At times when rainfall is predicted during construction, a mud-mat or a thin concrete layer can be placed on prepared and approved subgrades prior to the placement of reinforcing steel. This serves the purpose of protecting the subgrades from damage once the reinforcing steel placement has begun.
10. For cast-in-place concrete foundations, the excavations dimensions, reinforcing steel placement and cover, structural fill compaction, concrete mix design, and other code requirements should be carefully checked by an inspector before and during placement.

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11. For deep foundations, the geotechnical engineer will generally provide design tables or charts that provide foundations' capacities at various depths. In addition, the geotechnical engineer may provide other soil parameters for use in the lateral resistance analysis. These parameters are usually raw data, and safety factors should be provided by the shaft designer. Sometimes, direct shear and or tri-axial testing is performed for this analysis.
12. In general, the spacing of deep foundations is expected to be 6 shaft diameters or more. If that spacing is reduced, a group reduction factor should be applied by the structural engineer to the foundation capacities per FHWA guidelines. The spacing should not be less than 2.5 shaft diameters.
13. For deep foundations, a representative of the geotechnical engineer should be on-site to observe the excavations (if any) to evaluate that the soil conditions are consistent with the findings of the geotechnical report. Soil/rock stratigraphy will vary at times, and this may result in a change in the planned construction. This may require the use of fall protection equipment to perform observations close to an open excavation.
14. For driven foundations, a representative of the geotechnical engineer should be on-site to observe the driving process and to evaluate that the resistance of driving is consistent with the design assumptions. Soil/rock stratigraphy will vary at times, and this may result in a change in the planned construction.
15. For deep foundations, the size, depth, and ground conditions should be verified during construction by the geotechnical engineer and/or inspector responsible. Open excavations should be clean, with any areas of caving and groundwater seepage noted. In areas below the groundwater table, or areas where slurry is used to keep the trench open, non-destructive testing techniques should be used as outlined below.
16. Steel members including structural steel piles, reinforcing steel, bolts, threaded steel rods, etc. should be evaluated for design and code compliance prior to pick-up and placement in the foundation. This includes verification of size, weight, layout, cleanliness, lap-splices, etc. In addition, if non-destructive testing such as crosshole sonic logging or gamma-gamma logging is required, access tubes should be attached to the steel reinforcement prior to placement, and should be

relatively straight, capped at the bottom, and generally kept in-round. These tubes must be filled with water prior to the placement of concrete.

17. In cases where steel welding is required, this should be observed by a certified welding inspector.
18. In many cases, a crane will be used to lower steel members into the deep foundations. Crane picks should be carefully planned, including the ground conditions at placement of outriggers, wind conditions, and other factors. These are not generally provided in the geotechnical report but can usually be provided upon request.
19. Cast-in-place concrete, grout or other cementations materials should be pumped or distributed to the bottom of the excavation using a tremmie pipe or hollow stem auger pipe. Depending on the construction type, different mix slumps will be used. This should be carefully checked in the field during placement, and consolidation of the material should be considered. Use of a vibrator may be called for.
20. For work in a wet excavation (slurry), the concrete placed at the bottom of the excavation will displace the slurry as it comes up. The upper layer of concrete that has interacted with the slurry should be removed and not be a part of the final product.
21. Bolts or other connections to be set in the top after the placement is complete should be done immediately after final concrete placement, and prior to the on-set of curing.
22. For shafts requiring crosshole sonic logging or gamma-gamma testing, this should be performed within the first week after placement, but not before a 2 day curing period. The testing company and equipment manufacturer should provide more details on the requirements of the testing.
23. Load testing of deep foundations is recommended, and it is often a project requirement. In some cases, if test piles are constructed and tested, it can result in a significant reduction of the amount of needed foundations. The load testing frame and equipment should be sized appropriately for the test to be performed, and should be observed by the geotechnical engineer or inspector as it is performed. The results are provided to the structural engineer for approval.

1. The total amount of chemical provided can be verified by collecting batch tickets from the delivery trucks, and the depth of the treatment can be verified by digging of test pits, and the use of reagents that react with lime and or cement.
2. For the use of lime treatment, compaction should be performed after a specified amount of time has passed following mixing and re-grading. For concrete, compaction should be performed immediately after mixing and re-grading. In both cases, some swelling of the surface should be expected. Final grading should be performed the following day of the initial work for lime treatment, and within 2 to 4 hours for soil cement.
3. Quality control testing of compacted treated subgrades should be performed per the recommendations of the geotechnical report, and generally in accordance with General Geotechnical Design and Construction Considerations - EARTHWORK

PAVING

1. In general, construction should proceed per the governing jurisdictional guidelines for the project site, including but not limited to the applicable American Concrete Institute (ACI), International Code Council (ICC), State Department of Transportation, City and/or County, Army Corps of Engineers, Federal Aviation, Occupational Safety and Health Administration (OSHA), and any other governing standard details and specifications. In areas where multiple standards are applicable the more stringent should be considered. Work should be performed by qualified, licensed contractors with experience in the specific type of work in the area of the site.
2. Paving for this section is generally meant to describe the placement of surface treatments on travel-ways to be used by rubber-tired vehicles, such as roadways, runways, parking lots, etc.
3. The geotechnical engineer is generally responsible for providing structural analysis to recommend the thickness of pavement sections, which can include asphalt, concrete pavements, aggregate base, cement or lime treated aggregate base, and cement or lime treated subgrades.
4. The civil engineer is generally responsible for determining which surface finishes and mixes are appropriate, and often the owner, general contractor and/or other party will decide on lift thickness, the use of tack coats and surface treatments, etc.
5. The geotechnical engineer will generally be provided with the planned traffic loading, as well as reliability, design life, and serviceability factors by the jurisdiction, traffic engineer, designer, and/or owner. The geotechnical study will provide data regarding soil resiliency and strength. A pavement modeling software is generally used to perform the analysis for design, however, jurisdictional minimum sections also must be considered, as well as construction considerations and other factors.
6. The geotechnical report report will generally provide pavement section thicknesses if requested.
7. For construction of overlays, where new pavement is being placed on old pavement, an evaluation of the existing pavement is needed, which should include coring the pavement, evaluation of the overall condition and thickness of the pavement, and evaluation of the pavement base and subgrade materials.
8. In general, the existing pavement is milled and treated with a tack coat prior to the placement of new pavement for the purpose of creating a stronger bond between the old and new material. This is also a way of removing aged asphalt and helping to maintain finished grades closer to existing conditions grading and drainage considerations.
9. If milling is performed, a minimum of 2 inches of existing asphalt should be left in-place to reduce the likelihood of equipment breaking through the asphalt layer and destroying its integrity. After milling and before the placement of tack coat, the surface should be evaluated for cracking or degradation. Cracked or degraded asphalt should be removed, spanned with geosynthetic reinforcement, or be otherwise repaired per the direction of the civil and or geotechnical engineer prior to continuing construction. Proofrolling may be requested.

10. For pavements to be placed on subgrade or base materials, the subgrade and base materials should be prepared per the General Geotechnical Design and Construction Considerations – EARTHWORK section.
11. Following the proofrolling as described in the General Geotechnical Design and Construction Considerations – EARTHWORK section, the application of subgrade treatment, base material, and paving materials can proceed per the recommendations in the geotechnical report and/or project plans. The placement of pavement materials or structural fills cannot take place on frozen ground.
12. The placement of aggregate base material should conform to the jurisdictional guidelines. In general the materials should be provided by an accredited supplier, and the material should meet the standards of ASTM C-33. Material that has been stockpiled and exposed to weather including wind and rain should be retested for compliance since fines could be lost. Frozen material cannot be used.
13. The placement of asphalt material should conform to the jurisdictional guidelines. In general the materials should be provided by an accredited supplier, and the material should meet the standards of ASTM C-33. The material can be placed in a screed by end-dumping, or it can be placed directly on the paving surface. The temperature of the mix at placement should generally be on the order of 300 degrees Fahrenheit at time of placement and screeding.
14. Compaction of the screeded asphalt should begin as soon as practical after placement, and initial rolling should be performed before the asphalt has cooled significantly. Compaction equipment should have vibratory capabilities, and should be of appropriate size and weight given the thickness of the lift being placed and the sloping of the ground surface.
15. In cold and/or windy weather, the cooling of the screeded asphalt is a quality issue, so preparations should be made to perform screeding immediately after placement, and compaction immediately after screeding.
16. Quality control testing of the asphalt should be performed during placement to verify compaction and mix design properties are being met and that delivery temperatures are correct. Results of testing data from asphalt laboratory testing should be provided within 24 hours of the paving.

SITE GRADING AND DRAINAGE

1. In general, construction should proceed per the governing jurisdictional guidelines for the project site, including but not limited to the applicable American Concrete Institute (ACI), International Code Council (ICC), State Department of Transportation, State Department of Environmental Quality, the US Environmental Protection Agency, City and/or County, Army Corps of Engineers, Federal Aviation, Occupational Safety and Health Administration (OSHA), and any other governing standard details and specifications. In areas where multiple standards are applicable the more stringent should be considered. Work should be performed by qualified, licensed contractors with experience in the specific type of work in the area of the site.
2. Site grading and drainage for this section is generally meant to describe the effect of new construction on surface hydrology, which impacts the flow of rainfall or other water running across, onto or off-of, a newly constructed or modified development.
3. This section does not apply to the construction of site grading and drainage features. Recommendations for the construction of such features are covered in General Geotechnical Design and Construction Considerations for Earthwork – Structural Fills section and Underground Pipeline Installation – Backfill section.
4. In general, surface water flows should be directed towards storm drains, natural channels, retention or detention basins, swales, and/or other features specifically designed to capture, store, and or transmit them to specific off-site outfalls.
5. The surface water flow design is generally performed by a site civil engineer, and it can be impacted by hydrology, roof lines, and other site structures that do not allow for water to infiltrate into the soil, and that modify the topography of the site.
6. Soil permeability, density, and strength properties are relevant to the design of storm drain systems, including dry wells, retention basins, swales, and others. These properties are usually only provided in a geotechnical report if specifically requested, and recommendations will be provided in the geotechnical report in those cases.
7. Structures or site features that are not a part of the surface water drainage system should not be exposed to surface water flows, standing water or water infiltration. In general, roof drains and scuppers, exterior slabs, pavements, landscaping, etc. should be constructed to drain water away from structures and foundations. The purpose of this is to reduce the opportunity for water damage, erosion, and/or altering of structural soil properties by wetting. In general, a 5 percent or more slope away from foundations, structural fills, slopes, structures, etc. should be maintained.
8. Special considerations should be used for slopes and retaining walls, as described in the General Geotechnical Design and Construction Considerations - LATERALLY LOADED STRUCTURES section.
9. Additionally, landscaping features including irrigation emitters and plants that require large amounts of water should not be placed near to new structures, as they have the potential to alter soil moisture states. Changing of the moisture state of soil that provides structural support can lead to damage to the supported structures.

Appendix H
Phase I Environmental Site Assessment

PHASE I ENVIRONMENTAL SITE ASSESSMENT

LOCUST ROAD AND S BARNEY STREET
APN 202-500-045
ANDERSON, CALIFORNIA



Prepared for

Guggenheim Development Services, LLC

Prepared by

VESTRA Resources Inc.
5300 Aviation Drive
Redding, California 96002

APRIL 2025

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GIS, Environmental, & Engineering Services

April 30, 2025

72514

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
Locust Road and S Barney Street
APN 202-500-045
Anderson, California

Dear Mr. Parker:

The Phase I Environmental Site Assessment (ESA) report for the subject property located at Locust Road and S Barney Street, and identified as Assessor's Parcel No. (APN) 202-500-045 in Anderson, Shasta 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*, including *controlled recognized environmental conditions* or *historical recognized environmental conditions*, were identified for the subject property. Historical records showed no presence of past historical structures on the subject property. No further action is recommended.

Please call me at (530) 223-2585 if you have any questions.

Sincerely,

VESTRA Resources Inc.

Jennifer D. Williams

Jennifer Williams
Environmental Scientist

Attachment

PHASE I ENVIRONMENTAL SITE ASSESSMENT

LOCUST ROAD AND S BARNEY STREET
APN 202-500-045
ANDERSON, CALIFORNIA

Prepared for

Guggenheim Development Services, LLC

Prepared by

VESTRA Resources Inc.
5300 Aviation Drive
Redding, California 96002

72514

APRIL 2025

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H Historical Aerial Photographs
I Historical City Directory
J Environmental Data Resources (EDR) Report
K Historical Use Information on Nearby Properties
L 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 at Locust Road and S Barney Street and is identified as Shasta County Assessor's Parcel No. (APN) 202-500-045 in Anderson, California. The property is owned by Glenn Jacobs, Etal. The subject site is approximately 5.05 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 Anderson zoning designation of M-2, *Heavy Industrial*, and City of Anderson General Plan designation of *Industrial*. The subject property is vacant. A dirt access road is located along the south property boundary adjacent to the Anderson Cottonwood Irrigation District canal that runs along the south property boundary.

Upon completion of the Phase I ESA, no *recognized environmental conditions*, including *controlled recognized environmental conditions* or *historical recognized environmental conditions*, were identified for the subject property. Historical records showed no presence of past historical structures on the subject property. No further action is recommended.

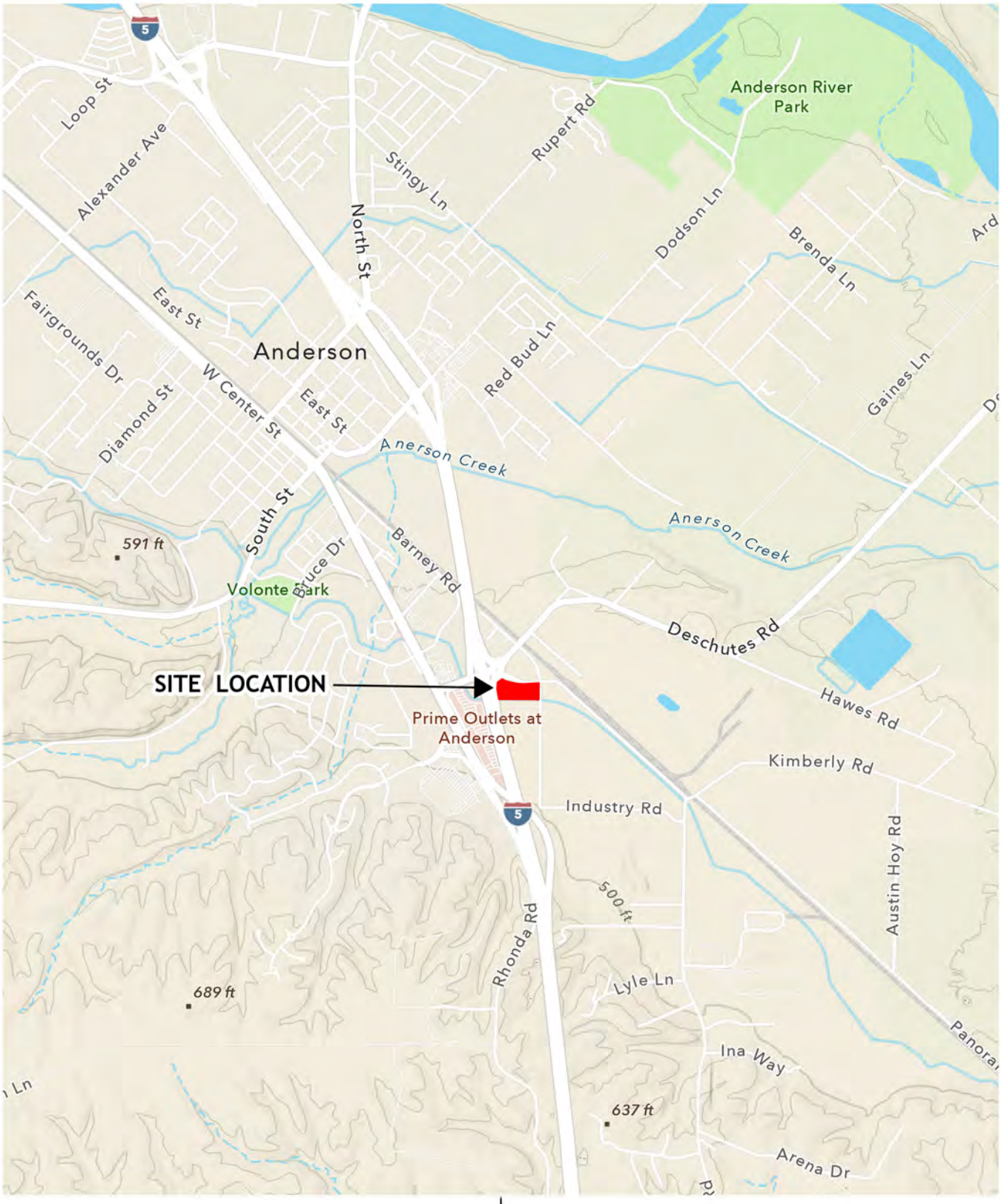
2.0 INTRODUCTION

2.1 LOCATION AND LEGAL DESCRIPTION

The subject property is located at Locust Road and S Barney Street and is identified as Shasta County APN 202-500-045 in Anderson, California. The property is owned by Glenn Jacobs, Etal. General site location is shown on Figure 1. A current Title Report and Assessor's parcel map are 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).



VESTRA

FIGURE 1
GENERAL SITE LOCATION
APN 064-500-045
ANDERSON, CALIFORNIA

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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 Anderson, 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, CA 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. The required User Questionnaire, under ASTM E-1527-21, was provided to Jesse Kent, a representative with Guggenheim Development Services, LLC. Responses to the User Questionnaire are included in Appendix C.

Table 1
REPORT INFORMATION PROVIDED BY USER

Type of Information	Provided Yes/No	Provided by
Land Title Records	Yes	Fidelity National Title Insurance Company [1]
Environmental Liens or Activity and Use Limitations	No	--
Specialized Knowledge or Experience of the User	No	--
Reason for Significantly Lower Purchase Price	No	--
Commonly Known or Reasonably Ascertainable Information	No	--
Owner, Property Manager, and Occupant Information	Yes	Zack Jacobs
Reason for Performing Phase I	Yes	Purchase and Development
Other	No	--

[1] Preliminary Title Reports – April 21, 2025, by Fidelity National Title Insurance Company

4.0 SITE RECONNAISSANCE

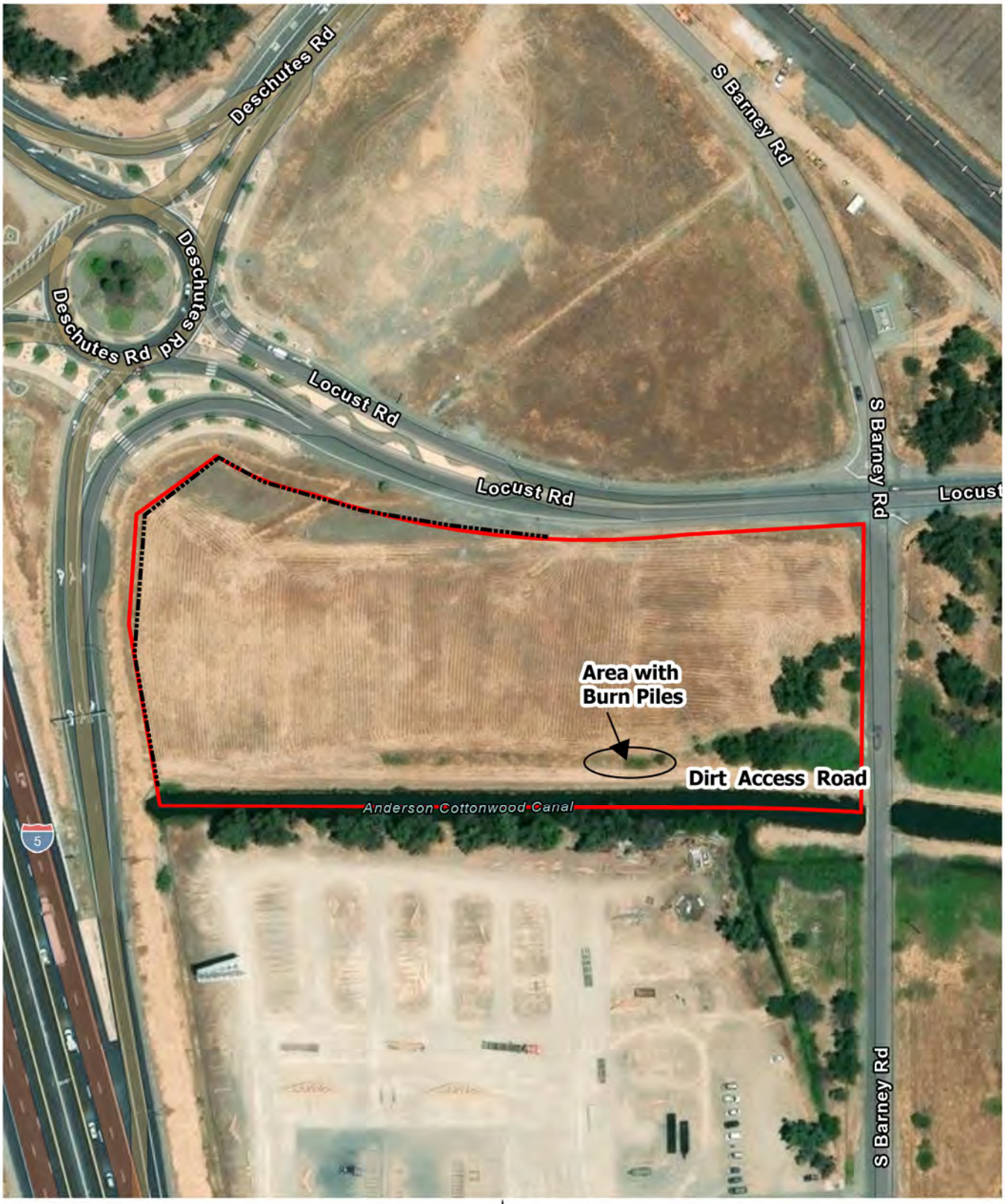
4.1 METHODOLOGY AND LIMITING CONDITIONS

The site visit was conducted on April 18, 2025. Photographs illustrating the subject property conditions are included as Appendix D.

4.2 GENERAL SUBJECT PROPERTY SETTING

The subject property is identified as Shasta County APN 202-500-045 and is located at Locust Road and S Barney Street in Anderson, Shasta County, California. The site is currently vacant. Site improvements are shown on Figure 2.

The parcel is bound by Locust Road to the north and S Barney Street to the east. The site is undeveloped vacant land with overgrown vegetation consisting primarily of overgrown grasses, weeds, and scattered oak trees in the eastern area of the property. The Anderson-Cottonwood Irrigation District (ACID) canal transects the subject property along the south property boundary. A dirt access road runs adjacent to the canal to the north. A fence runs along the east property boundary and a portion of the north property boundary as shown on Figure 2. Remnants of four scattered burn piles were noted near the dirt access road.



----- Fence

Approximate Subject Property Boundary

N

0 75 150 300 Feet

VESTRA

SOURCE: MAXAR 2023 AERIAL PHOTOGRAPH; SHASTA COUNTY GIS PARCELS 2024

FIGURE 2
GENERAL SITE LAYOUT
APN 064-500-045
ANDERSON, CALIFORNIA

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The parcel is bound by an industrial property to the south (Systems Plus), Interstate 5 to the west, and vacant properties to the north and east. No stained soils, distressed vegetation, or odors were observed.

4.3 CURRENT USE OF THE SUBJECT PROPERTY

The subject site is vacant.

4.4 SUBJECT PROPERTY IMPROVEMENTS

The subject property is vacant. A portion of the ACID canal flows along the south property boundary. Site improvements 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 property to the north across Locust Road is vacant.

South. The property to the south developed as Systems Plus Lumber Company.

East. The property to the east across S Barney Street is vacant.

West. The property to the west is developed as Interstate 5.

4.6 SUBJECT PROPERTY AND VICINITY GENERAL CHARACTERISTICS

Zoning and General Plan. The current City of Anderson zoning designation is M-2, *Heavy Industrial*. The adjoining properties to the south and east are also zoned as M-2, *Heavy Industrial*. The property to the north across Locust Road is zoned as C-2, *Highway Commercial*. The property to the west is developed as a portion of Interstate 5.

The City of Anderson General Plan designation for the subject property is C, *Industrial*. The adjoining properties to the north, east, and south are also designated as *Industrial*. The property to the west is developed as a portion of Interstate 5.

Topography. The subject site is located at an elevation range of approximately 465 feet above mean sea level. Site topography is flat. Topography in the vicinity of the subject site slopes from west to east toward the Sacramento River. 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 Shasta County Soil Survey, Shasta County, California (2024). Based on a review of the survey information, the Churn gravelly loam series (CfA) is located beneath the subject property. The soil survey map and soil descriptions are included as Appendix F.

The Churn gravelly loam, deep, 0 to 3 percent slopes, (CfA) soil is well drained with a very low to moderately low capacity to transmit water. Runoff is medium, and the depth to the restrictive feature is more than 80 inches.



Approximate Subject Property Boundary

Approximate Parcel Boundary

N

0 250 500 1,000 Feet

VESTRA

SOURCE: MAXAR 2023 AERIAL PHOTOGRAPH; SHASTA COUNTY GIS PARCELS 2024

FIGURE 3
ADJOINING PROPERTIES
APN 064-500-045
ANDERSON, CALIFORNIA

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P:\GIS\72514\72514_AdjoiningProperties.pdf

Groundwater. According to the *Final Site Investigation Report* prepared by AECOM Technical Services, Inc., for the former Shasta Pulp and Paper Mill facility located approximately 0.6 miles southeast of the subject property, inconsistent groundwater levels are observed throughout the area. Historically, unlined irrigation canals from the ACID system have reportedly influenced the varying depths to groundwater. Due to the presence of permeable soils with impermeable lenses in the shallow subsurface (less than 20 feet below ground surface (bgs), it is likely that these conditions provided a preferential pathway for irrigation water and natural formation water to disperse throughout the area. Groundwater levels measured in groundwater monitoring wells at the paper mill site in October 2020 ranged from dry to 66.77 feet bgs, with the average depth being approximately 28 feet bgs. This showed that the hydrogeology in the area is highly variable and likely dominated by preferential pathways and perched zones. Groundwater depth and flow at the subject property have not been verified in the field.

Surface Water. The ACID canal is located adjacent to the subject property to the south. 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. 06089C1945G, dated March 17, 2011, is included as Appendix G. Water and wastewater services provided by the City of Anderson are available for the property but have not been developed onsite.

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	Cottonwood, Quadrangle, 2022	Appendix E
USDA-Soils Map	Shasta County, California, Central, 2021	Appendix F
FEMA-Flood Insurance Rate Map	Shasta County, CA Map Number 06089C1945G, March 17, 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 a review of historical aerial photographs, historical topographic maps, and historical City Directory. A search for historical Sanborn maps yielded no results for the subject property.

Historical Aerial Photographs
The historical aerial photographs reviewed are from 1948, 1952, 1963, 1969, 1976, 1983, 1998, 2006, 2009, 2012, 2016, and 2020 and are included in Appendix H. The historical aerial photographs were noted to show the following:

1948	The ACID canal transects the southwest portion of the subject property.
1952	No changes from 1948 observed.
1963	No changes from 1952 observed.
1969	The path of the canal noted in previous photos has been reconstructed and borders the subject property to the south.
1976	No changes from 1969 observed.
1983	No changes from 1976 observed.
1998	No changes from 1983 observed.
2006	No changes from 1998 observed.
2009	No changes from 2006 observed.
2012	No changes from 2009 observed.
2016	No changes from 2012 observed.
2020	No changes from 2016 observed.

Historical Topographic Maps
The historical topographic maps reviewed are from 1947, 1958, 1965, 2012, 2015, 2018, and 2022. The maps show no improvements developed on the subject property. Copies of the historical topographic maps are included in Appendix E.

Historical City Directory
The historical City Directory listings reviewed are from 1992, 1995, 2000, 2005, 2010, 2014, 2017, and 2020 and are included in Appendix I. There are no listings from the subject property.

5.2.2 Historical Use Information on the Adjoining Properties

Historical use information for the surrounding properties was obtained from a review of historical aerial photographs, historical topographic maps, and historical City Directory. A search for historical Sanborn maps yielded no results for the adjoining properties.

Historical Aerial Photographs
The historical aerial photographs reviewed are from 1948, 1952, 1963, 1969, 1976, 1983, 1998, 2006, 2009, 2012, 2016, and 2020 and are included in Appendix H. The historical aerial photographs were noted to show the following:

1948 Barney Road is developed to the east. The ACID canal transects the adjoining parcels to the east and west. No structures are observed on the adjoining parcels.
1952 No changes from 1943 observed.
1963 No changes from 1952 observed.
1969 Interstate 5 is developed to the west and Locust Road is developed to the north. No structures are observed on the adjoining parcels.
1976 No changes from 1969 observed.
1983 A large building and a smaller building are developed to the south.
1998 Two additional buildings are developed to the south.
2006 No changes from 1998 observed.
2009 No changes from 2006 observed.
2012 No changes from 2009 observed.
2016 No changes from 2012 observed.
2020 No changes from 2016 observed.

Historical Topographic Maps
The historical topographic maps reviewed are from 1947, 1958, 1965, 2012, 2015, 2018, and 2022. The maps show that a road has been developed to the east and the ACID canal has been developed to the south since at least 1947. No other improvements were noted on the adjoining properties. Copies of the historical topographic maps are included in Appendix E.

Historical City Directory
The historical City Directory listings reviewed are from 1992, 1995, 2000, 2005, 2010, 2014, 2017, and 2020 and are included in Appendix I. The historical City Directory listings for the property to the south show it has been utilized as a roof, floor, and timber truss manufacturer (Systems Plus Lumber Company) and Haisch Constructions Company since at least 1992. There are no listings for the properties to the west, north, or east.

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 28 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.

Federal RCRA Generators:

Dollar Tree	1725 State Hwy 273	0.210 mi. W

Envirostor:

Roseburg Lumber Company	Locust/Deschutes	0.039 mi. NW
**This site is mapped incorrectly in the EDR report and is actually located approximately 0.1 miles east of the subject property.		
Plainwell Paper	21091 Hawes Rd.	0.752 mi. E

State/Tribal Leaking Underground Storage Tanks:

Food & Liquor #150	1975 Ponderosa Way	0.305 mi. WNW
Roseburg Forest Products	Deschutes Rd.	0.323 mi. ENE
Roseburg #3	Deschutes Rd.	0.323 mi. ENE

State/Tribal Tanks:

Factory Outlet Shell	2020 Arby Way	0.210 mi. WNW
Systems Plus Lumber	1800 S Barney St.	0.215 mi. NNW
Systems Plus Lumber	1800 S Barney St.	0.215 mi. NNW
**The Systems Plus Lumber site is mapped incorrectly in the EDR report and is actually located on the adjoining parcel to the south of the subject property.		

Other Ascertainable Records:

Cheek Cat Logging	4927 S Barney Rd.	0.013 mi. ESE
**This site is mapped incorrectly in the EDR report and is actually located approximately 0.4 miles south of the subject property.		
AM Boss and Sons Inc.	4927 S Barney Rd.	0.013 mi. ESE
**This site is mapped incorrectly in the EDR report and is actually located approximately 0.4 miles south of the subject property.		
VCA Gateway Animal Hospital	2006 S Barney Rd.	0.037 mi. NE
VCA Gateway Animal Hospital	2006 S Barney Rd.	0.037 mi. NE
VCA Gateway Animal Hospital	2006 S Barney Rd.	0.037 mi. NE
VCA Gateway Animal Hospital	2006 S Barney Rd.	0.037 mi. NE
**This site is mapped incorrectly in the EDR report and is actually located approximately 0.1 miles north of the subject property.		
PG&E GTP D-833 Anderson	2000 S Barney Rd.	0.039 mi. NE
PG&E GTP D-833 Anderson	2000 S Barney Rd.	0.039 mi. NE
Factory Outlet Shell	2020 Arby Way	0.210 mi. WNW
Factory Outlet Shell	2020 Arby Way	0.210 mi. WNW
Factory Outlet Shell	2020 Arby Way	0.210 mi. WNW
Factory Outlet Shell	2020 Arby Way	0.210 mi. WNW
Dollar Tree	1725 State Hwy 273	0.210 mi. W
Dollar Tree	1725 State Hwy 273	0.210 mi. W
Systems Plus Lumber	1800 S Barney St.	0.215 mi. NNW
Systems Plus Lumber	1800 S Barney St.	0.215 mi. NNW
Systems Plus Lumber	1800 S Barney St.	0.215 mi. NNW
**The Systems Plus Lumber site is mapped incorrectly in the EDR report and is actually located on the adjoining parcel to the south of the subject property.		
Shasta Tanks LLC	5010 Deschutes Rd.	0.237 mi. NNE
Shasta Tanks LLC	5010 Deschutes Rd.	0.237 mi. NNE
Shasta Tanks LLC	5010 Deschutes Rd.	0.237 mi. NNE
Arrow Tank Works	4987 Barney St.	0.245 mi. SSE
Tower Mart #150	1975 Ponderosa Way	0.305 mi. WNW
Food & Liquor #150	1975 Ponderosa Way	0.305 mi. WNW
Food & Liquor #150	1975 Ponderosa Way	0.305 mi. WNW
Roseburg Forest Products	Deschutes Rd.	0.323 mi. ENE
Roseburg Forest Products	Deschutes Rd.	0.323 mi. ENE

5.3.2 Adjoining Properties

Systems Plus Lumber/Haisch Construction: This site is identified in the Certified Unified Program Agency (CUPA) database as a hazardous waste generator, hazardous materials business plan site, and aboveground petroleum storage site. The site is listed as a registered waste tire hauler and in the California Environmental Reporting System (CERS) database as a hazardous waste generator, aboveground petroleum storage facility, and as a chemical storage facility. The site is listed for an aboveground storage tank but no size or contents is listed in the EDR report. It is listed as an RCRA non-generator (handler) of hazardous waste and as an E Manifest site for shipments containing hazardous waste. No leaks or spills have been reported at the site. The site

is adjacent to the subject property to the south, but no impacts to the subject property are anticipated.

5.3.4 Upgradient Sites

Sites located upgradient with the potential to impact the subject site are discussed below. These include both open and closed sites.

Factory Outlet Shell: This site is listed as an underground storage tank (UST) site with three USTs including a 12,000-gallon regular unleaded UST, an 8,000-gallon premium unleaded UST, and a 7,000-gallon diesel UST. It is listed as an RCRA non-generator (handler) of hazardous waste and as an E Manifest site for shipments containing hazardous waste. It is listed in the California Department of Toxic Substances Control (DTSC) Haznet database for the offsite disposal or recycling of hazardous substances and in the CERS and CUPA databases as a chemical storage facility, hazardous waste generator, underground tank site, and a hazardous material business plan site. No leaks or spills have been reported at the site. The site is located upgradient of the subject property, but no impacts to the subject property are anticipated.

Dollar Tree: This site is listed in the CERS database as a hazardous waste generator and chemical storage facility and in the Hazardous Waste Tracking System (HWTS) and Haznet databases for the offsite disposal or recycling of hazardous substances. It is also listed as an RCRA very small quantity generator (VSQG) of hazardous waste and as an E Manifest site for shipments containing hazardous waste. The CUPA database identifies the site as a hazardous waste generator and as a hazardous material business plan site. No leaks or spills have been reported at the site. The site is located upgradient of the subject property, but no impacts to the subject property are anticipated.

Tower Mart #150/Food and Liquor #150: This site is the location of a former leaking UST investigation. Four gasoline and diesel product dispensers and associated pipeline were removed from the site in August 1998. Approximately 29 cubic yards of soil were stockpiled and transported for offsite treatment and disposal. Additional soil and groundwater sampling was completed, but no significant concentrations of gasoline or petroleum constituents were detected. A limited amount of degraded diesel contamination remains in the clayey soils beneath the site, but groundwater did not appear to have been impacted. A No Further Action Required letter was issued by the Regional Water Quality Control Board (RWQCB) on January 29, 2009, and is included in Appendix K. The site is listed in the CUPA database as an underground tank site, a hazardous material business plan site, and hazardous waste generator, and in the CERS database as a leaking UST cleanup site. The site is located upgradient of the subject property, but no impacts to the subject property are anticipated.

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 that groundwater contamination would affect the subject site as the site is supplied water by the City of Anderson, and these sites are located either cross-gradient or downgradient of the subject site. These sites will not be discussed in detail in this report.

Table 3 SITES WITHIN SEARCH RADIUS UNLIKELY TO IMPACT THE SUBJECT SITE		
Name	**Status**	**Notes**
AM Boss and Sons, Inc.	--	Site is listed as a historical UST site for a 2,000-gallon regular gasoline tank installed in 1979; no further information is available regarding the site; no leaks or spills have been reported at the site; site is located cross-gradient of the subject property and no impacts are anticipated.
Cheek Cat Logging	--	Site is listed for two 3,000-gallon USTs that were in active use as of 1991; no further information is available regarding the site; no leaks or spills have been reported at the site; site is located cross-gradient of the subject property and no impacts are anticipated.
VCA Gateway Animal Hospital	--	Site is listed as a RCRA non-generator (handler) of hazardous substances and as an E manifest site for shipments containing hazardous waste; no leaks or spills have been reported at the site; site is located cross-gradient of the subject property and no impacts are anticipated.
Roseburg Lumber Company		Site is listed in the DTSC Envirostor database as a former lumber mill that included log decks, a log pond, sawmill, planer mill, and chemical wood treating facility; site is listed as a RCRA small quantity generator of hazardous waste; it is the location of a former leaking UST investigation for a waste oil tank that was issued case closure on January 22, 1992; it is listed in the HWTS database as a sawmill and in the Haznet database for the offsite disposal or recycling of hazardous substances; the site is located downgradient of the subject property and no impacts are anticipated.
PG&E GTP D-833 Anderson	--	Site is listed as a RCRA non-generator (handler) of hazardous substances and as an E manifest site for shipments containing hazardous waste; no leaks or spills have been reported at the site; site is located cross-gradient of the subject property and no impacts are anticipated.
Shasta Gas Propane, Inc./Shasta Tanks LLC	--	Site is listed in the CERS database as a hazardous waste generator and chemical storage facility and in the CUPA database as a hazardous waste generator and hazardous material business plan site; it is also listed in the HWTS and Haznet databases for the offsite disposal or recycling of hazardous substances; site is listed as a RCRA non-generator (handler) of hazardous substances and as an E manifest site for shipments containing hazardous waste; no leaks or spills have been reported at the site; site is located cross-gradient of the subject property and no impacts are anticipated.
Arrow Tank Works	--	Site is listed as a hazardous material business plan site; no leaks or spills have been reported at the site; site is located cross-gradient of the subject property and no impacts are anticipated.
Plainwell Paper/Former Shasta Paper Company/Former Simpson Paper Company/Winemucca Trading Company	Open	Between 1964 and 2001, the Shasta Pulp and Paper Mill operated under a succession of owners; the facility was an integrated Kraft pulp and paper mill in which wood chips underwent physical and chemical steps to create high quality coated paper; between 2004 and 2016, the RWQCB issued five enforcement actions ordering the owners to remove and properly dispose of residual materials including black liquor, sludge, and petroleum coke remaining on the site; between 2019 and 2021, RWQCB staff performed environmental investigations of soil, soil vapor, surface water, and groundwater and posted a comprehensive report of their investigations to GeoTracker; removal of the residuals from the site has not been completed as of January 2022; the site is located downgradient of the subject property and no impacts are anticipated.

Two unmapped sites were included in the EDR report. Based on the location information provided for these sites, they are over one mile away from the subject property and outside of the required search radius. They will not be discussed further in this report.

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:

- Shasta County Environmental Health Division
- RWQCB GeoTracker online database
- DTSC EnviroStor database

Shasta County: Shasta County Environmental Health Division was contacted regarding the subject property. No documents are 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

Zack Jacobs, one of the property owners, was contacted regarding the subject property.

6.2 INTERVIEW WITH SITE MANAGER

The subject property is vacant.

6.3 INTERVIEWS WITH OCCUPANTS

The subject property is vacant.

6.4 INTERVIEWS WITH LOCAL GOVERNMENT OFFICIALS

Shasta 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*, including *controlled recognized environmental conditions* or *historical recognized environmental conditions*, were identified for the subject property. Historical records showed no presence of past historical structures on the subject property. No further action is recommended. Based on documents provided by the property owner, the station is in compliance with all regulatory requirements pertaining to tank and equipment testing.

9.0 CONCLUSIONS

VESTRA has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E-1527-21 for APN 202-500-045 in Anderson, Shasta County, California. This assessment has revealed no evidence of *recognized environmental conditions*, including *controlled recognized environmental conditions* or *historical 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 L.

Jennifer D. Williams

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 Anderson. 2027. City of Anderson General Plan. Available online at: https://www.ci.anderson.ca.us/departments/development_services_and_building_departments/general_plan.php

City of Anderson. 2025. City of Anderson Zoning Map. Available online at: https://www.ci.anderson.ca.us/departments/development_services_and_building_departments/planning_department/index.php

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map City of Redding, Panel No. 06089C1945G, March 17, 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, Cottonwood, California 7.5 Minute Quadrangle Topographic Map, 2022.

11.2 RECORD OF PERSONAL COMMUNICATIONS

Zack Jacobs, Property Owner
Shasta County Environmental Health Division staff

Appendix A

Title Report and **Assessor's Parcel Map**

Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:

ISSUING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Fidelity National Title Company 44 Montgomery St, Suite 1650 San Francisco, CA 94104	*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

Order Number: FBDO-2503181

Property Address: Vacant Land, APN: 202-500-045-000, Anderson, CA 96007

SCHEDULE A

1. Commitment Date: July 7, 2025 at 07:30 AM
2. Policy to be issued:

   (a) ALTA Owner's Policy 2021
   Proposed Insured: Guggenheim Development Services, LLC, a Delaware limited liability
   Proposed Amount of Insurance: $2,400,000.00
   The estate or interest to be insured: A Fee

3. The estate or interest in the Land at the Commitment Date is:

   A Fee

4. The Title is, at the Commitment Date, vested in:

   Glenn Jacobs, Cassandra Jacobs and Zachary Jacobs each as their sole and seperate property, as joint tenants, and to each of them an undivided one-third (1/3) interest

5. The Land is described as follows:

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

END OF SCHEDULE A

Guggenheim Partners LLC	**AZ250797-MB**
Glenn Jacobs, Cassandra Jacobs and Zachary Jacobs / Guggenheim Development Services, LLC	
SWC of Locust Street and Barney Road	
Anderson, CA 96007	Shasta County

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EXHIBIT "A"

Legal Description

For APN/Parcel ID(s): 202-500-045-000

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

Parcel A, as shown on Parcel Map No. 82-2, filed January 18, 1983 in Book 23 of Parcel Maps at page 44, Shasta County Records.

Excepting therefrom, all that portion thereof as conveyed to the State of California by Deed recorded July 16, 2012 as Instrument No. 2012-0022965, Shasta County Records.

Together with all that certain real property described in the Deed from City of Anderson to Glenn Jacobs, Cassandra Jacobs and Zachary Jacobs, each as their sole and seperate property, as joint tenants, and to each of them an undivided one-third interest, recorded October 23, 2014 as Instrument No. 2014-0028032, of Official Records, situate in the City of Anderson, County of Shasta, State of California, located in Section 23, Township 30 North, Range 4 West, M.D.M, and being a poition of Locust Road as shown on the Parcel Map recorded September 21, 1973 in Book 3 of Parcel Maps at Page 140, Shasta County Records, described as follows:

COMMENCING on the southerly right of way of said Locust Road at the most northeasterly corner of Parcel 3 of said Parcel Map (3 PM 140); thence from said POINT OF COMMIENCEMENT South 86°39'52" West along the southerly right of way of said Locust Road 162.75 feet to the TRUE POINT OF BEGINNING; thence from said TRUE POINT OF BEGINNING continuing along said southerly right of way South 86°39'52" West, 317.85 feet; thence continuing along said southerly right of way Northwesterly along a tangent curve to the right, having a radius of 330.00 feet through a central angle of 39°08'54", an arc distance of 225.48 feet; thence North 54°06'42" East, 63.98 feet to a point on the northerly right of way of said Locust Road; thence along said northerly right of way northeasterly along a non-tangent curve to the left from which the radius point bears North 31°32'44" East, 270.00 feet, through a central angle of 13°32'23", an are distance of 63.80 feet to a point of compound curve; thence southeasterly along said compound curve to the left, having a radius of 1145.00 feet through a central angle of 21°18'43", an arc distance of 425.90 feet to the TRUE POINT OF BEGINNING.

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SCHEDULE B, PART I - Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

2. Pay the agreed amount for the estate or interest to be insured.

3. Pay the premiums, fees, and charges for the Policy to the Company.

4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

5. Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

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

   Party(ies): Glenn Jacobs, Cassandra Jacobs and Zachary Jacobs

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

7. The search did not disclose any open mortgages or deeds of trust of record, therefore the Company reserves the right to require further evidence to confirm that the property is unencumbered, and further reserves the right to make additional requirements or add additional items or exceptions upon receipt of the requested evidence.

8. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below.

   Limited Liability Company: Guggenheim Development Services, LLC, a Delaware limited liability company

   a. A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member.

   b. If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendment thereto with the appropriate filing stamps.

   c. If the Limited Liability Company is member-managed a full and complete current list of members certified by the appropriate manager or member.

   d. A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created

   e. If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

   f. If Limited Liability Company is a Single Member Entity, a Statement of Information for the Single

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SCHEDULE B, PART I - Requirements
(continued)

Member will be required.

g. Each member and manager of the LLC without an Operating Agreement must execute in the presence of a notary public the Certificate of California LLC (Without an Operating Agreement) Status and Authority form

9. The Company will require that the spouse(s), if any, of the vestee(s) herein join in any conveyance or encumbrance before such transaction will be insured.

10. The transaction contemplated in connection with this Report is subject to the review and approval of the Company's Corporate Underwriting Department. The Company reserves the right to add additional items or make further requirements after such review.

END OF REQUIREMENTS

END OF SCHEDULE B, PART I

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SCHEDULE B, PART II - Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat 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 will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

I. (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.

II. 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.

III. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.

IV. 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 at Date of Policy.

V. (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.

VI. 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.

VII. 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.

VIII.Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the Effective Date but prior to the date the Proposed Insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.

1. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2025-2026.

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SCHEDULE B, PART II - Exceptions
(continued)

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

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

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

5. Any existing rights of way for ditches, canals and pipelines and incidental rights thereto in favor of Anderson-Cottonwood Irrigation District.

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

   Redevelopment Agency: City of Anderson, Southwest Redevelopment Project
   Recording Date: July 21, 2000
   Recording No.: 2000-0025971, of Official Records

   Revised Statement of Institution of Redevelopment Plan for the Southwest Redevelopment Project area recorded June 11, 2007 as Instrument No. 2007-0026842, of Official Records.

   Reference is hereby made to said documents for full particulars.

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

   In favor of: Anderson-Cottonwood Irrigation District
   Purpose: Canal and related appurtenances, telephone line purposes
   Recording Date: March 18, 1926
   Recording No.: Book 14, page 298, of Official Records
   Affects: Southerly 40 feet

8. The ownership of said Land does not include rights of access to or from the street, highway, or freeway abutting said Land, such rights having been relinquished by the document,

   Recording Date: September 8, 1964
   Recording No.: Book 803, page 298, of Official Records

   Reference is hereby made to said document for full particulars.

9. Waiver of any claims for damages to said Land by reason of the location, construction, landscaping or maintenance of the street or highway adjoining said Land, as contained in the deed to the State of California recorded September 8, 1964 in Book 803, page 298, of Official Records.

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SCHEDULE B, PART II - Exceptions
(continued)

Reference is hereby made to said document for full particulars.

10. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

In favor of:	Anderson-Cottonwood Irrigation District
Purpose:	Construction and maintenance of irrigation facilities
Recording Date:	June 9, 1969
Recording No.:	Book 992, page 475, of Official Records
Affects:	Reference is hereby made to said document for exact location

The effect of a Quit Claim Deed executed by Anderson-Cottonwood Irrigation District and recorded October 24, 1977 in Book 1468 of Official Records at page 51.

A Consent to Common Use Agreement recorded July 11, 2013 as Instrument No. 2013-0025244, of Official Records.

Reference is hereby made to said documents for full particulars.

11. Matters contained in that certain document

Entitled:	Agreement for Waiver of Curbs, Gutters and Sidewalks
Executed by:	Douglas Haisch and Betty Haisch
Recording Date:	January 18, 1983
Recording No.:	Book 1937, page 355, of Official Records

Reference is hereby made to said document for full particulars.

12. Terms and provisions as contained in the "Note" and "Conditions of Approval" as set forth on Parcel Map No. 82-2, filed for record in the office of the County Recorder on January 18, 1983 in Book 23 of Parcel Maps, at page 44, Shasta County Records.

Reference is hereby made to said map for full particulars.

13. Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plat;

Purpose:	A.C.I.D. easement per 14 O.R. 298
Affects:	Southerly 40 feet

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SCHEDULE B, PART II - Exceptions
(continued)

14. Matters contained in that certain document

Entitled:	Memorandum of Joint Venture Agreement
Dated:	November 1, 2000
Executed by:	Orville Jacobs, Jim Medland and Nancy M. Jacobs
Recording Date:	November 3, 2000
Recording No.:	2000-0039392, of Official Records

Reference is hereby made to said document for full particulars.

15. The ownership of said Land does not include rights of access to or from the street, highway, or freeway abutting said Land, such rights having been relinquished by the document,

Recording Date:	July 16, 2012
Recording No.:	2012-0022965, of Official Records
Affects:	Westerly boundary

16. Waiver of any claims for damages to said Land by reason of the location, construction, landscaping or maintenance of the street or highway adjoining said Land, as contained in the deed to the State of California recorded July 16, 2012 as Instrument No. 2012-0022965, of Official Records.

Reference is hereby made to said document for full particulars.

17. Any irregularities, reservations, easements or other matters in the proceedings occasioning the abandonment or vacation of the street/road shown below, a certified copy of Resolution No. 13-48 being contained in the document:

Name:	Locust Road (portion)
Recording Date:	October 23, 2014
Recording No.:	2014-0028032, of Official Records
Affects:	Portion of said land

18. Any facts, rights, interests or claims that may exist, or arise by reason of matters shown upon that certain Record of Survey filed for record in the office of the County Recorder on October 29, 2021 in Book 60 of Land Surveys, at page 53, Shasta County Records.

Reference is hereby made to said map for full particulars.

19. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other matters which a correct survey would disclose and which are not shown by the public records.

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

21. Matters which may be disclosed by an inspection and/or by a correct ALTA/NSPS Land Title Survey of said Land that is satisfactory to the Company, and/or by inquiry of the parties in possession thereof.

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SCHEDULE B, PART II - Exceptions
(continued)

22. Any lien or right to a lien for services, labor or material not shown by the Public Records.

23. The possible community interest of the spouse(s), if any, of the vestee(s) named below.

    Vestee(s): Glenn Jacobs, Cassandra Jacobs and Zachary Jacobs

END OF EXCEPTIONS

END OF SCHEDULE B, PART II

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INFORMATIONAL NOTES

1. Note: The charge for a policy of title insurance, when issued through this title order, will be based on the Basic Title Insurance Rate.

2. Note: The name(s) of the proposed insured(s) furnished with this application for title insurance is/are:

   Name(s) furnished: Guggenheim Development Services, LLC, a Delaware limited liability company

   If these name(s) are incorrect, incomplete or misspelled, please notify the Company.

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

Tax Identification No.:	202-500-045-000
Fiscal Year:	2024-2025
1st Installment:	$2,692.66
2nd Installment:	$2,692.66
Exemption:	$0.00
Land:	$498,114.00
Improvements:	$0.00
Personal Property:	$0.00
Code Area:	002-035

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

5. Note: The application for title insurance was placed by reference to only a street address or tax identification number. The proposed Insured must confirm that the legal description in this report covers the parcel(s) of Land requested to be insured. If the legal description is incorrect, the proposed Insured must notify the Company and/or the settlement company in order to prevent errors and to be certain that the legal description for the intended parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.

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

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

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(continued)

8. Note: The policy of title insurance will include an arbitration provision. The Company or the insured may demand arbitration. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the insured arising out of or relating to this policy, any service of the Company in connection with its issuance or the breach of a policy provision or other obligation. Please ask your escrow or title officer for a sample copy of the policy to be issued if you wish to review the arbitration provisions and any other provisions pertaining to your Title Insurance coverage.

9. Note: Due to the special requirements of SB 50 (California Public Resources Code Section 8560 et seq.), any transaction that includes the conveyance of title by an agency of the United States must be approved in advance by the Company's State Counsel, Regional Counsel, or one of their designees.

10. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

11. Note: Pursuant to Government Code Section 27388.1, as amended and effective as of 1-1-2018, a Documentary Transfer Tax (DTT) Affidavit may be required to be completed and submitted with each document when DTT is being paid or when an exemption is being claimed from paying the tax. If a governmental agency is a party to the document, the form will not be required. DTT Affidavits may be available at a Tax Assessor-County Clerk-Recorder.

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(continued)

12. Note: The following Exclusion(s) are added to preliminary reports, commitments and will be included as an endorsement in the following policies:

A. 2006 ALTA Owner's Policy (06-17-06).

6. Defects, liens, encumbrances, adverse claims, notices, or other matters not appearing in the Public Records but that would be disclosed by an examination of any records maintained by or on behalf of a Tribe or on behalf of its members.

B. 2006 ALTA Loan Policy (06-17-06)

8. Defects, liens, encumbrances, adverse claims, notices, or other matters not appearing in the Public Records but that would be disclosed by an examination of any records maintained by or on behalf of a Tribe or on behalf of its members.

9. Any claim of invalidity, unenforceability, or lack of priority of the lien of the Insured Mortgage based on the application of a Tribe's law resulting from the failure of the Insured Mortgage to specify State law as the governing law with respect to the lien of the Insured Mortgage.

C. ALTA Homeowner's Policy of Title Insurance (12-02-13) and CLTA Homeowner's Policy of Title Insurance (12-02-13).

10. Defects, liens, encumbrances, adverse claims, notices, or other matters not appearing in the Public Records but that would be disclosed by an examination of any records maintained by or on behalf of a Tribe or on behalf of its members.

D. ALTA Expanded Coverage Residential Loan Policy - Assessments Priority (04-02-15).

12. Defects, liens, encumbrances, adverse claims, notices, or other matters not appearing in the Public Records but that would be disclosed by an examination of any records maintained by or on behalf of a Tribe or on behalf of its members.

13. Any claim of invalidity, unenforceability, or lack of priority of the lien of the Insured Mortgage based on the application of a Tribe's law resulting from the failure of the Insured Mortgage to specify State law as the governing law with respect to the lien of the Insured Mortgage.

E. CLTA Standard Coverage Policy 1990 (11-09-18).

7. Defects, liens, encumbrances, adverse claims, notices, or other matters not appearing in the public records but that would be disclosed by an examination of any records maintained by or on behalf of a tribe or on behalf of its members.

8. Any claim of invalidity, unenforceability, or lack of priority of the lien of the insured mortgage based on the application of a tribe's law resulting from the failure of the insured mortgage to specify state law as the governing law with respect to the lien of the insured mortgage.

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(continued)

END OF INFORMATIONAL NOTES

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COMMITMENT CONDITIONS

1. DEFINITIONS

a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.

b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.

c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.

d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.

e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.

f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.

g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.

h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.

i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.

j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I-Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

a. the Notice;

b. the Commitment to Issue Policy;

c. the Commitment Conditions;

d. Schedule A;

e. Schedule B, Part I-Requirements;

f. Schedule B, Part II-Exceptions; and

g. a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:

i. comply with the Schedule B, Part I-Requirements;

ii. eliminate, with the Company's written consent, any Schedule B, Part II-Exceptions; or

iii. acquire the Title or create the Mortgage covered by this Commitment.

b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.

c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.

d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.

e. The Company is not liable for the content of the Transaction Identification Data, if any.

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(continued)

f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I-Requirements have been met to the satisfaction of the Company.

g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM

a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.

b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.

c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.

d. The deletion or modification of any Schedule B, Part II-Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.

f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. CLAIMS PROCEDURES

This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

10. CLASS ACTION

ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Amount of Insurance is Two Million And No/100 Dollars ($2,000,000.00) or less may be arbitrated at the election of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at http://www.alta.org/arbitration.

END OF CONDITIONS

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ALTA COMMITMENT FOR TITLE INSURANCE

issued by:

Fidelity National Title Insurance Company

Commitment Number:

FBDO-2503181

NOTICE

IMPORTANT - READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, Fidelity National Title Insurance Company, a Florida corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within one hundred eighty (180) days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Fidelity National Title Insurance Company

By:

Michael J. Nolan, President

Countersigned By:

Christopher Smith

Christopher Smith
Authorized Officer or Agent

Attest:

Marjorie Nemzura

Marjorie Nemzura, Secretary

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202-500

201-700

090-360

202-490

202-780

202-670

086-070

S.P.R.R.

Barney Road

Locust Road

Deschutes Road

Approx. P.B. Reading Grant Line

Factory Outlet Drive
(formerly Deschutes Road)

A.C.I.D. Canal

Interstate 5

State Highway 273

P.M. 39-30

City Limits

39 4.90 Ac

45 5.05 Ac

33 14.90 Ac

18

36

41 1.51 Ac

38

37

19 16.80 Ac

43 0.87 Ac

34 0.63 Ac

47 2.48 Ac
Pcl 1

46 14.60 Ac
Pcl 2

N0°05'17"E 1361.14' (Calc.)

245.43'

N48°02'00"W

N38°05'07"E 186.77'

N51°38'03"E 177.41'

S87°39'03"E 134.72'

S30°42'51"E 237.33'

100'±

N37°72'E 266.82'

228.78'

N33°54'10"E

18.67'

S43°43'E 2590' (Rec.) to
Sec. Cor. common to
Sec's 22, 23, 26 & 27

N46°00'53"E 186.77'

186.32'

144.82'

S47°57'00"E 7.09'

S33°18'04"W 125.94'

N42°03'00"E 209.8'

S21°40'14"W 119.9'

S13°49'56"E 161.79' (154.9' Rec.)

S29°20'08"E 62.87'

S60°39'52"W 7.86'

S10°35'39"E 392.29'

S24°36'18"W 27.59'

S65°23'42"E 27.59'

R=600'

R=270'

R=330'

R=650.24' 268.35'

R=1145' 425.9'

R=1869.87' 112.28'

R=689.77' 482.97'

R=669.77' 488.97'

R=20' 31.77'

R=669.77' 5.04'

N86°39'52"E 121.80'

N86°39'52"E 480.49'

481.16'

127.73'

368.61'

63.8'

63.98'

35.12' S54°06'42"E

141.55' S3°49'02"W

168.83'

143.14'

72.81'

N89°54'43"W

1001.11'

N0°05'17"E 1361.14' (Calc.)

483.39' S89°01'03"W

N9°38'06"W 768.95'

215.46' N14°53'00"W

122.8'

N16°51'29"W

110'

140.97'

N14°53'W 784.54'

1000'

N14°53'00"W 1650.26'

383.97'

253.06'

S89°08'10"E 1517.35' from
Sec. Cor. common to
Sec's 22, 23, 26 & 27

442.03'

93.97'

115.49'

305.05'

80'

R=240' 293.4'

175.41' S19°52'E

N27°52'35"W 1273.42' 1526.48'

S70°08'00"W 586.10'

S17°38'00"W 133.53'

S72°52'00"E 154.39'

N1°19'13"W 272.27'

349.77' N5°50'00"W

20'

70'

50'

65'

80'

40'

60'

Por. Sec. 23 T30N, R4W

200 100 0 200 Feet

P.M. 3-140, 23-44, 39-30

L.S. 3-35, 3-25, 10-43, 19-20, 24-8, 30-34, 36-53, 56-125, 57-96, 60-53

Taxing Jurisdictions:

CITY OF ANDERSON

FOR REFERENCE ONLY
This map was created for the Shasta County Assessor, for the sole purpose of aiding in the performance of the duties of the Assessor. No liability is assumed for the accuracy of the data shown. Assessor's parcels may not comply with local subdivision or building ordinances.

kdeas
Date: 06/18/2024

Appendix B
Common Terminology

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 U.S.C §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 U.S.C. §§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
PCBs	Polychlorinated biphenyls
RCRA	Resource Conservation and Recovery Act (as amended, 42 U.S.C. §§6901 et seq.).
REC	Recognized Environmental Condition
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

Appendix C

User Questionnaire

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.

Unknown

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?

Unknown

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?

Yes

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) No
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?

Unknown

Name: Jesse Kent Date: 4/10/25

Reason why the Phase I is being performed: Purchase & Development

Type of property and type of property transaction, for example, sale, purchase, exchange, etc.:

Purchase

Appendix D

Site Photographs



Looking south along S Barney Street near southeast property corner



Looking west along dirt access road and ACID Canal



Looking across S Barney Street toward adjoining property to the east



Looking west along ACID Canal



Burn areas



Looking north across subject property



Large burn area



Looking northwest across subject property



Looking south toward Systems Plus on adjoining property to the south



Looking northwest toward Interstate 5 to the west



Looking east along dirt access road near southwest property corner



Looking west toward ACID Canal culvert under Interstate 5



Looking west across subject property from near east property boundary



Looking north along S Barney St from near southeast property corner



Looking northeast across subject property from near southwest corner



Looking southwest across subject property from near northeast corner

Appendix E

USGS Topographic Maps

Not Reported

Not Reported

Anderson, CA 96007

Inquiry Number: 7954843.4

April 10, 2025

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

04/10/25

Site Name:	Client Name:
Not Reported	Vestra Resources
Not Reported	5300 Aviation Drive
Anderson, CA 96007	Redding, CA 96002
EDR Inquiry # 7954843.4	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 Results:		*Coordinates:*	
P.O.#	72514	**Latitude:**	40.43673 40° 26' 12" North
Project:	Guggenheim	**Longitude:**	-122.284606 -122° 17' 5" West
		UTM Zone:	Zone 10 North
		UTM X Meters:	560675.26
		UTM Y Meters:	4476477.51
		Elevation:	464.92' above sea level

Maps Provided:

2022
2018
2015
2012
1965
1948
1947

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2022 Source Sheets



Cottonwood
2022
7.5-minute, 24000

2018 Source Sheets



Cottonwood
2018
7.5-minute, 24000

2015 Source Sheets



Cottonwood
2015
7.5-minute, 24000

2012 Source Sheets

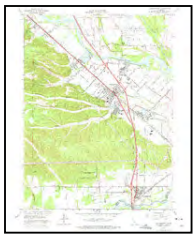


Cottonwood
2012
7.5-minute, 24000

Topo Sheet Key

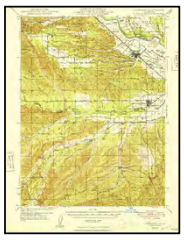
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1965 Source Sheets



Cottonwood
1965
7.5-minute, 24000
Aerial Photo Revised 1958

1948 Source Sheets



Anderson
1948
15-minute, 62500
Aerial Photo Revised 1943

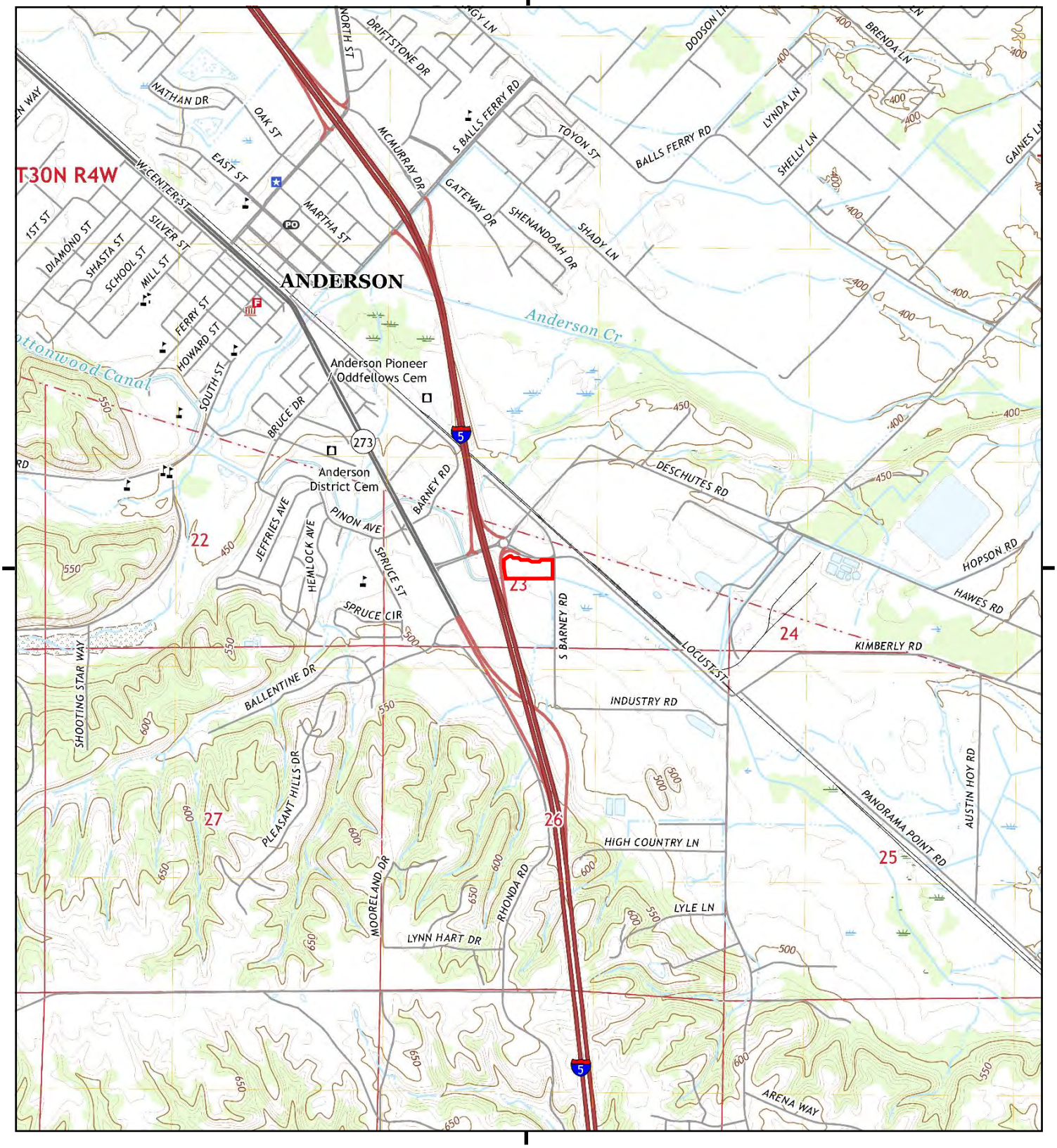
1947 Source Sheets



Anderson
1947
15-minute, 62500
Aerial Photo Revised 1943

Historical Topo Map

2022



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W E
SW S SE

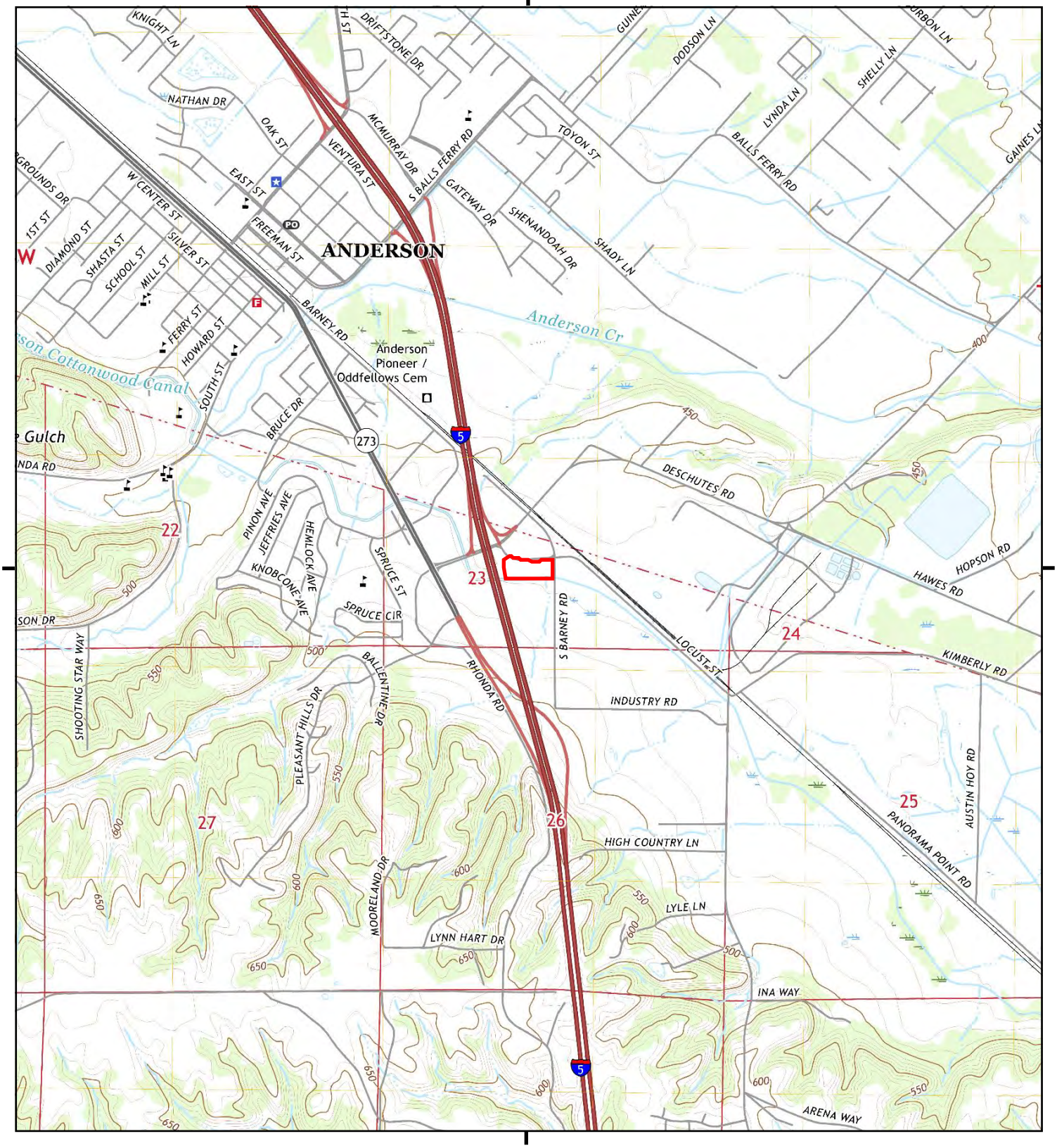
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ADDRESS: Not Reported
Anderson, CA 96007
CLIENT: Vestra Resources

N

Historical Topo Map

2018



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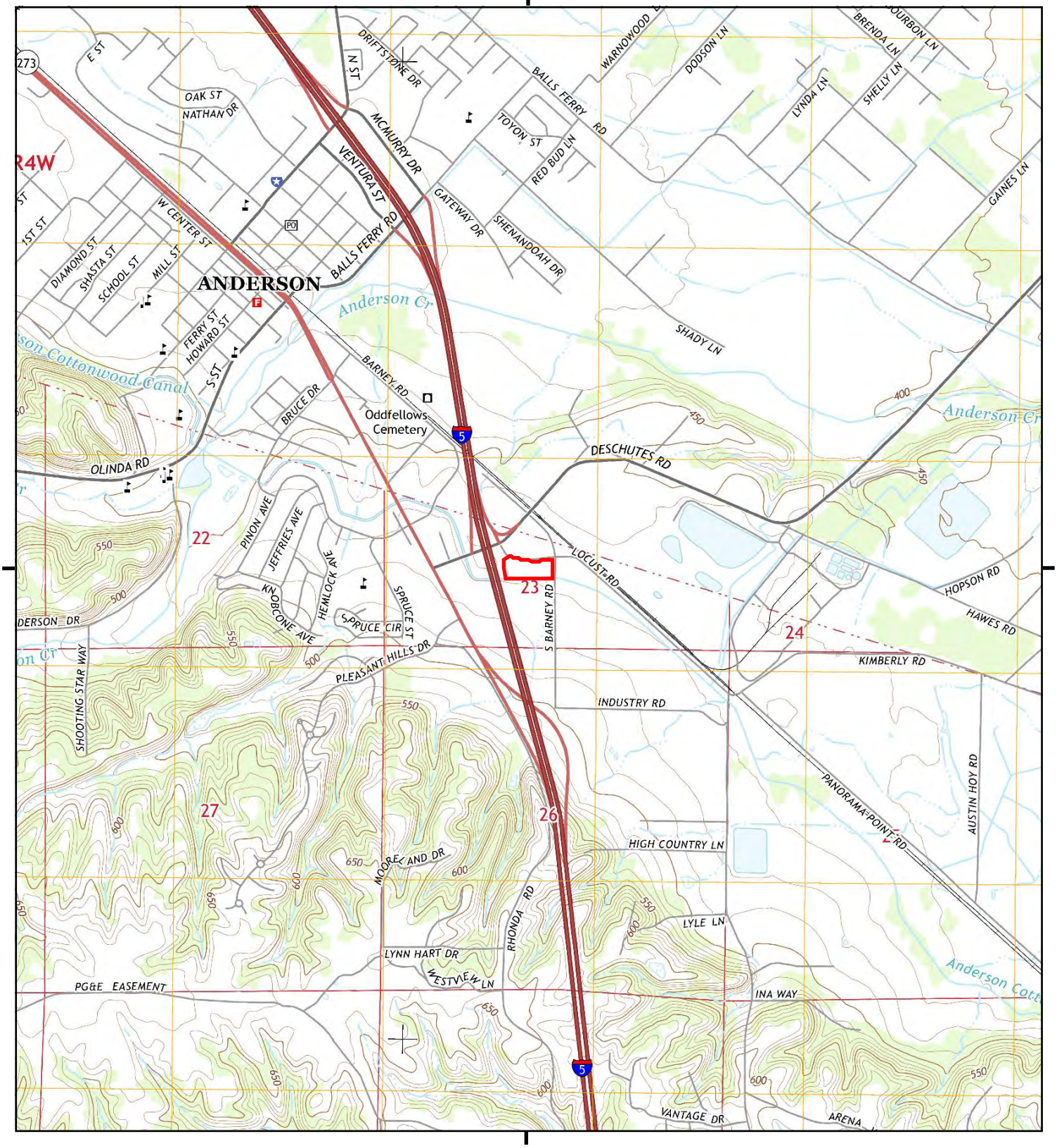
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Anderson, CA 96007
CLIENT: Vestra Resources

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Historical Topo Map

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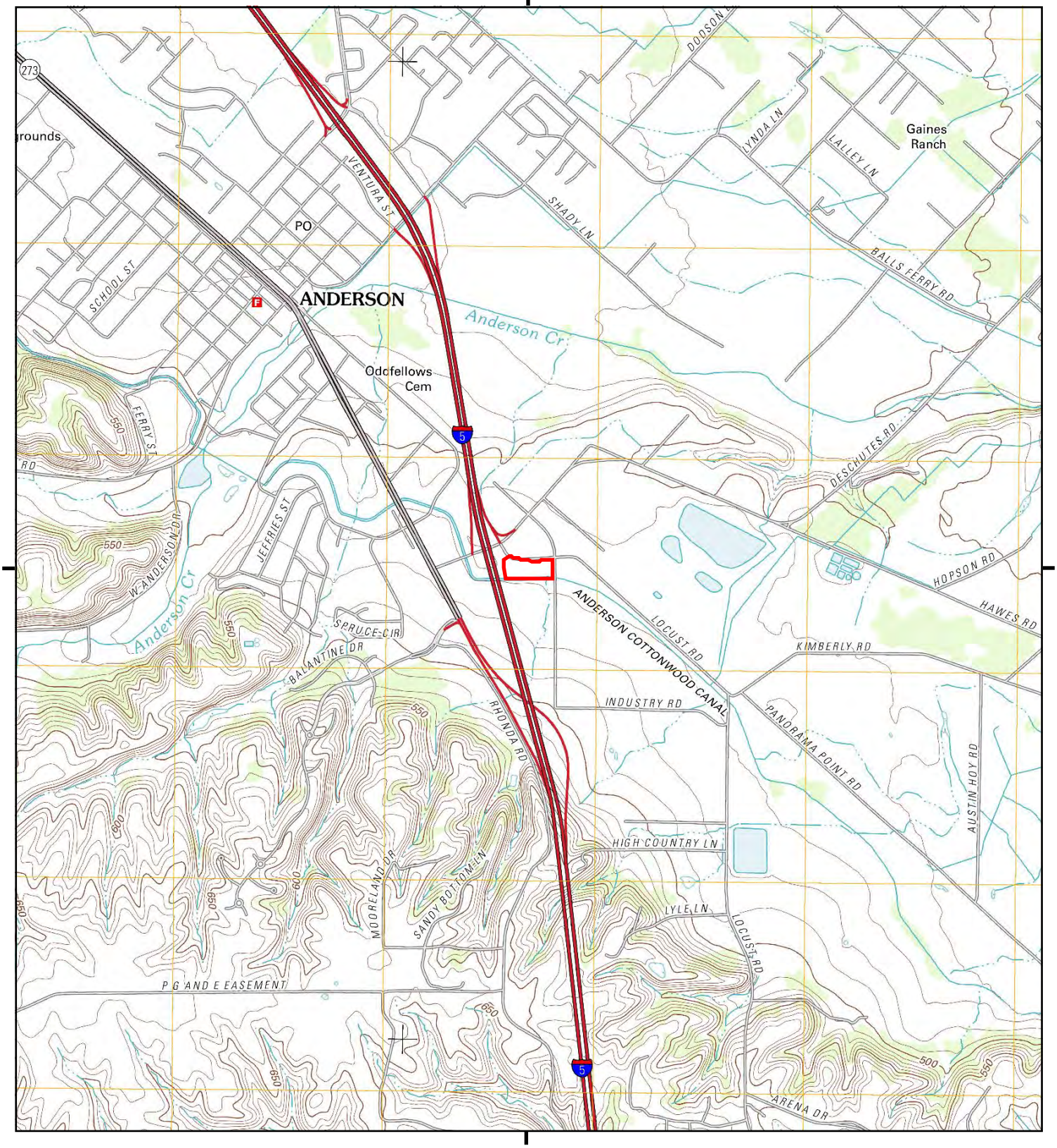
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Anderson, CA 96007
CLIENT: Vestra Resources

N

Historical Topo Map

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SW S SE

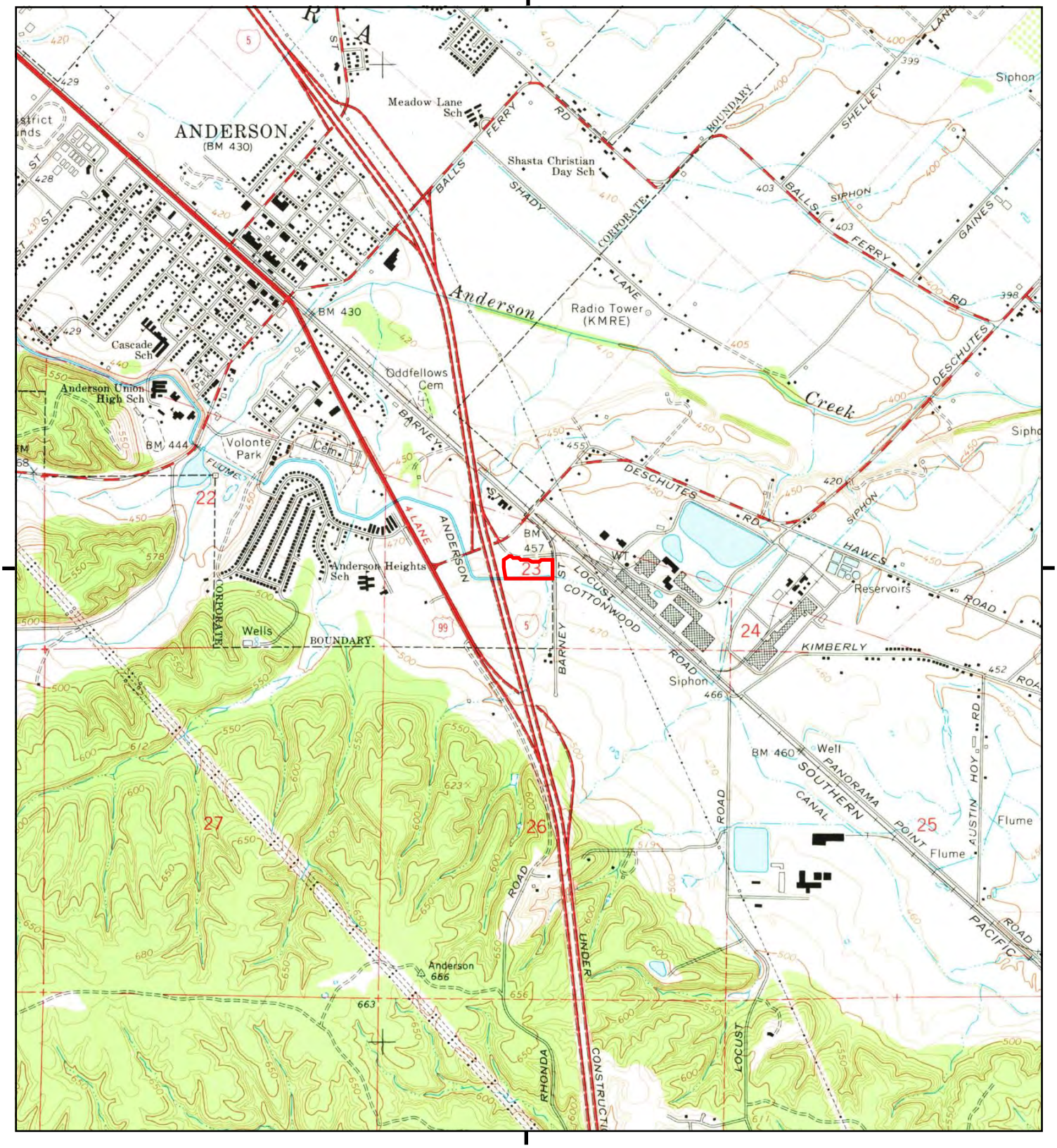
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Anderson, CA 96007
CLIENT: Vestra Resources

N

Historical Topo Map

1965



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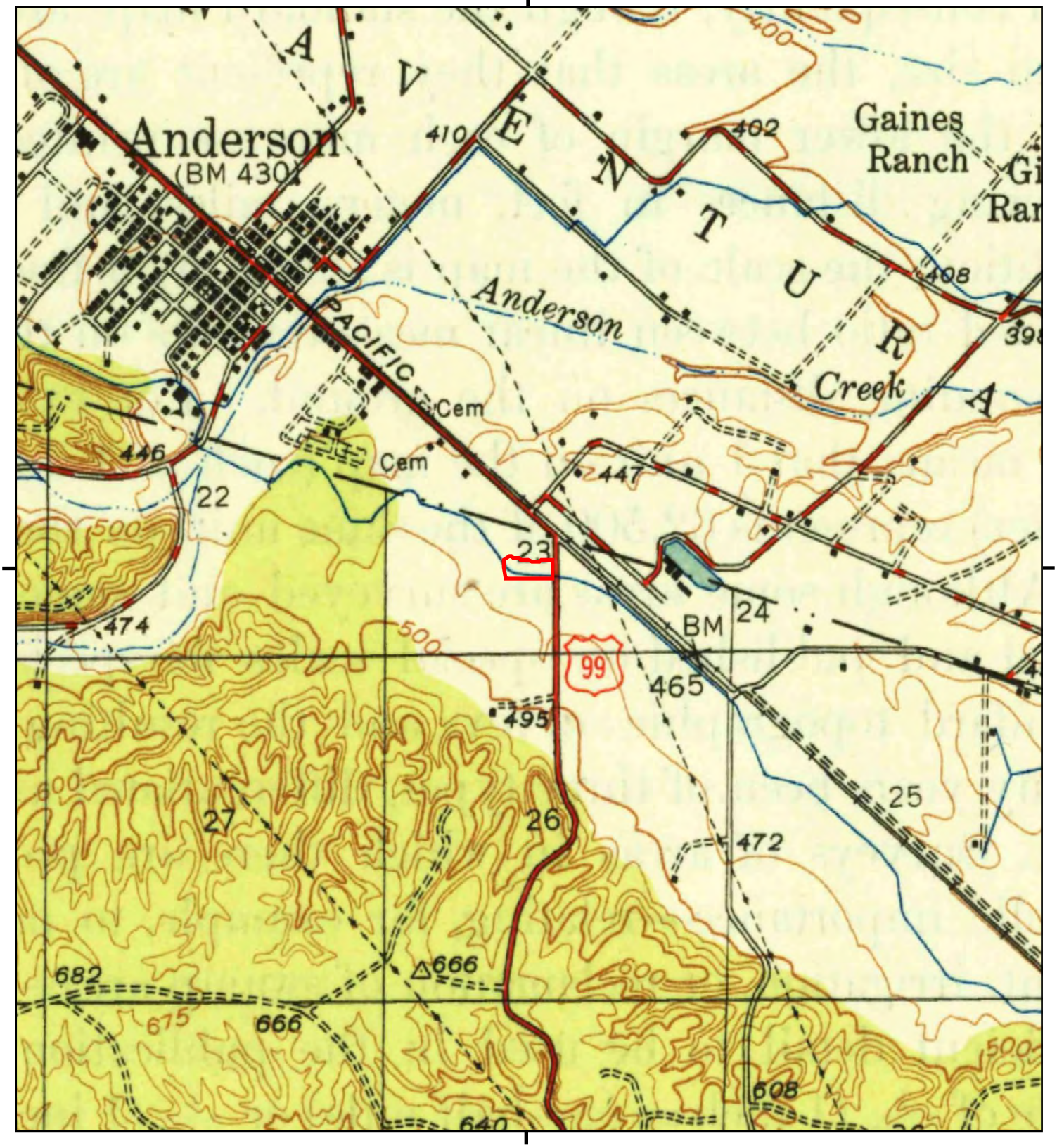
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SW S SE

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Anderson, CA 96007
CLIENT: Vestra Resources

N



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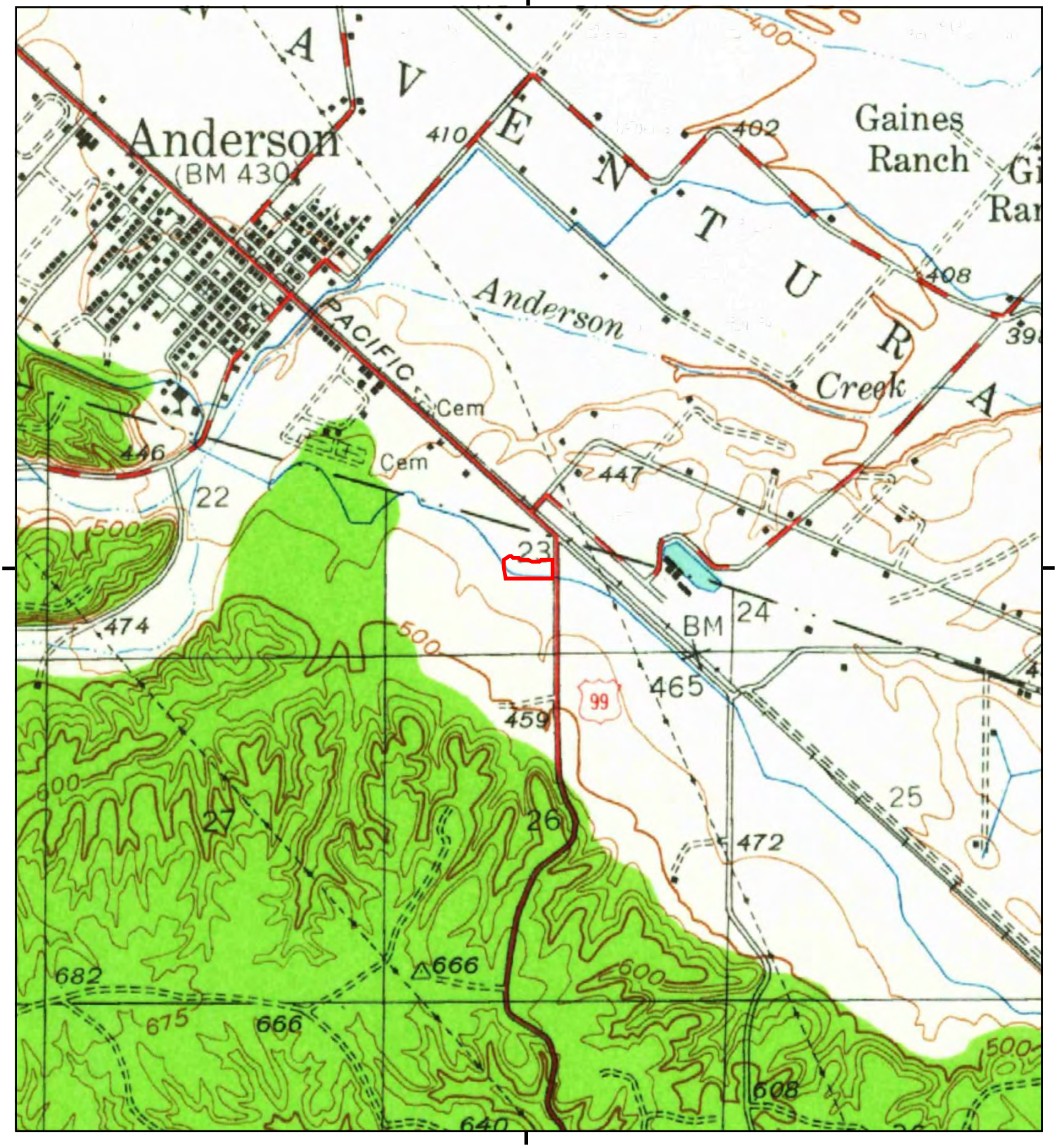
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Anderson, CA 96007
CLIENT: Vestra Resources

N

Historical Topo Map

1947



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NW N NE
W E
SW S SE

TP, Anderson, 1947, 15-minute

SITE NAME: Not Reported
ADDRESS: Not Reported
Anderson, CA 96007
CLIENT: Vestra Resources

N

Appendix F

Soil Survey Map and Information

United States Department of Agriculture

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 Shasta County Area, California

Locust and S Barney



April 11, 2025

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

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.

Soil Map (Locust and S Barney)



Map Scale: 1:1,290 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 15 30 60 90

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

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
- 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
- Slide or Slip
- Sodic Spot
- 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 1:20,000.

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: Shasta County Area, California
Survey Area Data: Version 20, Aug 28, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 8, 2019—Jun 21, 2019

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 (Locust and S Barney)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
CfA	Churn gravelly loam, deep, 0 to 3 percent slopes	4.8	90.3%
W	Water	0.5	9.7%
Totals for Area of Interest		**5.3**	**100.0%**

Map Unit Descriptions (Locust and S Barney)

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.

Shasta County Area, California

CfA—Churn gravelly loam, deep, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: hfmf
Elevation: 400 to 800 feet
Mean annual precipitation: 35 inches
Mean annual air temperature: 63 degrees F
Frost-free period: 250 to 275 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Churn and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Churn

Setting

Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium

Typical profile

H1 - 0 to 13 inches: gravelly loam
H2 - 13 to 40 inches: gravelly loam
H3 - 40 to 60 inches: stratified gravelly loam to gravelly clay loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 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: Moderate (about 6.7 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 3s
Hydrologic Soil Group: C
Ecological site: R017XY904CA - Subirrigated Deep Alluvial Fans
Hydric soil rating: No

Minor Components

Cobbly alluvial land

Percent of map unit: 5 percent
Landform: Channels
Landform position (three-dimensional): Tread

Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Honcut

Percent of map unit: 4 percent
Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Tehama

Percent of map unit: 3 percent
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Perkins

Percent of map unit: 3 percent
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

W—Water

Map Unit Composition

Water: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Water

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: Unranked

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Appendix G

FEMA Flood Zone Map

National Flood Hazard Layer FIRMette

FEMA

122°17'24"W 40°26'27"N



122°16'47"W 40°25'59"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 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*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

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 4/11/2025 at 9:18 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.

Appendix H
Historical Aerial Photographs

Not Reported

Not Reported

Anderson, CA 96007

Inquiry Number: 7954843.8

April 14, 2025

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

04/14/25

Site Name:

Not Reported
Not Reported
Anderson, CA 96007
EDR Inquiry # 7954843.8

Client Name:

Vestra Resources
5300 Aviation Drive
Redding, CA 96002
Contact: Jennifer Williams

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Search Results:

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: September 10, 1998	USGS/DOQQ
1983	1"=500'	Flight Date: July 04, 1983	USDA
1976	1"=500'	Flight Date: January 01, 1976	NASA
1969	1"=500'	Flight Date: July 31, 1969	USGS
1963	1"=500'	Flight Date: May 14, 1963	USGS
1952	1"=500'	Flight Date: July 14, 1952	USDA
1948	1"=500'	Flight Date: January 01, 1948	USGS

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INQUIRY #: 7954843.8
YEAR: 2020
= 500'
N
EDR


INQUIRY #: 7954843.8
YEAR: 2016
= 500'
N
EDR

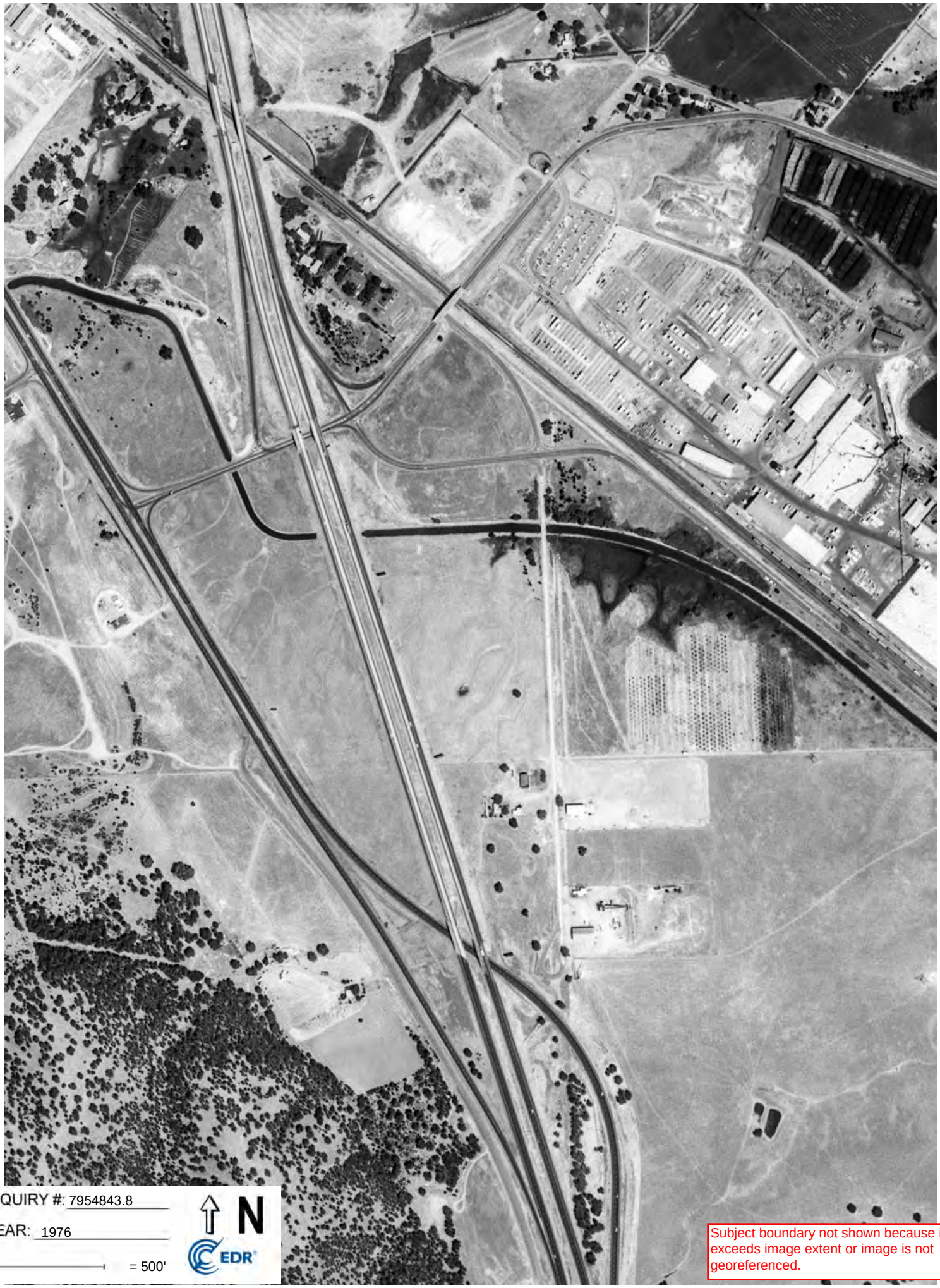

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YEAR: 2012
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EDR


INQUIRY #: 7954843.8
YEAR: 2009
= 500'
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EDR


INQUIRY #: 7954843.8
YEAR: 2006
= 500'
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EDR


INQUIRY #: 7954843.8
YEAR: 1998
= 500'
N
EDR


INQUIRY #: 7954843.8
YEAR: 1983
= 500'
N
EDR



INQUIRY #: 7954843.8

YEAR: 1976

= 500'

N

EDR

Subject boundary not shown because it exceeds image extent or image is not georeferenced.


INQUIRY #: 7954843.8
YEAR: 1969
= 500'
N
EDR


INQUIRY #: 7954843.8
YEAR: 1963
= 500'
N
EDR


INQUIRY #: 7954843.8
YEAR: 1952
= 500'
N
EDR



INQUIRY #: 7954843.8

YEAR: 1948

= 500'

N

EDR

Subject boundary not shown because it exceeds image extent or image is not georeferenced.

Appendix I

Historical City Directory

Not Reported
Not Reported
Anderson, CA 96007

Inquiry Number: 7954843.5
April 11, 2025

The EDR-City Directory Image Report

Environmental Data Resources Inc
6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

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.

Year	*Target Street*	*Cross Street*	*Source*
2020	☑	☐	EDR Digital Archive
2017	☑	☐	Cole Information
2014	☑	☐	Cole Information
2010	☑	☐	Cole Information
2005	☑	☐	Cole Information
2000	☑	☐	Cole Information
1995	☑	☐	Cole Information
1992	☑	☐	Cole Information
1986	☐	☐	Polk's City Directory
1981	☐	☐	Polk's City Directory
1976	☐	☐	Polk's City Directory

FINDINGS

TARGET PROPERTY STREET

Not Reported
Anderson, CA 96007

Year	*CD Image*	*Source*	

S BARNEY RD

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	pg A7	Cole Information	
1992	pg A8	Cole Information	
1986	-	Polk's City Directory	Street not listed in Source
1981	-	Polk's City Directory	Street not listed in Source
1976	-	Polk's City Directory	Street not listed in Source

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

S BARNEY RD 2020

1800	HAISCH CONSTRUCTION CO INC
	SYSTEMS PLUS LUMBER CO
2006	VCA GATEWAY ANIMAL HOSPITAL
2064	JENNIFER SPADE
	WILLIAM GREEN
4927	PREFERRED PUMP OF CALIFORNIA
4952	MUNSON PUMP SVC
4965	DAVID BROUILLETTE
4987	JERAMEY GREENSLIT
	KAREN GREENSLIT

Target Street	Cross Street	Source
✓	-	Cole Information

S BARNEY RD 2017

1800	SYSTEMS PLUS LUMBER CO
2006	VCA ANIMAL HOSPITALS
	VCA GATEWAY ANIMAL HOSPITAL
2046	RIVAS, DANIEL
2064	SPADE, DEMENN
2066	AVILA, LACY
4947	PREFERRED PUMP OF CALIFORNIA

Target Street	Cross Street	Source
✓	-	Cole Information

S BARNEY RD 2014

1800	SYSTEMS PLUS LUMBER CO
2006	GATEWAY ANIMAL CLINIC
	VCA ANIMAL HOSPITALS
	VCA GATEWAY
	VCA GATEWAY ANIMAL HOSPITAL
2046	RIVAS, DANIEL
2064	SPADE, DEMENN
2066	OCCUPANT UNKNOWN,
2086	CHAPMAN, ALEXANRYA
4947	PREFERRED PUMP OF CALIFORNIA

Target Street	Cross Street	Source
✓	-	Cole Information

S BARNEY RD 2010

1800	SYSTEMS PLUS LUMBER CO
2006	GATEWAY ANIMAL CLINIC
	VCA GATEWAY ANIMAL HOSPITAL
2046	WALLACE, BONITA
2064	SPADE, DEMENN
2066	OCCUPANT UNKNOWN,
2070	RHINO, LININGS
2086	SHUMAKER, JESSE R
4947	PREFERRED PUMP OF CALIFORNIA
4952	MUNSON PUMP SVC
4965	BCI EXCAVATING
	BCI LANDSCAPE MATERIALS
4987	ARROW TANK WORKS

Target Street	Cross Street	Source
✓	-	Cole Information

S BARNEY RD 2005

1800	HAISCH CONSTRUCTION CO INC
	HAISCH SYSYTEMS PLUS
2006	BROADDUS SUSAN M DVM
2046	HAGAR, MARTY
2064	INCREDIBLE PRODUCTIONS
	OCCUPANT UNKNOWN,
2066	OCCUPANT UNKNOWN,
2070	RHINO LININGS
	RHINO, LININGS
2086	SHUMAKER, JESSE R
4965	BROULILLETTE CONSTRUCTION INC

Target Street	Cross Street	Source
✓	-	Cole Information

S BARNEY RD 2000

1800 SYSTEMS PLUS LUMBER COMPANY
2064 GALBA, N
2070 DATCO FABRICATION
LARRYS TRUCK & AUTO BODY
4987 ARROW TANK WORKS

Target Street	Cross Street	Source
✓	-	Cole Information

S BARNEY RD 1995

1800 SYSTEMS PLUS

Target Street	Cross Street	Source
✓	-	Cole Information

S BARNEY RD 1992

1800	SYSTEMS PLUS LUMBER
2350	VOORWOOD CO
2726	ANDERSON HANDY STRG

Appendix J

Environmental Data Resources (EDR) Report

Not Reported
Not Reported
Anderson, CA 96007

Inquiry Number: 7954843.2s
April 10, 2025

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.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (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

NOT REPORTED
ANDERSON, CA 96007

COORDINATES

Latitude (North):	40.4367300 - 40° 26' 12.22''
Longitude (West):	122.2846060 - 122° 17' 4.58''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	560676.9
UTM Y (Meters):	4476266.5
Elevation:	465 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	50005920 COTTONWOOD, CA
Version Date:	2022

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20200713
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
NOT REPORTED
ANDERSON, CA 96007

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	AM BOSS AND SONS INC	4927 S BARNEY RD	HIST UST	Higher	71, 0.013, ESE
A2	CHEEK CAT LOGGING	4927 S BARNEY ROAD	SWEEPS UST	Higher	71, 0.013, ESE
B3	VCA GATEWAY ANIMAL H	2006 S BARNEY RD	RCRA NonGen / NLR, E MANIFEST	Lower	196, 0.037, NE
B4	VCA - GATEWAY	2006 S BARNEY RD,	RCRA NonGen / NLR, E MANIFEST	Lower	196, 0.037, NE
5	ROSEBURG LUMBER COMP	LOCUST & DESCHUTES R	ENVIROSTOR	Higher	207, 0.039, NW
B6	PG&E GTP D-833 ANDER	2000 S. BARNEY RD	RCRA NonGen / NLR, E MANIFEST	Lower	207, 0.039, NE
C7	FACTORY OUTLET SHELL	2020 ARBY WAY	UST FINDER	Higher	1110, 0.210, WNW
C8	FACTORY OUTLET SHELL	2020 ARBY WAY	RCRA NonGen / NLR, E MANIFEST	Higher	1110, 0.210, WNW
C9	FACTORY OUTLET SHELL	2020 ARBY WAY	CERS HAZ WASTE, CERS TANKS, HWTS, HAZNET, CERS	Higher	1110, 0.210, WNW
C10	FACTORY OUTLET SHELL	2020 ARBY WAY	UST	Higher	1110, 0.210, WNW
C11	FACTORY OUTLET SHELL	2020 ARBY WAY	CUPA Listings	Higher	1110, 0.210, WNW
D12	DOLLAR TREE #05903	1725 STATE HIGHWAY 2	CERS HAZ WASTE, HWTS, HAZNET, CERS	Higher	1110, 0.210, West
D13	DOLLAR TREE	1725 STATE HWY 273	RCRA-VSQG, E MANIFEST	Higher	1110, 0.210, West
D14	DOLLAR TREE STORE #0	1725 HWY 273	CUPA Listings	Higher	1110, 0.210, West
E15	SYSTEMS PLUS LUMBER	1800 S BARNEY RD	CUPA Listings	Lower	1133, 0.215, NNW
E16	SYSTEMS PLUS LUMBER	1800 S BARNEY ST	AST	Lower	1133, 0.215, NNW
E17	SYSTEMS PLUS LUMBER	1800 S BARNEY RD	HAULERS, CERS HAZ WASTE, CERS TANKS, CERS	Lower	1133, 0.215, NNW
E18	SYSTEMS PLUS LUMBER	1800 S BARNEY RD	AST	Lower	1133, 0.215, NNW
E19	SYSTEMS PLUS LUMBER	1800 S BARNEY ST	RCRA NonGen / NLR, E MANIFEST	Lower	1133, 0.215, NNW
F20	SHASTA GAS PROPANE,	5010 DESCHUTES RD	CERS HAZ WASTE, CERS	Lower	1251, 0.237, NNE
F21	SHASTA TANKS, LLC	5010 DESCHUTES ROAD	CUPA Listings, EMI, HWTS, HAZNET	Lower	1251, 0.237, NNE
F22	SHASTA TANKS LLC	5010 DESCHUTES ROAD	RCRA NonGen / NLR, E MANIFEST	Lower	1251, 0.237, NNE
23	ARROW TANK WORKS	4987 S BARNEY ST	CUPA Listings	Higher	1296, 0.245, SSE
G24	FOOD & LIQUOR #150	1975 PONDEROSA WAY	LUST, SWEEPS UST, HIST UST, Cortese, CUPA...	Higher	1613, 0.305, WNW
G25	TOWER MART #150	1975 PONDEROSA WAY	UST FINDER RELEASE	Higher	1613, 0.305, WNW
H26	ROSEBURG FOREST PROD	DESCHUTES ROAD	RCRA-SQG, LUST, Cortese, HIST CORTESE, HWTS,...	Lower	1706, 0.323, ENE
H27	ROSEBURG #3	DESCHUTES RD	LUST	Lower	1706, 0.323, ENE
28	PLAINWELL PAPER	21091 HAWES RD	ENVIROSTOR, CPS-SLIC, CHMIRS, CUPA Listings, CERS	Lower	3969, 0.752, East

EXECUTIVE SUMMARY

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 NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-SQG ---------- RCRA - Small Quantity Generators

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROLS ---------- Institutional Controls Sites List

EXECUTIVE SUMMARY

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 landfills and solid waste disposal facilities

SWF/LF ---------- Solid Waste Information System

Lists of state and tribal leaking storage tanks

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

VCP ---------- Voluntary Cleanup Program Properties
INDIAN VCP ---------- Voluntary Cleanup Priority Listing

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
ODI ---------- 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 ---------- Historical Calsites 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

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
SSTS ---- Section 7 Tracking Systems
ROD ---- Records Of Decision
RMP ---- Risk Management Plans
RAATS ---- RCRA Administrative Action Tracking System
PRP ---- Potentially Responsible Parties
PADS ---- PCB Activity Database System
ICIS ---- Integrated Compliance Information System
FTTS ---- FIFRA/ TSCA Tracking System - FIFRA (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

EXECUTIVE SUMMARY

ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
DOCKET HWC	Hazardous Waste Compliance Docket Listing
ECHO	Enforcement & Compliance History Information
UXO	Unexploded Ordnance Sites
FUELS PROGRAM	EPA Fuels Program Registered Listing
PFAS NPL	Superfund Sites with PFAS Detections Information
PFAS FEDERAL SITES	Federal Sites PFAS Information
PFAS TSCA	PFAS Manufacture and Imports Information
PFAS TRIS	List of PFAS Added to the TRI
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 PROJECT	NORTHEASTERN UNIVERSITY PFAS PROJECT
PFAS ECHO	Facilities in Industries that May Be Handling PFAS Listing
PFAS ECHO FIRE TRAIN	Facilities in Industries that May Be Handling PFAS Listing
PFAS PT 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	PFAS Investigation Site Location Listing
AQUEOUS FOAM	Former Fire Training Facility Assessments Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CHROME PLATING	Chrome Plating Facilities Listing
DRYCLEANERS	Cleaner Facilities
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
ICE	Inspection, Compliance and Enforcement
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	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
HAZMAT	Hazardous Material Facilities
UIC	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)

EXECUTIVE SUMMARY

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP---------- EDR Proprietary Manufactured Gas Plants
EDR Hist Auto---------- EDR Exclusive Historical Auto Stations
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 Federal RCRA generators

RCRA-VSQG: 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.

A review of the RCRA-VSQG list, as provided by EDR, and dated 02/17/2025 has revealed that there is 1 RCRA-VSQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DOLLAR TREE EPA ID:: CAL000404209	***1725 STATE HWY 273***	***W 1/8 - 1/4 (0.210 mi.)***	***D13***	***114***

EXECUTIVE SUMMARY

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: 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.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/21/2025 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ROSEBURG LUMBER COMP Facility Id: 45240002 Status: Refer: RWQCB	LOCUST & DESCHUTES R	NW 0 - 1/8 (0.039 mi.)	5	24

Lower Elevation	Address	Direction / Distance	Map ID	Page
PLAINWELL PAPER Facility Id: 45260001 Facility Id: 71002477 Status: Refer: RWQCB	***21091 HAWES RD***	***E 1/2 - 1 (0.752 mi.)***	***28***	***197***

Lists of state and tribal leaking storage tanks

LUST: 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.

A review of the LUST list, as provided by EDR, has revealed that there are 3 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FOOD & LIQUOR #150 Database: LUST REG 5, Date of Government Version: 07/01/2008 Database: LUST, Date of Government Version: 02/24/2025 Status: Completed - Case Closed Status: Preliminary site assessment underway Global Id: T0608900255	***1975 PONDEROSA WAY***	***WNW 1/4 - 1/2 (0.305 mi.)***	***G24***	***180***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ROSEBURG FOREST PROD Database: LUST REG 5, Date of Government Version: 07/01/2008 Status: Case Closed	***DESCHUTES ROAD***	***ENE 1/4 - 1/2 (0.323 mi.)***	***H26***	***187***
ROSEBURG #3 Database: LUST, Date of Government Version: 02/24/2025	DESCHUTES RD	ENE 1/4 - 1/2 (0.323 mi.)	H27	196

Status: Completed - Case Closed
Global Id: T0608900057

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 is 1 UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FACTORY OUTLET SHELL Database: UST, Date of Government Version: 11/26/2024 Facility Id: 45-000-000735	2020 ARBY WAY	WNW 1/8 - 1/4 (0.210 mi.)	C10	60

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 are 2 AST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SYSTEMS PLUS LUMBER Database: AST, Date of Government Version: 07/06/2016	1800 S BARNEY ST	NNW 1/8 - 1/4 (0.215 mi.)	E16	128
SYSTEMS PLUS LUMBER Database: AST, Date of Government Version: 07/06/2016	1800 S BARNEY RD	NNW 1/8 - 1/4 (0.215 mi.)	E18	142

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 01/12/2025 has revealed that there are 4 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FACTORY OUTLET SHELL	***2020 ARBY WAY***	***WNW 1/8 - 1/4 (0.210 mi.)***	***C9***	***34***
DOLLAR TREE #05903	***1725 STATE HIGHWAY 2***	***W 1/8 - 1/4 (0.210 mi.)***	***D12***	***63***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SYSTEMS PLUS LUMBER	***1800 S BARNEY RD***	***NNW 1/8 - 1/4 (0.215 mi.)***	***E17***	***128***
SHASTA GAS PROPANE,	***5010 DESCHUTES RD***	***NNE 1/8 - 1/4 (0.237 mi.)***	***F20***	***150***

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.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEEK CAT LOGGING Status: A Tank Status: A Comp Number: 45	4927 S BARNEY ROAD	ESE 0 - 1/8 (0.013 mi.)	A2	9

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AM BOSS AND SONS INC Facility Id: 00000048737	4927 S BARNEY RD	ESE 0 - 1/8 (0.013 mi.)	A1	9

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 01/12/2025 has revealed that there are 2 CERS TANKS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FACTORY OUTLET SHELL	***2020 ARBY WAY***	***WNW 1/8 - 1/4 (0.210 mi.)***	***C9***	***34***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
SYSTEMS PLUS LUMBER	***1800 S BARNEY RD***	***NNW 1/8 - 1/4 (0.215 mi.)***	***E17***	***128***

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 02/17/2025 has revealed that

there are 6 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FACTORY OUTLET SHELL EPA ID:: CAL000398949	***2020 ARBY WAY***	***WNW 1/8 - 1/4 (0.210 mi.)***	***C8***	***30***

Lower Elevation	Address	Direction / Distance	Map ID	Page
VCA GATEWAY ANIMAL H EPA ID:: CAL000447750	***2006 S BARNEY RD***	***NE 0 - 1/8 (0.037 mi.)***	***B3***	***10***
VCA - GATEWAY EPA ID:: CAL000338956	***2006 S BARNEY RD,***	***NE 0 - 1/8 (0.037 mi.)***	***B4***	***14***
PG&E GTP D-833 ANDER EPA ID:: CAC002994007	***2000 S. BARNEY RD***	***NE 0 - 1/8 (0.039 mi.)***	***B6***	***25***
SYSTEMS PLUS LUMBER EPA ID:: CAL000065629	***1800 S BARNEY ST***	***NNW 1/8 - 1/4 (0.215 mi.)***	***E19***	***143***
SHASTA TANKS LLC EPA ID:: CAL000403932	***5010 DESCHUTES ROAD***	***NNE 1/8 - 1/4 (0.237 mi.)***	***F22***	***168***

UST FINDER RELEASE: 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.

A review of the UST FINDER RELEASE list, as provided by EDR, and dated 06/08/2023 has revealed that there is 1 UST FINDER RELEASE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TOWER MART #150	1975 PONDEROSA WAY	WNW 1/4 - 1/2 (0.305 mi.)	G25	186

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 is 1 UST FINDER site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FACTORY OUTLET SHELL	2020 ARBY WAY	WNW 1/8 - 1/4 (0.210 mi.)	C7	29

E MANIFEST: EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

A review of the E MANIFEST list, as provided by EDR, and dated 02/17/2025 has revealed that there are 7 E MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FACTORY OUTLET SHELL	*2020 ARBY WAY*	*WNW 1/8 - 1/4 (0.210 mi.)*	*C8*	*30*
DOLLAR TREE	*1725 STATE HWY 273*	*W 1/8 - 1/4 (0.210 mi.)*	*D13*	*114*

Lower Elevation	Address	Direction / Distance	Map ID	Page
VCA GATEWAY ANIMAL H	*2006 S BARNEY RD*	*NE 0 - 1/8 (0.037 mi.)*	*B3*	*10*
VCA - GATEWAY	*2006 S BARNEY RD,*	*NE 0 - 1/8 (0.037 mi.)*	*B4*	*14*
PG&E GTP D-833 ANDER	*2000 S. BARNEY RD*	*NE 0 - 1/8 (0.039 mi.)*	*B6*	*25*
SYSTEMS PLUS LUMBER	*1800 S BARNEY ST*	*NNW 1/8 - 1/4 (0.215 mi.)*	*E19*	*143*
SHASTA TANKS LLC	*5010 DESCHUTES ROAD*	*NNE 1/8 - 1/4 (0.237 mi.)*	*F22*	*168*

Cortese: 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).

A review of the Cortese list, as provided by EDR, and dated 12/11/2024 has revealed that there are 2 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FOOD & LIQUOR #150	*1975 PONDEROSA WAY*	*WNW 1/4 - 1/2 (0.305 mi.)*	*G24*	*180*
Cleanup Status: COMPLETED - CASE CLOSED				

Lower Elevation	Address	Direction / Distance	Map ID	Page
ROSEBURG FOREST PROD	*DESCHUTES ROAD*	*ENE 1/4 - 1/2 (0.323 mi.)*	*H26*	*187*
Cleanup Status: COMPLETED - CASE CLOSED				

CUPA Listings: 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.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 5 CUPA Listings sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FACTORY OUTLET SHELL	2020 ARBY WAY	WNW 1/8 - 1/4 (0.210 mi.)	C11	63
Database: CUPA SHASTA, Date of Government Version: 06/15/2017				
Facility Status: True				
Site Id: 859				
DOLLAR TREE STORE #0	1725 HWY 273	W 1/8 - 1/4 (0.210 mi.)	D14	127
Database: CUPA SHASTA, Date of Government Version: 06/15/2017				
Facility Status: True				
Site Id: 2196				
ARROW TANK WORKS	4987 S BARNEY ST	SSE 1/8 - 1/4 (0.245 mi.)	23	179
Database: CUPA SHASTA, Date of Government Version: 06/15/2017				

Facility Status: False
Site Id: 293

Lower Elevation	Address	Direction / Distance	Map ID	Page
SYSTEMS PLUS LUMBER	1800 S BARNEY RD	NNW 1/8 - 1/4 (0.215 mi.)	E15	127
Database: CUPA SHASTA, Date of Government Version: 06/15/2017 Facility Status: True Site Id: 356				
SHASTA TANKS, LLC	***5010 DESCHUTES ROAD***	***NNE 1/8 - 1/4 (0.237 mi.)***	***F21***	***160***
Database: CUPA SHASTA, Date of Government Version: 06/15/2017 Facility Status: True Site Id: 1297				

HIST CORTESE: 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.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 2 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FOOD & LIQUOR #150	***1975 PONDEROSA WAY***	***WNW 1/4 - 1/2 (0.305 mi.)***	***G24***	***180***
Reg Id: 450261				

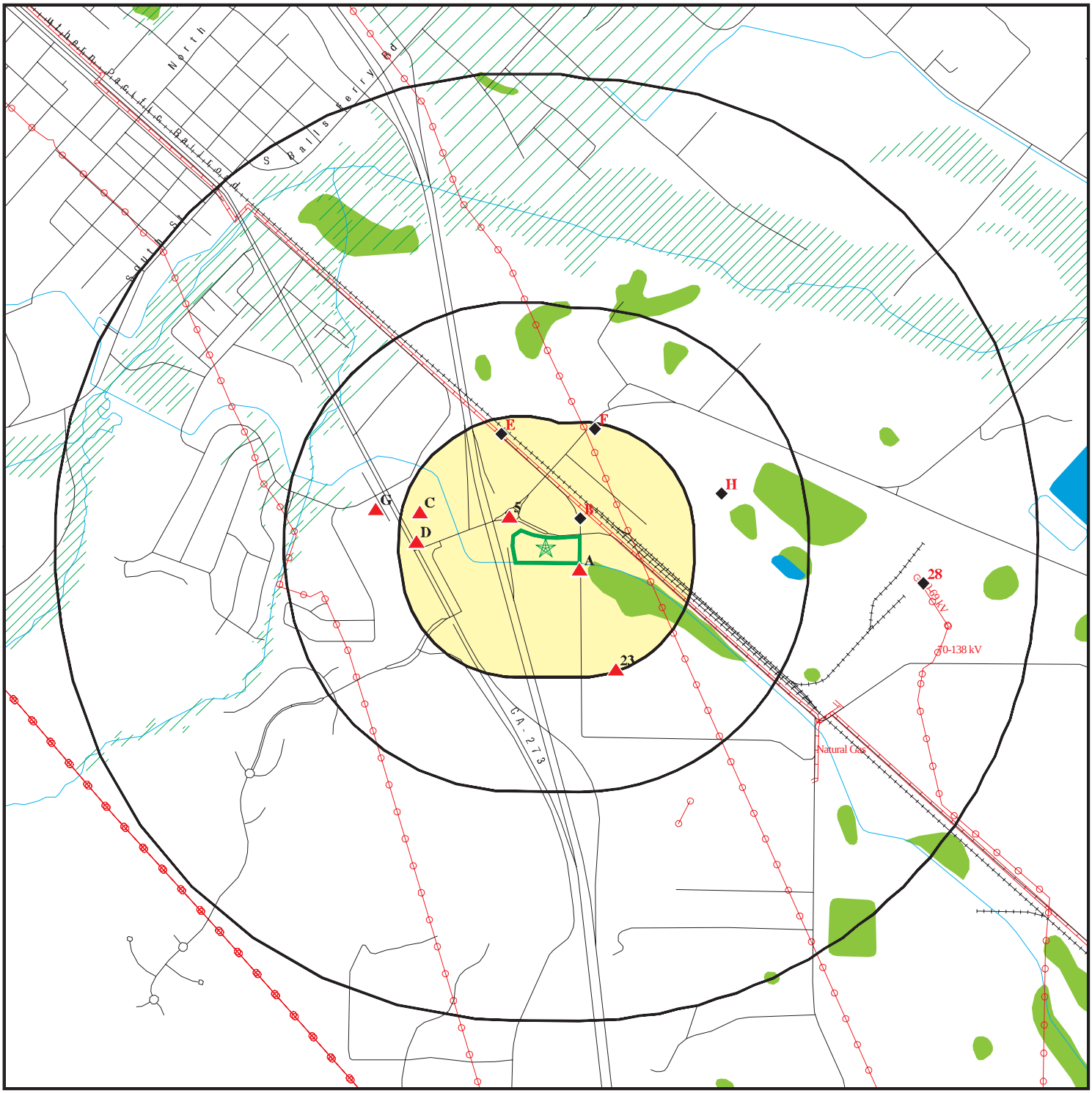
Lower Elevation	Address	Direction / Distance	Map ID	Page
ROSEBURG FOREST PROD	***DESCHUTES ROAD***	***ENE 1/4 - 1/2 (0.323 mi.)***	***H26***	***187***
Reg Id: 450057				

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

Site Name	Database(s)
SIMPSON-SHASTA RANCH	ENVIROSTOR
CHAMPION INTERNATIONAL	ENVIROSTOR

OVERVIEW MAP - 7954843.2S



0 1/4 1/2 1 Miles

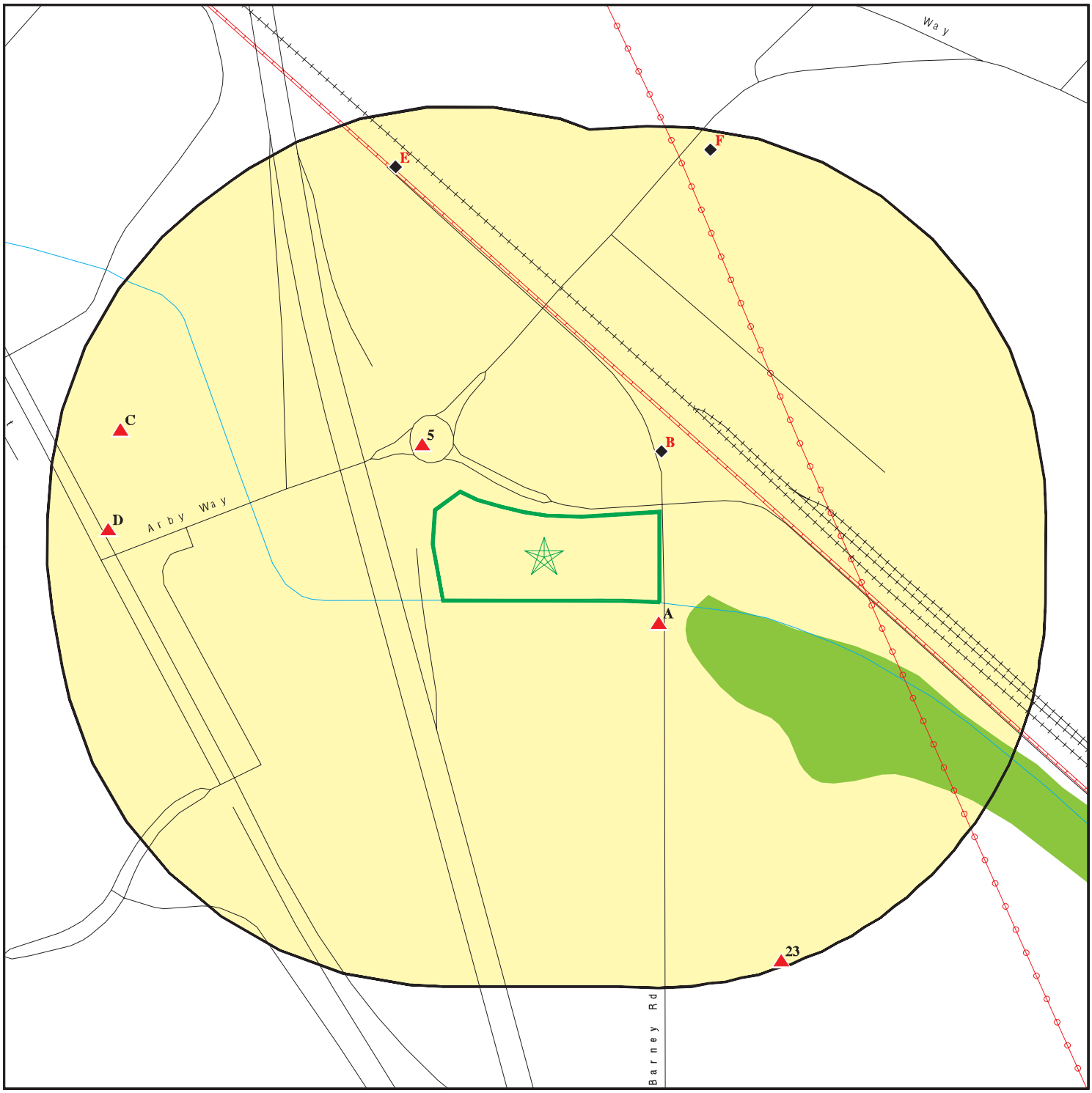
- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Not Reported ADDRESS: Not Reported Anderson CA 96007 LAT/LONG: 40.43673 / 122.284606	CLIENT: Vestra Resources CONTACT: Jennifer Williams INQUIRY #: 7954843.2s DATE: April 10, 2025 7:21 pm

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DETAIL MAP - 7954843.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Not Reported ADDRESS: Not Reported Anderson CA 96007 LAT/LONG: 40.43673 / 122.284606	CLIENT: Vestra Resources CONTACT: Jennifer Williams INQUIRY #: 7954843.2s DATE: April 10, 2025 7:23 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-VSQG	0.250		0	1	NR	NR	NR	1
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		1	0	0	1	NR	2
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

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 leaking storage tanks								
LUST	0.500		0	0	3	NR	NR	3
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	1	NR	NR	NR	1
AST	0.250		0	2	NR	NR	NR	2
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	4	NR	NR	NR	4
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	0	NR	NR	NR	1
HIST UST	0.250		1	0	NR	NR	NR	1
CA FID UST	0.250		0	0	NR	NR	NR	0
CERS TANKS	0.250		0	2	NR	NR	NR	2
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		3	3	NR	NR	NR	6
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
MINES MRDS	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
PFAS NPL	0.250		0	0	NR	NR	NR	0
PFAS FEDERAL SITES	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PFAS TSCA	0.250		0	0	NR	NR	NR	0
PFAS TRIS	0.250		0	0	NR	NR	NR	0
PFAS RCRA MANIFEST	0.250		0	0	NR	NR	NR	0
PFAS ATSDR	0.250		0	0	NR	NR	NR	0
PFAS WQP	0.250		0	0	NR	NR	NR	0
PFAS NPDES	0.250		0	0	NR	NR	NR	0
PFAS PROJECT	0.250		0	0	NR	NR	NR	0
PFAS ECHO	0.250		0	0	NR	NR	NR	0
PFAS ECHO FIRE TRAIN	0.250		0	0	NR	NR	NR	0
PFAS PT 139 AIRPORT	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM NRC	0.250		0	0	NR	NR	NR	0
BIOSOLIDS	TP		NR	NR	NR	NR	NR	0
UST FINDER RELEASE	0.500		0	0	1	NR	NR	1
UST FINDER	0.250		0	1	NR	NR	NR	1
E MANIFEST	0.250		3	4	NR	NR	NR	7
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	2	NR	NR	2
CUPA Listings	0.250		0	5	NR	NR	NR	5
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	2	NR	NR	2
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	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	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
WDR	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	9	23	8	1	0	41

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
ESE
< 1/8
0.013 mi.
71 ft.

AM BOSS AND SONS INC
4927 S BARNEY RD
ANDERSON, CA 96007

HIST UST **U001618695**
N/A

Site 1 of 2 in cluster A

Relative:
Higher

Actual:
467 ft.

HIST UST:

Name:	AM BOSS AND SONS INC
Address:	4927 S BARNEY RD
City,State,Zip:	ANDERSON, CA 96007
File Number:	00020d36
URL:	
Region:	STATE
Facility ID:	00000048737
Facility Type:	Other
Other Type:	CONSTRUCTION YARD
Contact Name:	AL BOSS
Telephone:	9163657088
Owner Name:	ALBERT M. BOSS JR.
Owner Address:	3531 SHELLY LANE
Owner City,St,Zip:	ANDERSON, CA 96007
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	1979
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Click here for Geo Tracker PDF:

A2
ESE
< 1/8
0.013 mi.
71 ft.

CHEEK CAT LOGGING
4927 S BARNEY ROAD
ANDERSON, CA 96007

SWEEPS UST **S106924256**
N/A

Site 2 of 2 in cluster A

Relative:
Higher

Actual:
467 ft.

SWEEPS UST:

Name:	CHEEK CAT LOGGING
Address:	4927 S BARNEY ROAD
City:	ANDERSON
Status:	Active
Comp Number:	45
Number:	2
Board Of Equalization:	Not reported
Referral Date:	09-30-91
Action Date:	09-30-91
Created Date:	09-30-91
Owner Tank Id:	1
SWRCB Tank Id:	45-000-000045-000001
Tank Status:	A
Capacity:	3000
Active Date:	09-30-91
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED

CHEEK CAT LOGGING (Continued) **S106924256**

Number Of Tanks: 1

B3 **VCA GATEWAY ANIMAL HOSPITAL** **RCRA NonGen / NLR** **1025874619**
NE **2006 S BARNEY RD** **E MANIFEST** **CAL000447750**
< 1/8 **ANDERSON, CA 96007**
0.037 mi.
196 ft. **Site 1 of 3 in cluster B**

Relative: **Lower**
Actual: **463 ft.**

RCRA Listings:

Date Form Received by Agency:		20190725
Handler Name:		Vca Gateway Animal Hospital
Handler Address:		2006 S Barney Rd
Handler City,State,Zip:		ANDERSON, CA 96007
EPA ID:		CAL000447750
Contact Name:		KAMERON MARTUSHEV
Contact Address:		2006 S BARNEY RD
Contact City,State,Zip:		ANDERSON, CA 96007
Contact Telephone:		530-365-4521
Contact Fax:		530-378-2963
Contact Email:		EMILY.WILEN@VCA.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:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		12401 W OLYMPIC BLVD
Mailing City,State,Zip:		LOS ANGELES, CA 90064
Owner Name:	Vca Animal Hospitals Inc	
Owner Type:		Other
Operator Name:	Kameron Martushev	
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:		N
Sub-Part K Indicator:		Not reported
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

VCA GATEWAY ANIMAL HOSPITAL (Continued) **1025874619**

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:	Not reported
Handler Date of Last Change:	20190729
Recognized Trader-Importer:	No
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: VCA ANIMAL HOSPITALS INC	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	12401 W OLYMPIC BLVD
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90064
Owner/Operator Telephone:	310-571-6500
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: KAMERON MARTUSHEV	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2006 S BARNEY RD
Owner/Operator City,State,Zip:	ANDERSON, CA 96007
Owner/Operator Telephone:	530-365-4521
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20190725
Handler Name: VCA GATEWAY ANIMAL HOSPITAL	
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

VCA GATEWAY ANIMAL HOSPITAL (Continued) **1025874619**

Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 541940
NAICS Description: Veterinary Services

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:

Manifest Tracking Number:	014901579FLE
Last Updated Date:	20200612
Shipped Date:	20200605
Received Date:	20200610
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000447750
Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 S BARNEY RD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 S Barney Rd
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	11855 White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	11855 White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

VCA GATEWAY ANIMAL HOSPITAL (Continued) **1025874619**

Transporter:

Manifest Tracking Number:	014901579FLE
Transporter Line Number:	1
Transporter EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc

Waste Line:

Manifest Tracking Number:	014901579FLE
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN3248
U.S. DOT Description:	Un3248, Waste Medicine, Liquid, Flammable, Toxic, N.O.S. (Alcohol, Phenol), 3 (6.1), Pg Ii, (Ltd Qty), Erg#131
Non-Hazardous Waste Description:	Not reported
Number of Containers:	1
Container Type Code:	DF
Container Type Description:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	40
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.02
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.02
Waste Quantity, in Kilograms:	18.1406
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	18.1406
Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y
Federal Waste Codes:	D001, D005, D007, D022, D024
Quantity Haz Kg:	18.1406
Quantity Haz Tons:	0.02
Quantity Non Haz Kg:	0
Quantity Non Haz Tons:	0
State Waste Codes:	CA-311, CA-311

B4 **VCA - GATEWAY** **RCRA NonGen / NLR** **1024821955**
NE **2006 S BARNEY RD,** **E MANIFEST** **CAL000338956**
< 1/8 **ANDERSON, CA 96007**
0.037 mi.
196 ft. **Site 2 of 3 in cluster B**

Relative: **Lower**

Actual: **463 ft.**

RCRA Listings:

Date Form Received by Agency:		20081216
Handler Name:		Vca Gateway Animal Hospital
Handler Address:		2006 Barney Rd
Handler City,State,Zip:		ANDERSON, CA 96007
EPA ID:		CAL000338956
Contact Name:		SOMMER NELSON
Contact Address:		12401 WEST OLYMPIC BLVD
Contact City,State,Zip:		LOS ANGELES, CA 90064
Contact Telephone:		310-571-6500
Contact Fax:		Not reported
Contact Email:		SOMMER.NELSON@VCA.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:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		12401 W OLYMPIC BLVD
Mailing City,State,Zip:		LOS ANGELES, CA 90064-1022
Owner Name:	Pets Rx Inc	
Owner Type:		Other
Operator Name:	Sommer Nelson	
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:		N
Sub-Part K Indicator:		Not reported
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

VCA - GATEWAY (Continued) **1024821955**

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:	Not reported
Handler Date of Last Change:	20180905
Recognized Trader-Importer:	No
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: SOMMER NELSON	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	12401 WEST OLYMPIC BLVD
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90064
Owner/Operator Telephone:	310-571-6500
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: PETS RX INC	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	12401 W OLYMPIC BLVD
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90064-1022
Owner/Operator Telephone:	310-571-6500
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20081216
Handler Name: VCA GATEWAY ANIMAL HOSPITAL	
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

VCA - GATEWAY (Continued) **1024821955**

List of NAICS Codes and Descriptions:
NAICS Code: 54194
NAICS Description: Veterinary Services

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:

Manifest Tracking Number:	000375333DAT
Last Updated Date:	20210520
Shipped Date:	20210421
Received Date:	20210503
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 BARNEY RD SUITE 764
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 BARNEY RD suite 764
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	Not reported
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	21st Century Environmental Management Of Nevada, Llc
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	013693406FLE
Last Updated Date:	20231115
Shipped Date:	20191107

VCA - GATEWAY (Continued) **1024821955**

Received Date:	20191120
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 S BARNEY RD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-9702
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 S Barney Rd
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	11855
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	11855
Designated Facility Location Street 1:	White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	000312000DAT
Last Updated Date:	20200920
Shipped Date:	20200813
Received Date:	20200826
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 BARNEY RD SUITE 764
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 BARNEY RD suite 764
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007

VCA - GATEWAY (Continued) **1024821955**

Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	Not reported
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	21st Century Environmental Management Of Nevada, Llc
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	015057267FLE
Last Updated Date:	20231115
Shipped Date:	20201109
Received Date:	20201123
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 S BARNEY RD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-9702
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 S Barney Rd
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	11855 White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	11855 White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported

VCA - GATEWAY (Continued) **1024821955**

Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	000437664DAT
Last Updated Date:	20220828
Shipped Date:	20220802
Received Date:	20220808
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 S BARNEY RD, STE 764
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-9702
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 BARNEY RD suite 764, Ste 764
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	Not reported
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	21st Century Environmental Management Of Nevada, Llc
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	000294639DAT
Last Updated Date:	20200117
Shipped Date:	20191210
Received Date:	20191226
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 BARNEY RD SUITE 764
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA

VCA - GATEWAY (Continued) **1024821955**

Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 BARNEY RD suite 764
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	Not reported
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	21st Century Environmental Management Of Nevada, Llc
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	200261844CLE
Last Updated Date:	20221011
Shipped Date:	20220926
Received Date:	20221006
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca - Gateway
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 S BARNEY RD,
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-9702
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 S Barney Rd,
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	21st Century Environmental Management Of Nevada, Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported

VCA - GATEWAY (Continued) **1024821955**

Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	000410210DAT
Last Updated Date:	20220116
Shipped Date:	20211122
Received Date:	20211207
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 S BARNEY RD, STE 764
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-9702
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 BARNEY RD suite 764, Ste 764
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-9702
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	Not reported
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	21st Century Environmental Management Of Nevada, Llc
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	000272192DAT
Last Updated Date:	20190617
Shipped Date:	20190507
Received Date:	20190515
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956

VCA - GATEWAY (Continued) **1024821955**

Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 BARNEY RD SUITE 764
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 BARNEY RD suite 764
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	Not reported
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	21st Century Environmental Management Of Nevada, Llc
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	015955186FLE
Last Updated Date:	20211209
Shipped Date:	20211102
Received Date:	20211201
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000338956
Generator Name:	Vca Gateway Animal Hospital
Generator Location Street Number:	Not reported
Generator Location Street 1:	2006 S BARNEY RD #764
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-9702
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	2006 S Barney Rd #764
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-9702
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	Not reported

VCA - GATEWAY (Continued) **1024821955**

Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	11855 White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	11855 White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	015955186FLE
Transporter Line Number:	1
Transporter EPA ID:	MNS000110924
Transporter Name:	Clean Earth Specialty Waste Solutions

Waste Line:

Manifest Tracking Number:	015955186FLE
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN3248
U.S. DOT Description:	Un3248, Waste Medicine, Liquid, Flammable, Toxic, N.O.S. (Alcohol, Phenol), 3 (6.1), Pg Ii, (Ltd Qty), Erg#131
Non-Hazardous Waste Description:	Not reported
Number of Containers:	2
Container Type Code:	DF
Container Type Description:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	53
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.0265
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.0265
Waste Quantity, in Kilograms:	24.036295
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	24.036295
Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported

VCA - GATEWAY (Continued) **1024821955**

EPA Waste Indicator:	Y
Federal Waste Codes:	D001, D005, D007, D022, D024
Quantity Haz Kg:	24.036295
Quantity Haz Tons:	0.0265
Quantity Non Haz Kg:	0
Quantity Non Haz Tons:	0
State Waste Codes:	CA-311

Click this hyperlink while viewing on your computer to access additional US EManifest: detail in the EDR Site Report.

5
NW
< 1/8
0.039 mi.
207 ft.

ROSEBURG LUMBER COMPANY **ENVIROSTOR** **S101482459**
LOCUST & DESCHUTES ROAD **N/A**
ANDERSON, CA 96007

Relative:
Higher

Actual:
466 ft.

ENVIROSTOR:

Name:	ROSEBURG LUMBER COMPANY
Address:	LOCUST & DESCHUTES ROAD
City,State,Zip:	ANDERSON, CA 96007
Facility ID:	45240002
Status:	Refer: RWQCB
Status Date:	03/28/1988
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	1
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Sacramento
Assembly:	01
Senate:	01
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	40.43777
Longitude:	-122.2861
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* HALOGENATED ORGANIC COMPOUNDS * UNSPECIFIED SLUDGE WASTE * ORGANIC LIQUIDS (NONSOLVENTS) WITH HALOGENS * WASTE POTENTIALLY CONTAINING DIOXINS
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	Roseburg #3
Alias Type:	Alternate Name
Alias Name:	T0608900057
Alias Type:	GeoTracker Global ID
Alias Name:	45240002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

ROSEBURG LUMBER COMPANY (Continued) **S101482459**

Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/27/1988
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 01/27/1988
Comments: SITE SCREENING DONE. SURVEY STAFF REVIEWED PRELIMINARY ASSESSMENT. APN 90-18-1; S23 T30N R4W INFORMATION WAS RESEARCHED. COMPANY USED A FUNGICIDE DIP.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

B6 **PG&E GTP D-833 ANDERSON** **RCRA NonGen / NLR** **1024774086**
NE **2000 S. BARNEY RD** **E MANIFEST** **CAC002994007**
< 1/8 **ANDERSON, CA 96007**
0.039 mi.
207 ft. **Site 3 of 3 in cluster B**

Relative: **Lower**
Actual: **463 ft.**

RCRA Listings:
Date Form Received by Agency: 20181220
Handler Name: D-833 Cc-340-Se
Handler Address: 2000 South Barney Road
Handler City,State,Zip: ANDERSON, CA 96007
EPA ID: CAC002994007
Contact Name: JAMIE BECKETT
Contact Address: 3600 MEADOWVIEW DRIVE
Contact City,State,Zip: REDDING, CA 96002
Contact Telephone: 530-999-1068
Contact Fax: Not reported
Contact Email: JT2U@PGE.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: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: PG&E PO BOX 7640
Mailing City,State,Zip: SAN FRANCISCO, CA 94120
Owner Name: Pacific Gas And Electric Company
Owner Type: Other
Operator Name: Jamie Beckett
Operator Type: Other
Short-Term Generator Activity: No

PG&E GTP D-833 ANDERSON (Continued) **1024774086**

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:	N
Sub-Part K Indicator:	Not reported
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:	Not reported
Handler Date of Last Change:	20190222
Recognized Trader-Importer:	No
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: JAMIE BECKETT	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	3600 MEADOWVIEW DRIVE
Owner/Operator City,State,Zip:	REDDING, CA 96002
Owner/Operator Telephone:	530-999-1068
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: PACIFIC GAS AND ELECTRIC COMPANY	
Legal Status:	Other

PG&E GTP D-833 ANDERSON (Continued) **1024774086**

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 7640
Owner/Operator City,State,Zip:	SAN FRANCISCO, CA 94120
Owner/Operator Telephone:	530-999-1068
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20181220
Handler Name: D-833 CC-340-SE	
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:	221210
NAICS Description:	Natural Gas Distribution

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

E MANIFEST:

Manifest Tracking Number:	019515542JJK
Last Updated Date:	20190802
Shipped Date:	20190102
Received Date:	20190129
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAC002994007
Generator Name:	Pg&E Gtp D-833 Anderson
Generator Location Street Number:	Not reported
Generator Location Street 1:	2000 S. BARNEY RD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	PO Box 7640
Generator Mail Street 2:	Not reported
Generator Mail City:	San Francisco
Generator Mail Zip:	94120

PG&E GTP D-833 ANDERSON (Continued) **1024774086**

Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	11855 White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	11855 White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	019515542JJK
Transporter Line Number:	1
Transporter EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc

Manifest Tracking Number:	019515542JJK
Transporter Line Number:	2
Transporter EPA ID:	CAR000177527
Transporter Name:	Philip West D/B/A

Waste Line:

Manifest Tracking Number:	019515542JJK
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	N
U.S. DOT ID Number:	Not reported
U.S. DOT Description:	Not reported
Non-Hazardous Waste Description:	Non-Rcra Hazardous Waste, Solid (Sand Blast Grit)
Number of Containers:	1
Container Type Code:	DM
Container Type Description:	Metal drums, barrels, kegs
Waste Quantity:	200
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.1
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.1
Waste Quantity, in Kilograms:	90.703
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	90.703
Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported

PG&E GTP D-833 ANDERSON (Continued) **1024774086**

Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	N
Federal Waste Codes:	Not reported
Quantity Haz Kg:	0
Quantity Haz Tons:	0
Quantity Non Haz Kg:	90.703
Quantity Non Haz Tons:	0.1
State Waste Codes:	CA-181, CA-181

C7 **FACTORY OUTLET SHELL** **UST FINDER** **1028191603**
WNW **2020 ARBY WAY** **N/A**
1/8-1/4 **ANDERSON, CA 96007**
0.210 mi.
1110 ft. **Site 1 of 5 in cluster C**

Relative: **Higher**
Actual: **473 ft.**

UST FINDER:

Object ID:	735834
Facility ID:	CA10479082
Name:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
City,State,Zip:	ANDERSON, CA 96007
Address Match Type:	PointAddress
Open USTs:	3
Closed USTs:	Not reported
TOS USTs:	Not reported
Population 1500ft:	278
Private Wells 1500ft:	6
Within 100yr Floodplain:	No
Land Use:	Developed, Medium Intensity
Within SPA:	Not reported
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	Yes
WHPA PWS Facility ID:	CA4500037_39442
WHPA Water Type:	GW - Ground water
WHPA Facility Type:	WL - Well
WHPA HUC12:	180201540502
Facility Status:	Open UST(s)
Date of Last Inspection:	Not reported
EPA Region:	9
Tribe:	Not reported
Coordinate Source:	Geocode
X Coord:	-122.289786023
Y Coord:	40.437906981
Latitude:	40.4379069807185
Longitude:	-122.289786023223

UST FINDER:

FACTORY OUTLET SHELL (Continued) **1028191603**

Object ID:	2271189
Facility ID:	CA10479082
Tank ID:	CA10479082-003_One in a Compartmented Unit_2
Tank Status:	Open
Installation Date:	1996/04/17 15:59:59+00
Removal Date:	Not reported
Tank Capacity:	7000
Substances:	Diesel
Tank Wall Type:	Double Wall

Object ID:	2271667
Facility ID:	CA10479082
Tank ID:	CA10479082-001_A Stand-alone Tank_1
Tank Status:	Open
Installation Date:	1996/04/17 15:59:59+00
Removal Date:	Not reported
Tank Capacity:	12000
Substances:	Regular Unleaded
Tank Wall Type:	Double Wall

Object ID:	2271668
Facility ID:	CA10479082
Tank ID:	CA10479082-002_One in a Compartmented Unit_2
Tank Status:	Open
Installation Date:	1996/04/17 15:59:59+00
Removal Date:	Not reported
Tank Capacity:	8000
Substances:	Premium Unleaded
Tank Wall Type:	Double Wall

C8 **FACTORY OUTLET SHELL** **RCRA NonGen / NLR** **1024845688**
WNW **2020 ARBY WAY** **E MANIFEST** **CAL000398949**
1/8-1/4 **ANDERSON, CA 96007**
0.210 mi.
1110 ft. **Site 2 of 5 in cluster C**

Relative:
Higher

Actual:
473 ft.

RCRA Listings:

Date Form Received by Agency:	20140717
Handler Name:	Factory Outlet Shell
Handler Address:	2020 Arby Way
Handler City,State,Zip:	ANDERSON, CA 96007
EPA ID:	CAL000398949
Contact Name:	NIKHIL KUMAR
Contact Address:	18575 OASIS RD
Contact City,State,Zip:	REDDING, CA 96003
Contact Telephone:	707-386-3739
Contact Fax:	530-246-0713
Contact Email:	FO.SHELL@OUTLOOK.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:	Handler Activities
State District Owner:	Not reported

FACTORY OUTLET SHELL (Continued) **1024845688**

State District:		Not reported
Mailing Address:		18575 OASIS RD
Mailing City,State,Zip:		REDDING, CA 96003
Owner Name:	Kumar And Sons Inc	
Owner Type:		Other
Operator Name:	Nikhil Kumar	
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:		N
Sub-Part K Indicator:		Not reported
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:		Not reported
Handler Date of Last Change:		20180906
Recognized Trader-Importer:		No
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: KUMAR AND SONS INC	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	18575 OASIS RD
Owner/Operator City,State,Zip:	REDDING, CA 96003

FACTORY OUTLET SHELL (Continued) **1024845688**

Owner/Operator Telephone:	707-386-3739
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: NIKHIL KUMAR	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	18575 OASIS RD
Owner/Operator City,State,Zip:	REDDING, CA 96003
Owner/Operator Telephone:	707-386-3739
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20140717
Handler Name: FACTORY OUTLET SHELL	
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:	44719
NAICS Description:	Other Gasoline Stations

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

E MANIFEST:

Manifest Tracking Number:	016774531JJK
Last Updated Date:	20190109
Shipped Date:	20181121
Received Date:	20181212
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000398949
Generator Name:	Factory Outlet Shell
Generator Location Street Number:	Not reported
Generator Location Street 1:	2020 ARBY WAY
Generator Location Street 2:	Not reported

FACTORY OUTLET SHELL (Continued) **1024845688**

Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	18575 OASIS RD
Generator Mail Street 2:	Not reported
Generator Mail City:	REDDING
Generator Mail Zip:	96003
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAT080013352
Designated Facility Name:	Demenno/Kerdoon
Designated Facility Mail Street Number:	2000
Designated Facility Mail Street 1:	CA90222 CA037US 2000
Designated Facility Mail Street 2:	2000 N. ALAMEDA STREET
Designated Facility Mail City:	COMPTON
Designated Facility Mail Zip:	90222
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	2000
Designated Facility Location Street 1:	2000 N. ALAMEDA STREET
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	COMPTON
Designated Facility Location Zip:	90222-0000
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	016774531JJK
Transporter Line Number:	1
Transporter EPA ID:	CAD028277036
Transporter Name:	Asbury Environmental Services

Waste Line:

Manifest Tracking Number:	016774531JJK
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	N
U.S. DOT ID Number:	Not reported
U.S. DOT Description:	Not reported
Non-Hazardous Waste Description:	Non Rcra Hazardous Waste Liquid (Oily Water)
Number of Containers:	3
Container Type Code:	DM
Container Type Description:	Metal drums, barrels, kegs
Waste Quantity:	165
Quantity Unit of Measure Code:	G
Quantity Unit of Measure Description:	Gallons
Waste Quantity, in Tons:	0.6880734
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.6880734
Waste Quantity, in Kilograms:	624.1032
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	624.1032
Management Method Code:	H039
Management Method Description:	OTHER RECOVERY OR RECLAMATION FOR REUSE
Waste Residue Indicator:	N

FACTORY OUTLET SHELL (Continued) **1024845688**

Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	N
Federal Waste Codes:	Not reported
Quantity Haz Kg:	0
Quantity Haz Tons:	0
Quantity Non Haz Kg:	624.1032
Quantity Non Haz Tons:	0.6880734
State Waste Codes:	CA-223

C9 **FACTORY OUTLET SHELL** **CERS HAZ WASTE** **S113161087**
WNW **2020 ARBY WAY** **CERS TANKS** **N/A**
1/8-1/4 **ANDERSON, CA 96007** **HWTS**
0.210 mi. **HAZNET**
1110 ft. **Site 3 of 5 in cluster C** **CERS**

Relative: Higher
Actual: 473 ft.

CERS HAZ WASTE:

Name:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
City,State,Zip:	ANDERSON, CA 96007
Site ID:	115668
CERS ID:	10479082
CERS Description:	Hazardous Waste Generator

CERS TANKS:

Name:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
City,State,Zip:	ANDERSON, CA 96007
Site ID:	115668
CERS ID:	10479082
CERS Description:	Underground Storage Tank

HWTS:

Name:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
EPA ID:	CAL000360645
Inactive Date:	06/30/2014
Create Date:	01/27/2011
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	2020 ARBY WAY
Mailing Address 2:	Not reported
Mailing City,State,Zip:	ANDERSON, CA 960074332
Owner Name:	IHS ENTERPRISE INC
Owner Address:	19680 OSCEOLA CT

FACTORY OUTLET SHELL (Continued) **S113161087**

Owner Address 2:	Not reported
Owner City,State,Zip:	REDDING, CA 960024646
Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	IL HO SIN
Contact Address:	2020 ARBY WAY
Contact Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 960074332
Contact Phone:	Not reported
Contact Fax:	Not reported
Facility Status:	Inactive
Facility Type:	PERMANENT
Category:	STATE
Latitude:	40.43691
Longitude:	-122.28935

NAICS:

EPA ID:	CAL000360645
Create Date:	2011-01-27 12:57:26.047
NAICS Code:	44719
NAICS Description:	Other Gasoline Stations
Issued EPA ID Date:	2011-01-27 12:57:26.03300
Inactive Date:	2014-06-30 00:00:00
Facility Name:	FACTORY OUTLET SHELL
Facility Address:	2020 ARBY WAY
Facility Address 2:	Not reported
Facility City:	ANDERSON
Facility County:	Not reported
Facility State:	CA
Facility Zip:	960074332

Name:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
EPA ID:	CAL000398949
Inactive Date:	Not reported
Create Date:	07/17/2014
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	18575 OASIS RD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	REDDING, CA 96003
Owner Name:	KUMAR AND SONS INC
Owner Address:	18575 OASIS RD
Owner Address 2:	Not reported
Owner City,State,Zip:	REDDING, CA 96003
Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	NIKHIL KUMAR
Contact Address:	18575 OASIS RD
Contact Address 2:	Not reported
City,State,Zip:	REDDING, CA 96003
Contact Phone:	Not reported
Contact Fax:	Not reported
Facility Status:	Active
Facility Type:	PERMANENT

FACTORY OUTLET SHELL (Continued) **S113161087**

Category: STATE
Latitude: 40.437909
Longitude: -122.289786

NAICS:
EPA ID: CAL000398949
Create Date: 2014-07-17 13:56:02.787
NAICS Code: 44719
NAICS Description: Other Gasoline Stations
Issued EPA ID Date: 2014-07-17 13:56:02.75700
Inactive Date: Not reported
Facility Name: FACTORY OUTLET SHELL
Facility Address: 2020 ARBY WAY
Facility Address 2: Not reported
Facility City: ANDERSON
Facility County: Not reported
Facility State: CA
Facility Zip: 96007

HAZNET:
Name: FACTORY OUTLET SHELL
Address: 2020 ARBY WAY
Address 2: Not reported
City,State,Zip: ANDERSON, CA 96003
Contact: NIKHIL KUMAR
Telephone: 7073863739
Mailing Name: Not reported
Mailing Address: 18575 OASIS RD

Year: 2018
Gepaid: CAL000398949
TSD EPA ID: CAT080013352
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.68805

Year: 2014
Gepaid: CAL000360645
TSD EPA ID: CAT080012602
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1251

Year: 2014
Gepaid: CAL000360645
TSD EPA ID: CAT080013352
CA Waste Code: 343 - Unspecified organic liquid mixture
Disposal Method: H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.051

Year: 2012
Gepaid: CAL000360645
TSD EPA ID: CAT080012602

FACTORY OUTLET SHELL (Continued) **S113161087**

CA Waste Code:	223 - Unspecified oil-containing waste
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.5004
Year:	2011
Gepaid:	CAL000360645
TSD EPA ID:	CAT080012602
CA Waste Code:	223 - Unspecified oil-containing waste
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1668

Additional Information:

Year:	2014
Gen EPA ID:	CAL000360645
Shipment Date:	20140505
Creation Date:	7/24/2014 22:15:22
Receipt Date:	20140521
Manifest ID:	011817186JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080013352
Trans Name:	DEMENNO / KERDOON
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	D018
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.051
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20140425
Creation Date:	6/18/2014 22:14:45
Receipt Date:	20140425
Manifest ID:	011817102JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080012602
Trans Name:	DK DIXON
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported

FACTORY OUTLET SHELL (Continued) **S113161087**

Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.1251
Waste Quantity: 30
Quantity Unit: G
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

Additional Information:
Year: 2012
Gen EPA ID: CAL000360645

Shipment Date: 20120229
Creation Date: 4/20/2012 20:30:44
Receipt Date: 20120302
Manifest ID: 009559146JJK
Trans EPA ID: CAD028277036
Trans Name: ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT080012602
Trans Name: DK DIXON
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.5004
Waste Quantity: 120
Quantity Unit: G
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

Additional Information:
Year: 2011
Gen EPA ID: CAL000360645

Shipment Date: 20110207
Creation Date: 4/22/2011 18:31:11
Receipt Date: 20110211
Manifest ID: 008040253JJK
Trans EPA ID: CAD028277036
Trans Name: ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT080012602
Trans Name: DK DIXON
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported

FACTORY OUTLET SHELL (Continued) **S113161087**

Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.1668
Waste Quantity: 40
Quantity Unit: G
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:
Name: FACTORY OUTLET SHELL
Address: 2020 ARBY WAY
City,State,Zip: ANDERSON, CA 96007
Site ID: 115668
CERS ID: 10479082
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 115668
Site Name: Factory Outlet Shell
Violation Date: 11-08-2021
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 04/12/2022. Failure to provide initial and annual training to all appropriate employees in safety procedures in the event of a release or threaten release of a hazardous material and failure to document and maintain training records for a minimum of three years. Provide initial and annual refresher training to all appropriate employees in safety procedures in the event of a release or threatened release of a hazardous material and document and maintain training records for a minimum of three years. Submit a copy of training records to Shasta County Environmental Health Division by December 8, 2021. For your convenience, a form has been attached that you can utilize for training reference and documentation purposes.
Violation Division: Shasta County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 115668
Site Name: Factory Outlet Shell
Violation Date: 11-16-2016
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 11/17/2016. Drums used to accumulate waste

FACTORY OUTLET SHELL (Continued) **S113161087**

	fuel water mixture are not labeled completely. Review provided fact sheet and label drums appropriately. submit completed coc to SCEHD by 12/16/2016.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-17-2014
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 11/17/2014. The 87 MLLD failed initial 3gph test. The MLLD was adjusted and passed when retested.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-17-2014
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 11/17/2014. The 91 and Diesel spill buckets failed hydrostatic test. The drain valve was replaced on 91 and fill cap was replaced for diesel. Both fuel spill buckets passes when retested.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-10-2020
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 11/10/2020. Owner/Operator did not maintain piping secondary to drain into a sump in the event of a leak. All test boots and/or reducer fittings located in monitored sumps must either be pulled back and off or oriented so that the test boot s port is in the downward position. Test boots pulled back in all three turbine sumps at the time of inspection.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

FACTORY OUTLET SHELL (Continued) **S113161087**

Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	01-18-2017
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 01/24/2017. NOV letter mailed for failure to provide copy of monitoring system certification completed on 11/16/2016.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	12-02-2024
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	Returned to compliance on 12/12/2024. Failure to provide initial and annual training to all appropriate employees in safety procedures in the event of a release or threaten release of a hazardous material and failure to document and maintain training records for a minimum of three years. Provide initial and annual refresher training to all appropriate employees in safety procedures in the event of a release or threatened release of a hazardous material and document and maintain training records for a minimum of three years. Submit a copy of training records to Shasta County Environmental Health Division by January 2, 2025. For your convenience, a form has been attached that you can utilize for training reference and documentation purposes.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-08-2022
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 11/08/2022. Regular unleaded mechanical line leak detector (mlld) failed to detect a release of 3.0 gallons per hour at 10 p.s.i.g. when initially tested. Technician made adjustments to the mlld, retested and passed. No follow-up needed in regards to this deficiency.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

FACTORY OUTLET SHELL (Continued) **S113161087**

Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-16-2017
Citation:	23 CCR 16 2632(c)(2)(A)&(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(c)(2)(A)&(B)
Violation Description:	Failure to continuously monitor the interstitial space of a double-walled tank with an audible and visual alarm system.
Violation Notes:	Returned to compliance on 11/16/2017. Regular unleaded tank annular sensor was observed missing the float in order to function properly. Technician installed float and retested with pass results.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-15-2018
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 11/21/2018. The drum with a removable lid that is reserved for waste oily solids (absorbent material) has a lid that was not placed on properly allowing water to enter the drum. Have drum hauled away by a licensed hazardous waste hauler and make sure that the waste oily solids drum has the lid secured unless adding or removing waste.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,

Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-15-2018
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 hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 01/03/2019. There are currently 3 drums of waste water/fuel mixture that are not on the current inventory. Update inventory in CERS within 30 days to include all drums of waste water/fuel mixture currently stored on site.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	12-02-2024
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

FACTORY OUTLET SHELL (Continued) **S113161087**

	required content.
Violation Notes:	Returned to compliance on 12/12/2024. Failure to electronically submit a site map with all required content. Update site map in CERS to depict the following by January 2, 2025: 1. Waste fuel water mixture storage 2. Reportable quantity of propane is no longer stored at facility. Remove propane location from map. 3. Depict current location of carbon dioxide or remove from map (below reportable quantity).
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-16-2017
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 04/27/2018. In review of employee training records, not all appropriate employees has received training from your designated operator. At least one employee must receive this training when working during operational hours. Have your designated operator provide training and submit copy of training records to Shasta County Environmental Health Division within 30-days.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	12-02-2024
Citation:	22 CCR 12 66262.17(a)(5)(A) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.17(a)(5)(A)
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 12/12/2024. Failure to properly label hazardous waste drum used to accumulate waste fuel water mixture with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. Properly label drum used to accumulate hazardous waste (located within the outside storage bin enclosure) by January 2, 2025. Complete the provided Certificate of Compliance identifying corrective actions taken to address this deficiency and submit a copy to Shasta County Environmental Health Division within 5 days of correcting this violation.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-16-2016
Citation:	23 CCR 16 2665 - California Code of Regulations, Title 23, Chapter 16,

FACTORY OUTLET SHELL (Continued) **S113161087**

	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 03/31/2017. Diesel spill bucket failed hydrostatic test. Have a qualified technician make appropriate repairs and retest within 30-days.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-14-2019
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 11/19/2019. The drum of waste water/fuel mixture was not sealed arrival. The lid was slightly off and there is no retaining ring present to seal the drum. Acquire a retaining ring and bolt for the drum and ensure that the drum is sealed at all times unless you are adding materials. Send a photo to out office showing that the drum has been sealed within 30 days.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-15-2018
Citation:	23 CCR 16 2632(c)(2)(A)&(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(c)(2)(A)&(B)
Violation Description:	Failure to continuously monitor the interstitial space of a double-walled tank with an audible and visual alarm system.
Violation Notes:	Returned to compliance on 11/15/2018. Regular unleaded tank annular sensor was observed with the float stuck and not functioning properly with liquid in the tank annular space. Technician cleaned float sensor and removed fluid from the annular space, retesting with a pass result.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	12-02-2024
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

FACTORY OUTLET SHELL (Continued) **S113161087**

	at or above reportable quantities.
Violation Notes:	Returned to compliance on 12/12/2024. Failure to electronically submit an accurate hazardous materials inventory of all reportable quantities of hazardous materials in CERS. This facility no longer stores liquid carbon dioxide and now uses carbon dioxide (compress gas). Update the hazardous materials inventory in CERS that accurately reflects the current storage of carbon dioxide -or-by removing from CERS if continue to store below 1,000 cubic feet by January 2, 2025.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-08-2021
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).
Violation Notes:	Returned to compliance on 04/12/2022. In review of records, employee training provided by your Designated Operator is past due. Have your Designated Operator provide training to appropriate employees and submit a current/complete copy of the "Facility Employee Training Certificate" to Shasta County Environmental Health Division by December 8, 2021.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-20-2024
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).
Violation Notes:	Returned to compliance on 12/09/2024. In review of records, employee training provided by your Designated Operator (D.O.) is past due. Have your D.O. provided training to appropriate employees and submit a copy of the "Facility Employee Training Certificate" to Shasta County Environmental Health Division by December 20, 2024.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-08-2021
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:	Returned to compliance on 01/25/2022. The Hazardous Materials Inventory information submitted into CERS for the carbon dioxide is

FACTORY OUTLET SHELL (Continued) **S113161087**

incorrect. The carbon dioxide currently store on-site is stored as a refrigerated liquid. Update the Hazardous Materials Inventory in CERS that accurately reflects the storage of carbon dioxide. It appears the carbon dioxide is a 300 pound cylinder type of storage. This is liquefied carbon dioxide and must be reported in gallons. Approximately 300 lbs equals about 35 gallons. The physical state will need to be revised as "liquid", the largest container size and maximum amount will need to be updated to 30 gallons (average amount about 20 gallons) and the units to be "gallons". The storage temperature to cryogenic or below ambient and Cryogenic added as a Fire Code Hazard Class. Please note, your previous Hazardous Materials Inventory in CERS was accepted with conditions. When updating in CERS, ensure to update the remaining inventoried it... [TRUNCATED: Refer to full Inspection Report]

Violation Division: Shasta County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 115668
Site Name: Factory Outlet Shell
Violation Date: 02-13-2024
Citation: 23 CCR 16 2712(b)(1)(F) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(F)
Violation Description: "Failure to conduct secondary containment testing, or one or more of the following requirements: Perform the test of the secondary containment system upon installation, within six months of installation and every 36 months thereafter. Perform the test of a secondary containment component within 30 days of a repair or discontinuing vacuum, pressure or hydrostatic monitoring. 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. Maintain records of secondary containment testing for 36 months."
Violation Notes: Returned to compliance on 02/13/2024. The Secondary Containment (SC) tests for the Factory Outlet Shell was completed late by SW Maintenance on February 1, 2024. In review of records, this SC tests should have been completed by end of January 2024. After October 2018, the SC tests completed late, will be due within 36 months of the previous test that was originally due. Continue to complete the SC tests within the required time frame. Note: No follow-up needed at this time. The next SC tests will be due by end of January 2027.
Violation Division: Shasta County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 115668
Site Name: Factory Outlet Shell
Violation Date: 11-16-2016
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 11/16/2016. Appropriate employees must receive initial and annual refresher training as required by the HMBP.

FACTORY OUTLET SHELL (Continued) **S113161087**

	Provide evidence of employee training to SCEHD BY 12/16/2016.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-15-2018
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 02/01/2019. Per technician, the regular unleaded spill bucket installed have less than a 5 gal capacity. Have a qualified technician repair/replace spill bucket and retest within 30-days.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-08-2021
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.

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Violation Notes:	Returned to compliance on 04/04/2022. Failure to complete the Overfill Prevention Equipment Inspection (OPEI) within the specified timeframe. On and after October 1, 2018, all testing shall be completed anytime before or during the month the testing is required. In review of records, the initial OPEI was completed on February 1, 2019. Since the initial OPEI was required by October 13, 2018, the next OPEI should have been completed by the end of the month for October 2021. Have your qualified service technician complete the OPEI as soon as possible and no later than December 8, 2021.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-15-2018
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 11/15/2018. Float and chain assembly in UDC did not engage the shear valve when tested on dispenser 3/4 Regular Unleaded. The assembly was adjusted by technician during inspection and confirmed to be working. Keep UDCs free of dirt and debris which may prevent float and chain assembly from engaging properly.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-17-2014
Citation:	23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description:	Failure to comply with one or more of the following: provide training to facility employee(s) responsible for proper operation and maintenance every 12 months and/or train new employee(s) who are responsible for proper operation and maintenance within 30-days of hire and/or to have at least one employee present during operating hours that has been trained in the proper operation and maintenance of the UST system.
Violation Notes:	Returned to compliance on 01/27/2015. DO training has not been provided to onsite staff. Provide required DO training to all staff that work alone.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-14-2019
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

FACTORY OUTLET SHELL (Continued) **S113161087**

	characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 11/19/2019. There is a water/fuel mixture drum on-site that does not have a hazardous waste label. Affix a hazardous waste label to the drum that has all required information including, name and address of facility, contents, physical state, hazardous properties, and accumulation start date. If the accumulation started more than 180 days prior then have the drum picked up by a licensed hazardous waste hauler. Send our office a photo of the labeled drum within 30 days.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	01-22-2014
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 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 05/05/2014.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-15-2018
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 11/21/2018. There are currently 3 drums with waste water/fuel mixture that are not properly labeled. Each container containing hazardous waste requires a hazardous waste label that includes the name & address of the facility, EPA ID number, type of waste, and the accumulation start date. When the first drop of hazardous waste is placed in the container, the accumulation start date shall, at that time, be written on the hazardous waste label.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-10-2020
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 11/10/2020. The float and chain mechanism

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did not engage shear valve for regular unleaded at dispensers 1/2, 3/4, 5/6, and 7/8, premium unleaded at dispenser 1/2, 3/4, and 5/6, and diesel at dispenser 5/6 when initially tested. The float and chain mechanisms were exercised and re-tested with pass results. No follow up required in regards to this deficiency.

Violation Division: Shasta County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 115668
Site Name: Factory Outlet Shell
Violation Date: 01-20-2015
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 01/20/2015. UDC for dispenser 7/8 failed initial hydrostatic test. Repair, retest and submit complete test results for failed UDC within 30 days.
Violation Division: Shasta County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 115668
Site Name: Factory Outlet Shell
Violation Date: 11-09-2023
Citation: 23 CCR 16 2636(f)(4) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(4)
Violation Description: Failure to meet one or more of the following monitoring requirements in lieu of the requirement to be tightness tested every 12 months: 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 11/09/2023. The float/chain assembly did not engage shear valve when tested by technician for the premium unleaded product at dispenser #1/2. Continue to maintain monitoring equipment that is capable of shutting down the pump or stops the flow when a leak is detected in the under-dispenser containment. Note: service technician made adjustments/exercised the float/chain assemble, retested and passed. Note: No follow-up needed at this time in regards to this deficiency.
Violation Division: Shasta County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 115668
Site Name: Factory Outlet Shell
Violation Date: 11-17-2015
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 11/17/2015. 87 spill bucket failed containment test. Testing water observed leaking into drop tube.

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	Repair/replace spill bucket and retest by 12/17/2015.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-17-2014
Citation:	23 CCR 16 2715 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715
Violation Description:	Failure to comply with one or more of the designated operator monthly inspection requirements: failed to inspect the monthly alarm history report; attach a copy of the alarm history; failed to inspect for the presence of liquid or debris in the spill container/spill bucket and under dispenser containment; failed to inspect the under dispenser containment to ensure that monitoring equipment is placed in the proper position; failure to inspect for liquid or debris in the containment sump where an alarm occurred or for which there is no record of a service visit; or failure to check that all testing and maintenance has been completed and documented.
Violation Notes:	Returned to compliance on 11/17/2014. Monthly DO inspection reports are missing for February and April of 2014. Ensure facility is inspected at least once per month by DO and the inspection report, with alarm history attached, is filed onsite.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-09-2023
Citation:	23 CCR 16 2632(c)(2)(A)&(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(c)(2)(A)&(B)
Violation Description:	Failure to continuously monitor the interstitial space of a double-walled tank with an audible and visual alarm system.
Violation Notes:	Returned to compliance on 11/09/2023. Split tank annular sensor did not go into alarm when tested. Technician repaired sensor float and retested to confirm proper operation. Note: No follow-up needed at this time in regards to this deficiency.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-14-2019
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 11/14/2019. Per technician, the regular unleaded mechanical line leak detector (mlld) failed to detect a release of 3.0 gallons per hour at 10 p.s.i.g. when initially tested.

FACTORY OUTLET SHELL (Continued) **S113161087**

	Service technician made adjustments to mlld and retested with pass results. No follow-up needed in regards to this deficiency.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-20-2024
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 11/20/2024. In review of the Designated Underground Storage Tank Operator Visual Inspection Reports (report), the Designated Operator (D.O.) is not completing (checking the appropriate boxes) to verify compliance in section 9 and 10. Contact your D.O. to ensure all sections of the monthly report is being completed as required.
Violation Division:	Shasta County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-16-2016
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 01/17/2017. Update CERS chemical inventory to include White Foam Detergent and provide correct storage amount of Carbon Dioxide.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	115668
Site Name:	Factory Outlet Shell
Violation Date:	11-08-2022
Citation:	23 CCR 16 2636(f)(4) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(4)
Violation Description:	Failure to meet one or more of the following monitoring requirements

FACTORY OUTLET SHELL (Continued) **S113161087**

in lieu of the requirement to be tightness tested every 12 months: 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 02/15/2023. The float/chain assembly did not engage shear valve for the diesel, premium and regular unleaded when tested by technician at dispenser #5/6. Have a qualified technician make appropriate repairs to the monitoring equipment that is capable of shutting down the pump or stops the flow when a leak is detected in the under-dispenser containment by December 8, 2022.
Violation Division: Shasta County Environmental Health
Violation Program: UST
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 01-20-2015
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Onsite with SW Maintenance for SB 989 Testing
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-22-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Technician in process of completing remaining test (spill buckets) prior to inspector leaving site. I will follow-up with test results as needed.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-22-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: A drum approximately 1/3 full of waste fuel/water mixture is stored onsite with an inclomplete hazardous waste label.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 09-04-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: SW Maintenance on site to reprogram monitoring panel and test sensors after power failer and back up battery failure. All funtions now normal.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

FACTORY OUTLET SHELL (Continued) **S113161087**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-08-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No hazardous waste observed being accumulated on-site at time of inspection. No deficiencies observed at time of inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-08-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-16-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification. Also conducted HMBP and Hazardous Waste inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 01-18-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: NOV letter mailed for failure to provide copy of monitoring system certification completed on 11/16/2016.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-22-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Propane tank removed from site. Okay to remove from inventory.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-15-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

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Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-16-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification. Also conducted HMBP and Hazardous Waste inspection.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-17-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Onsite with SW Maintenance for annual monitoring system certification and vapor recovery testing.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-23-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: On-site with SW Maintenance to observe repairs and testing of diesel spill bucket. Bucket still failed, may need to be replaced. Red tag may be warranted after 7-business days for failure to properly address this violation within the time frame specified as cited in the Nov. 16, 2016 inspection report and NOV letter dated Jan. 18, 2017.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-08-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-14-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-15-2018
Violations Found: Yes
Eval Type: Routine done by local agency

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Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-16-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification. Also conducted HMBP and Hazardous Waste inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-16-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-02-2024
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-02-2024
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: One 55-gallon drum observed on-site with liquid stored within the trash bin enclosure (less than 27 gallons).
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 02-13-2024
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-08-2021
Violations Found: Yes
Eval Type: Routine done by local agency

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Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-09-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification. In review of records, the next secondary containment test is due by end of January 2024. Please ensure to complete this test within the required time frame.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-10-2020
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 11-14-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-15-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-17-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On site with SW Maintenance for annual MSC. Repair/replace 87 spill bucket and retest by 12/17/15. Submit application for replacement if that is necessary.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

FACTORY OUTLET SHELL (Continued) **S113161087**

Eval Date: 11-20-2024
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site with SW Maintenance for annual monitoring system certification. Per service technician all monitoring equipment passed when initially tested. All float/chains assemblies were tested and verified the flow of fuel stop at each dispenser.
Eval Division: Shasta County Environmental Health
Eval Program: UST
Eval Source: CERS,

Coordinates:
Site ID: 115668
Facility Name: Factory Outlet Shell
Env Int Type Code: HWG
Program ID: 10479082
Coord Name: Not reported
Ref Point Type Desc: Unknown,
Latitude: 40.437908
Longitude: -122.289810

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Shasta County Env Health
Entity Title: Not reported
Affiliation Address: 1855 Placer Street, Suite 201
Affiliation City: Redding
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96001
Affiliation Phone: (530) 225-5787,

Affiliation Type Desc: Legal Owner
Entity Name: Kumar & Sons Inc.
Entity Title: Not reported
Affiliation Address: 18575 Oasis Rd
Affiliation City: Redding
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 96003
Affiliation Phone: (707) 386-3739,

Affiliation Type Desc: Operator
Entity Name: Kumar & Sons Inc.
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: (707) 386-3739,

Affiliation Type Desc: Environmental Contact
Entity Name: Nikhil Kumar
Entity Title: Not reported
Affiliation Address: 18575 Oasis Rd

FACTORY OUTLET SHELL (Continued) **S113161087**

Affiliation City: Redding
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96003
Affiliation Phone: ,

Affiliation Type Desc: Identification Signer
Entity Name: Nikhil Kumar
Entity Title: Vice 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: UST Permit Applicant
Entity Name: Nikhil Kumar
Entity Title: Vice President
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (707) 386-3739,

Affiliation Type Desc: UST Tank Operator
Entity Name: Kumar & Sons Inc.
Entity Title: Not reported
Affiliation Address: 18575 Oasis Rd
Affiliation City: Redding
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 96003
Affiliation Phone: (707) 386-3739,

Affiliation Type Desc: Document Preparer
Entity Name: Nikhil Kumar
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: Parent Corporation
Entity Name: Kumar & Sons Inc.
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

FACTORY OUTLET SHELL (Continued) **S113161087**

Entity Name:	Kiran Jain, Nikhil Kumar, Suman Jain, Akhil Kumar
Entity Title:	Not reported
Affiliation Address:	18575 Oasis Rd
Affiliation City:	Redding
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	96003
Affiliation Phone:	(707) 386-3739,
Affiliation Type Desc:	UST Tank Owner
Entity Name:	Kumar & Sons Inc.
Entity Title:	Not reported
Affiliation Address:	18575 Oasis Rd
Affiliation City:	Redding
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	96003
Affiliation Phone:	(707) 386-3739,
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	18575 Oasis Rd
Affiliation City:	Redding
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	96003
Affiliation Phone:	,
Affiliation Type Desc:	Property Owner
Entity Name:	Kumar & Sons Inc.
Entity Title:	Not reported
Affiliation Address:	2020 Arby Way
Affiliation City:	Anderson
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	96007
Affiliation Phone:	(530) 945-7343,

C10 **FACTORY OUTLET SHELL** **UST** **U004262606**
WNW **2020 ARBY WAY** **N/A**
1/8-1/4 **ANDERSON, CA 96007**
0.210 mi.
1110 ft. **Site 4 of 5 in cluster C**

Relative: UST:
Higher

Actual: | | |
473 ft. | Name: | FACTORY OUTLET SHELL |
Address:	2020 ARBY WAY
City,State,Zip:	ANDERSON, CA 96007
Facility ID:	45-000-000735
Permitting Agency:	Shasta County Environmental Health
CERSID:	10479082
Latitude:	40.4379000
Longitude:	-122.290000
Owner type:	Non-Government
Facility type:	Motor Vehicle Fueling
Num of inuse ust:	Not reported

FACTORY OUTLET SHELL (Continued) **U004262606**

Num of closed ust:	0
Num of oos ust:	0
Epa region:	9
Tribal lands:	No
Tank owner name:	Kumar & Sons Inc.
Tank owner mailing address:	18575 Oasis Rd
Tank owner mailing city:	Redding
Tank owner mailing zip:	96003
Tank owner mailing state:	CA
Tank operator name:	Kumar & Sons Inc.
Tank operator mailing address:	18575 Oasis Rd
Tank operator mailing city:	Redding
Tank operator mailing zip:	96003
Tank operator mailing state:	CA
Tankidnumber:	2
Tank status:	Confirmed/Updated Information
Tank configuration:	One in a Compartmented Unit
Tank closure date:	Not reported
Tank installation date:	4/17/1996 12:00:00 AM
Tank num of compartments:	2
Tank contents:	Diesel
Tank capacity gallons:	7000
Tank type:	Double Wall
Tank pc construction:	Steel
Tank pwpiping construction:	Fiberglass
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:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
City,State,Zip:	ANDERSON, CA 96007
Facility ID:	45-000-000735
Permitting Agency:	Shasta County Environmental Health
CERSID:	10479082
Latitude:	40.4379000
Longitude:	-122.290000
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:	Kumar & Sons Inc.
Tank owner mailing address:	18575 Oasis Rd
Tank owner mailing city:	Redding
Tank owner mailing zip:	96003
Tank owner mailing state:	CA
Tank operator name:	Kumar & Sons Inc.
Tank operator mailing address:	18575 Oasis Rd
Tank operator mailing city:	Redding

FACTORY OUTLET SHELL (Continued) **U004262606**

Tank operator mailing zip:	96003
Tank operator mailing state:	CA
Tankidnumber:	3
Tank status:	Confirmed/Updated Information
Tank configuration:	One in a Compartmented Unit
Tank closure date:	Not reported
Tank installation date:	4/17/1996 12:00:00 AM
Tank num of compartments:	2
Tank contents:	Premium Unleaded
Tank capacity gallons:	8000
Tank type:	Double Wall
Tank pc construction:	Steel
Tank pwpiping construction:	Fiberglass
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:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
City,State,Zip:	ANDERSON, CA 96007
Facility ID:	45-000-000735
Permitting Agency:	Shasta County Environmental Health
CERSID:	10479082
Latitude:	40.4379000
Longitude:	-122.290000
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:	Kumar & Sons Inc.
Tank owner mailing address:	18575 Oasis Rd
Tank owner mailing city:	Redding
Tank owner mailing zip:	96003
Tank owner mailing state:	CA
Tank operator name:	Kumar & Sons Inc.
Tank operator mailing address:	18575 Oasis Rd
Tank operator mailing city:	Redding
Tank operator mailing zip:	96003
Tank operator mailing state:	CA
Tankidnumber:	1
Tank status:	Confirmed/Updated Information
Tank configuration:	Stand Alone Tank
Tank closure date:	Not reported
Tank installation date:	4/17/1996 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

FACTORY OUTLET SHELL (Continued) **U004262606**

Tank pwpiping construction:	Fiberglass
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

C11 **FACTORY OUTLET SHELL** **CUPA Listings** **S110744500**
WNW **2020 ARBY WAY** **N/A**
1/8-1/4 **ANDERSON, CA**
0.210 mi.
1110 ft. **Site 5 of 5 in cluster C**

Relative:
Higher

Actual:
473 ft.

CUPA SHASTA:

Name:	FACTORY OUTLET SHELL
Address:	2020 ARBY WAY
City,State,Zip:	ANDERSON, CA
Site Id:	859
CersID:	10479082
Facility Status:	True
Attn:	NIKHIL KUMAR
Mail Addr:	18575 OASIS RD
Mail City:	REDDING
Mail State:	CA
Mail Zip:	96003
EDR Link ID:	859

Detail:

Facid:	859
Facility Name:	FACTORY OUTLET SHELL
File Type:	Hazardous Material Business Plan Site
Facid:	859
Facility Name:	FACTORY OUTLET SHELL
File Type:	Underground Tank
Facid:	859
Facility Name:	FACTORY OUTLET SHELL
File Type:	Hazardous Waste Generator

D12 **DOLLAR TREE #05903** **CERS HAZ WASTE** **S118938227**
West **1725 STATE HIGHWAY 273** **HWTS** **N/A**
1/8-1/4 **ANDERSON, CA 96007** **HAZNET**
0.210 mi. **CERS**
1110 ft. **Site 1 of 3 in cluster D**

Relative:
Higher

Actual:
476 ft.

CERS HAZ WASTE:

Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
City,State,Zip:	ANDERSON, CA 96007
Site ID:	25981
CERS ID:	10616110
CERS Description:	Hazardous Waste Generator

DOLLAR TREE #05903 (Continued) **S118938227**

HWTS:

Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
EPA ID:	CAL000404209
Inactive Date:	Not reported
Create Date:	02/03/2015
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	500 VOLVO PKWY
Mailing Address 2:	Not reported
Mailing City,State,Zip:	CHESAPEAKE, VA 233201604
Owner Name:	DOLLAR TREE STORES, INC.
Owner Address:	500 VOLVO PKWY
Owner Address 2:	Not reported
Owner City,State,Zip:	CHESAPEAKE, VA 233201604
Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	JESSICA DUBUQUE
Contact Address:	500 VOLVO PKWY
Contact Address 2:	Not reported
City,State,Zip:	CHESAPEAKE, VA 233201604
Contact Phone:	Not reported
Contact Fax:	Not reported
Facility Status:	Active
Facility Type:	PERMANENT
Category:	STATE
Latitude:	40.43527951
Longitude:	-122.2888614

NAICS:

EPA ID:	CAL000404209
Create Date:	2015-02-03 10:42:04.870
NAICS Code:	45299
NAICS Description:	All Other General Merchandise Stores
Issued EPA ID Date:	2015-02-03 10:42:04.86700
Inactive Date:	Not reported
Facility Name:	DOLLAR TREE #05903
Facility Address:	1725 STATE HIGHWAY 273
Facility Address 2:	Not reported
Facility City:	ANDERSON
Facility County:	Not reported
Facility State:	CA
Facility Zip:	96007

HAZNET:

Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Contact:	JESSICA DUBUQUE
Telephone:	7573215458
Mailing Name:	Not reported
Mailing Address:	500 VOLVO PKWY

DOLLAR TREE #05903 (Continued) **S118938227**

Year: 2021
Gepaid: CAL000404209
TSD EPA ID: AZR000515924
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.17

Year: 2021
Gepaid: CAL000404209
TSD EPA ID: NVD980895338
CA Waste Code: 214 - Unspecified solvent mixture
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.024

Year: 2021
Gepaid: CAL000404209
TSD EPA ID: NVD980895338
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0005

Year: 2021
Gepaid: CAL000404209
TSD EPA ID: NVD980895338
CA Waste Code: 141 - Off-specification, aged or surplus inorganics
Disposal Method: H070 -
Tons: 0.0015

Year: 2021
Gepaid: CAL000404209
TSD EPA ID: CAD980884183
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0035

Year: 2021
Gepaid: CAL000404209
TSD EPA ID: NVD980895338
CA Waste Code: 122 - Alkaline solution without metals pH >= 12.5
Disposal Method: H121 - Neutralization Only
Tons: 0.0015

Year: 2020
Gepaid: CAL000404209
TSD EPA ID: NVD980895338
CA Waste Code: 122 - Alkaline solution without metals pH >= 12.5
Disposal Method: H121 - Neutralization Only
Tons: 0.0115

Year: 2020
Gepaid: CAL000404209
TSD EPA ID: CAD980884183
CA Waste Code: 331 - Off-specification, aged or surplus organics

DOLLAR TREE #05903 (Continued) **S118938227**

Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0345
Year:	2020
Gepaid:	CAL000404209
TSD EPA ID:	AZR000515924
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.211
Year:	2020
Gepaid:	CAL000404209
TSD EPA ID:	NVD980895338
CA Waste Code:	214 - Unspecified solvent mixture
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.01

Click this hyperlink while viewing on your computer to access
26 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Information:

Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/11/2020
Manifest Number:	015056873FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	916-351-0980
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Rancho Cordova, CA 95742
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	D001
Meth Code:	H141 - Not reported
Quantity Tons:	0.0005

DOLLAR TREE #05903 (Continued) **S118938227**

Waste Quantity:	1
Quantity Unit:	P
Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/11/2020
Manifest Number:	015056873FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	916-351-0980
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Rancho Cordova, CA 95742
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	Not reported
Meth Code:	H141 - Not reported
Quantity Tons:	0.033
Waste Quantity:	66
Quantity Unit:	P
Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/25/2020
Manifest Number:	015056874FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	214 - Not reported
RCRA Code:	D001,D035
Meth Code:	H141 - Not reported
Quantity Tons:	0.0045
Waste Quantity:	9
Quantity Unit:	P

Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/25/2020
Manifest Number:	015056874FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	122 - Not reported
RCRA Code:	Not reported
Meth Code:	H121 - Not reported
Quantity Tons:	0.004
Waste Quantity:	8
Quantity Unit:	P

Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/15/2020
Manifest Number:	014403900FLE

DOLLAR TREE #05903 (Continued) **S118938227**

Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	916-351-0980
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Rancho Cordova, CA 95742
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	D001
Meth Code:	H141 - Not reported
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P

Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/15/2020
Manifest Number:	014403901FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Stericycle Specialty Waste Solutions Inc
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Waste Code Description:	214 - Not reported
RCRA Code:	D001,D035
Meth Code:	H141 - Not reported
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/15/2020
Manifest Number:	014403901FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Stericycle Specialty Waste Solutions Inc
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	122 - Not reported
RCRA Code:	Not reported
Meth Code:	H121 - Not reported
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/20/2020
Manifest Number:	014403902FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	530-387-1593
Contact Email:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Transporter 1 EPA ID:	MNS000110924
Transporter Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	WORLDWIDE RECOVERY SYSTEM INC
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA, AZ 85365-1901
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	Not reported
Meth Code:	H141 - Not reported
Quantity Tons:	0.034
Waste Quantity:	68
Quantity Unit:	P

Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	2/6/2020
Shipment Date:	2/6/2020
Receipt Date:	2/21/2020
Manifest Number:	013694846FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	530-387-1593
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	WORLDWIDE RECOVERY SYSTEM INC
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA, AZ 85365-1901
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	Not reported
Meth Code:	H141 - Not reported
Quantity Tons:	0.027
Waste Quantity:	54
Quantity Unit:	P

Year:	2021
EM Manifest ID:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Shipment Date:	2/6/2020
Shipment Date:	2/6/2020
Receipt Date:	2/25/2020
Manifest Number:	013694845FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Stericycle Specialty Waste Solutions Inc
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	214 - Not reported
RCRA Code:	D001,D035
Meth Code:	H141 - Not reported
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P

Additional Information:

Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/11/2020
Manifest Number:	015056873FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	916-351-0980
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC

DOLLAR TREE #05903 (Continued) **S118938227**

TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Rancho Cordova, CA 95742
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	D001
Meth Code:	H141 - Not reported
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/11/2020
Manifest Number:	015056873FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	916-351-0980
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Rancho Cordova, CA 95742
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	Not reported
Meth Code:	H141 - Not reported
Quantity Tons:	0.033
Waste Quantity:	66
Quantity Unit:	P
Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/25/2020
Manifest Number:	015056874FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	214 - Not reported
RCRA Code:	D001,D035
Meth Code:	H141 - Not reported
Quantity Tons:	0.0045
Waste Quantity:	9
Quantity Unit:	P

Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	9/1/2020
Shipment Date:	9/1/2020
Receipt Date:	9/25/2020
Manifest Number:	015056874FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	122 - Not reported
RCRA Code:	Not reported
Meth Code:	H121 - Not reported
Quantity Tons:	0.004

DOLLAR TREE #05903 (Continued) **S118938227**

Waste Quantity:	8
Quantity Unit:	P
Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/15/2020
Manifest Number:	014403901FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Stericycle Specialty Waste Solutions Inc
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	122 - Not reported
RCRA Code:	Not reported
Meth Code:	H121 - Not reported
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/20/2020
Manifest Number:	014403902FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	530-387-1593
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422

DOLLAR TREE #05903 (Continued) **S118938227**

Transporter Name 2:	WORLDWIDE RECOVERY SYSTEM INC
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA, AZ 85365-1901
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	Not reported
Meth Code:	H141 - Not reported
Quantity Tons:	0.034
Waste Quantity:	68
Quantity Unit:	P

Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/15/2020
Manifest Number:	014403901FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Stericycle Specialty Waste Solutions Inc
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	214 - Not reported
RCRA Code:	D001,D035
Meth Code:	H141 - Not reported
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P

Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	5/7/2020
Shipment Date:	5/7/2020
Receipt Date:	5/15/2020
Manifest Number:	014403900FLE

DOLLAR TREE #05903 (Continued) **S118938227**

Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	916-351-0980
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	Not reported
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Rancho Cordova, CA 95742
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	331 - Not reported
RCRA Code:	D001
Meth Code:	H141 - Not reported
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P

Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	2/6/2020
Shipment Date:	2/6/2020
Receipt Date:	2/21/2020
Manifest Number:	013694846FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	530-387-1593
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	WORLDWIDE RECOVERY SYSTEM INC
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA, AZ 85365-1901
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Waste Code Description:	331 - Not reported
RCRA Code:	Not reported
Meth Code:	H141 - Not reported
Quantity Tons:	0.027
Waste Quantity:	54
Quantity Unit:	P
Year:	2020
EM Manifest ID:	Not reported
Shipment Date:	2/6/2020
Shipment Date:	2/6/2020
Receipt Date:	2/25/2020
Manifest Number:	013694845FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007-4233
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Stericycle Specialty Waste Solutions Inc
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Stericycle Specialty Waste Solutions Inc
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley, NV 89408
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	214 - Not reported
RCRA Code:	D001,D035
Meth Code:	H141 - Not reported
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P

Additional Information:

Year:	2019
EM Manifest ID:	454647
Shipment Date:	6/26/2019
Shipment Date:	6/26/2019
Receipt Date:	7/18/2019
Manifest Number:	013123351FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON 96007
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	530-387-1593

DOLLAR TREE #05903 (Continued) **S118938227**

Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA 85365-1901
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

State:

Year:	2019
EM Manifest ID:	454647
Generator EPA ID:	CAL000404209
Shipment Date:	2019-06-26
Manifest Number:	013123351FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00350
Quantity Waste:	7.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2019
EM Manifest ID:	342396
Shipment Date:	4/2/2019
Shipment Date:	4/2/2019
Receipt Date:	4/19/2019
Manifest Number:	013142461FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON 96007-4233
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	323-776-6233
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD008364432
TSDF Name:	Rho Chem LLC
TSDF Address 1:	425 Isis Ave.
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Inglewood 90301
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

State:

Year:	2019
EM Manifest ID:	342396
Generator EPA ID:	CAL000404209
Shipment Date:	2019-04-02
Manifest Number:	013142461FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
State Code:	122

Year:	2019
EM Manifest ID:	358004
Shipment Date:	4/2/2019
Shipment Date:	4/2/2019
Receipt Date:	4/24/2019
Manifest Number:	013142462FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON 96007-4233
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley 89408

DOLLAR TREE #05903 (Continued) **S118938227**

TSDF Telephone: Not reported
TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

Federal:
Year: 2019
EM Manifest ID: 358004
Generator EPA ID: CAL000404209
Shipment Date: 2019-04-02
Manifest Number: 013142462FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.00250
Quantity Waste: 5.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Burlap, cloth, paper, or plastic bags
Quantity Type: Pounds
Federal Code: D001

Year: 2019
EM Manifest ID: 358004
Generator EPA ID: CAL000404209
Shipment Date: 2019-04-02
Manifest Number: 013142462FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.00250
Quantity Waste: 5.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Burlap, cloth, paper, or plastic bags
Quantity Type: Pounds
Federal Code: D035

Year: 2019
EM Manifest ID: 358004
Generator EPA ID: CAL000404209
Shipment Date: 2019-04-02
Manifest Number: 013142462FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00050
Quantity Waste: 1.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Burlap, cloth, paper, or plastic bags
Quantity Type: Pounds
Federal Code: D001

State:
Year: 2019

DOLLAR TREE #05903 (Continued) **S118938227**

EM Manifest ID:	358004
Generator EPA ID:	CAL000404209
Shipment Date:	2019-04-02
Manifest Number:	013142462FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
State Code:	214

Year:	2019
EM Manifest ID:	358004
Generator EPA ID:	CAL000404209
Shipment Date:	2019-04-02
Manifest Number:	013142462FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
State Code:	331

Year:	2019
EM Manifest ID:	359274
Shipment Date:	4/2/2019
Shipment Date:	4/2/2019
Receipt Date:	4/16/2019
Manifest Number:	013142463FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON 96007
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	530-387-1593
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA 85365-1901
TSDF Telephone:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

State:
Year: 2019
EM Manifest ID: 359274
Generator EPA ID: CAL000404209
Shipment Date: 2019-04-02
Manifest Number: 013142463FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.01700
Quantity Waste: 34.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 221396
Shipment Date: 12/6/2018
Shipment Date: 12/6/2018
Receipt Date: 12/18/2018
Manifest Number: 012119696FLE
Generator EPA ID: CAL000404209
Name: DOLLAR TREE #05903
Address: 1725 STATE HIGHWAY 273
Address 2: Not reported
City,State,Zip: ANDERSON 96007-4233
Telephone: 877-577-2669
Contact: Not reported
Contact Telephone: 530-387-1593
Contact Email: Not reported
Transporter 1 EPA ID: MNS000110924
Transporter Name: Not reported
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: CAR000175422
Transporter Name 2: Not reported
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: AZR000515924
TSDF Name: YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1: 2730 E 13TH ST
TSDF Address 2: Not reported
TSDF City,State,Zip: YUMA 85365-1901
TSDF Telephone: Not reported
TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Quantity Unit: Not reported

State:

Year: 2019
EM Manifest ID: 221396
Generator EPA ID: CAL000404209
Shipment Date: 2018-12-06
Manifest Number: 012119696FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.04800
Quantity Waste: 96.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiberboard or plastic drums, barrels, kegs
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 230084
Shipment Date: 12/6/2018
Shipment Date: 12/6/2018
Receipt Date: 12/28/2018
Manifest Number: 012119695FLE
Generator EPA ID: CAL000404209
Name: DOLLAR TREE
Address: 1725 STATE HWY 273
Address 2: Not reported
City,State,Zip: ANDERSON 96007-4233
Telephone: 877-577-2669
Contact: Not reported
Contact Telephone: 775-575-2760
Contact Email: Not reported
Transporter 1 EPA ID: MNS000110924
Transporter Name: Not reported
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: MNS000110924
Transporter Name 2: Not reported
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: NVD980895338
TSDF Name: 21st Century Environmental Management of Nevada, LLC
TSDF Address 1: 2095 Newlands Drive East
TSDF Address 2: Not reported
TSDF City,State,Zip: Fernley 89408
TSDF Telephone: Not reported
TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

Federal:

Year: 2019
EM Manifest ID: 230084
Generator EPA ID: CAL000404209

DOLLAR TREE #05903 (Continued) **S118938227**

Shipment Date:	2018-12-06
Manifest Number:	012119695FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
Federal Code:	D001

Year:	2019
EM Manifest ID:	230084
Generator EPA ID:	CAL000404209
Shipment Date:	2018-12-06
Manifest Number:	012119695FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00300
Quantity Waste:	6.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
Federal Code:	D001

Year:	2019
EM Manifest ID:	230084
Generator EPA ID:	CAL000404209
Shipment Date:	2018-12-06
Manifest Number:	012119695FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00300
Quantity Waste:	6.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
Federal Code:	D035

State:

Year:	2019
EM Manifest ID:	230084
Generator EPA ID:	CAL000404209
Shipment Date:	2018-12-06
Manifest Number:	012119695FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
State Code:	331

DOLLAR TREE #05903 (Continued) **S118938227**

Year:	2019
EM Manifest ID:	230084
Generator EPA ID:	CAL000404209
Shipment Date:	2018-12-06
Manifest Number:	012119695FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00300
Quantity Waste:	6.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
State Code:	214

Year:	2019
EM Manifest ID:	230084
Generator EPA ID:	CAL000404209
Shipment Date:	2018-12-06
Manifest Number:	012119695FLE
Line Number:	3
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
State Code:	122

Year:	2019
EM Manifest ID:	845425
Shipment Date:	10/23/2019
Shipment Date:	10/23/2019
Receipt Date:	11/7/2019
Manifest Number:	013693305FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE
Address:	1725 STATE HWY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON 96007-4233
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	775-575-2760
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Fernley 89408

DOLLAR TREE #05903 (Continued) **S118938227**

TSDF Telephone: Not reported
TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

Federal:
Year: 2019
EM Manifest ID: 845425
Generator EPA ID: CAL000404209
Shipment Date: 2019-10-23
Manifest Number: 013693305FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00050
Quantity Waste: 1.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Burlap, cloth, paper, or plastic bags
Quantity Type: Pounds
Federal Code: D001

Year: 2019
EM Manifest ID: 845425
Generator EPA ID: CAL000404209
Shipment Date: 2019-10-23
Manifest Number: 013693305FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00050
Quantity Waste: 1.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Burlap, cloth, paper, or plastic bags
Quantity Type: Pounds
Federal Code: D035

State:
Year: 2019
EM Manifest ID: 845425
Generator EPA ID: CAL000404209
Shipment Date: 2019-10-23
Manifest Number: 013693305FLE
Line Number: 1
Method Code: H121
Quantity Tons: 0.00100
Quantity Waste: 2.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Burlap, cloth, paper, or plastic bags
Quantity Type: Pounds
State Code: 122

Year: 2019

DOLLAR TREE #05903 (Continued) **S118938227**

EM Manifest ID:	845425
Generator EPA ID:	CAL000404209
Shipment Date:	2019-10-23
Manifest Number:	013693305FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Burlap, cloth, paper, or plastic bags
Quantity Type:	Pounds
State Code:	214

Year:	2019
EM Manifest ID:	710427
Shipment Date:	10/23/2019
Shipment Date:	10/23/2019
Receipt Date:	11/6/2019
Manifest Number:	013693306FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #5903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON 96007-4233
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	530-387-1593
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA 85365-1901
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

State:

Year:	2019
EM Manifest ID:	710427
Generator EPA ID:	CAL000404209
Shipment Date:	2019-10-23
Manifest Number:	013693306FLE
Line Number:	1
Method Code:	H141

DOLLAR TREE #05903 (Continued) **S118938227**

Quantity Tons:	0.03050
Quantity Waste:	61.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331

Additional Information:

Year:	2018
EM Manifest ID:	010788274FLE20170920_D_1
Shipment Date:	9/20/2017
Shipment Date:	9/20/2017
Receipt Date:	10/12/2017
Manifest Number:	010788274FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #5903
Address:	Not reported
Address 2:	Not reported
City,State,Zip:	Not reported
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	Not reported
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	NED986382133
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21ST CENTURY EMN LLC
TSDF Address 1:	Not reported
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Not reported
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

Federal:

Year:	2018
EM Manifest ID:	010788274FLE20170920_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2017-09-20
Manifest Number:	010788274FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1

DOLLAR TREE #05903 (Continued) **S118938227**

Type of Container: NULL
Quantity Type: NULL
Federal Code: D001

Year: 2018
EM Manifest ID: 010788274FLE20170920_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2017-09-20
Manifest Number: 010788274FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00250
Quantity Waste: 5.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: NULL
Quantity Type: NULL
Federal Code: D001

Year: 2018
EM Manifest ID: 010788274FLE20170920_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2017-09-20
Manifest Number: 010788274FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00250
Quantity Waste: 5.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: NULL
Quantity Type: NULL
Federal Code: D035

Year: 2018
EM Manifest ID: 010788274FLE20170920_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2017-09-20
Manifest Number: 010788274FLE
Line Number: 3
Method Code: H121
Quantity Tons: 0.00150
Quantity Waste: 3.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: NULL
Quantity Type: NULL
Federal Code: D002

State:
Year: 2018
EM Manifest ID: 010788274FLE20170920_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2017-09-20
Manifest Number: 010788274FLE
Line Number: 1
Method Code: H141

DOLLAR TREE #05903 (Continued) **S118938227**

Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	331
Year:	2018
EM Manifest ID:	010788274FLE20170920_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2017-09-20
Manifest Number:	010788274FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	214
Year:	2018
EM Manifest ID:	010788274FLE20170920_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2017-09-20
Manifest Number:	010788274FLE
Line Number:	3
Method Code:	H121
Quantity Tons:	0.00150
Quantity Waste:	3.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	122
Year:	2018
EM Manifest ID:	010788274FLE20170920_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2017-09-20
Manifest Number:	010788274FLE
Line Number:	4
Method Code:	H141
Quantity Tons:	0.03050
Quantity Waste:	61.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	331
Year:	2018
EM Manifest ID:	134445
Shipment Date:	8/28/2018

DOLLAR TREE #05903 (Continued) **S118938227**

Shipment Date:	8/28/2018
Receipt Date:	9/14/2018
Manifest Number:	012124569FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #05903
Address:	1725 STATE HIGHWAY 273
Address 2:	Not reported
City,State,Zip:	ANDERSON 96007
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	757-321-5761
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City,State,Zip:	YUMA 85365-1901
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

Year:	2018
EM Manifest ID:	009219985FLE20170406_D_1
Shipment Date:	4/6/2017
Shipment Date:	4/6/2017
Receipt Date:	4/17/2017
Manifest Number:	009219985FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #5903
Address:	Not reported
Address 2:	Not reported
City,State,Zip:	Not reported
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	Not reported
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	WAR000001743
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	WAD020257945
TSDF Name:	BURLINGTON ENVIRONMENTAL LLC
TSDF Address 1:	Not reported
TSDF Address 2:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

TSDF City,State,Zip:	Not reported
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

State:

Year:	2018
EM Manifest ID:	009219985FLE20170406_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2017-04-06
Manifest Number:	009219985FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00600
Quantity Waste:	12.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	181

Year:	2018
EM Manifest ID:	009219985FLE20170406_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2017-04-06
Manifest Number:	009219985FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.07150
Quantity Waste:	143.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	331

Year:	2018
EM Manifest ID:	010867115FLE20180411_D_1
Shipment Date:	4/11/2018
Shipment Date:	4/11/2018
Receipt Date:	5/16/2018
Manifest Number:	010867115FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #5903
Address:	Not reported
Address 2:	Not reported
City,State,Zip:	Not reported
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	Not reported
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924

DOLLAR TREE #05903 (Continued) **S118938227**

Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	NED986382133
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21ST CENTURY EMN LLC
TSDF Address 1:	Not reported
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Not reported
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

Federal:

Year:	2018
EM Manifest ID:	010867115FLE20180411_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-04-11
Manifest Number:	010867115FLE
Line Number:	1
Method Code:	H121
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
Federal Code:	D002

Year:	2018
EM Manifest ID:	010867115FLE20180411_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-04-11
Manifest Number:	010867115FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
Federal Code:	D001

Year:	2018
EM Manifest ID:	010867115FLE20180411_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-04-11
Manifest Number:	010867115FLE
Line Number:	3
Method Code:	H141
Quantity Tons:	0.00150

DOLLAR TREE #05903 (Continued) **S118938227**

Quantity Waste: 3.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: NULL
Quantity Type: NULL
Federal Code: D001

Year: 2018
EM Manifest ID: 010867115FLE20180411_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2018-04-11
Manifest Number: 010867115FLE
Line Number: 3
Method Code: H141
Quantity Tons: 0.00150
Quantity Waste: 3.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: NULL
Quantity Type: NULL
Federal Code: D035

State:
Year: 2018
EM Manifest ID: 010867115FLE20180411_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2018-04-11
Manifest Number: 010867115FLE
Line Number: 1
Method Code: H121
Quantity Tons: 0.00100
Quantity Waste: 2.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: NULL
Quantity Type: NULL
State Code: 122

Year: 2018
EM Manifest ID: 010867115FLE20180411_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2018-04-11
Manifest Number: 010867115FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00050
Quantity Waste: 1.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: NULL
Quantity Type: NULL
State Code: 331

Year: 2018
EM Manifest ID: 010867115FLE20180411_D_1
Generator EPA ID: CAL000404209
Shipment Date: 2018-04-11

DOLLAR TREE #05903 (Continued) **S118938227**

Manifest Number:	010867115FLE
Line Number:	3
Method Code:	H141
Quantity Tons:	0.00150
Quantity Waste:	3.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	214

Year:	2018
EM Manifest ID:	010867116FLE20180411_D_1
Shipment Date:	4/11/2018
Shipment Date:	4/11/2018
Receipt Date:	4/30/2018
Manifest Number:	010867116FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #5903
Address:	Not reported
Address 2:	Not reported
City,State,Zip:	Not reported
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	Not reported
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES LLC
TSDF Address 1:	Not reported
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Not reported
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

State:

Year:	2018
EM Manifest ID:	010867116FLE20180411_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-04-11
Manifest Number:	010867116FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.07250
Quantity Waste:	145.000000
Quantity Unit:	P

DOLLAR TREE #05903 (Continued) **S118938227**

Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	331
Year:	2018
EM Manifest ID:	008656676FLE20180117_D_1
Shipment Date:	1/17/2018
Shipment Date:	1/17/2018
Receipt Date:	2/12/2018
Manifest Number:	008656676FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #5903
Address:	Not reported
Address 2:	Not reported
City,State,Zip:	Not reported
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	Not reported
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	NED986382133
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21ST CENTURY EMN LLC
TSDF Address 1:	Not reported
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Not reported
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

Federal:

Year:	2018
EM Manifest ID:	008656676FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656676FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
Federal Code:	D001
Year:	2018

DOLLAR TREE #05903 (Continued) **S118938227**

EM Manifest ID:	008656676FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656676FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
Federal Code:	D035

Year:	2018
EM Manifest ID:	008656676FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656676FLE
Line Number:	2
Method Code:	H121
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
Federal Code:	D002

Year:	2018
EM Manifest ID:	008656676FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656676FLE
Line Number:	3
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
Federal Code:	D001

State:

Year:	2018
EM Manifest ID:	008656676FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656676FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL

DOLLAR TREE #05903 (Continued) **S118938227**

Quantity Type:	NULL
State Code:	214
Year:	2018
EM Manifest ID:	008656676FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656676FLE
Line Number:	2
Method Code:	H121
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	122
Year:	2018
EM Manifest ID:	008656676FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656676FLE
Line Number:	3
Method Code:	H141
Quantity Tons:	0.00050
Quantity Waste:	1.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	331
Year:	2018
EM Manifest ID:	008656677FLE20180117_D_1
Shipment Date:	1/17/2018
Shipment Date:	1/17/2018
Receipt Date:	2/2/2018
Manifest Number:	008656677FLE
Generator EPA ID:	CAL000404209
Name:	DOLLAR TREE #5903
Address:	Not reported
Address 2:	Not reported
City,State,Zip:	Not reported
Telephone:	Not reported
Contact:	Not reported
Contact Telephone:	Not reported
Contact Email:	Not reported
Transporter 1 EPA ID:	MNS000110924
Transporter Name:	Not reported
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter Name 2:	Not reported
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES LLC

DOLLAR TREE #05903 (Continued) **S118938227**

TSDF Address 1:	Not reported
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Not reported
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported

State:

Year:	2018
EM Manifest ID:	008656677FLE20180117_D_1
Generator EPA ID:	CAL000404209
Shipment Date:	2018-01-17
Manifest Number:	008656677FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.05650
Quantity Waste:	113.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	NULL
Quantity Type:	NULL
State Code:	331

Additional Information:

Year:	2017
Gen EPA ID:	CAL000404209
Shipment Date:	20170920
Creation Date:	7/18/2018 18:30:10
Receipt Date:	20171012
Manifest ID:	010788274FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS
TSDF EPA ID:	NVD980895338
Trans Name:	21ST CENTURY EMN LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
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

DOLLAR TREE #05903 (Continued) **S118938227**

Shipment Date:	20170920
Creation Date:	7/18/2018 18:30:10
Receipt Date:	20171012
Manifest ID:	010788274FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS
TSDF EPA ID:	NVD980895338
Trans Name:	21ST CENTURY EMN LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	122 - Alkaline solution without metals (pH > 12.5
RCRA Code:	D002
Meth Code:	H121 - Neutralization Only
Quantity Tons:	0.0015
Waste Quantity:	3
Quantity Unit:	P
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:	20170920
Creation Date:	7/18/2018 18:30:10
Receipt Date:	20171012
Manifest ID:	010788274FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS
TSDF EPA ID:	NVD980895338
Trans Name:	21ST CENTURY EMN LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0305
Waste Quantity:	61
Quantity Unit:	P
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:	20170920
Creation Date:	7/18/2018 18:30:10
Receipt Date:	20171012
Manifest ID:	010788274FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS

DOLLAR TREE #05903 (Continued) **S118938227**

TSDF EPA ID:	NVD980895338
Trans Name:	21ST CENTURY EMN LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D035
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170406
Creation Date:	5/11/2018 18:34:42
Receipt Date:	20170417
Manifest ID:	009219985FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	WAR000001743
Trans 2 Name:	BURLINGTON ENVIRONMENTAL LLC
TSDF EPA ID:	WAD020257945
Trans Name:	BURLINGTON ENVIRONMENTAL LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0715
Waste Quantity:	143
Quantity Unit:	P
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:	20170406
Creation Date:	5/11/2018 18:34:42
Receipt Date:	20170417
Manifest ID:	009219985FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	WAR000001743
Trans 2 Name:	BURLINGTON ENVIRONMENTAL LLC
TSDF EPA ID:	WAD020257945
Trans Name:	BURLINGTON ENVIRONMENTAL LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No

DOLLAR TREE #05903 (Continued) **S118938227**

	Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.006
Waste Quantity:	12
Quantity Unit:	P
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

Additional Information:

Year:	2016
Gen EPA ID:	CAL000404209
Shipment Date:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.022
Waste Quantity:	44
Quantity Unit:	P
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:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.012
Waste Quantity:	24

DOLLAR TREE #05903 (Continued) **S118938227**

Quantity Unit:	P
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:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
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:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	122 - Alkaline solution without metals (pH > 12.5
RCRA Code:	D002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0105
Waste Quantity:	21
Quantity Unit:	P
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

DOLLAR TREE #05903 (Continued) **S118938227**

Shipment Date:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D035
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
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:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	122 - Alkaline solution without metals (pH > 12.5
RCRA Code:	D002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0435
Waste Quantity:	87
Quantity Unit:	P
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:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.066
Waste Quantity:	132
Quantity Unit:	P
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:	20150708
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
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

Additional Information:

Year:	2015
Gen EPA ID:	CAL000404209
Shipment Date:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.022
Waste Quantity:	44
Quantity Unit:	P
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:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.012

DOLLAR TREE #05903 (Continued) **S118938227**

Waste Quantity:	24
Quantity Unit:	P
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:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
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:	20151106
Creation Date:	1/11/2016 22:16:05
Receipt Date:	20151110
Manifest ID:	008654726FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	122 - Alkaline solution without metals (pH > 12.5
RCRA Code:	D002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0105
Waste Quantity:	21
Quantity Unit:	P
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

DOLLAR TREE #05903 (Continued) **S118938227**

Shipment Date:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.066
Waste Quantity:	132
Quantity Unit:	P
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:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D035
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
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:	20150708
Creation Date:	9/22/2015 22:15:56
Receipt Date:	20150714
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	122 - Alkaline solution without metals (pH > 12.5
RCRA Code:	D002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0435
Waste Quantity:	87
Quantity Unit:	P
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:	20150708
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	008465248FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GENERAL ENVIRONMENTAL MGT LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.001
Waste Quantity: 2
Quantity Unit: P
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:
Name: DOLLAR TREE #05903
Address: 1725 STATE HIGHWAY 273
City,State,Zip: ANDERSON, CA 96007
Site ID: 25981
CERS ID: 10616110
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-05-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-13-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspection conducted by Nicolas Kidwell. No violations noted at time of inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-25-2022
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations observed at the time of inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-05-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

DOLLAR TREE #05903 (Continued) **S118938227**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-25-2022
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: For manifests (disposal receipts), ensure to match up the original "Generator Initial Copies" with "Designated Treatment Facility to Operator" return copies. Manifest numbers are located at the top right corner. Follow up with hazardous waste hauler if copies are not received within 45 days.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-13-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspection conducted by Nicolas Kidwell. No violations noted at time of inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Shasta County Env Health
Entity Title: Not reported
Affiliation Address: 1855 Placer Street, Suite 201
Affiliation City: Redding
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96001
Affiliation Phone: (530) 225-5787,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 500 Volvo Pkwy
Affiliation City: Chespeake
Affiliation State: VA
Affiliation Country: Not reported
Affiliation Zip: 23320
Affiliation Phone: ,

Affiliation Type Desc: Operator
Entity Name: Dollar Tree Stores, Inc.
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: (757) 321-5000,

Affiliation Type Desc: Parent Corporation
Entity Name: Dollar Tree Stores, Inc.
Entity Title: Not reported

DOLLAR TREE #05903 (Continued) **S118938227**

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:	Property Owner
Entity Name:	Branagh Family 2000 Trust, et al. c/o Northwest Asset Management Company
Entity Title:	Not reported
Affiliation Address:	3701 Mt. Diablo Boulevard, 2nd Floor
Affiliation City:	Lafayette
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	94549
Affiliation Phone:	(925) 933-1600,
Affiliation Type Desc:	Identification Signer
Entity Name:	Yuri Pena Medina
Entity Title:	EH&S Admin
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:	Document Preparer
Entity Name:	Yuri Pena Medina
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:	Environmental Contact
Entity Name:	Yuri Pena Medina
Entity Title:	Not reported
Affiliation Address:	8254 White Oak Ave
Affiliation City:	Northridge
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	91335
Affiliation Phone:	,
Affiliation Type Desc:	Legal Owner
Entity Name:	Dollar Tree Stores, Inc.
Entity Title:	Not reported
Affiliation Address:	500 Volvo Pkwy
Affiliation City:	Chesapeake
Affiliation State:	VA
Affiliation Country:	United States
Affiliation Zip:	23320
Affiliation Phone:	(757) 321-5000,

D13 **DOLLAR TREE** **RCRA-VSQG** **1024848526**
West **1725 STATE HWY 273** **E MANIFEST** **CAL000404209**
1/8-1/4 **ANDERSON, CA 96007**
0.210 mi.
1110 ft. **Site 2 of 3 in cluster D**

Relative:
Higher

Actual:
476 ft.

RCRA Listings:

Date Form Received by Agency:	20250110
Handler Name:	Dollar Tree #05903
Handler Address:	State Highway 273
Handler City,State,Zip:	ANDERSON, CA 96007
EPA ID:	CAL000404209
Contact Name:	JOSE FIGUEROA
Contact Address:	NOBLE AVENUE
Contact City,State,Zip:	VISALIA, CA 93277
Contact Telephone:	661-808-4202
Contact Fax:	Not reported
Contact Email:	JFIGUE79@DOLLARTREE.COM
Contact Title:	ENVIRONMENTAL HEALTH AND SAFETY SPECIALIST
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	VOLVO PKWY
Mailing City,State,Zip:	CHESAPEAKE, VA 23320-1604
Owner Name:	Branagh Family 2000 Trust, Patterson Family 2000 Trust, Et Al.
Owner Type:	Private
Operator Name:	Dollar Tree Stores, Inc.
Operator Type:	Private
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:	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:	Not reported
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

DOLLAR TREE (Continued) **1024848526**

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:	Not reported
Handler Date of Last Change:	20250113
Recognized Trader-Importer:	No
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

Hazardous Waste Summary:

Waste Code:	D001
Waste Description:	Ignitable Waste
Waste Code:	D002
Waste Description:	Corrosive Waste
Waste Code:	D004
Waste Description:	Arsenic
Waste Code:	D005
Waste Description:	Barium
Waste Code:	D007
Waste Description:	Chromium
Waste Code:	D008
Waste Description:	Lead
Waste Code:	D009
Waste Description:	Mercury
Waste Code:	D010
Waste Description:	Selenium
Waste Code:	D011
Waste Description:	Silver
Waste Code:	D013
Waste Description:	Lindane (1,2,3,4,5,6-Hexa-Chlorocyclohexane, Gamma Isomer)
Waste Code:	D016
Waste Description:	2,4-D (2,4-Dichlorophenoxyacetic Acid)
Waste Code:	D018
Waste Description:	Benzene
Waste Code:	D022
Waste Description:	Chloroform

DOLLAR TREE (Continued) **1024848526**

Waste Code: D024
Waste Description: M-Cresol

Waste Code: D026
Waste Description: Cresol

Waste Code: D027
Waste Description: 1,4-Dichlorobenzene

Waste Code: D035
Waste Description: Methyl Ethyl Ketone

Waste Code: D039
Waste Description: Tetrachloroethylene

Waste Code: U002
Waste Description: 2-Propanone (I) (Or) Acetone (I)

Waste Code: U058
Waste Description: 2h-1,3,2-Oxazaphosphorin-2-Amine, N,N-Bis(2-Chloroethyl)Tetrahydro-, 2-Oxide (Or) Cyclophosphamide

Waste Code: U154
Waste Description: Methanol (I) (Or) Methyl Alcohol (I)

Waste Code: U188
Waste Description: Phenol

Waste Code: U201
Waste Description: 1,3-Benzenediol (Or) Resorcinol

Waste Code: U279
Waste Description: U279

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: ANGELA JONES
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 500 VOLVO PKWY
Owner/Operator City,State,Zip: CHESAPEAKE, VA 23320-1604
Owner/Operator Telephone: 757-321-5761
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: DOLLAR TREE STORES, INC.
Legal Status: Private
Date Became Current: 20150228
Date Ended Current: Not reported
Owner/Operator Address: 500 VOLVO PKWY
Owner/Operator City,State,Zip: CHESAPEAKE, VA 23320-1604
Owner/Operator Telephone: 661-808-4202
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported

DOLLAR TREE (Continued) **1024848526**

Owner/Operator Email: JFIGUE79@DOLLARTREE.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: DOLLAR TREE STORES, INC.
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 500 VOLVO PKWY
Owner/Operator City,State,Zip: CHESAPEAKE, VA 23320-1604
Owner/Operator Telephone: 757-321-5000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: BRANAGH FAMILY 2000 TRUST, PATTERSON FAMILY 2000 TRUST, ET AL.
Legal Status: Private
Date Became Current: 20150228
Date Ended Current: Not reported
Owner/Operator Address: 3701 MT. DIABLO BOULEVARD, SUITE 200
Owner/Operator City,State,Zip: LAFAYETTE, CA 94549
Owner/Operator Telephone: 661-808-4202
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: JFIGUE79@DOLLARTREE.COM

Historic Generators:
Receive Date: 20150203
Handler Name: DOLLAR TREE #05903
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: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20250110
Handler Name: DOLLAR TREE #05903
Federal Waste Generator Description: Very Small Quantity Generator (formerly Conditionally-Exempt Small Quantity Generator
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: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 45299

DOLLAR TREE (Continued) **1024848526**

NAICS Description: All Other General Merchandise Stores

NAICS Code: 455219
NAICS Description: All Other General Merchandise Retailers

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:

Manifest Tracking Number:	200012573CLE
Last Updated Date:	20211214
Shipped Date:	20211117
Received Date:	20211208
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	11855 White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	11855 White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	200012574CLE
Last Updated Date:	20211210
Shipped Date:	20211117

DOLLAR TREE (Continued) **1024848526**

Received Date:	20211129
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	21st Century Environmental Management Of Nevada, Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	200012575CLE
Last Updated Date:	20220104
Shipped Date:	20211117
Received Date:	20211210
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree #05903
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HIGHWAY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 STATE HIGHWAY 273
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007

DOLLAR TREE (Continued) **1024848526**

Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	AZR000515924
Designated Facility Name:	Yuma Yes Waste Transfer Facility
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2730 E. 13TH ST.
Designated Facility Mail City:	YUMA
Designated Facility Mail Zip:	85365
Designated Facility Mail State:	AZ
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2730 E 13TH ST
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	YUMA
Designated Facility Location Zip:	85365
Designated Facility Location State:	AZ
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	013693304FLE
Last Updated Date:	20200423
Shipped Date:	20191023
Received Date:	20191028
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	11855 White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	11855 White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported

DOLLAR TREE (Continued) **1024848526**

Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	013693305FLE
Last Updated Date:	20191230
Shipped Date:	20191023
Received Date:	20191107
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	21st Century Environmental Management Of Nevada, Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	013693306FLE
Last Updated Date:	20191125
Shipped Date:	20191023
Received Date:	20191106
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree #5903
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HIGHWAY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA

DOLLAR TREE (Continued) **1024848526**

Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 STATE HIGHWAY 273
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	AZR000515924
Designated Facility Name:	Yuma Yes Waste Transfer Facility
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2730 E 13TH ST
Designated Facility Mail City:	YUMA
Designated Facility Mail Zip:	85365-1901
Designated Facility Mail State:	AZ
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2730 E 13TH ST
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	YUMA
Designated Facility Location Zip:	85365-1901
Designated Facility Location State:	AZ
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	013694844FLE
Last Updated Date:	20200423
Shipped Date:	20200206
Received Date:	20200210
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD980884183
Designated Facility Name:	Gem Rancho Cordova Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	11855 White Rock Road
Designated Facility Mail City:	Rancho Cordova
Designated Facility Mail Zip:	95742
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported

DOLLAR TREE (Continued) **1024848526**

Designated Facility Location Street 1:	11855 White Rock Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Rancho Cordova
Designated Facility Location Zip:	95742
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	013694845FLE
Last Updated Date:	20200302
Shipped Date:	20200206
Received Date:	20200225
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	21st Century Environmental Management Of Nevada, Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	013694846FLE
Last Updated Date:	20200323
Shipped Date:	20200206
Received Date:	20200221
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209

DOLLAR TREE (Continued) **1024848526**

Generator Name:	Dollar Tree #05903
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HIGHWAY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 STATE HIGHWAY 273
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	AZR000515924
Designated Facility Name:	Yuma Yes Waste Transfer Facility
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2730 E 13TH ST
Designated Facility Mail City:	YUMA
Designated Facility Mail Zip:	85365-1901
Designated Facility Mail State:	AZ
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2730 E 13TH ST
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	YUMA
Designated Facility Location Zip:	85365-1901
Designated Facility Location State:	AZ
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	015098660FLE
Last Updated Date:	20210201
Shipped Date:	20201222
Received Date:	20210118
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	21st Century Environmental Management Of Nevada, Llc
Designated Facility Mail Street Number:	Not reported

DOLLAR TREE (Continued) **1024848526**

Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	015098661FLE
Last Updated Date:	20210118
Shipped Date:	20201222
Received Date:	20210106
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404209
Generator Name:	Dollar Tree
Generator Location Street Number:	Not reported
Generator Location Street 1:	1725 STATE HWY 273
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-4233
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1725 State Hwy 273
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007-4233
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NVD980895338
Designated Facility Name:	21st Century Environmental Management Of Nevada, Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2095 Newlands Drive East
Designated Facility Mail City:	Fernley
Designated Facility Mail Zip:	89408
Designated Facility Mail State:	NV
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2095 Newlands Drive East
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Fernley
Designated Facility Location Zip:	89408
Designated Facility Location State:	NV
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	015098662FLE

DOLLAR TREE (Continued) **1024848526**

Transporter Line Number: 1
Transporter EPA ID: MNS000110924
Transporter Name: Clean Earth Specialty Waste Solutions, Inc.

Manifest Tracking Number: 015098662FLE
Transporter Line Number: 2
Transporter EPA ID: CAR000175422
Transporter Name: Worldwide Recovery System Inc

Waste Line:
Manifest Tracking Number: 015098662FLE
Waste Line Number: 1
U.S. DOT Hazardous Indicator: N
U.S. DOT ID Number: Not reported
U.S. DOT Description: Not reported
Non-Hazardous Waste Description: Non Rcra Hazardous Waste, Liquid (Consumer Products)
Number of Containers: 2
Container Type Code: DF
Container Type Description: Fiberboard or plastic drums, barrels, kegs
Waste Quantity: 300
Quantity Unit of Measure Code: P
Quantity Unit of Measure Description: Pounds
Waste Quantity, in Tons: 0.15
Acute Waste Quantity, in Tons: 0
Non-Acute Waste Quantity, in Tons: 0.15
Waste Quantity, in Kilograms: 136.0545
Acute Waste Quantity, in Kilograms: 0
Non-Acute Waste Quantity, in Kilorgrams: 136.0545
Management Method Code: H141
Management Method Description: STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator: N
Quantity Discrepancy Indicator: N
Waste Type Discrepancy Indicator: N
Waste Density: Not reported
Waste Density Unit of Measure Code: Not reported
Waste Density Unit of Measure Description: Not reported
Form Code: Not reported
Form Code Description: Not reported
Source Code: Not reported
Source Code Description: Not reported
Waste Minimization Code: Not reported
Waste Minimization Code Description: Not reported
Consent Number: Not reported
EPA Waste Indicator: N
Federal Waste Codes: Not reported
Quantity Haz Kg: 0
Quantity Haz Tons: 0
Quantity Non Haz Kg: 136.0545
Quantity Non Haz Tons: 0.15
State Waste Codes: CA-331

Click this hyperlink while viewing on your computer to access
31 additional US EManifest: record(s) in the EDR Site Report.

D14 **DOLLAR TREE STORE #05903** **CUPA Listings** **S117624359**
West **1725 HWY 273** **N/A**
1/8-1/4 **ANDERSON, CA**
0.210 mi.
1110 ft. **Site 3 of 3 in cluster D**

Relative: **Higher**
Actual: **476 ft.**

CUPA SHASTA:

Name:	DOLLAR TREE STORE #05903
Address:	1725 HWY 273
City,State,Zip:	ANDERSON, CA
Site Id:	2196
CersID:	10616110
Facility Status:	True
Attn:	AMY SMALLS
Mail Addr:	500 VOLVO PARKWAY
Mail City:	CHESAPEAKE
Mail State:	VA
Mail Zip:	23320
EDR Link ID:	2196

Detail:

Facid:	2196
Facility Name:	DOLLAR TREE STORE #05903
File Type:	Hazardous Material Business Plan Site
Facid:	2196
Facility Name:	DOLLAR TREE STORE #05903
File Type:	Hazardous Waste Generator

E15 **SYSTEMS PLUS LUMBER HAISCH CONST** **CUPA Listings** **S108221951**
NNW **1800 S BARNEY RD** **N/A**
1/8-1/4 **ANDERSON, CA**
0.215 mi.
1133 ft. **Site 1 of 5 in cluster E**

Relative: **Lower**
Actual: **456 ft.**

CUPA SHASTA:

Name:	SYSTEMS PLUS LUMBER HAISCH CONST
Address:	1800 S BARNEY RD
City,State,Zip:	ANDERSON, CA
Site Id:	356
CersID:	10605925
Facility Status:	True
Attn:	JOHN BOMAN
Mail Addr:	1800 S BARNEY RD
Mail City:	ANDERSON
Mail State:	CA
Mail Zip:	96007
EDR Link ID:	356

Detail:

Facid:	356
Facility Name:	SYSTEMS PLUS LUMBER HAISCH CONST
File Type:	Abovegrond Petroleum Storage Act
Facid:	356
Facility Name:	SYSTEMS PLUS LUMBER HAISCH CONST
File Type:	Hazardous Material Business Plan Site
Facid:	356
Facility Name:	SYSTEMS PLUS LUMBER HAISCH CONST

SYSTEMS PLUS LUMBER HAISCH CONST (Continued) **S108221951**

File Type: Hazardous Waste Generator

E16 **SYSTEMS PLUS LUMBER HAISCH CONST** **AST** **A100226056**
NNW **1800 S BARNEY ST** **N/A**
1/8-1/4 **ANDERSON, CA**
0.215 mi.
1133 ft. **Site 2 of 5 in cluster E**

Relative: **Lower**
Actual: **456 ft.**

AST:

Name:	SYSTEMS PLUS LUMBER HAISCH CONST
Address:	1800 S BARNEY ST
City/Zip:	ANDERSON,
Certified Unified Program Agencies:	Shasta
Owner:	Not reported
Total Gallons:	2,030
CERSID:	Not reported
Facility ID:	Not reported
Business Name:	Not reported
Phone:	Not reported
Fax:	Not reported
Mailing Address:	Not reported
Mailing Address City:	Not reported
Mailing Address State:	Not reported
Mailing Address Zip Code:	Not reported
Operator Name:	Not reported
Operator Phone:	Not reported
Owner Phone:	Not reported
Owner Mail Address:	Not reported
Owner State:	Not reported
Owner Zip Code:	Not reported
Owner Country:	Not reported
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

E17 **SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION** **HAULERS** **S121791257**
NNW **1800 S BARNEY RD** **CERS HAZ WASTE** **N/A**
1/8-1/4 **ANDERSON, CA 96007** **CERS TANKS**
0.215 mi. **CERS**
1133 ft. **Site 3 of 5 in cluster E**

Relative: **Lower**
Actual: **456 ft.**

HAULERS:

Name:	SYSTEMS PLUS, INC.
Address:	1800 SOUTH BARNEY ROAD
City,State,Zip:	ANDERSON, CA 96007
Facility ID:	1953181
Facility Phone:	(530) 378-6800
Business Email Address:	JB@systemsplus.com
Contact Person:	John Bowman
Mailing Address:	1800 South Barney Road

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Mailing City:	Anderson
Mailing State:	CA
Mailing Zip:	96007
Mailing County:	Not reported
Mailing Phone:	(530) 241-1435
Current Status:	Active
Current Hauler Status:	Not reported
Accepting Tires From Public:	Not reported
Regulatory Status Last Changed:	2022-11-15 14:17:13
Business Types:	Not reported

CERS HAZ WASTE:

Name:	SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION
Address:	1800 S BARNEY RD
City,State,Zip:	ANDERSON, CA 96007
Site ID:	73042
CERS ID:	10605925
CERS Description:	Hazardous Waste Generator

CERS TANKS:

Name:	SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION
Address:	1800 S BARNEY RD
City,State,Zip:	ANDERSON, CA 96007
Site ID:	73042
CERS ID:	10605925
CERS Description:	Aboveground Petroleum Storage

CERS:

Name:	SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION
Address:	1800 S BARNEY RD
City,State,Zip:	ANDERSON, CA 96007
Site ID:	73042
CERS ID:	10605925
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	07-17-2015
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 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 08/03/2015. Label waste oil tank "empty" and the date it became empty. Hazardous waste label for waste oil drum is not complete. Provide name and address of facility on label. Temporary waste container is not labeled for waste oil. Review provided fact sheet and label accordingly. May label "Daily" if adhered to.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,

Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Violation Date:	11-20-2018
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 complete a review and evaluation of the SPCC Plan at least once every five years, document the completion of the review, and sign a statement as to whether the SPCC Plan will be amended.
Violation Notes:	Returned to compliance on 01/07/2019. Failure to perform and/or document the five-year review of the SPCC plan. Most recent review/amendment of the current plan (written August 2007) occurred on 6/9/11. The 5-year review was due by August 2016. No documentation noted on the Log of Plan Review and Amendments found on page a of the SPCC plan to show that this occurred. Perform review and evaluation of the SPCC plan at this time and document any necessary changes on the Log of Plan Review and Amendments. Submit a copy of the Log on page a of the SPCC plan as proof of compliance.
Violation Division:	Shasta County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-20-2018
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 the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes:	Returned to compliance on 01/07/2019. The contact information listed on the Business Owner Operator Identification page is outdated. Please update the Business Owner Operator Identification page with current information for emergency contacts.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-12-2021
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:	Returned to compliance on 11/12/2021. Inventory needs to be updated to more accurately report locations, types and quantities of materials stored onsite. This was corrected at the time of inspection.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-12-2021
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:	Returned to compliance on 11/12/2021. Site map needs to be updated to

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

	reflect changes in inventory and materials stored. This was corrected at the time of inspection.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	03-11-2019
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 04/29/2019. Failure to comply with previous violations noted on inspection report dated 11/20/18. At the time of inspection, facility information and inventory were found to be outdated. Required updates have yet to be submitted in CERS. Update facility information and inventory in CERS by 3/25/19. Ensure to submit all sections (Facility Info, Inventory, ER Plan, APSA) to satisfy the annual CERS reporting requirements which were due by 3/1/19.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-20-2018
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 hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 04/29/2019. Inventory does not match locations or types of materials located onsite. Update inventory to reflect the following: Change location of Waste Oil from "TRUCK SHOP" to "OIL AREA BY FUEL TANK" and change material type from 'Mixture' to 'Waste'; Change storage container for Gasoline from 'Steel Drum' to 'Aboveground Tank'. Need to verify if Lectron, Castrol Super Clean, and Degreaser-Big Red are still being used/stored onsite - delete these materials if no longer onsite. Provide Federal Hazard Categories for each item on inventory (refer to section 2 of Safety Data Sheets) and uncheck any selected obsolete Federal Hazard Categories (or a warning alert will be displayed).
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-20-2018
Citation:	22 CCR 23 66273.31(a) - California Code of Regulations, Title 22, Chapter 23, Section(s) 66273.31(a)
Violation Description:	Failure of the universal waste handler to prevent improper disposal of universal waste, or to transfer universal waste to the appropriate destination facility.
Violation Notes:	Returned to compliance on 11/20/2018. Universal waste not properly disposed. At the truck bay, observed (2) fluorescent light tubes

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

inside a white plastic barrel containing trash. This was corrected at the time of inspection; the tubes were removed and taken to the designated area. Ensure to manage fluorescent lights, and other universal waste, according to universal waste regulations and provide training to employees on proper handling, storage and disposal of universal waste.

Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 73042
Site Name: Systems Plus Lumber Haisch Construction
Violation Date: 11-20-2018
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 01/07/2019. Hazardous waste containers not properly labeled. Drain pans used for the temporary collection and storage of drained oil/fluids from oil filters and vehicles were observed without labels, and (1) 55-gallon drum located in the truck bay was observed with an extremely faded hazardous waste label (see photo). All hazardous waste storage containers must be labeled with the words "Hazardous Waste", the contents or common name of the waste, the name and address of the business, the accumulation start date, the physical state, and the hazardous properties of the waste. You may write "Empty Daily" for temporary storage containers/trays. Maintain labels to minimize fading. Submit a photo as proof of compliance.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 73042
Site Name: Systems Plus Lumber Haisch Construction
Violation Date: 11-12-2021
Citation: HSC 6.5 25250.22 - California Health and Safety Code, Chapter 6.5, Section(s) 25250.22
Violation Description: Failure to properly manage used oil and/or fuel filters in accordance with the requirements.
Violation Notes: Returned to compliance on 01/05/2022. Used oil filters stored beyond time limit. A drum of used oil and fuel filters was observed with an accumulation start date of 9/30/19. Used oil filters must be disposed within one year of the accumulation start date. Immediately dispose of used oil filters and submit a copy of the manifest as proof of disposal.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 73042
Site Name: Systems Plus Lumber Haisch Construction
Violation Date: 11-20-2018
Citation: 40 CFR 1 262.34(d)(5)(ii) - U.S. Code of Federal Regulations, Title

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

	40, Chapter 1, Section(s) 262.34(d)(5)(ii)
Violation Description:	Failure to post the following information next to the telephone: (A) The name and telephone number of the emergency coordinator; (B) Location of fire extinguishers and spill control material, and, if present, fire alarm; and (C) The telephone number of the fire department, unless the facility has a direct alarm.
Violation Notes:	Returned to compliance on 03/12/2019. Emergency information posted next to the telephone is incomplete. A site map showing locations of fire extinguishers and spill control materials is required to be posted with the emergency contacts/emergency procedures. The facility must have the name and phone number of the emergency coordinator, the location of fire extinguishers and spill control equipment, and the fire department telephone number posted next to the telephone. Submit a photo as proof of compliance.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	03-11-2019
Citation:	HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple
Violation Description:	APSA Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 04/24/2019. This facility was inspected on 11/20/18 and found to be in violation of the above-ground petroleum storage requirements. Proof of employee training on APSA has not been submitted to our office for review. Submit employee training records for APSA to the Shasta County Environmental Health office by 3/25/19.
Violation Division:	Shasta County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	12-06-2024
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 test or inspect each aboveground container for integrity based on industry standards: 1. On a regular schedule. 2. After making material repairs. 3. Use non-destructive testing. 4. Inspect each container s supports, foundations, and outside for signs of deterioration, discharges, or accumulation of oil inside diked areas.
Violation Notes:	Returned to compliance on 01/02/2025. The monthly and annual tank inspections being completed are outdated and no longer represent the industry standard for inspection of aboveground storage tanks. Complete the monthly and annual tank inspections, using the current industry standard checklists (STI SP001 7th Edition, February 2024) and provide our office with copies of the inspection checklists within 30 days.
Violation Division:	Shasta County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-20-2018

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Citation:	22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
Violation Description:	Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.
Violation Notes:	Returned to compliance on 01/07/2019. Unlabeled drum with unknown contents. In the truck bay (area next to truck shop and across from fuel tanks), stored right next to a 55-gal drum of hazardous waste, observed a white 30-gal plastic drum of unknown content with a funnel in the bung hole (see photo). You must identify and determine if content inside the drum is hazardous waste. If it is hazardous waste, it must be labeled accordingly and disposed in a timely manner. Ensure all containers are labeled to identify contents. Submit a photo as proof of compliance.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-20-2018
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 03/12/2019. Hazardous waste not fully contained and/or containers were observed open. (1) 55-gal drum of hydraulic fluid was observed with an open bung, and (1) 30-gal white plastic drum of unknown content, located in the truck bay, was observed with a funnel in the bung hole. Secondary containment units (under drums of ATF and Assault) were observed with leaked/spilled fluids and/or debris accumulation. Debris accumulation was also observed in the drain pan used for draining oil filters (see photo). Hazardous waste containers must be kept closed at all times except when adding or removing waste. Ensure leaks/spills in the secondary containment units are promptly removed. Do not allow debris accumulation to occur in secondary containers or drain pans. Submit a photo as proof of compliance.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	12-06-2024
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 provide bulk storage containers with adequate secondary containment large enough to contain the entire capacity of the largest container plus additional capacity to contain precipitation when applicable, and/or failure to position/locate mobile or portable containers to prevent a discharge.
Violation Notes:	Returned to compliance on 12/06/2024. A couple of the drums are situated where a portion of the drum is hanging off their secondary

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

containment pallets. Ensure that all containers are placed in a manner that provides secondary containment. The drums were relocated onto the center of the containment pallet at the time of inspection.

Violation Division: Shasta County Environmental Health
Violation Program: APSA
Violation Source: CERS,

Site ID: 73042
Site Name: Systems Plus Lumber Haisch Construction
Violation Date: 11-12-2021
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 01/05/2022. Secondary containment units not being maintained. The secondary containment units located underneath the drums of motor Oil/ATF/hydraulic fluid and waste oil were observed with spilled/leaked fluids and accumulated debris. Secondary containment units must be maintained to be clear of spilled/leaked fluids and debris in order to accommodate 110% of the materials/waste stored on top of the units. Promptly clean up any leaked/spilled fluids and remove any accumulated debris.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 73042
Site Name: Systems Plus Lumber Haisch Construction
Violation Date: 11-20-2018
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 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 01/07/2019. Failure to amend SPCC plan. Designated person accountable for oil spill prevention is no longer with company. SPCC plan needs to be amended/updated to reflect this change. Amend/update SPCC plan with current information on pages 1, 3, and A-1 of Appendix A. In section 1.7 on page 4, the transfer procedures are found in Appendix B, not Appendix C - please update page 4.
Violation Division: Shasta County Environmental Health
Violation Program: APSA
Violation Source: CERS,

Site ID: 73042
Site Name: Systems Plus Lumber Haisch Construction
Violation Date: 11-12-2021
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 conduct spill prevention briefing for oil-handling

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

	personnel at least once a year to assure adequate understanding of the SPCC Plan.
Violation Notes:	Returned to compliance on 11/19/2021. No records of spill prevention briefing/training for oil-handling personnel. Spill prevention briefing/training for oil-handling personnel must be conducted annually and documented. Within 30 days, provide spill prevention briefing/training to oil-handling personnel and submit briefing/training log as proof of completion.
Violation Division:	Shasta County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-20-2018
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 provide the following training to all oil-handling personnel: 1. Operation and maintenance of equipment to prevent discharges. 2. Discharge procedure protocols. 3. Applicable pollution control laws, rules, and regulations. 4. General facility operations. 5. Contents of the SPCC Plan.
Violation Notes:	Returned to compliance on 04/24/2019. No records of employee training were available at time of inspection. Per section 1.6 of the SPCC plan on page 4, employee training on spill prevention and oil handling must be conducted annually. Maintain training records for 3 years. Immediately provide this required annual training and submit documentation that this training has been completed.
Violation Division:	Shasta County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	03-11-2019
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Hazardous Waste Generator Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 03/12/2019. This facility was inspected on 11/20/18 and found to be in violation of hazardous waste management requirements. An inspection report was provided describing the violations and the corrective actions needed to comply. A certificate of compliance was received by our office on 1/7/19, however, did not include accompanying photos to document proof of compliance as referenced in the certificate. Submit referenced photos to the Shasta County Environmental Health office by 3/25/19.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	12-06-2024
Citation:	22 CCR 12 66262.17(a)(5)(A) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.17(a)(5)(A)
Violation Description:	Failure to properly label hazardous waste accumulation containers and

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

	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 12/10/2024. The label on the waste oil drum is worn and illegible. The accumulation start date is not filled in on the label on the filter drum. Ensure that all hazardous waste containers are properly labeled as Hazardous Waste with the name and address of the property, contents, physical state, hazardous properties, and accumulation start date as required and provide photo documentation within 30 days.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-20-2018
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 01/07/2019. Failure to provide spill cleanup materials and failure to post spill notification and action information (Appendix A) as required per section 1.7 on page 5 of SPCC plan. Provide spill cleanup materials (absorbent pads and booms) and post spill notification and action information near fueling area. Submit photo(s) as proof of compliance.
Violation Division:	Shasta County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	12-06-2024
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 complete a review and evaluation of the SPCC Plan at least once every five years, document the completion of the review, and sign a statement as to whether the SPCC Plan will be amended.
Violation Notes:	Returned to compliance on 12/06/2024. The 5-year review of the SPCC plan was due by 12/27/2023 and has not been completed. The 5-year review was completed at the time of inspection with no changes required.
Violation Division:	Shasta County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	73042
Site Name:	Systems Plus Lumber Haisch Construction
Violation Date:	11-12-2021
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.

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Violation Notes: Returned to compliance on 11/12/2021. Hazardous waste container not properly labeled. The drain table was observed missing the words "EMPTY DAILY". According to the operator, the "Used Oil" sticker was recently replaced with a new label. Containers being used for the temporary collection and storage of hazardous waste must be labeled with the words "EMPTY DAILY". This was corrected at the time of inspection.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 03-11-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-17-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: On-site for HMBP, Hazwaste and APSP inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-17-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site for HMBP, Hazwaste and APSP inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-12-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Please correct the deficiencies noted on this inspection report and submit a copy of the Certificate of Compliance, with measures taken to address the deficiencies, to Shasta County EHD by December 17, 2021.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-12-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Please provide spill prevention briefing/training to oil-handling personnel and submit a copy of briefing/training log to Shasta County EHD by December 17, 2021.

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Eval Division: Shasta County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-20-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Complete the Certificate of Compliance to address the deficiencies noted above and submit with accompanying photos/documents by January 11, 2019.
Eval Division: Shasta County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-06-2024
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-06-2024
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-11-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-17-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: On-site for HMBP, Hazwaste and APSP inspection. Note: Unable to locate monthly and annual inspection reports at time of inspection. Will need to follow-up within 30-days if been completed or not.
Eval Division: Shasta County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-12-2021
Violations Found: Yes
Eval Type: Routine done by local agency

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Eval Notes: Ensure to include the APSA section with your annual submittal in CERS, which is due by March 1st.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-20-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Complete the Certificate of Compliance to address the deficiencies noted above and submit with accompanying photos, as proof of compliance, by January 11, 2019.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-11-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-20-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Ensure training on HMBP requirements are provided to employees annually (within 6 months for new hires). Obtain signatures as proof of training and maintain records for 3 years. Refer to document provided. Submit updates in CERS by January 11, 2019. You may include and submit all other elements in CERS at this time as the annual CERS submittals are due by March 1, 2019.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-06-2024
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations at the time of inspection.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Coordinates:
Site ID: 73042
Facility Name: Systems Plus Lumber Haisch Construction
Env Int Type Code: HWG
Program ID: 10605925
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 40.434820

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Longitude: -122.284400

Affiliation:

Affiliation Type Desc:	Legal Owner
Entity Name:	Matthew C Haisch
Entity Title:	Not reported
Affiliation Address:	1800 S Barney Rd
Affiliation City:	Anderson
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	96007
Affiliation Phone:	(530) 378-6800,

Affiliation Type Desc:	Parent Corporation
Entity Name:	Systems Plus Lumber Haisch Construction
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:	CUPA District
Entity Name:	Shasta County Env Health
Entity Title:	Not reported
Affiliation Address:	1855 Placer Street, Suite 201
Affiliation City:	Redding
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	96001
Affiliation Phone:	(530) 225-5787,

Affiliation Type Desc:	Document Preparer
Entity Name:	John Bowman
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:	Environmental Contact
Entity Name:	John Bowman
Entity Title:	Not reported
Affiliation Address:	1800 S Barney Rd
Affiliation City:	Anderson
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	96007
Affiliation Phone:	,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1800 S Barney Rd

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **S121791257**

Affiliation City:	Anderson
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	96007
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Matthew C Haisch
Entity Title:	Owner
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:	Matthew C Haisch
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) 378-6800,

E18
NNW
1/8-1/4
0.215 mi.
1133 ft.

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION **AST** **A100425108**
1800 S BARNEY RD **N/A**
ANDERSON, CA 96007

Site 4 of 5 in cluster E

Relative:
Lower

Actual:
456 ft.

AST:

Name:	SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION
Address:	1800 S BARNEY RD
City/Zip:	ANDERSON,96007
Certified Unified Program Agencies:	Not reported
Owner:	Matthew C Haisch
Total Gallons:	Not reported
CERSID:	10605925
Facility ID:	45-000-000506
Business Name:	Systems Plus Lumber Haisch Construction
Phone:	530-378-6800
Fax:	Not reported
Mailing Address:	1800 S Barney Rd
Mailing Address City:	Anderson
Mailing Address State:	CA
Mailing Address Zip Code:	96007
Operator Name:	Matthew C Haisch
Operator Phone:	530-378-6800
Owner Phone:	530-378-6800
Owner Mail Address:	1800 S Barney Rd
Owner State:	CA
Owner Zip Code:	96007
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported

SYSTEMS PLUS LUMBER HAISCH CONSTRUCTION (Continued) **A100425108**

Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	CAL000065629

E19 **SYSTEMS PLUS LUMBER CO** **RCRA NonGen / NLR** **1024789473**
NNW **1800 S BARNEY ST** **E MANIFEST** **CAL000065629**
1/8-1/4 **ANDERSON, CA 96007**
0.215 mi.
1133 ft. **Site 5 of 5 in cluster E**

Relative: **Lower**
Actual: **456 ft.**

RCRA Listings:

Date Form Received by Agency:		19920224
Handler Name:		Systems Plus Lumber Co
Handler Address:		1800 S Barney St
Handler City,State,Zip:		ANDERSON, CA 96007-0000
EPA ID:		CAL000065629
Contact Name:		JOHN BOWMAN
Contact Address:		1800 S BARNEY RD
Contact City,State,Zip:		ANDERSON, CA 96007
Contact Telephone:		530-378-6800
Contact Fax:		530-365-5903
Contact Email:		JOHNB@SYSTPLUS.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:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		1800 S BARNEY RD
Mailing City,State,Zip:		ANDERSON, CA 96007-0000
Owner Name:	Matthew C Haisch	
Owner Type:		Other
Operator Name:	John Bowman	
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:		N
Sub-Part K Indicator:		Not reported

SYSTEMS PLUS LUMBER CO (Continued) **1024789473**

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:	Not reported
Handler Date of Last Change:	20180905
Recognized Trader-Importer:	No
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: MATTHEW C HAISCH	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1800 S BARNEY RD
Owner/Operator City,State,Zip:	ANDERSON, CA 96007-0000
Owner/Operator Telephone:	530-378-6800
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: JOHN BOWMAN	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1800 S BARNEY RD
Owner/Operator City,State,Zip:	ANDERSON, CA 96007
Owner/Operator Telephone:	530-378-6800
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19920224
Handler Name: SYSTEMS PLUS LUMBER CO	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No

SYSTEMS PLUS LUMBER CO (Continued) **1024789473**

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:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

E MANIFEST:

Manifest Tracking Number:	026083197JJK
Last Updated Date:	20240213
Shipped Date:	20240108
Received Date:	20240122
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000065629
Generator Name:	Systems Plus Lumber Co
Generator Location Street Number:	Not reported
Generator Location Street 1:	1800 S BARNEY ST
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-0000
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1800 S BARNEY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007-0000
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	AZR000521146
Designated Facility Name:	Yuma Yes 2 Waste Transfer Station
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2730 E 13TH ST
Designated Facility Mail City:	YUMA
Designated Facility Mail Zip:	85365
Designated Facility Mail State:	AZ
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	6500 S US HIGHWAY 95
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	YUMA
Designated Facility Location Zip:	85365

SYSTEMS PLUS LUMBER CO (Continued) **1024789473**

Designated Facility Location State:	AZ
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	018166568JJK
Last Updated Date:	20190123
Shipped Date:	20181228
Received Date:	20190110
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000065629
Generator Name:	Systems Plus Lumber Co
Generator Location Street Number:	Not reported
Generator Location Street 1:	1800 S BARNEY ST
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-0000
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1800 S BARNEY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007-0000
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	AZR000515924
Designated Facility Name:	Yuma Yes Waste Transfer Facility
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2730 E 13TH ST
Designated Facility Mail City:	YUMA
Designated Facility Mail Zip:	85365-1901
Designated Facility Mail State:	AZ
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2730 E 13TH ST
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	YUMA
Designated Facility Location Zip:	85365-1901
Designated Facility Location State:	AZ
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	019153974JJK
Last Updated Date:	20191017
Shipped Date:	20190920
Received Date:	20190930
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000065629
Generator Name:	Systems Plus Lumber Co
Generator Location Street Number:	Not reported
Generator Location Street 1:	1800 S BARNEY ST
Generator Location Street 2:	Not reported

SYSTEMS PLUS LUMBER CO (Continued) **1024789473**

Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-0000
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1800 S BARNEY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007-0000
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	AZR000521146
Designated Facility Name:	Yuma Yes 2 Waste Transfer Station
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	STE 105
Designated Facility Mail Street 2:	2621 GREEN RIVER RD
Designated Facility Mail City:	CORONA
Designated Facility Mail Zip:	92882
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	6500 S US HIGHWAY 95
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	YUMA
Designated Facility Location Zip:	85365
Designated Facility Location State:	AZ
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	024249508JJK
Last Updated Date:	20230213
Shipped Date:	20220516
Received Date:	20220517
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Web
Generator EPA ID:	CAL000065629
Generator Name:	Systems Plus Lumber Co
Generator Location Street Number:	Not reported
Generator Location Street 1:	1800 S BARNEY ST
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-0000
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1800 S BARNEY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007-0000
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAL000282598
Designated Facility Name:	Heritage-Crystal Clean Llc
Designated Facility Mail Street Number:	2175
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	POINT BLVD STE 375
Designated Facility Mail City:	ELGIN
Designated Facility Mail Zip:	60123

SYSTEMS PLUS LUMBER CO (Continued) **1024789473**

Designated Facility Mail State:	IL
Designated Facility Location Street Number:	1620
Designated Facility Location Street 1:	E. BRUNDAGE LN
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	BAKERSFIELD
Designated Facility Location Zip:	93307
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	024257615JJK
Last Updated Date:	20220908
Shipped Date:	20220726
Received Date:	20220810
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000065629
Generator Name:	Systems Plus Lumber Co
Generator Location Street Number:	Not reported
Generator Location Street 1:	1800 S BARNEY ST
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-0000
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1800 S BARNEY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007-0000
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAT080013352
Designated Facility Name:	World Oil Recycling
Designated Facility Mail Street Number:	2000
Designated Facility Mail Street 1:	CA90222 CA037US 2000
Designated Facility Mail Street 2:	N. ALAMEDA STREET
Designated Facility Mail City:	COMPTON
Designated Facility Mail Zip:	90222
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	2000
Designated Facility Location Street 1:	N. ALAMEDA STREET
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	COMPTON
Designated Facility Location Zip:	90222-0000
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	022731757JJK
Last Updated Date:	20210427
Shipped Date:	20210226
Received Date:	20210310
Manifest Status:	Signed
Submission Type:	DataImage5Copy

SYSTEMS PLUS LUMBER CO (Continued) **1024789473**

Origin Type:	Service
Generator EPA ID:	CAL000065629
Generator Name:	Systems Plus Lumber Co
Generator Location Street Number:	Not reported
Generator Location Street 1:	1800 S BARNEY ST
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007-0000
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1800 S BARNEY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007-0000
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	AZR000521146
Designated Facility Name:	Yuma Yes 2 Waste Transfer Station
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	STE 105
Designated Facility Mail Street 2:	2621 GREEN RIVER RD
Designated Facility Mail City:	CORONA
Designated Facility Mail Zip:	92882
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	6500 S US HIGHWAY 95
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	YUMA
Designated Facility Location Zip:	85365
Designated Facility Location State:	AZ
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	022731757JJK
Transporter Line Number:	1
Transporter EPA ID:	CAD028277036
Transporter Name:	Asbury Environmental Services Dba World Oil Environmental Services
Manifest Tracking Number:	022731757JJK
Transporter Line Number:	2
Transporter EPA ID:	CAR000175422
Transporter Name:	Worldwide Recovery System Inc

Waste Line:

Manifest Tracking Number:	022731757JJK
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	N
U.S. DOT ID Number:	Not reported
U.S. DOT Description:	Not reported
Non-Hazardous Waste Description:	Non-Rcra Hazardous Waste, Solid (Oily Solids)
Number of Containers:	1
Container Type Code:	DM
Container Type Description:	Metal drums, barrels, kegs
Waste Quantity:	200

SYSTEMS PLUS LUMBER CO (Continued) **1024789473**

Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.1
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.1
Waste Quantity, in Kilograms:	90.703
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	90.703
Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	N
Federal Waste Codes:	Not reported
Quantity Haz Kg:	0
Quantity Haz Tons:	0
Quantity Non Haz Kg:	90.703
Quantity Non Haz Tons:	0.1
State Waste Codes:	CA-352

F20 **SHASTA GAS PROPANE, INC.** **CERS HAZ WASTE** **S121775729**
NNE **5010 DESCHUTES RD** **CERS** **N/A**
1/8-1/4 **ANDERSON, CA 96007**
0.237 mi.
1251 ft. **Site 1 of 3 in cluster F**

Relative:
Lower

Actual:
454 ft.

CERS HAZ WASTE:

Name:	SHASTA GAS PROPANE, INC.
Address:	5010 DESCHUTES RD
City,State,Zip:	ANDERSON, CA 96007
Site ID:	402027
CERS ID:	10612435
CERS Description:	Hazardous Waste Generator

CERS:

Name:	SHASTA GAS PROPANE, INC.
Address:	5010 DESCHUTES RD
City,State,Zip:	ANDERSON, CA 96007
Site ID:	402027
CERS ID:	10612435
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	03-14-2018
Citation:	22 CCR 11 66261.7 - California Code of Regulations, Title 22, Chapter

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

	11, Section(s) 66261.7
Violation Description:	Failure to manage empty containers greater than 5 gallons in capacity that previously held a hazardous material/waste in accordance with 22 CCR 11 66261.7 including but not limited to the following: (e)(2)By reclaiming its scrap value onsite or shipping the container or inner liner to a person who reclaims its scrap value; or (3) By reconditioning or re manufacturing the container or inner liner onsite for subsequent reuse, or shipping the container or inner liner to a person who reconditions or re-manufactures the container or inner liner; or (4) By shipping the container or inner liner to a supplier or to another intermediate collection location for accumulation prior to managing the container or inner liner pursuant to subsections (e)(2) or (e)(3) of 22 CCR 11 66261.7; or (i) By shipping the container or inner liner back to the supplier for the purpose of being refilled. (f) A container or an inner liner removed from a container larger than five gallons in capacity which is managed pursuant to subsection (e) of 22 CCR 11 66261.7 shall be marked with the date it has been emptied and shall be managed within one year of being emptied.
Violation Notes:	Returned to compliance on 04/20/2018. There are several empty containers that are not properly labeled. Label all empty containers with "empty" and the date emptied.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	06-28-2024
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	Returned to compliance on 07/17/2024. At the time of inspection, the facility was unable to provide documentation of annual hazardous materials training. Complete annual hazardous materials training and provide our office with a copy of the training documentation sheet within 30 days.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	06-16-2021
Citation:	HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 10/15/2021. The submittal in CERS has not been completed for 2021. The facility is required to certify that the business plan is complete and accurate before the annual March 1st due date. Update the facility information, map, and inventory and complete the CERS submittal within 30 days.

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	06-16-2021
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:	Returned to compliance on 10/15/2021. There is more acetone, methanol, and propane on-site than on the current inventory. There is a reportable quantity of diesel fuel on-site that is not on the current inventory. The methanol in the storage container to the west of the property is not on the current inventory. The propane tanks for the generator next to the paint shop are not on the current inventory. The methanol and acetone have been relocated and the location needs to be update in the inventory. The delivery trucks that are parked at the facility each night are not on the current inventory. Update the inventory within 30 days.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	06-16-2021
Citation:	22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
Violation Description:	Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.
Violation Notes:	Returned to compliance on 10/26/2021. The facility has failed to make a hazardous waste determination regarding used paint booth filters before disposing of them in the trash. Either conduct testing to determine if the used paint booth filters are hazardous and provide our office with a copy of the analytical results, or manage the used paint booth filters as hazardous waste.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	03-14-2018
Citation:	22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
Violation Description:	Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.
Violation Notes:	Returned to compliance on 04/20/2018. "Still bottoms" or waste generated by the solvent recycler has incorrectly been determined to be non-hazardous waste. The solvent used at this facility contains toluene over 10%. Because of this the solvent and any still bottoms from distillation are RCRA F-listed hazardous waste per 22 CCR 66261.31. The sludge waste from the distillation process used on site is therefore an F005 listed hazardous waste and must be managed as

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

such.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 06-28-2024
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: Returned to compliance on 07/17/2024. The currently reported inventory does not include the 100-gallon portable red diesel tank that is stored inside the shop at night. Revise the hazardous materials inventory to include the portable diesel tank and submit the revised inventory to the California Environmental Reporting System (CERS) within 30 days.
Violation Division: Shasta County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 03-14-2018
Citation: HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description: Hazardous Waste Generator Program - Abandonment/Illegal Disposal/Unauthorized Treatment - General
Violation Notes: Returned to compliance on 04/20/2018. During inspection it was stated that the facility generates a waste sludge in the solvent recycling machine, and a catalyst is added to this waste to solidify it and it is disposed of in the trash. As noted in violation #18, the sludge from the distillation unit is hazardous waste and therefore, by solidifying this waste, this facility is treating hazardous waste, as defined by 22 CCR 66260.10, without authorization. Immediately discontinue treatment of waste from distillation unit, manage as hazardous waste, and have picked up by a licensed hazardous waste hauler within the accumulation time limit. Also note that because this waste is an F-listed hazardous waste it remains a hazardous waste even if treatment reduces or eliminates any hazardous waste characteristics.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 03-14-2018
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 hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 05/14/2018. The quantity of reported Methanol and Cloverdale paint is lower than observed. There is

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

currently reportable quantities of paint thinner that is not reported. The reported inventory includes Carboline paint that is no longer used or stored on site. There is a tank supplying propane to the main office that is not on the current inventory. update inventory in CERS to reflect the maximum quantity that would ever be on site and add the propane for the main office, the methanol for the paint shop, the paint thinner for the paint shop, and delete the Carboline paint from the inventory within 14 days.

Violation Division: Shasta County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 06-16-2021
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 10/26/2021. There are several drums of waste paint related material that are not properly labeled as hazardous waste. Ensure that all hazardous waste containers are labeled as hazardous waste with the name and address of the facility, contents, physical state, hazardous properties, and accumulation start date.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 06-16-2021
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 10/21/2021. At the time of inspection, the facility was unable to provide documentation of annual hazardous materials training. Complete annual hazardous materials training and provide me with a copy of the training sheet within 30 days.
Violation Division: Shasta County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 03-14-2018
Citation: HSC 6.5 25189.5(a),25201(a) - California Health and Safety Code, Chapter 6.5, Section(s) 25189.5(a),25201(a)
Violation Description: Failure to dispose of hazardous waste at a facility which has a permit from DTSC or disposing of hazardous waste at any point which is not authorized according to HSC 6.5.
Violation Notes: Returned to compliance on 04/20/2018. During the site inspection, it

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

was stated that the "still bottoms" (a "heavy sludge" generated in the solvent recycler) are being solidified and disposed of in the trash. As described in violation #18, the sludge is an F005 listed hazardous waste and therefore this facility has been illegally disposing of hazardous waste. Discontinue disposal of sludge waste. Manage as hazardous waste while stored on site and have picked up by a licensed hazardous waste hauler for proper disposal. Ensure that manifest identifies this waste with F005 listing. Note that treatment of still bottoms, which is not authorized, does not remove the F005 listing, so even though this facility was solidifying the still bottoms (sludge), it is/was still a hazardous waste.

Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 06-16-2021
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: Returned to compliance on 10/15/2021. The site map has not been updated since the methanol and acetone have been relocated. The new bulk propane tank is not on the current map. The propane tanks for the generator next to the paint shop are not on the map. The methanol in the storage container to the west of the property is not on the current map. The delivery trucks that are parked overnight are not on the current site map. Update the map and upload the updated copy into CERS within 30 days.
Violation Division: Shasta County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 402027
Site Name: Shasta Gas Propane, Inc.
Violation Date: 06-16-2021
Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)
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: Returned to compliance on 10/15/2021. There are several 55 gallon drums of waste paint related materials that have been stored longer than 180 days past the accumulation start date. Have all waste picked up by a licensed hazardous waste hauler and provide me with a copy of the manifest within 30 days.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	06-16-2021
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 10/26/2021. There are several 55 gallon drums and 5 gallon buckets of waste paint related material that do not have a lid or bung. Ensure that all hazardous waste containers are sealed at the end of each business day.
Violation Division:	Shasta County Environmental Health
Violation Program:	HW
Violation Source:	CERS,

Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	03-14-2018
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 05/14/2018. The site map has not been updated with the addition of new buildings. Please update the site map in CERS to show all buildings on site including the generators and the 120 gallon propane tank that fuels the generators. Please add the new 30,000 gallon tank to inventory and to the map when ready to be put into use.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	12-29-2014
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 a site map with all required content.
Violation Notes:	Returned to compliance on 03/24/2015. Update map to include locations of new panit shop, office, water towers, and all reportable hazardous materials.
Violation Division:	Shasta County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	402027
Site Name:	Shasta Gas Propane, Inc.
Violation Date:	12-29-2014
Citation:	HSC 6.11 25404.1 - California Health and Safety Code, Chapter 6.11, Section(s) 25404.1
Violation Description:	Failure to obtain and/or maintain an active hazardous waste generator permit.

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

Violation Notes: Returned to compliance on 01/28/2015. The site has not been determined to be a haz waste generator site since the paint booth as been added to the site. Review provided facts sheet and determine the type of generator the site is.
Violation Division: Shasta County Environmental Health
Violation Program: HW
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-14-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: As noted in this report facility must immediately begin managing distillation waste (sludge) as F-listed hazardous waste and discontinue adding catalyst to solidify this waste. Submit Certificate of Compliance by 4/20/2018, describing corrective actions taken.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-29-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Complete all requirements and submit to Shasta County Environmental Health by 01/29/2015.
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-14-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Submit all updated information into CERS by 5/10/2018.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-16-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-28-2024
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HW
Eval Source: CERS,

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-16-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Based on observation, diesel bulk storage tank does not have proper emergency venting. Tanks must be constructed to be compatible with the material stored and conditions of storage such as temperature and pressure. Emergency venting is an industry standard practice as well as a fire code and OSHA requirement. Work with a qualified professional to determine if you are able to install venting in accordance with industry standards and fire code requirements or if tank will need to be replaced.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-28-2024
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-29-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Ensure employees are trained as required by the HMBP.
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Coordinates:
Site ID: 402027
Facility Name: Shasta Gas Propane, Inc.
Env Int Type Code: HMBP
Program ID: 10612435
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 40.441340
Longitude: -122.281290

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Shasta County Env Health
Entity Title: Not reported
Affiliation Address: 1855 Placer Street, Suite 201
Affiliation City: Redding
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96001
Affiliation Phone: (530) 225-5787,

Affiliation Type Desc: Environmental Contact

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

Entity Name:	David J. Reed
Entity Title:	Not reported
Affiliation Address:	5010 Deschutes Rd.
Affiliation City:	Anderson
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	96007
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	David Reed
Entity Title:	Compliance Manager
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:	Legal Owner
Entity Name:	Charles R. Kinnie
Entity Title:	Not reported
Affiliation Address:	PO Box 532
Affiliation City:	Palo Cedro
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	96073
Affiliation Phone:	(530) 524-0402,
Affiliation Type Desc:	Property Owner
Entity Name:	Charles R. Kinnie
Entity Title:	Not reported
Affiliation Address:	5010 Deschutes Rd.
Affiliation City:	Anderson
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	96007
Affiliation Phone:	(530) 524-0402,
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	5010 Deschutes Rd.
Affiliation City:	Anderson
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	96007
Affiliation Phone:	,
Affiliation Type Desc:	Document Preparer
Entity Name:	David Reed
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported

SHASTA GAS PROPANE, INC. (Continued) **S121775729**

Affiliation Phone: ,

Affiliation Type Desc: Operator
Entity Name: Charles R. Kinnie
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) 365-3793,

Affiliation Type Desc: Parent Corporation
Entity Name: Shasta Gas Propane/Shasta Tanks
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: ,

F21 **SHASTA TANKS, LLC** **CUPA Listings** **S117624355**
NNE **5010 DESCHUTES ROAD** **EMI** **N/A**
1/8-1/4 **ANDERSON, CA 96007** **HWTS**
0.237 mi. **HAZNET**
1251 ft. **Site 2 of 3 in cluster F**

Relative: **Lower**
Actual: **454 ft.**

CUPA SHASTA:
Name: SHASTA GAS PROPANE INC
Address: 5010 DESCHUTES RD
City,State,Zip: ANDERSON, CA
Site Id: 1297
CersID: 10612435
Facility Status: True
Attn: CHARLES KINNIE
Mail Addr: 5010 DESCHUTES RD
Mail City: ANDERSON
Mail State: CA
Mail Zip: 96007
EDR Link ID: 1297

Detail:
Facid: 1297
Facility Name: SHASTA GAS PROPANE INC
File Type: Hazardous Material Business Plan Site

Facid: 1297
Facility Name: SHASTA GAS PROPANE INC
File Type: Hazardous Waste Generator

EMI:
Name: SHASTA TANKS, LLC
Address: 5010 DESCHUTES ROAD
City,State,Zip: ANDERSON, CA 96007
Year: 2018

SHASTA TANKS, LLC (Continued) **S117624355**

County Code:	45
Air Basin:	SV
Facility ID:	645
Air District Name:	SHA
SIC Code:	5984
Air District Name:	SHASTA COUNTY AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.3597530114
Reactive Organic Gases Tons/Yr:	4.307
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	Not reported
Part. Matter 10 Micrometers and Smllr Tons/Yr:	Not reported

Name:	SHASTA TANKS, LLC
Address:	5010 DESCHUTES ROAD
City,State,Zip:	ANDERSON, CA 96007
Year:	2019
County Code:	45
Air Basin:	SV
Facility ID:	645
Air District Name:	SHA
SIC Code:	5984
Air District Name:	SHASTA COUNTY AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.3648142525
Reactive Organic Gases Tons/Yr:	4.312
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	Not reported
Part. Matter 10 Micrometers and Smllr Tons/Yr:	Not reported

Name:	SHASTA TANKS, LLC
Address:	5010 DESCHUTES ROAD
City,State,Zip:	ANDERSON, CA 96007
Year:	2020
County Code:	45
Air Basin:	SV
Facility ID:	645
Air District Name:	SHA
SIC Code:	5984
Air District Name:	SHASTA COUNTY AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.3745431428
Reactive Organic Gases Tons/Yr:	4.312
Carbon Monoxide Emissions Tons/Yr:	0.02
NOX - Oxides of Nitrogen Tons/Yr:	0.011
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SHASTA TANKS, LLC

SHASTA TANKS, LLC (Continued) **S117624355**

Address:	5010 DESCHUTES ROAD
City,State,Zip:	ANDERSON, CA 96007
Year:	2021
County Code:	45
Air Basin:	SV
Facility ID:	645
Air District Name:	SHA
SIC Code:	5984
Air District Name:	SHASTA COUNTY AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.7246797963
Reactive Organic Gases Tons/Yr:	3.67
Carbon Monoxide Emissions Tons/Yr:	0.02
NOX - Oxides of Nitrogen Tons/Yr:	0.01
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SHASTA TANKS, LLC
Address:	5010 DESCHUTES ROAD
City,State,Zip:	ANDERSON, CA 96007
Year:	2022
County Code:	45
Air Basin:	SV
Facility ID:	645
Air District Name:	SHA
SIC Code:	5984
Air District Name:	SHASTA COUNTY AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.72467979631956991085148
Reactive Organic Gases Tons/Yr:	3.67
Carbon Monoxide Emissions Tons/Yr:	0.02
NOX - Oxides of Nitrogen Tons/Yr:	0.01
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HWTS:

Name:	SHASTA TANKS LLC
Address:	5010 DESCHUTES RD
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
EPA ID:	CAL000403932
Inactive Date:	Not reported
Create Date:	01/21/2015
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	5010 DESCHUTES RD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	ANDERSON, CA 96007
Owner Name:	CHARLES R KINNIE
Owner Address:	9800 SWEDE CREEK RD
Owner Address 2:	Not reported
Owner City,State,Zip:	PALO CEDRO, CA 96073
Owner Phone:	Not reported

SHASTA TANKS, LLC (Continued) **S117624355**

Owner Fax:	Not reported
Contact Name:	DAVID REED
Contact Address:	5010 DESCHUTES RD
Contact Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Contact Phone:	Not reported
Contact Fax:	Not reported
Facility Status:	Active
Facility Type:	PERMANENT
Category:	STATE
Latitude:	40.440636
Longitude:	-122.284341

NAICS:

EPA ID:	CAL000403932
Create Date:	2015-01-21 16:39:11.690
NAICS Code:	454312
NAICS Description:	Liquefied Petroleum Gas (Bottled Gas) Dealers
Issued EPA ID Date:	2015-01-21 16:39:11.68700
Inactive Date:	Not reported
Facility Name:	SHASTA TANKS LLC
Facility Address:	5010 DESCHUTES RD
Facility Address 2:	Not reported
Facility City:	ANDERSON
Facility County:	Not reported
Facility State:	CA
Facility Zip:	96007

HAZNET:

Name:	SHASTA TANKS LLC
Address:	5010 DESCHUTES RD
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Contact:	DAVID REED
Telephone:	5302625495
Mailing Name:	Not reported
Mailing Address:	5010 DESCHUTES RD
Year:	2021
Gepaid:	CAL000403932
TSD EPA ID:	NED981723513
CA Waste Code:	213 - Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	1.7
Year:	2020
Gepaid:	CAL000403932
TSD EPA ID:	NED981723513
CA Waste Code:	213 - Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.4
Year:	2019
Gepaid:	CAL000403932
TSD EPA ID:	CAT080013352
CA Waste Code:	343 - Unspecified organic liquid mixture

SHASTA TANKS, LLC (Continued) **S117624355**

Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	1.47900
Year:	2018
Gepaid:	CAL000403932
TSD EPA ID:	CAT080013352
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.51000
Year:	2016
Gepaid:	CAL000403932
TSD EPA ID:	CAT080013352
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.374
Year:	2015
Gepaid:	CAL000403932
TSD EPA ID:	CAT080013352
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.714

Additional Information:

Year:	2021
EM Manifest ID:	Not reported
Shipment Date:	8/6/2020
Shipment Date:	8/6/2020
Receipt Date:	8/22/2020
Manifest Number:	007515424SKS
Generator EPA ID:	CAL000403932
Name:	SHASTA TANKS LLC
Address:	5010 DESCHUTES ROAD
Address 2:	Not reported
City,State,Zip:	ANDERSON, CA 96007
Telephone:	Not reported
Contact:	Tim Hess
Contact Telephone:	530-561-9150
Contact Email:	operations@shastatanks.com
Transporter 1 EPA ID:	TXR000081205
Transporter Name:	Safety-Kleen Systems, Inc.
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MAD039322250
Transporter Name 2:	Clean Harbors Environmental Services, Inc.
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NED981723513
TSDF Name:	Clean Harbors Environmental Services, Inc.
TSDF Address 1:	2247 South Highway 71
TSDF Address 2:	Not reported
TSDF City,State,Zip:	Kimball, NE 69145
TSDF Telephone:	Not reported
TSDFA EPA ID:	Not reported
Waste Code Description:	213 - Not reported
RCRA Code:	D001,D005,F003,
Meth Code:	H040 - Not reported

SHASTA TANKS, LLC (Continued) **S117624355**

Quantity Tons: 0.4
Waste Quantity: 800
Quantity Unit: P

Additional Information:
Year: 2020
EM Manifest ID: Not reported
Shipment Date: 8/6/2020
Shipment Date: 8/6/2020
Receipt Date: 8/22/2020
Manifest Number: 007515424SKS
Generator EPA ID: CAL000403932
Name: SHASTA TANKS LLC
Address: 5010 DESCHUTES ROAD
Address 2: Not reported
City,State,Zip: ANDERSON, CA 96007
Telephone: Not reported
Contact: Tim Hess
Contact Telephone: 530-561-9150
Contact Email: operations@shastatanks.com
Transporter 1 EPA ID: TXR000081205
Transporter Name: Safety-Kleen Systems, Inc.
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: MAD039322250
Transporter Name 2: Clean Harbors Environmental Services, Inc.
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: NED981723513
TSDF Name: Clean Harbors Environmental Services, Inc.
TSDF Address 1: 2247 South Highway 71
TSDF Address 2: Not reported
TSDF City,State,Zip: Kimball, NE 69145
TSDF Telephone: Not reported
TSDFA EPA ID: Not reported
Waste Code Description: 213 - Not reported
RCRA Code: D001,D005,F003,
Meth Code: H040 - Not reported
Quantity Tons: 0.4
Waste Quantity: 800
Quantity Unit: P

Additional Information:
Year: 2016
Gen EPA ID: CAL000403932

Shipment Date: 20150819
Creation Date: 11/4/2015 22:15:36
Receipt Date: 20150901
Manifest ID: 014648381JJK
Trans EPA ID: CAD028277036
Trans Name: ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT080013352
Trans Name: DEMENNO / KERDOON
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported

SHASTA TANKS, LLC (Continued) **S117624355**

Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.34
Waste Quantity:	100
Quantity Unit:	G
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:	20150522
Creation Date:	8/31/2015 22:15:34
Receipt Date:	20150610
Manifest ID:	014057291JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080013352
Trans Name:	DEMENNO / KERDOON
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.187
Waste Quantity:	55
Quantity Unit:	G
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:	20150318
Creation Date:	9/22/2015 22:15:09
Receipt Date:	20150331
Manifest ID:	013801934JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080013352
Trans Name:	DEMENNO / KERDOON
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.187
Waste Quantity:	55
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

SHASTA TANKS, LLC (Continued) **S117624355**

Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Information:
Year: 2015
Gen EPA ID: CAL000403932

Shipment Date: 20150819
Creation Date: 11/4/2015 22:15:36
Receipt Date: 20150901
Manifest ID: 014648381JJK
Trans EPA ID: CAD028277036
Trans Name: ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT080013352
Trans Name: DEMENNO / KERDOON
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 343 - Unspecified organic liquid mixture
RCRA Code: D001
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons: 0.34
Waste Quantity: 100
Quantity Unit: G
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: 20150522
Creation Date: 8/31/2015 22:15:34
Receipt Date: 20150610
Manifest ID: 014057291JJK
Trans EPA ID: CAD028277036
Trans Name: ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT080013352
Trans Name: DEMENNO / KERDOON
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 343 - Unspecified organic liquid mixture
RCRA Code: D001
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons: 0.187
Waste Quantity: 55
Quantity Unit: G
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: 20150318
Creation Date: 9/22/2015 22:15:09

SHASTA TANKS, LLC (Continued) **S117624355**

Receipt Date:	20150331
Manifest ID:	013801934JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080013352
Trans Name:	DEMENNO / KERDOON
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.187
Waste Quantity:	55
Quantity Unit:	G
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

F22 **SHASTA TANKS LLC** **RCRA NonGen / NLR** **1024848379**
NNE **5010 DESCHUTES ROAD** **E MANIFEST** **CAL000403932**
1/8-1/4 **ANDERSON, CA 96007**
0.237 mi.
1251 ft. **Site 3 of 3 in cluster F**

Relative: **Lower**

Actual: **454 ft.**

RCRA Listings:

Date Form Received by Agency:		20150121
Handler Name:		Shasta Tanks Llc
Handler Address:		5010 Deschutes Rd
Handler City,State,Zip:		ANDERSON, CA 96007
EPA ID:		CAL000403932
Contact Name:		DAN REYNOLDS
Contact Address:		5010 DESCHUTES RD
Contact City,State,Zip:		ANDERSON, CA 96007
Contact Telephone:		530-524-2076
Contact Fax:		530-378-1458
Contact Email:		DAN@SHASTATANKS.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:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		5010 DESCHUTES RD
Mailing City,State,Zip:		ANDERSON, CA 96007
Owner Name:	Charles R Kinnie	
Owner Type:		Other
Operator Name:	Dan Reynolds	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No

SHASTA TANKS LLC (Continued) **1024848379**

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:	N
Sub-Part K Indicator:	Not reported
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:	Not reported
Handler Date of Last Change:	20180906
Recognized Trader-Importer:	No
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: CHARLES R KINNIE	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	9800 SWEDE CREEK RD
Owner/Operator City,State,Zip:	PALO CEDRO, CA 96073
Owner/Operator Telephone:	530-524-0402
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: DAN REYNOLDS	
Legal Status:	Other
Date Became Current:	Not reported

SHASTA TANKS LLC (Continued) **1024848379**

Date Ended Current:	Not reported
Owner/Operator Address:	5010 DESCHUTES RD
Owner/Operator City,State,Zip:	ANDERSON, CA 96007
Owner/Operator Telephone:	530-524-2076
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20150121
Handler Name: SHASTA TANKS LLC	
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:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

E MANIFEST:

Manifest Tracking Number:	009205563SKS
Last Updated Date:	20240603
Shipped Date:	20240501
Received Date:	20240513
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 DESCHUTES ROAD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007
Generator Mail State:	CA

SHASTA TANKS LLC (Continued) **1024848379**

Generator Contact Company Name:	SHASTA TANKS LLC
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	1021
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	BERRYESSA ROAD
Designated Facility Mail City:	SAN JOSE
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	1021
Designated Facility Location Street 1:	BERRYESSA ROAD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	SAN JOSE
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008565109SKS
Last Updated Date:	20220921
Shipped Date:	20220720
Received Date:	20220901
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	NED981723513
Designated Facility Name:	Clean Harbors Environmental Services, Inc.
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2247 South Highway 71
Designated Facility Mail City:	Kimball
Designated Facility Mail Zip:	69145
Designated Facility Mail State:	NE
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2247 South Highway 71
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Kimball
Designated Facility Location Zip:	69145
Designated Facility Location State:	NE
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N

SHASTA TANKS LLC (Continued) **1024848379**

Rejection Indicator:	N
Manifest Tracking Number:	008742177SKS
Last Updated Date:	20230227
Shipped Date:	20221214
Received Date:	20230204
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	NED981723513
Designated Facility Name:	Clean Harbors Environmental Services, Inc.
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2247 South Highway 71
Designated Facility Mail City:	Kimball
Designated Facility Mail Zip:	69145
Designated Facility Mail State:	NE
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2247 South Highway 71
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Kimball
Designated Facility Location Zip:	69145
Designated Facility Location State:	NE
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	008849576SKS
Last Updated Date:	20230515
Shipped Date:	20230406
Received Date:	20230418
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007

SHASTA TANKS LLC (Continued) **1024848379**

Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008911177SKS
Last Updated Date:	20230829
Shipped Date:	20230726
Received Date:	20230809
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road

SHASTA TANKS LLC (Continued) **1024848379**

Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	009052906SKS
Last Updated Date:	20231130
Shipped Date:	20231101
Received Date:	20231110
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	1021
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	1021
Designated Facility Location Street 1:	Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	009140253SKS
Last Updated Date:	20240429
Shipped Date:	20240320
Received Date:	20240402
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc

SHASTA TANKS LLC (Continued) **1024848379**

Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	1021
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	1021
Designated Facility Location Street 1:	Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	018167732JJK
Last Updated Date:	20190522
Shipped Date:	20190423
Received Date:	20190506
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES RD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 DESCHUTES RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAT080013352
Designated Facility Name:	World Oil Recycling
Designated Facility Mail Street Number:	2000
Designated Facility Mail Street 1:	CA90222 CA037US 2000

SHASTA TANKS LLC (Continued) **1024848379**

Designated Facility Mail Street 2:	2000 N. ALAMEDA STREET
Designated Facility Mail City:	COMPTON
Designated Facility Mail Zip:	90222
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	2000
Designated Facility Location Street 1:	2000 N. ALAMEDA STREET
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	COMPTON
Designated Facility Location Zip:	90222-0000
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	018167871JJK
Last Updated Date:	20190617
Shipped Date:	20190513
Received Date:	20190529
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES RD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 DESCHUTES RD
Generator Mail Street 2:	Not reported
Generator Mail City:	ANDERSON
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAT080013352
Designated Facility Name:	World Oil Recycling
Designated Facility Mail Street Number:	2000
Designated Facility Mail Street 1:	CA90222 CA037US 2000
Designated Facility Mail Street 2:	2000 N. ALAMEDA STREET
Designated Facility Mail City:	COMPTON
Designated Facility Mail Zip:	90222
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	2000
Designated Facility Location Street 1:	2000 N. ALAMEDA STREET
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	COMPTON
Designated Facility Location Zip:	90222-0000
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008654678SKS
Last Updated Date:	20221221
Shipped Date:	20221103

SHASTA TANKS LLC (Continued) **1024848379**

Received Date:	20221201
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007
Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	NED981723513
Designated Facility Name:	Clean Harbors Environmental Services, Inc.
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2247 South Highway 71
Designated Facility Mail City:	Kimball
Designated Facility Mail Zip:	69145
Designated Facility Mail State:	NE
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2247 South Highway 71
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Kimball
Designated Facility Location Zip:	69145
Designated Facility Location State:	NE
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008817373SKS
Last Updated Date:	20230710
Shipped Date:	20230524
Received Date:	20230620
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000403932
Generator Name:	Shasta Tanks Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	5010 DESCHUTES ROAD
Generator Location Street 2:	Not reported
Generator Location City:	ANDERSON
Generator Location State:	CA
Generator Location Zip:	96007
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	5010 Deschutes Road
Generator Mail Street 2:	Not reported
Generator Mail City:	Anderson
Generator Mail Zip:	96007

SHASTA TANKS LLC (Continued) **1024848379**

Generator Mail State:	CA
Generator Contact Company Name:	Shasta Tanks LLC
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	008076587SKS
Transporter Line Number:	1
Transporter EPA ID:	TXR000081205
Transporter Name:	Safety-Kleen Systems, Inc.

Manifest Tracking Number:	008076587SKS
Transporter Line Number:	2
Transporter EPA ID:	MAD039322250
Transporter Name:	Clean Harbors Environmental Services, Inc.

Manifest Tracking Number:	008076587SKS
Transporter Line Number:	3
Transporter EPA ID:	MAD039322250
Transporter Name:	Clean Harbors Environmental Services, Inc.

Manifest Tracking Number:	008076587SKS
Transporter Line Number:	4
Transporter EPA ID:	MOD095038998
Transporter Name:	Tri State Motor Transit

Waste Line:

Manifest Tracking Number:	008076587SKS
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN1263
U.S. DOT Description:	Un1263, Waste Paint Related Material, 3, Pg Ii
Non-Hazardous Waste Description:	Not reported
Number of Containers:	2
Container Type Code:	DM
Container Type Description:	Metal drums, barrels, kegs
Waste Quantity:	600
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.3
Acute Waste Quantity, in Tons:	0

SHASTA TANKS LLC (Continued) **1024848379**

Non-Acute Waste Quantity, in Tons:	0.3
Waste Quantity, in Kilograms:	272.109
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	272.109
Management Method Code:	H040
Management Method Description:	INCINERATION
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y
Federal Waste Codes:	D001, D005, D006, D007, D008, D035, F003, F005
Quantity Haz Kg:	272.109
Quantity Haz Tons:	0.3
Quantity Non Haz Kg:	0
Quantity Non Haz Tons:	0
State Waste Codes:	CA-213

Click this hyperlink while viewing on your computer to access
18 additional US EManifest: record(s) in the EDR Site Report.

23
SSE
1/8-1/4
0.245 mi.
1296 ft.

ARROW TANK WORKS
4987 S BARNEY ST
ANDERSON, CA

CUPA Listings **S110744349**
N/A

Relative:
Higher

Actual:
480 ft.

CUPA SHASTA:

Name:	ARROW TANK WORKS
Address:	4987 S BARNEY ST
City,State,Zip:	ANDERSON, CA
Site Id:	293
CersID:	10590856
Facility Status:	False
Attn:	JOHN BLOOM
Mail Addr:	P O BOX 726
Mail City:	ANDERSON
Mail State:	CA
Mail Zip:	96007
EDR Link ID:	293

Detail:

Facid:	293
Facility Name:	ARROW TANK WORKS
File Type:	Hazardous Material Business Plan Site

G24
WNW
1/4-1/2
0.305 mi.
1613 ft.

Relative:
Higher

Actual:
472 ft.

FOOD & LIQUOR #150
1975 PONDEROSA WAY
ANDERSON, CA 96007

Site 1 of 2 in cluster G

LUST
SWEEPS UST
HIST UST
Cortese
CUPA Listings
HIST CORTESE
CERS

S104403717
N/A

LUST:

Name:	TOWER MART #150
Address:	1975 PONDEROSA WAY
City,State,Zip:	ANDERSON, CA 96007
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5R)
Case Type:	LUST Cleanup Site

Geo Track:

Global Id:	T0608900255
Latitude:	40.4381108
Longitude:	-122.2917665
Status:	Completed - Case Closed
Status Date:	01/29/2009
Case Worker:	RF
RB Case Number:	450261
Local Agency:	SHASTA COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
EPA Region:	9
Coordinate Source:	Manual Entry on Screens
Quantity Released Gallons:	Not reported
Begin Date:	08/11/1998
Leak Reported Date:	09/28/1998
How Discovered:	Other Means
How Discovered Description:	Not reported
Discharge Source:	Piping
Discharge Cause:	Unknown
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	01/29/2009
CA Water Watershed Name:	Redding - Enterprise Flat (508.10)
Dwr Groundwater Subbasin Name:	Redding Area - Anderson (5-006.03)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	36-40%
CA Enviroscreen 4 Score:	45-50%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5R)
Claim Number:	17480
Claim Status:	Active
Site History:	Not reported

LUST:

Global Id:	T0608900255
Contact Type:	Local Agency Caseworker
Contact Name:	MARK CRAMER
Organization Name:	SHASTA COUNTY
Address:	1855 PLACER STREET
City:	REDDING
Email:	mcramer@co.shasta.ca.us

FOOD & LIQUOR #150 (Continued) **S104403717**

Phone Number: Not reported

Global Id: T0608900255
Contact Type: Regional Board Caseworker - Primary Caseworker
Contact Name: RON S. FALKOWSKI
Organization Name: CENTRAL VALLEY RWQCB (REGION 5R)
Address: 364 Knollcrest Drive, Suite 205
City: REDDING
Email: rfalkowski@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0608900255
Action Type: Other
Date: 08/11/1998
Action: Leak Discovery

Global Id: T0608900255
Action Type: ENFORCEMENT
Date: 01/29/2009
Action: Closure/No Further Action Letter

Global Id: T0608900255
Action Type: ENFORCEMENT
Date: 02/14/2007
Action: Staff Letter

Global Id: T0608900255
Action Type: RESPONSE
Date: 11/01/2008
Action: Other Report / Document

Global Id: T0608900255
Action Type: Other
Date: 09/28/1998
Action: Leak Reported

Global Id: T0608900255
Action Type: RESPONSE
Date: 04/30/2007
Action: Sensitive Receptor Survey Report

Global Id: T0608900255
Action Type: ENFORCEMENT
Date: 07/29/2008
Action: Staff Letter

Global Id: T0608900255
Action Type: Other
Date: 08/11/1998
Action: Leak Stopped

LUST:
Global Id: T0608900255
Status: Open - Case Begin Date
Status Date: 08/11/1998

FOOD & LIQUOR #150 (Continued) **S104403717**

Global Id: T0608900255
Status: Open - Site Assessment
Status Date: 08/11/1998

Global Id: T0608900255
Status: Open - Site Assessment
Status Date: 03/12/1999

Global Id: T0608900255
Status: Open - Site Assessment
Status Date: 06/14/1999

Global Id: T0608900255
Status: Open - Verification Monitoring
Status Date: 11/10/2008

Global Id: T0608900255
Status: Completed - Case Closed
Status Date: 01/29/2009

LUST REG 5:
Name: TOWER MART #150
Address: 1975 PONDEROSA WAY
City: ANDERSON
Region: 5
Status: Preliminary site assessment underway
Case Number: 450261
Case Type: Drinking Water Aquifer affected
Substance: GASOLINE
Staff Initials: RF
Lead Agency: Regional
Program: LUST
MTBE Code: 1

SWEEPS UST:
Name: FOOD & LIQUOR #150
Address: 1975 PONDEROSA WAY
City: ANDERSON
Status: Active
Comp Number: 120
Number: 1
Board Of Equalization: Not reported
Referral Date: 09-30-91
Action Date: 09-30-91
Created Date: 09-30-91
Owner Tank Id: 150-D
SWRCB Tank Id: 45-000-000120-000001
Tank Status: A
Capacity: 8000
Active Date: 09-30-91
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 4

FOOD & LIQUOR #150 (Continued) **S104403717**

Name:	FOOD & LIQUOR #150
Address:	1975 PONDEROSA WAY
City:	ANDERSON
Status:	Active
Comp Number:	120
Number:	1
Board Of Equalization:	Not reported
Referral Date:	09-30-91
Action Date:	09-30-91
Created Date:	09-30-91
Owner Tank Id:	150-D
SWRCB Tank Id:	45-000-000120-000002
Tank Status:	A
Capacity:	12000
Active Date:	09-30-91
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	FOOD & LIQUOR #150
Address:	1975 PONDEROSA WAY
City:	ANDERSON
Status:	Active
Comp Number:	120
Number:	1
Board Of Equalization:	Not reported
Referral Date:	09-30-91
Action Date:	09-30-91
Created Date:	09-30-91
Owner Tank Id:	150-U
SWRCB Tank Id:	45-000-000120-000003
Tank Status:	A
Capacity:	12000
Active Date:	09-30-91
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	FOOD & LIQUOR #150
Address:	1975 PONDEROSA WAY
City:	ANDERSON
Status:	Active
Comp Number:	120
Number:	1
Board Of Equalization:	Not reported
Referral Date:	09-30-91
Action Date:	09-30-91
Created Date:	09-30-91
Owner Tank Id:	150-R
SWRCB Tank Id:	45-000-000120-000004
Tank Status:	A
Capacity:	12000
Active Date:	09-30-91
Tank Use:	M.V. FUEL
STG:	P

FOOD & LIQUOR #150 (Continued) **S104403717**

Content: LEADED
Number Of Tanks: Not reported

HIST UST:
Name: FORD AND LIOUOR 150
Address: 1975 PONDEROSA WAY
City,State,Zip: ANDERSON, CA 96007
File Number: 00020dc3

URL:
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CORTESE:
Name: TOWER MART #150
Address: 1975 PONDEROSA WAY
City,State,Zip: ANDERSON, CA 96007
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0608900255
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported

FOOD & LIQUOR #150 (Continued) **S104403717**

File Name: Active Open

CUPA SHASTA:
Name: COLONIAL ENERGY CE 20112
Address: 1975 PONDEROSA WAY
City,State,Zip: ANDERSON, CA
Site Id: 51
CersID: 10169749
Facility Status: True
Attn: VICTOR HASSAN
Mail Addr: 2860 N SANTIAGO BLVD 2ND FLOOR
Mail City: ORANGE
Mail State: CA
Mail Zip: 92867
EDR Link ID: 51

Detail:
Facid: 51
Facility Name: COLONIAL ENERGY CE 20112
File Type: Hazardous Waste Generator

Facid: 51
Facility Name: COLONIAL ENERGY CE 20112
File Type: Hazardous Material Business Plan Site

Facid: 51
Facility Name: COLONIAL ENERGY CE 20112
File Type: Underground Tank

HIST CORTESE:
edr_fname: TOWER MART #150
edr_fadd1: 1975 PONDEROSA
City,State,Zip: ANDERSON, CA 96007
Region: CORTESE
Facility County Code: 45
Reg By: LTNKA
Reg Id: 450261

CERS:
Name: TOWER MART #150
Address: 1975 PONDEROSA WAY
City,State,Zip: ANDERSON, CA 96007
Site ID: 886088
CERS ID: T0608900255
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: MARK CRAMER - SHASTA COUNTY
Entity Title: Not reported
Affiliation Address: 1855 PLACER STREET
Affiliation City: REDDING
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

FOOD & LIQUOR #150 (Continued) **S104403717**

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	RON S. FALKOWSKI - CENTRAL VALLEY RWQCB (REGION 5R)
Entity Title:	Not reported
Affiliation Address:	364 Knollcrest Drive, Suite 205
Affiliation City:	REDDING
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

G25 **TOWER MART #150** **UST FINDER RELEASE** **1029120132**
WNW **1975 PONDEROSA WAY** **N/A**
1/4-1/2 **ANDERSON, CA 96007**
0.305 mi.
1613 ft. **Site 2 of 2 in cluster G**

Relative: **Higher**
Actual: **472 ft.**

UST FINDER RELEASE:

Object ID:	40564
Facility ID:	Not reported
Lust ID:	CAT0608900255
Name:	TOWER MART #150
Address:	1975 PONDEROSA WAY
City,State,Zip:	ANDERSON, CA 96007
Address Match Type:	PointAddress
Reported Date:	Not reported
Status:	No Further Action
Substance:	Not reported
Population within 1500ft:	487
Domestic Wells within 1500ft:	11
Land Use:	Developed, Medium Intensity
Within SPA:	No
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	No
WHPA PWS Facility ID:	Not reported
WHPA Water Type:	Not reported
WHPA Facility Type:	Not reported
WHPA HUC12:	Not reported
Within 100yr Floodplain:	No
Tribe:	Not reported
EPA Region:	9
NFA Letter 1:	Not reported
NFA Letter 2:	Not reported
NFA Letter 3:	Not reported
NFA Letter 4:	Not reported
Closed With Residual Contaminate:	Not reported
Coordinate Source:	Geocode
X Coord:	-122.29147
Y Coord:	40.43805
Latitude:	40.4380499999999
Longitude:	-122.29147

H26 **ROSEBURG FOREST PROD CO** **RCRA-SQG** **1000200532**
ENE **DESCHUTES ROAD** **LUST** **CAD982324634**
1/4-1/2 **ANDERSON, CA 96007** **Cortese**
0.323 mi. **HIST CORTESE**
1706 ft. **Site 1 of 2 in cluster H** **HWTS**
HAZNET

Relative:
Lower

Actual:
462 ft.

RCRA Listings:

Date Form Received by Agency:		19880218
Handler Name:		Roseburg Forest Prod Co
Handler Address:		Deschutes Road
Handler City,State,Zip:		ANDERSON, CA 96007
EPA ID:		CAD982324634
Contact Name:		ENVIRONMENTAL MANAGER
Contact Address:		DESCHUTES ROAD
Contact City,State,Zip:		ANDERSON, CA 96007
Contact Telephone:		916-938-2721
Contact Fax:		Not reported
Contact Email:		Not reported
Contact Title:		Not reported
EPA Region:		09
Land Type:		Other
Federal Waste Generator Description:		Small Quantity Generator
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		Ca
State District:		1
Mailing Address:		P O BOX 697
Mailing City,State,Zip:		ANDERSON, CA 96007
Owner Name:	Kenneth Ford	
Owner Type:		Private
Operator Name:	Not Required	
Operator Type:		Private
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:		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:		Not reported
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

ROSEBURG FOREST PROD CO (Continued) **1000200532**

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:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
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: KENNETH FORD	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: NOT REQUIRED	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19880218
Handler Name: ROSEBURG FOREST PROD CO	
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Ca
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

ROSEBURG FOREST PROD CO (Continued) **1000200532**

List of NAICS Codes and Descriptions:
NAICS Codes: No NAICS Codes Found

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

LUST REG 5:

Name:	ROSEBURG #3
Address:	DESCHUTES RD
City:	ANDERSON
Region:	5
Status:	Case Closed
Case Number:	450057
Case Type:	Soil only
Substance:	WASTE OIL
Staff Initials:	KLC
Lead Agency:	Local
Program:	LUST
MTBE Code:	N/A

CORTESE:

Name:	ROSEBURG #3
Address:	DESCHUTES RD
City,State,Zip:	ANDERSON, CA 96007
Region:	CORTESE
Envirostor Id:	Not reported
Global ID:	T0608900057
Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	COMPLETED - CASE CLOSED
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

HIST CORTESE:

edr_fname:	ROSEBURG #3
edr_fadd1:	DESCHUTES RD
City,State,Zip:	ANDERSON, CA 96007

ROSEBURG FOREST PROD CO (Continued) **1000200532**

Region: CORTESE
Facility County Code: 45
Reg By: LTNKA
Reg Id: 450057

HWTS:
Name: ROSEBURG FOREST PROD CO
Address: DESCHUTES ROAD
Address 2: Not reported
City,State,Zip: ANDERSON, CA 96007
EPA ID: CAD982324634
Inactive Date: Not reported
Create Date: 06/17/1988
Last Act Date: Not reported
Mailing Name: Not reported
Mailing Address: 98 MILL ST
Mailing Address 2: Not reported
Mailing City,State,Zip: WEED, CA 960940000
Owner Name: ROSEBURG FOREST PRODUCTS
Owner Address: PO BOX 1088
Owner Address 2: Not reported
Owner City,State,Zip: ROSEBURG, OR 974700000
Owner Phone: Not reported
Owner Fax: Not reported
Contact Name: KELLY MALONEY
Contact Address: 98 MILL ST
Contact Address 2: Not reported
City,State,Zip: WEED, CA 960940000
Contact Phone: Not reported
Contact Fax: Not reported
Facility Status: Active
Facility Type: PERMANENT
Category: FEDERAL
Latitude: 40.459991
Longitude: -122.244229

NAICS:
EPA ID: CAD982324634
Create Date: 2004-10-20 10:23:57.043
NAICS Code: 321113
NAICS Description: Sawmills
Issued EPA ID Date: 1988-06-17 00:00:00
Inactive Date: Not reported
Facility Name: ROSEBURG FOREST PROD CO
Facility Address: DESCHUTES ROAD
Facility Address 2: Not reported
Facility City: ANDERSON
Facility County: Not reported
Facility State: CA
Facility Zip: 960070000

HAZNET:
Name: ROSEBURG FOREST PROD CO
Address: DESCHUTES ROAD
Address 2: Not reported
City,State,Zip: ANDERSON, CA 960070000

ROSEBURG FOREST PROD CO (Continued) **1000200532**

Contact:	ELLEN PORTER, ENVT'L MGR
Telephone:	5416793311
Mailing Name:	Not reported
Mailing Address:	PO BOX 1088
Year:	2002
Gepaid:	CAD982324634
TSD EPA ID:	AZ0000337360
CA Waste Code:	261 - Polychlorinated biphenyls and material containing PCBs
Disposal Method:	T03 - Treatment, Incineration
Tons:	48.73154
Year:	1994
Gepaid:	CAD982324634
TSD EPA ID:	CAD981388952
CA Waste Code:	151 - Asbestos containing waste
Disposal Method:	D80 - Disposal, Land Fill
Tons:	84.28
Year:	1989
Gepaid:	CAD982324634
TSD EPA ID:	AZC000000150
CA Waste Code:	151 - Asbestos containing waste
Disposal Method:	03 -
Tons:	0
Year:	1989
Gepaid:	CAD982324634
TSD EPA ID:	CAD981388952
CA Waste Code:	151 - Asbestos containing waste
Disposal Method:	03 -
Tons:	0

Additional Information:

Year:	2002
Gen EPA ID:	CAD982324634
Shipment Date:	20021010
Creation Date:	2/18/2003 18:31:24
Receipt Date:	20021023
Manifest ID:	21822518
Trans EPA ID:	CAD063547996
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZ0000337360
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	261 - Not reported
RCRA Code:	Not reported
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	8.5978
Waste Quantity:	7802
Quantity Unit:	K
Additional Code 1:	Not reported

ROSEBURG FOREST PROD CO (Continued) **1000200532**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20020716
Creation Date:	9/18/2002 18:31:39
Receipt Date:	20020719
Manifest ID:	21700778
Trans EPA ID:	CAD063547996
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZ0000337360
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	261 - Not reported
RCRA Code:	Not reported
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	18.64694
Waste Quantity:	16921
Quantity Unit:	K
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:	20020716
Creation Date:	9/18/2002 18:31:39
Receipt Date:	20020718
Manifest ID:	21700779
Trans EPA ID:	CAD063547996
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZ0000337360
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	261 - Not reported
RCRA Code:	Not reported
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	21.4868
Waste Quantity:	19498
Quantity Unit:	K
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

Additional Information:

Year:	1994
Gen EPA ID:	CAD982324634

ROSEBURG FOREST PROD CO (Continued) **1000200532**

Shipment Date:	19940819
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940819
Manifest ID:	93339792
Trans EPA ID:	CAL923255012
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981388952
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981388952
TSDF Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	16.856
Waste Quantity:	20
Quantity Unit:	Y
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:	19940819
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940819
Manifest ID:	93339795
Trans EPA ID:	CAL923255012
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981388952
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981388952
TSDF Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	16.856
Waste Quantity:	20
Quantity Unit:	Y
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:	19940810
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940810
Manifest ID:	93339783
Trans EPA ID:	CAL923255012
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981388952

ROSEBURG FOREST PROD CO (Continued) **1000200532**

Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981388952
TSDF Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	12.642
Waste Quantity:	15
Quantity Unit:	Y
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:	19940810
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940810
Manifest ID:	93339757
Trans EPA ID:	CAL923255012
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981388952
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981388952
TSDF Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	12.642
Waste Quantity:	15
Quantity Unit:	Y
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:	19940721
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940721
Manifest ID:	93339759
Trans EPA ID:	CAL923255012
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981388952
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981388952
TSDF Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	8.428
Waste Quantity:	10
Quantity Unit:	Y

ROSEBURG FOREST PROD CO (Continued) **1000200532**

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:	19940706
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940706
Manifest ID:	93339747
Trans EPA ID:	CAL923255012
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981388952
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981388952
TSDF Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	10.1136
Waste Quantity:	12
Quantity Unit:	Y
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:	19940628
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940628
Manifest ID:	93339743
Trans EPA ID:	CAL923255012
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981388952
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981388952
TSDF Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	6.7424
Waste Quantity:	8
Quantity Unit:	Y
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

H27 **ROSEBURG #3** **LUST** **S110655520**
ENE **DESCHUTES RD** **N/A**
1/4-1/2 **ANDERSON, CA 96007**
0.323 mi.
1706 ft. **Site 2 of 2 in cluster H**

Relative:
Lower

Actual:
462 ft.

LUST:

Name:	ROSEBURG #3
Address:	DESCHUTES RD
City,State,Zip:	ANDERSON, CA 96007
Lead Agency:	SHASTA COUNTY
Case Type:	LUST Cleanup Site

Geo Track:

Global Id:	T0608900057
Latitude:	40.4384878781529
Longitude:	-122.277317047119
Status:	Completed - Case Closed
Status Date:	01/22/1992
Case Worker:	MAR
RB Case Number:	450057
Local Agency:	SHASTA COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
EPA Region:	9
Coordinate Source:	Manual Entry on Screens
Quantity Released Gallons:	Not reported
Begin Date:	07/12/1990
Leak Reported Date:	08/08/1990
How Discovered:	Tank Closure
How Discovered Description:	Not reported
Discharge Source:	Other
Discharge Cause:	Overfill
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	01/22/1992
CA Water Watershed Name:	Redding - Enterprise Flat (508.10)
Dwr Groundwater Subbasin Name:	Redding Area - Anderson (5-006.03)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	56-60%
CA Enviroscreen 4 Score:	45-50%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5R)
Claim Number:	Not reported
Claim Status:	Not reported
Site History:	Not reported

LUST:

Global Id:	T0608900057
Contact Type:	Local Agency Caseworker - Primary Caseworker
Contact Name:	MARK CRAMER
Organization Name:	SHASTA COUNTY
Address:	1855 PLACER STREET
City:	REDDING
Email:	mcramer@co.shasta.ca.us
Phone Number:	Not reported

ROSEBURG #3 (Continued) **S110655520**

Global Id: T0608900057
Contact Type: Regional Board Caseworker
Contact Name: RECEPTIONIST, REGION 5 REDDING
Organization Name: CENTRAL VALLEY RWQCB (REGION 5R)
Address: 364 Knollcrest Drive, Suite 205
City: REDDING
Email: Not reported
Phone Number: Not reported

LUST:
Global Id: T0608900057
Action Type: Other
Date: 07/12/1990
Action: Leak Discovery

Global Id: T0608900057
Action Type: Other
Date: 08/08/1990
Action: Leak Reported

Global Id: T0608900057
Action Type: ENFORCEMENT
Date: 01/22/1992
Action: Closure/No Further Action Letter

Global Id: T0608900057
Action Type: Other
Date: 07/12/1990
Action: Leak Stopped

LUST:
Global Id: T0608900057
Status: Open - Case Begin Date
Status Date: 07/12/1990

Global Id: T0608900057
Status: Open - Site Assessment
Status Date: 12/27/1990

Global Id: T0608900057
Status: Completed - Case Closed
Status Date: 01/22/1992

28
East
1/2-1
0.752 mi.
3969 ft.

PLAINWELL PAPER
21091 HAWES RD
ANDERSON, CA 96007

ENVIROSTOR **S103995788**
CPS-SLIC **N/A**
CHMIRS
CUPA Listings
CERS

Relative:
Lower

Actual:
458 ft.

ENVIROSTOR:
Name: SIMPSON PAPER COMPANY
Address: 21091 HAWES ROAD
City,State,Zip: ANDERSON, CA 96007
Facility ID: 45260001
Status: Refer: RWQCB
Status Date: 02/19/1992

PLAINWELL PAPER (Continued) **S103995788**

Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 1
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Sacramento
Assembly: 01
Senate: 01
Special Program: * Rural County Survey Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 40.43577
Longitude: -122.2689
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: Winemucca Trading Co, Former Shasta Paper Treatment Lagoons
Alias Type: Alternate Name
Alias Name: SL0608923324
Alias Type: GeoTracker Global ID
Alias Name: 45260001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 12/29/1987
Comments: FACILITY IDENTIFIED ECONOMIC DEVELOPMENT DIRECTORY 1987.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/19/1992
Comments: Oil contaminated soils identified in on site, used oil storage area. Seven test pits excavated on August 23, 1991. Extent of contamination estimated to be approximately 500 cubic yards to depths of approximatly seven feet. RWQCB is overseeing remediation of storage area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/08/1988
Comments: SITE SCREENING DONE. RECOMMEND PRELIMINARY ASSESSMENT MEDIUM PRIORITY BASED ON BUSINESS TYPE.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

PLAINWELL PAPER (Continued) **S103995788**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Name: PLAINWELL PAPER
Address: 21091 HAWES RD
City,State,Zip: ANDERSON, CA 96007
Facility ID: 71002477
Status: Refer: RWQCB
Status Date: 05/27/2015
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 10
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Noel Shrum
Division Branch: Cleanup Sacramento
Assembly: 01
Senate: 01
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 40.43564
Longitude: -122.2689
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD056806169
Alias Type: EPA Identification Number
Alias Name: 71002477
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/31/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

PLAINWELL PAPER (Continued) **S103995788**

CPS-SLIC:

Name:	WINEMUCCA TRADING CO, FORMER SHASTA PAPER TREATMENT LAGOONS
Address:	21091 HAWES ROAD
City,State,Zip:	ANDERSON, CA 96007
Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	07/01/2008
Global Id:	SL0608923324
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5R)
Lead Agency Case Number:	Not reported
Latitude:	40.4353194937334
Longitude:	-122.270107269287
Case Type:	Cleanup Program Site
Case Worker:	BB
Local Agency:	SHASTA COUNTY
RB Case Number:	2050189
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Dioxin / Furans, Other inorganic / salt, * Dioxins
EPA Region:	9
Coordinate Source:	Google Map Move
Quantity Released Gallons:	Not reported
Begin Date:	10/29/2004
Leak Reported Date:	Not reported
How Discovered:	Not reported
How Discovered Description:	Not reported
Discharge Source:	Not reported
Discharge Cause:	Not reported
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	Not reported
CA Water Watershed Name:	Redding - Enterprise Flat (508.10)
Dwr Groundwater Subbasin Name:	Redding Area - Anderson (5-006.03)
Disadvantaged Community:	Disadvantaged Community
CA Enviroscreen 3 Score:	56-60%
CA Enviroscreen 4 Score:	40-45%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5R)
Claim No:	Not reported
Claim Status:	Not reported
Site History:	Between 1964 and 2001 the Shasta Pulp and Paper Mill operated under a succession of owners. The facility was an integrated Kraft pulp and paper mill in which wood chips underwent physical and chemical steps to create high quality coated paper. Between 2004 and 2016, Central Valley Regional Water Quality Control Board issued five enforcement actions ordering the owners to remove and properly dispose of residual materials including black liquor, sludge, and petroleum coke remaining on the Site. Between 2019 and 2021, Central Valley Water Quality Control Board staff performed environmental Investigations of soil, soil vapor, surface water and groundwater funded by a Senate Bill 445 grant. Staff posted a comprehensive report of their investigations to GeoTracker on 30 August 2021. Removal of the residuals from the Site has not been completed as of January 2022.

Click here to access the California GeoTracker records for this facility:

PLAINWELL PAPER (Continued) **S103995788**

CHMIRS:

Name:	Not reported
Address:	21091 HAWES ROAD
City,State,Zip:	ANDERSON, CA
OES Incident Number:	1-4796
OES notification:	08/12/2011
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
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Industrial Plant
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1600
Year:	2011
Agency:	Wheelabrator Lassen Energy Co
Incident Date:	8/11/2011
Admin Agency:	Shasta County Environmental Health
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Sodium Bisulfite
Quantity Released:	200
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported

PLAINWELL PAPER (Continued) **S103995788**

Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#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
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states a leaking three-eighths of an inch flexible line between a tote and pump resulted in the release of substance to pavement. The line has been repaired and clean up is ongoing.

CUPA SHASTA:

Name:	WHEELABRATOR LASSEN
Address:	21091 HAWES RD
City,State,Zip:	ANDERSON, CA
Site Id:	1567
CersID:	10100650
Facility Status:	False
Attn:	DERRICK BOOM
Mail Addr:	20811 INDUSTRY RD
Mail City:	ANDERSON
Mail State:	CA
Mail Zip:	96007
EDR Link ID:	1567

Detail:

Facid:	1567
Facility Name:	WHEELABRATOR LASSEN
File Type:	Hazardous Waste Generator

Facid:	1567
Facility Name:	WHEELABRATOR LASSEN
File Type:	Hazardous Material Business Plan Site

Facid:	1567
Facility Name:	WHEELABRATOR LASSEN
File Type:	Abovegrond Petroleum Storage Act

Name:	WINNEMUCCA TRADING CO LLC
Address:	21091 HAWES RD
City,State,Zip:	ANDERSON, CA
Site Id:	351
CersID:	10649449
Facility Status:	True
Attn:	MIKE SOMMERS
Mail Addr:	120 COUNTRY CLUB DR. STE. 5
Mail City:	INCLINE VILLAGE
Mail State:	NV
Mail Zip:	89451
EDR Link ID:	351

PLAINWELL PAPER (Continued) **S103995788**

Detail:
Facid: 351
Facility Name: WINNEMUCCA TRADING CO LLC
File Type: Hazardous Material Business Plan Site

Facid: 351
Facility Name: WINNEMUCCA TRADING CO LLC
File Type: Hazardous Waste Generator

CERS:
Name: BENTON ENGINEERING
Address: 21091 HAWES RD
City,State,Zip: ANDERSON, CA 96007
Site ID: 704710
CERS ID: 10935727
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 704710
Site Name: Benton Engineering
Violation Date: 08-28-2023
Citation: HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507
Violation Description: Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Returned to compliance on 08/05/2024. The facility stores a reportable quantity of hazardous materials and has yet to establish a hazardous materials business plan. Set up your facility in the California Environmental Reporting System (CERS) and submit the facility information, map, inventory, and emergency response plan within 30 days.
Violation Division: Shasta County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-28-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Shasta County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 704710
Site Name: Benton Engineering
Site Address: 21091 HAWES RD
Site City: ANDERSON
Site Zip: 96007
Enf Action Date: 11-06-2023
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection

PLAINWELL PAPER (Continued) **S103995788**

Enf Action Notes: Not reported
Enf Action Division: Shasta County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Coordinates:
Site ID: 704710
Facility Name: Benton Engineering
Env Int Type Code: HMBP
Program ID: 10935727
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 40.435750
Longitude: -122.268650

Affiliation:
Affiliation Type Desc: Operator
Entity Name: Danny Benton
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) 945-9278,

Affiliation Type Desc: CUPA District
Entity Name: Shasta County Env Health
Entity Title: Not reported
Affiliation Address: 1855 Placer Street, Suite 201
Affiliation City: Redding
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96001
Affiliation Phone: (530) 225-5787,

Affiliation Type Desc: Environmental Contact
Entity Name: Danny Benton
Entity Title: Not reported
Affiliation Address: P.O. Box 1244
Affiliation City: Cottonwood
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96022
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: P.O. Box 1244
Affiliation City: Cottonwood
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96022
Affiliation Phone: ,

PLAINWELL PAPER (Continued) **S103995788**

Affiliation Type Desc:	Legal Owner
Entity Name:	Danny Benton
Entity Title:	Not reported
Affiliation Address:	P.O. Box 1244
Affiliation City:	Cottonwood
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	96022
Affiliation Phone:	(530) 945-9278,

Affiliation Type Desc:	Parent Corporation
Entity Name:	Benton Engineering
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:	,

Name:	WHEELABRATOR LASSEN
Address:	21091 HAWES RD
City,State,Zip:	ANDERSON, CA 96007
Site ID:	505098
CERS ID:	110028013664
CERS Description:	US EPA Air Emission Inventory System (EIS)

Affiliation:

Affiliation Type Desc:	Facility Owner
Entity Name:	WASTE MGMT
Entity Title:	OWNER
Affiliation Address:	1001 FANNIN STREET SUITE 4000
Affiliation City:	HOUSTON
Affiliation State:	TX
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Environmental Contact
Entity Name:	BRYAN BOOTH
Entity Title:	OPERATIONS MANAGER
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:	Environmental Contact
Entity Name:	DERRICK BOOM
Entity Title:	ENVIRONMENTAL MANAGER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

PLAINWELL PAPER (Continued) **S103995788**

Affiliation Type Desc: Environmental Contact
Entity Name: DERRICK BOOM
Entity Title: ENVIRONMENTAL CONTACT
Affiliation Address: 20811 INDUSTRY ROAD
Affiliation City: ANDERSON
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: RODNEY MORTENSEN
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: Operator
Entity Name: WHEELABRATOR LASSEN
Entity Title: OPERATOR
Affiliation Address: 21091 HAWES ROAD
Affiliation City: ANDERSON
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Name: WINEMUCCA TRADING CO, FORMER SHASTA PAPER TREATMENT LAGOONS
Address: 21091 HAWES ROAD
City,State,Zip: ANDERSON, CA 96007
Site ID: 871072
CERS ID: SL0608923324
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: SHASTA COUNTY - SHASTA COUNTY
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: r5 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Regional Board Caseworker
Entity Name: BILL BERGMANN - CENTRAL VALLEY RWQCB (REGION 5R)
Entity Title: Not reported
Affiliation Address: 364 Knollcrest Drive, Suite 205
Affiliation City: REDDING
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 5302244852,

Count: 2 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
ANDERSON	1000349923	SIMPSON-SHASTA RANCH	RIVERLAND DR EXTN, 4 MI SE OF	96007	ENVIROSTOR
ANDERSON	S100714755	CHAMPION INTERNATIONAL	RIVERSIDE AVE 1 MI W OF I-5 OF	96007	ENVIROSTOR

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

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: 12/19/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 19

Source: EPA
Telephone: N/A
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/07/2025
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

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.

Date of Government Version: 12/19/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 19

Source: EPA
Telephone: N/A
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/07/2025
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: 12/19/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 19

Source: EPA
Telephone: N/A
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/07/2025
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: 11/20/2024
Date Data Arrived at EDR: 12/18/2024
Date Made Active in Reports: 12/20/2024
Number of Days to Update: 2

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 03/27/2025
Next Scheduled EDR Contact: 07/07/2025
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: 12/19/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 19

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/21/2025
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: 12/19/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 19

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/21/2025
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: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/06/2025
Number of Days to Update: 15

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/06/2025
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/06/2025
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/06/2025
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/06/2025
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 11/11/2024
Date Data Arrived at EDR: 11/25/2024
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 85

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 05/19/2025
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: 11/04/2024
Date Data Arrived at EDR: 11/15/2024
Date Made Active in Reports: 02/11/2025
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/18/2025
Next Scheduled EDR Contact: 12/02/2024
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: 11/04/2024
Date Data Arrived at EDR: 11/15/2024
Date Made Active in Reports: 02/11/2025
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/18/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Varies

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: 12/03/2024
Date Data Arrived at EDR: 12/11/2024
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 69

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 01/21/2025
Date Data Arrived at EDR: 01/22/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 71

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/05/2025
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: 01/21/2025
Date Data Arrived at EDR: 01/22/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 71

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/05/2025
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 inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/04/2024
Date Data Arrived at EDR: 11/06/2024
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 86

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/04/2025
Next Scheduled EDR Contact: 05/19/2025
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: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2
Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Quarterly

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 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 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 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)
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 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
Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
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 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 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

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 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 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

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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/16/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

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: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

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: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
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: 08/12/2024
Date Data Arrived at EDR: 10/30/2024
Date Made Active in Reports: 01/14/2025
Number of Days to Update: 76
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 03/26/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Varies

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: 11/25/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 01/07/2025
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 11/26/2024
Date Data Arrived at EDR: 11/26/2024
Date Made Active in Reports: 02/20/2025
Number of Days to Update: 86

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 03/05/2025
Next Scheduled EDR Contact: 06/23/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/08/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 10/15/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

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

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: 03/12/2025
Next Scheduled EDR Contact: 06/30/2025
Data Release Frequency: Varies

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: 01/21/2025
Date Data Arrived at EDR: 01/22/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 71
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/05/2025
Data Release Frequency: Quarterly

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: 12/11/2024
Date Data Arrived at EDR: 12/11/2024
Date Made Active in Reports: 03/03/2025
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 09/09/2024
Date Data Arrived at EDR: 09/11/2024
Date Made Active in Reports: 12/06/2024
Number of Days to Update: 86
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/12/2025
Next Scheduled EDR Contact: 06/23/2025
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: 01/15/2025
Next Scheduled EDR Contact: 05/05/2025
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/24/2025
Number of Days to Update: 83

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 11/13/2024
Date Data Arrived at EDR: 11/15/2024
Date Made Active in Reports: 12/12/2024
Number of Days to Update: 27

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 01/30/2025
Next Scheduled EDR Contact: 05/19/2025
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: 01/16/2025
Next Scheduled EDR Contact: 05/05/2025
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: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 02/07/2024
Date Data Arrived at EDR: 11/13/2024
Date Made Active in Reports: 11/19/2024
Number of Days to Update: 6

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 12/09/2024
Next Scheduled EDR Contact: 05/05/2025
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 05/20/2024
Date Data Arrived at EDR: 08/19/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 51

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/20/2025
Next Scheduled EDR Contact: 06/02/2025
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: 01/21/2025
Date Data Arrived at EDR: 01/22/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 71

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/05/2025
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: 12/31/2022
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 06/12/2024
Number of Days to Update: 83

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 12/23/2024
Next Scheduled EDR Contact: 05/12/2025
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: 01/12/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
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: 05/20/2024
Date Data Arrived at EDR: 08/19/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 51

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/20/2025
Next Scheduled EDR Contact: 06/02/2025
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: 07/29/2024
Date Data Arrived at EDR: 07/30/2024
Date Made Active in Reports: 10/17/2024
Number of Days to Update: 79

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 01/23/2025
Next Scheduled EDR Contact: 05/12/2025
Data Release Frequency: Varies

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: 01/12/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
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: 11/26/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 12/31/2024
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/19/2025
Next Scheduled EDR Contact: 06/09/2025
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: 12/19/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 19

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/07/2025
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: 11/20/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/13/2025
Number of Days to Update: 85

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 02/25/2025
Next Scheduled EDR Contact: 06/09/2025
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: 12/10/2024
Date Data Arrived at EDR: 12/11/2024
Date Made Active in Reports: 02/27/2025
Number of Days to Update: 78

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
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: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
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: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
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: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/06/2025
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 10/01/2024
Date Data Arrived at EDR: 11/12/2024
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 70

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 02/11/2025
Next Scheduled EDR Contact: 05/26/2025
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: 04/08/2025
Next Scheduled EDR Contact: 07/21/2025
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: 04/03/2025
Next Scheduled EDR Contact: 07/14/2025
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: 02/03/2025
Next Scheduled EDR Contact: 05/19/2025
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: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/06/2025
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 01/27/2025
Next Scheduled EDR Contact: 05/12/2025
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: 01/30/2025
Next Scheduled EDR Contact: 05/12/2025
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: 03/10/2025
Next Scheduled EDR Contact: 06/23/2025
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: 12/31/2023
Date Data Arrived at EDR: 02/11/2025
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 7

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 02/11/2025
Next Scheduled EDR Contact: 05/26/2025
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: 01/13/2025
Date Data Arrived at EDR: 01/15/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 82

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/15/2025
Next Scheduled EDR Contact: 04/28/2025
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: 01/29/2025
Date Data Arrived at EDR: 02/03/2025
Date Made Active in Reports: 02/27/2025
Number of Days to Update: 24

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 06/09/2025
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: 01/01/2025
Date Data Arrived at EDR: 01/17/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/09/2025
Next Scheduled EDR Contact: 04/28/2025
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: 02/26/2025
Date Data Arrived at EDR: 03/03/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 05/12/2025
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: 07/01/2024
Date Data Arrived at EDR: 10/02/2024
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 100

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/03/2025
Next Scheduled EDR Contact: 07/14/2025
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: 03/26/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 10/12/2024
Date Data Arrived at EDR: 10/17/2024
Date Made Active in Reports: 11/19/2024
Number of Days to Update: 33
Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 01/09/2025
Next Scheduled EDR Contact: 04/28/2025
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: 12/31/2023
Date Data Arrived at EDR: 10/16/2024
Date Made Active in Reports: 01/14/2025
Number of Days to Update: 90
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/09/2025
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: 02/24/2025
Next Scheduled EDR Contact: 06/09/2025
Data Release Frequency: Varies

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: 01/30/2025
Next Scheduled EDR Contact: 05/12/2025
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: 03/20/2025
Next Scheduled EDR Contact: 07/07/2025
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: 10/04/2024
Date Data Arrived at EDR: 10/16/2024
Date Made Active in Reports: 12/06/2024
Number of Days to Update: 51

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/05/2025
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: 09/30/2024
Date Data Arrived at EDR: 10/09/2024
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 93

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/26/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/31/2023
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/07/2025
Number of Days to Update: 16

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 04/01/2025
Next Scheduled EDR Contact: 07/14/2025
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: 01/23/2025
Next Scheduled EDR Contact: 05/12/2025
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: 02/12/2025
Date Data Arrived at EDR: 02/12/2025
Date Made Active in Reports: 02/27/2025
Number of Days to Update: 15

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/06/2025
Next Scheduled EDR Contact: 05/26/2025
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 12/19/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 19

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/07/2025
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

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: 02/03/2025
Date Data Arrived at EDR: 02/18/2025
Date Made Active in Reports: 03/20/2025
Number of Days to Update: 30

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 02/18/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 02/19/2025
Date Data Arrived at EDR: 02/21/2025
Date Made Active in Reports: 03/20/2025
Number of Days to Update: 27

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Quarterly

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: 05/02/2024
Date Data Arrived at EDR: 08/20/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 50

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 02/20/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Varies

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: 02/20/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 06/04/2024
Date Data Arrived at EDR: 11/22/2024
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 88

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 02/20/2025
Next Scheduled EDR Contact: 06/02/2025
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: 12/10/2024
Date Data Arrived at EDR: 12/11/2024
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 69

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 03/12/2025
Next Scheduled EDR Contact: 06/16/2025
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: 11/11/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 90

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 02/25/2025
Next Scheduled EDR Contact: 06/09/2025
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: 04/03/2025
Next Scheduled EDR Contact: 07/21/2025
Data Release Frequency: Varies

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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
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: 12/21/2024
Date Data Arrived at EDR: 12/27/2024
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 03/27/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Quarterly

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: 11/08/2024
Date Data Arrived at EDR: 11/08/2024
Date Made Active in Reports: 01/14/2025
Number of Days to Update: 67

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 02/13/2025
Next Scheduled EDR Contact: 05/26/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Varies

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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
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: 01/16/2025
Next Scheduled EDR Contact: 05/05/2025
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: 12/13/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/14/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Varies

PFAS PROJECT: NORTHEASTERN UNIVERSITY PFAS PROJECT

The PFAS Contamination Site Tracker records qualitative and quantitative data from each site in a chart, specifically examining discovery, contamination levels, government response, litigation, health impacts, media coverage, and community characteristics. All data presented in the chart were extracted from government websites, such as state health departments or the Environmental Protection Agency, and news articles.

Date of Government Version: 05/19/2023
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 62

Source: Social Science Environmental Health Research Institute
Telephone: N/A
Last EDR Contact: 03/06/2025
Next Scheduled EDR Contact: 06/16/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Varies

PFAS ECHO FIRE TRAIN: 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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Varies

PFAS PT 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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/30/2024
Date Data Arrived at EDR: 01/02/2025
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/14/2025
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: 03/27/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: No Update Planned

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: 03/27/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Varies

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data
The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 01/12/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/20/2025
Number of Days to Update: 65
Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
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: 02/06/2025
Next Scheduled EDR Contact: 05/19/2025
Data Release Frequency: Semi-Annually

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: 02/06/2025
Next Scheduled EDR Contact: 05/19/2025
Data Release Frequency: Varies

E MANIFEST: Hazardous Waste Electronic Manifest System
EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

Date of Government Version: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/14/2025
Number of Days to Update: 23
Source: Environmental Protection Agency
Telephone: 833-501-6826
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing
A listing of PFAS sites included in the Envirostor and GeoTracker databases. Locations of potential sources of per - and polyfluoroalkyl substances (PFAS). This does not mean that PFAS has been produced, used, or discharged at these sites.

Date of Government Version: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/24/2025
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/24/2025
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/24/2025
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 12/11/2024
Date Data Arrived at EDR: 12/11/2024
Date Made Active in Reports: 03/04/2025
Number of Days to Update: 83

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
Data Release Frequency: Quarterly

CUPA LIV-PLE: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 09/19/2024
Date Data Arrived at EDR: 11/05/2024
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 87

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 02/06/2025
Next Scheduled EDR Contact: 05/19/2025
Data Release Frequency: Varies

DRYCLEAN MOJAVE: 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: 08/21/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75

Source: Mojave Desert Air Quality Management District
Telephone: 760-245-1661
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN N SIERRA: 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: 08/22/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75

Source: Northern Sierra Air Quality Management District
Telephone: 530-274-9350
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MONTERY BAY: 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: 09/09/2024
Date Data Arrived at EDR: 09/11/2024
Date Made Active in Reports: 11/26/2024
Number of Days to Update: 76

Source: Monterey Bay Air Quality Management District
Telephone: 831-647-9411
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
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
Number of Days to Update: 77

Source: Amador Air Quality Management District
Telephone: 209-257-0112
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN VENTURA: Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Ventura County Air Pollution Control District.

Date of Government Version: 08/26/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 11/14/2024
Number of Days to Update: 78

Source: Ventura County Air Pollution Control District
Telephone: 805-645-1421
Last EDR Contact: 08/21/2024
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: 02/20/2025
Date Data Arrived at EDR: 02/26/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 30

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 02/19/2025
Next Scheduled EDR Contact: 06/09/2025
Data Release Frequency: Annually

DRYCLEAN EAST KERN: Eastern Kern Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Eastern Kern Air Pollution Control District.

Date of Government Version: 08/21/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75

Source: Eastern Kern Air Pollution Control District
Telephone: 661-862-9684
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN JOAQUIN: 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: 08/22/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75

Source: San Joaquin Valley Air Pollution Control District
Telephone: 559-230-6001
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN GLENN: 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: 08/26/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 77

Source: Glenn County Air Pollution Control District
Telephone: 530-934-6500
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BUTTE: Butte County Air Quality Management DistrictDrycleaner Facility Listing
Butte County Air Quality Management DistrictDrycleaner Facility Listing.

Date of Government Version: 09/10/2024
Date Data Arrived at EDR: 09/11/2024
Date Made Active in Reports: 11/25/2024
Number of Days to Update: 75

Source: Butte County Air Quality Management District
Telephone: 530-332-9400
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN FEATHER RVR: 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: 08/21/2024
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: 05/29/2024
Date Data Arrived at EDR: 11/07/2024
Date Made Active in Reports: 11/22/2024
Number of Days to Update: 15

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 03/13/2025
Next Scheduled EDR Contact: 06/09/2025
Data Release Frequency: Varies

DRYCLEAN N SONOMA: 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: 08/23/2024
Date Data Arrived at EDR: 08/26/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 71

Source: Santa Barbara County Air Pollution Control District
Telephone: 707-433-5911
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

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: 01/23/2025
Next Scheduled EDR Contact: 05/05/2025
Data Release Frequency: Varies

DRYCLEAN YOLO-SOLANO: 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: 08/21/2024
Date Data Arrived at EDR: 08/26/2024
Date Made Active in Reports: 11/06/2024
Number of Days to Update: 72

Source: Yolo-Solano Air Quality Management District
Telephone: 530-757-3650
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN LAKE: 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: 02/15/2024
Date Data Arrived at EDR: 02/16/2024
Date Made Active in Reports: 05/02/2024
Number of Days to Update: 76

Source: Lake County Air Quality Management District
Telephone: 707-263-7000
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN DIEGO: 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: 08/21/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 77

Source: San Diego County Air Pollution Control District
Telephone: 858-586-2616
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MENDOCINO: 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: 08/26/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 71

Source: Mendocino County Air Quality Management District
Telephone: 707-463-4354
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SACRAMENTO: 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: 09/03/2024
Date Data Arrived at EDR: 09/05/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 69

Source: Sacramento Metropolitan Air Quality Management District
Telephone: 916-874-3958
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN IMPERIAL: 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: 10/02/2024
Date Data Arrived at EDR: 10/03/2024
Date Made Active in Reports: 12/20/2024
Number of Days to Update: 78

Source: Imperial County Air Pollution Control District
Telephone: 442-265-1800
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN LUIS OB: 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: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN PLACER: 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: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BAY AREA: 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: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN CALAVERAS: 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: 08/21/2024
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Varies

DRYCLEAN N COAST: 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: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SANTA BARB: 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
Number of Days to Update: 1475
Source: Santa Barbara County Air Pollution Control District
Telephone: 805-961-8867
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN TEHAMA: 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: 08/21/2024
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: 11/14/2024
Date Data Arrived at EDR: 11/15/2024
Date Made Active in Reports: 02/05/2025
Number of Days to Update: 82

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Varies

DRYCLEAN SHASTA: 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: 08/29/2024
Date Data Arrived at EDR: 09/05/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 69

Source: Shasta County Air Quality Management District
Telephone: 530-225-5674
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 06/11/2024
Date Made Active in Reports: 09/03/2024
Number of Days to Update: 84

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/11/2025
Next Scheduled EDR Contact: 06/23/2025
Data Release Frequency: Varies

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: 01/13/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
Data Release Frequency: Varies

FIN ASSURANCE 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 01/09/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

FIN 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: 11/06/2024
Date Data Arrived at EDR: 11/08/2024
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 84

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 01/30/2025
Next Scheduled EDR Contact: 05/19/2025
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: 11/08/2024
Date Data Arrived at EDR: 11/08/2024
Date Made Active in Reports: 02/03/2025
Number of Days to Update: 87

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 02/11/2025
Next Scheduled EDR Contact: 05/26/2025
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: 11/08/2024
Date Data Arrived at EDR: 11/08/2024
Date Made Active in Reports: 02/03/2025
Number of Days to Update: 87

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/11/2025
Next Scheduled EDR Contact: 05/26/2025
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: 12/27/2024
Date Data Arrived at EDR: 12/27/2024
Date Made Active in Reports: 03/13/2025
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/14/2025
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: 07/19/2024
Date Data Arrived at EDR: 07/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 03/31/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/31/2024
Date Data Arrived at EDR: 01/03/2025
Date Made Active in Reports: 03/19/2025
Number of Days to Update: 75

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/01/2025
Next Scheduled EDR Contact: 07/14/2025
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: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/24/2025
Number of Days to Update: 83
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 10/07/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/13/2025
Number of Days to Update: 85
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 02/25/2025
Next Scheduled EDR Contact: 06/09/2025
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/04/2024
Date Data Arrived at EDR: 11/05/2024
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 87
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/04/2025
Next Scheduled EDR Contact: 05/19/2025
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: 11/20/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/13/2025
Number of Days to Update: 85
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 02/25/2025
Next Scheduled EDR Contact: 06/09/2025
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/24/2025
Number of Days to Update: 83
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 09/05/2024
Date Data Arrived at EDR: 09/06/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 68
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/05/2025
Next Scheduled EDR Contact: 06/23/2025
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: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
Data Release Frequency: Annually

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/25/2025
Number of Days to Update: 84
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
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: 04/03/2025
Next Scheduled EDR Contact: 07/14/2025
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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: 03/12/2025
Next Scheduled EDR Contact: 06/30/2025
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
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: 12/02/2024
Date Data Arrived at EDR: 12/03/2024
Date Made Active in Reports: 02/25/2025
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 11/20/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/12/2025
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 02/25/2025
Next Scheduled EDR Contact: 06/09/2025
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: 01/12/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
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: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 02/24/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Varies

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
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 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: 03/26/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 03/26/2025
Next Scheduled EDR Contact: 07/14/2025
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: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
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: 03/26/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 12/16/2024
Date Data Arrived at EDR: 12/18/2024
Date Made Active in Reports: 03/05/2025
Number of Days to Update: 77

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/12/2025
Next Scheduled EDR Contact: 06/30/2025
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: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
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: 01/16/2025
Date Data Arrived at EDR: 01/22/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 71

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/15/2025
Next Scheduled EDR Contact: 05/05/2025
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/08/2024
Date Made Active in Reports: 04/26/2024
Number of Days to Update: 78

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 01/15/2025
Next Scheduled EDR Contact: 05/05/2025
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: 01/15/2025
Next Scheduled EDR Contact: 05/05/2025
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: 03/19/2025
Next Scheduled EDR Contact: 07/07/2025
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: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 01/09/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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: 01/27/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 2

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 01/27/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 2

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 10/31/2024
Date Data Arrived at EDR: 11/01/2024
Date Made Active in Reports: 01/17/2025
Number of Days to Update: 77

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/21/2025
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: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 03/05/2025
Next Scheduled EDR Contact: 06/23/2025
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 01/21/2025
Date Data Arrived at EDR: 01/23/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 70

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/14/2025
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/06/2025
Date Data Arrived at EDR: 01/07/2025
Date Made Active in Reports: 03/19/2025
Number of Days to Update: 71

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/08/2025
Next Scheduled EDR Contact: 07/21/2025
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 10/03/2024
Date Made Active in Reports: 12/17/2024
Number of Days to Update: 75

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 04/02/2025
Next Scheduled EDR Contact: 07/21/2025
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: 03/12/2025
Next Scheduled EDR Contact: 06/30/2025
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: 05/14/2024
Date Data Arrived at EDR: 07/09/2024
Date Made Active in Reports: 09/27/2024
Number of Days to Update: 80

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 01/09/2025
Next Scheduled EDR Contact: 04/21/2025
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: 12/03/2024
Date Data Arrived at EDR: 12/11/2024
Date Made Active in Reports: 03/04/2025
Number of Days to Update: 83

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
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: 12/03/2024
Date Data Arrived at EDR: 12/11/2024
Date Made Active in Reports: 03/04/2025
Number of Days to Update: 83

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 03/18/2025
Next Scheduled EDR Contact: 06/30/2025
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation LA County List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 09/26/2024
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
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: 04/02/2025
Next Scheduled EDR Contact: 07/21/2025
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: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 10/15/2024
Date Data Arrived at EDR: 10/17/2024
Date Made Active in Reports: 01/07/2025
Number of Days to Update: 82

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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: 03/19/2025
Next Scheduled EDR Contact: 07/07/2025
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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/08/2024
Date Data Arrived at EDR: 10/09/2024
Date Made Active in Reports: 10/31/2024
Number of Days to Update: 22

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 01/10/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 02/20/2025
Number of Days to Update: 37

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 03/19/2025
Next Scheduled EDR Contact: 07/07/2025
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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 01/27/2025
Date Data Arrived at EDR: 01/27/2025
Date Made Active in Reports: 02/03/2025
Number of Days to Update: 7

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/15/2025
Next Scheduled EDR Contact: 05/05/2025
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups Orange County
Petroleum and non-petroleum spills.

Date of Government Version: 10/31/2024
Date Data Arrived at EDR: 10/31/2024
Date Made Active in Reports: 01/24/2025
Number of Days to Update: 85

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 01/27/2025
Next Scheduled EDR Contact: 05/12/2025
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/31/2024
Date Data Arrived at EDR: 10/31/2024
Date Made Active in Reports: 01/24/2025
Number of Days to Update: 85

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 01/27/2025
Next Scheduled EDR Contact: 05/12/2025
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/05/2025
Date Data Arrived at EDR: 02/06/2025
Date Made Active in Reports: 03/14/2025
Number of Days to Update: 36

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 01/27/2025
Next Scheduled EDR Contact: 05/12/2025
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: 11/19/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/13/2025
Number of Days to Update: 85

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 02/19/2025
Next Scheduled EDR Contact: 06/09/2025
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: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 06/11/2024
Date Data Arrived at EDR: 06/12/2024
Date Made Active in Reports: 06/27/2024
Number of Days to Update: 15

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/05/2025
Next Scheduled EDR Contact: 06/23/2025
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 12/05/2024
Date Data Arrived at EDR: 12/05/2024
Date Made Active in Reports: 12/31/2024
Number of Days to Update: 26

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/05/2025
Next Scheduled EDR Contact: 06/23/2025
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: 03/19/2025
Next Scheduled EDR Contact: 07/07/2025
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: 03/19/2025
Next Scheduled EDR Contact: 07/07/2025
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 10/25/2024
Date Data Arrived at EDR: 10/29/2024
Date Made Active in Reports: 01/17/2025
Number of Days to Update: 80

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
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: 12/12/2024
Date Data Arrived at EDR: 12/16/2024
Date Made Active in Reports: 03/05/2025
Number of Days to Update: 79

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 03/05/2025
Next Scheduled EDR Contact: 05/12/2025
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: 11/20/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/13/2025
Number of Days to Update: 85

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 02/25/2025
Next Scheduled EDR Contact: 06/09/2025
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2024
Date Data Arrived at EDR: 01/15/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 72

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 02/19/2025
Next Scheduled EDR Contact: 06/09/2025
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 10/28/2024
Date Data Arrived at EDR: 10/30/2024
Date Made Active in Reports: 01/21/2025
Number of Days to Update: 83

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 01/23/2025
Next Scheduled EDR Contact: 05/12/2025
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: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
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: 10/28/2024
Date Data Arrived at EDR: 10/30/2024
Date Made Active in Reports: 01/24/2025
Number of Days to Update: 86

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 01/23/2025
Next Scheduled EDR Contact: 05/12/2025
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. The Maher Ordinance requires San Francisco Department of Public Health (DPH) oversight for the characterization and mitigation of hazardous substances found in soil, soil vapor, and groundwater in areas designated within the Maher map. The Maher map includes areas with current or historical industrial use or zoning; areas within 100 feet of current or historical underground tanks; filled former Bay, marsh, or creek areas; or areas within 150 feet of a current or former elevated highway. City of San Francisco Planning.

Date of Government Version: 01/12/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 04/02/2025
Number of Days to Update: 78

Source: San Francisco Planning
Telephone: 628-652-7483
Last EDR Contact: 01/14/2025
Next Scheduled EDR Contact: 04/28/2025
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: 03/05/2025
Next Scheduled EDR Contact: 06/23/2025
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/12/2024
Date Data Arrived at EDR: 11/13/2024
Date Made Active in Reports: 02/06/2025
Number of Days to Update: 85

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/06/2025
Next Scheduled EDR Contact: 06/16/2025
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
Telephone: 650-363-1921
Last EDR Contact: 02/26/2025
Next Scheduled EDR Contact: 06/16/2025
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 11/19/2024
Date Made Active in Reports: 02/12/2025
Number of Days to Update: 85

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
Data Release Frequency: Varies

SITE MIT SANTA CRUZ: Site Mitigation Santa Cruz County List
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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: 02/05/2025
Next Scheduled EDR Contact: 05/26/2025
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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
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: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
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: 03/12/2025
Next Scheduled EDR Contact: 06/30/2025
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: 03/12/2025
Next Scheduled EDR Contact: 06/30/2025
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: 04/02/2025
Next Scheduled EDR Contact: 07/21/2025
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 11/05/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/13/2025
Number of Days to Update: 85

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 02/12/2025
Next Scheduled EDR Contact: 06/02/2025
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 08/27/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 11/12/2024
Number of Days to Update: 76

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 02/05/2025
Next Scheduled EDR Contact: 05/12/2025
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 01/09/2025
Date Data Arrived at EDR: 01/14/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 73

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 01/22/2025
Next Scheduled EDR Contact: 05/12/2025
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: 04/09/2025
Next Scheduled EDR Contact: 07/28/2025
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: 11/21/2024
Date Data Arrived at EDR: 01/21/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 72

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/13/2025
Next Scheduled EDR Contact: 04/28/2025
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: 03/19/2025
Next Scheduled EDR Contact: 07/07/2025
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: 01/30/2025
Next Scheduled EDR Contact: 05/19/2025
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: 07/02/2024
Date Data Arrived at EDR: 07/18/2024
Date Made Active in Reports: 07/23/2024
Number of Days to Update: 5
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/03/2025
Next Scheduled EDR Contact: 04/28/2025
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: 08/27/2024
Date Data Arrived at EDR: 09/04/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 70
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/04/2025
Next Scheduled EDR Contact: 06/16/2025
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: 03/19/2025
Date Data Arrived at EDR: 03/25/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 3
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/19/2025
Next Scheduled EDR Contact: 07/07/2025
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 01/17/2025
Date Data Arrived at EDR: 01/22/2025
Date Made Active in Reports: 04/03/2025
Number of Days to Update: 71
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 01/15/2025
Next Scheduled EDR Contact: 05/05/2025
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: 11/04/2024
Date Data Arrived at EDR: 11/05/2024
Date Made Active in Reports: 01/27/2025
Number of Days to Update: 83
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 02/04/2025
Next Scheduled EDR Contact: 05/19/2025
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: 03/27/2025
Next Scheduled EDR Contact: 07/14/2025
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 facility.

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: 01/23/2025
Next Scheduled EDR Contact: 05/05/2025
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: 04/03/2025
Next Scheduled EDR Contact: 07/21/2025
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: 02/06/2025
Next Scheduled EDR Contact: 05/26/2025
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: 02/26/2025
Next Scheduled EDR Contact: 06/16/2025
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.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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

NOT REPORTED
NOT REPORTED
ANDERSON, CA 96007

TARGET PROPERTY COORDINATES

Latitude (North):	40.43673 - 40° 26' 12.23''
Longitude (West):	122.284606 - 122° 17' 4.58''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	560676.9
UTM Y (Meters):	4476266.5
Elevation:	465 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	50005920 COTTONWOOD, CA
Version Date:	2022

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

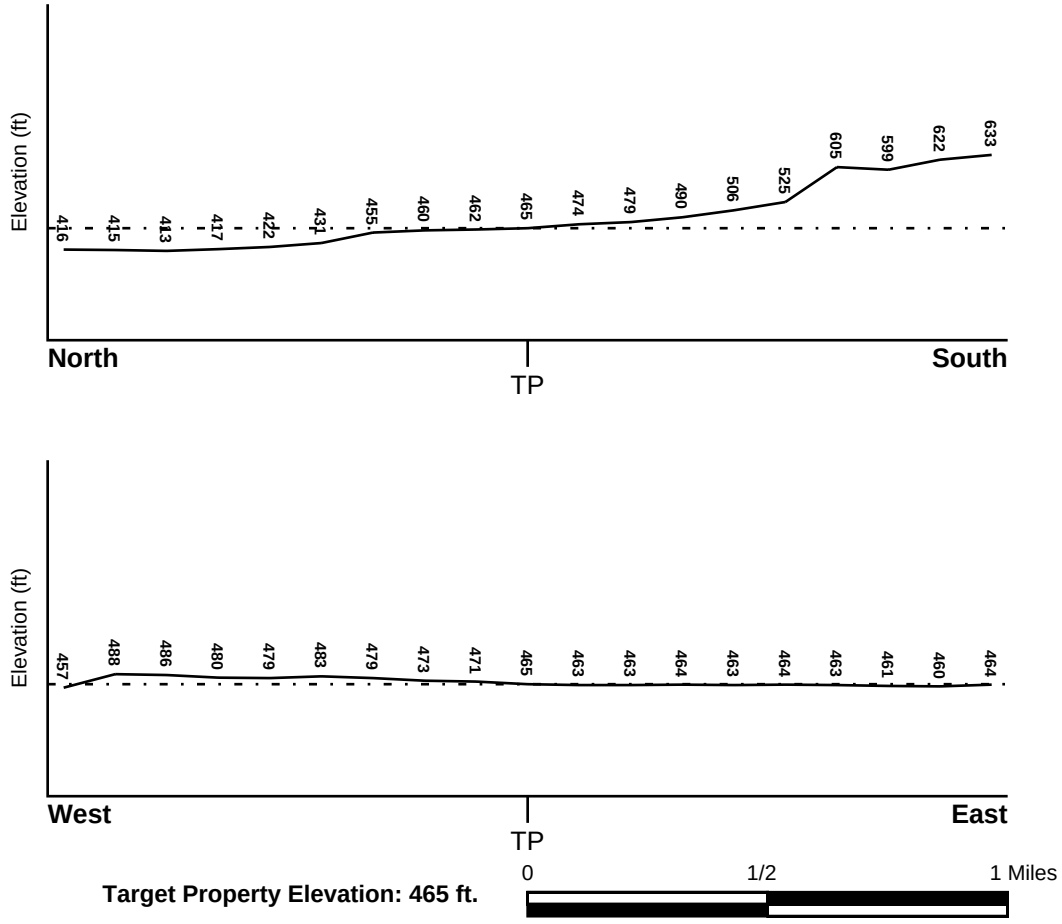
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06103C0070H	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06089C1935G	FEMA FIRM Flood data
06089C1945G	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
COTTONWOOD	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.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

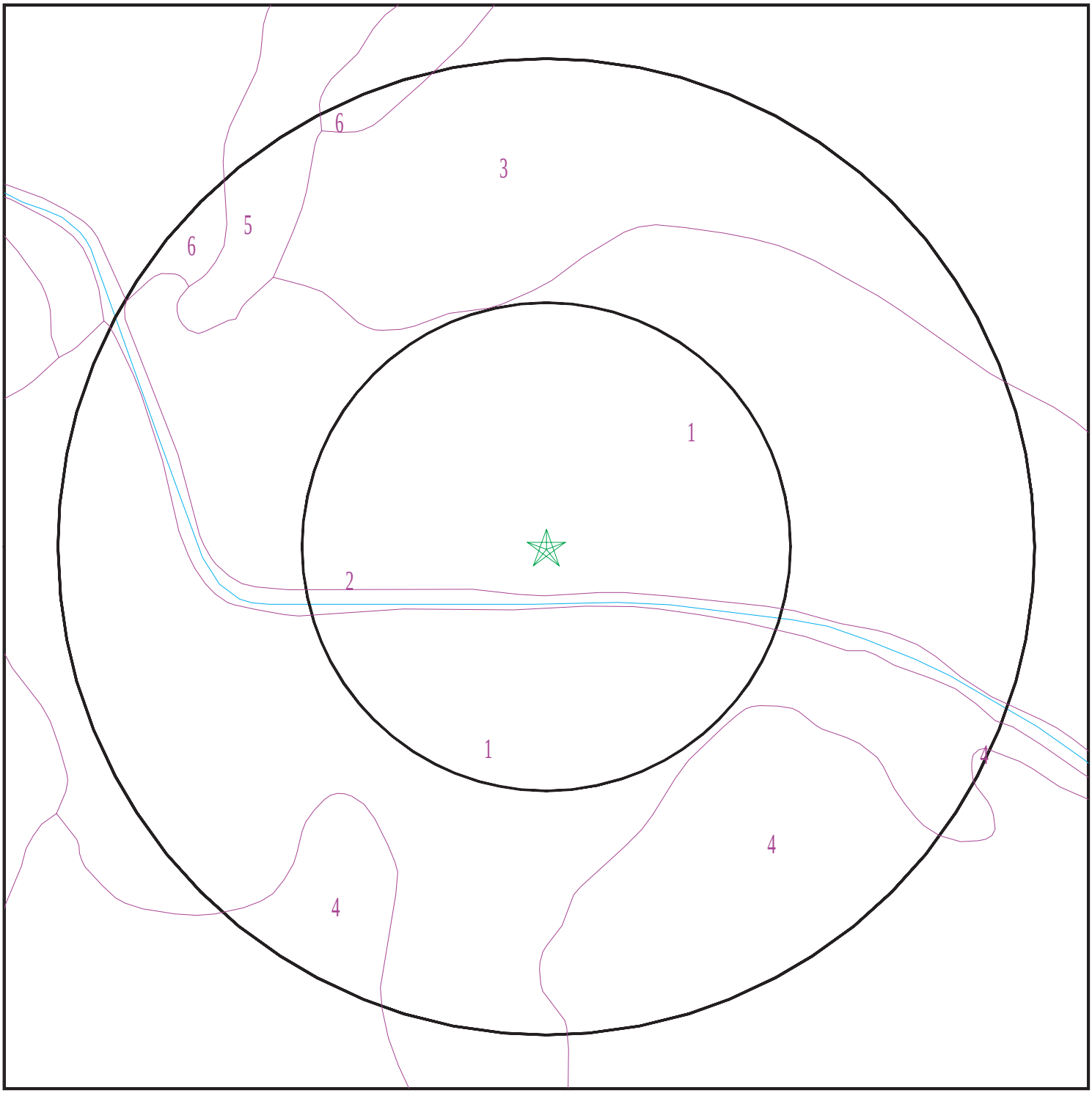
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 7954843.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Not Reported	CLIENT:	Vestra Resources
ADDRESS:	Not Reported Anderson CA 96007	CONTACT:	Jennifer Williams
LAT/LONG:	40.43673 / 122.284606	INQUIRY #:	7954843.2s
		DATE:	April 10, 2025 7:23 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

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: Churn

Soil Surface Texture: gravelly loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information

	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	12 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.42 Min: 0.01	Max: 6 Min: 5.1
2	12 inches	40 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.42 Min: 0.01	Max: 6 Min: 5.1
3	40 inches	59 inches	stratified gravelly loam to gravelly clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.42 Min: 0.01	Max: 6 Min: 5.1

Soil Map ID: 2

Soil Component Name: Water

Soil Surface Texture: gravelly loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class:
Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

No Layer Information available.

Soil Map ID: 3

Soil Component Name: Perkins

Soil Surface Texture: gravelly loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well 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							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	9 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 6.5 Min: 5.6

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	9 inches	59 inches	gravelly clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 6.5 Min: 5.6

Soil Map ID: 4

Soil Component Name: Churn

Soil Surface Texture: gravelly loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	12 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 6 Min: 5.1
2	12 inches	59 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 6 Min: 5.1

Soil Map ID: 5

Soil Component Name: Moda

Soil Surface Texture: loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	9 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:
2	9 inches	20 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:
3	20 inches	29 inches	indurated	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:

Soil Map ID: 6

Soil Component Name: Perkins

Soil Surface Texture: gravelly loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	9 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 6.5 Min: 5.6
2	9 inches	59 inches	gravelly clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 6.5 Min: 5.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
15	USGS40000194392	1/2 - 1 Mile South
31	USGS40000194389	1/2 - 1 Mile South
34	USGS40000194400	1/2 - 1 Mile ESE
38	USGS40000194397	1/2 - 1 Mile ESE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

No PWS System Found

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

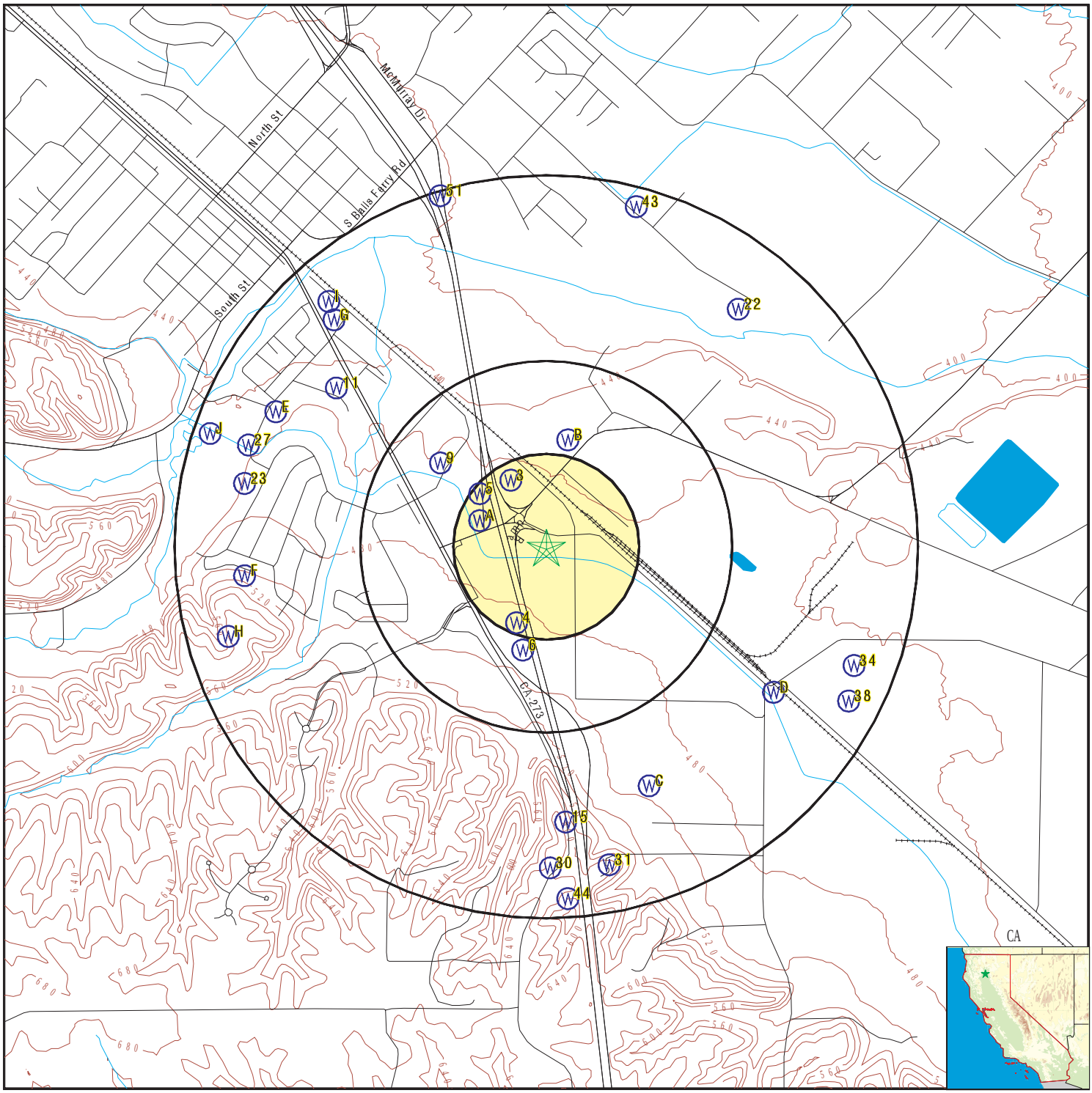
MAP ID	WELL ID	LOCATION FROM TP
A1	CADWR9000043286	1/8 - 1/4 Mile WNW
A2	CADWR9000043287	1/8 - 1/4 Mile WNW
3	17443	1/8 - 1/4 Mile NNW
4	17446	1/8 - 1/4 Mile SSW
5	CADWR9000043288	1/8 - 1/4 Mile NW
6	CADDW2000014053	1/4 - 1/2 Mile SSW
B7	CADWR9000043290	1/4 - 1/2 Mile NNE
B8	CADWR0000025098	1/4 - 1/2 Mile North
9	CADDW2000009069	1/4 - 1/2 Mile NW
C10	CADDW2000020460	1/2 - 1 Mile SSE
11	17439	1/2 - 1 Mile NW
C12	CADDW2000007057	1/2 - 1 Mile SSE
D13	CADWR9000043285	1/2 - 1 Mile ESE
D14	CADWR9000043284	1/2 - 1 Mile ESE
E16	17438	1/2 - 1 Mile WNW
E17	CADDW2000017944	1/2 - 1 Mile WNW
F18	CADWR0000029581	1/2 - 1 Mile West
F19	CADWR0000012398	1/2 - 1 Mile West
G20	CAEDF0000130291	1/2 - 1 Mile NW
G21	CAEDF0000135295	1/2 - 1 Mile NW
22	CAUSGS000001220	1/2 - 1 Mile NE
23	CADWR0000024859	1/2 - 1 Mile WNW
G24	CAEDF0000092722	1/2 - 1 Mile NW
G25	CAEDF0000010219	1/2 - 1 Mile NW
H26	CADDW2000015695	1/2 - 1 Mile WSW
27	CADDW2000012289	1/2 - 1 Mile WNW
G28	CAEDF0000015843	1/2 - 1 Mile NW
G29	CAEDF0000101661	1/2 - 1 Mile NW
30	CADDW2000012410	1/2 - 1 Mile South
I32	CAEDF0000064928	1/2 - 1 Mile NW
I33	CAEDF0000059670	1/2 - 1 Mile NW
H35	17440	1/2 - 1 Mile WSW
H36	17441	1/2 - 1 Mile WSW
H37	17442	1/2 - 1 Mile WSW
J39	CAUSGSN00003295	1/2 - 1 Mile WNW
J40	CAUSGSN00016968	1/2 - 1 Mile WNW
J41	CAUSGS000001970	1/2 - 1 Mile WNW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
J42	CAUSGS000000313	1/2 - 1 Mile WNW
43	CADDW2000023756	1/2 - 1 Mile NNE
44	CADDW2000023219	1/2 - 1 Mile South
J45	CAUSGSN00004214	1/2 - 1 Mile WNW
J46	CAUSGS000002934	1/2 - 1 Mile WNW
J47	CADWR9000043292	1/2 - 1 Mile WNW
J48	CADWR9000043294	1/2 - 1 Mile WNW
J49	CADWR9000043293	1/2 - 1 Mile WNW
J50	CADWR0000012715	1/2 - 1 Mile WNW
51	17432	1/2 - 1 Mile NNW

PHYSICAL SETTING SOURCE MAP - 7954843.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Not Reported	CLIENT:	Vestra Resources
ADDRESS:	Not Reported Anderson CA 96007	CONTACT:	Jennifer Williams
		INQUIRY #:	7954843.2s
LAT/LONG:	40.43673 / 122.284606	DATE:	April 10, 2025 7:23 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

A1
WNW
1/8 - 1/4 Mile
Higher

CA WELLS **CADWR9000043286**

State Well #:	30N04W23M001M	Station ID:	24948
Well Name:	MW-02S	Basin Name:	Anderson
Well Use:	Observation	Well Type:	Single Well
Well Depth:	114	Well Completion Rpt #:	1077129

A2
WNW
1/8 - 1/4 Mile
Higher

CA WELLS **CADWR9000043287**

State Well #:	30N04W23M002M	Station ID:	40027
Well Name:	MW-02D	Basin Name:	Anderson
Well Use:	Observation	Well Type:	Single Well
Well Depth:	201	Well Completion Rpt #:	1077128

3
NNW
1/8 - 1/4 Mile
Lower

CA WELLS **17443**

Seq:	17443	Prim sta c:	30N/04W-23L01 M
Frds no:	4500233001	County:	45
District:	75	User id:	45C
System no:	4500233	Water type:	G
Source nam:	WELL 01 OFFICE WELL	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	402622.0	Longitude:	1221707.0
Precision:	3	Status:	AR
Comment 1:	SWL BARNEY ST NW OF DESCHUTES RD	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	4500233	System nam:	Roseburg Lumber Co
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported
Pop serv:	0	Connection:	0
Area serve:	Not Reported		

4
SSW
1/8 - 1/4 Mile
Higher

CA WELLS **17446**

Seq:	17446	Prim sta c:	30N/04W-26C01 M
Frds no:	4510001012	County:	45
District:	01	User id:	ATT
System no:	4510001	Water type:	G
Source nam:	WELL 10 - HWY 273	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	402602.0	Longitude:	1221706.0

Precision:	3	Status:	AU
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	4510001	System nam:	City Of Anderson
Hqname:	Not Reported	Address:	1887 HOWARD ST
City:	ANDERSON	State:	CA
Zip:	96007	Zip ext:	Not Reported
Pop serv:	9381	Connection:	2420
Area serve:	ANDERSON & VICINITY		
Sample date:	13-SEP-17	Finding:	1.18
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	08-JUL-16	Finding:	9.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	08-JUL-16	Finding:	10.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	08-JUL-16	Finding:	58.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	08-JUL-16	Finding:	1.03
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	08-JUL-16	Finding:	75.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	08-JUL-16	Finding:	7.57
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	08-JUL-16	Finding:	13.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	08-JUL-16	Finding:	92.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	04-SEP-15	Finding:	0.91
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-AUG-15	Finding:	0.473
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-AUG-15	Finding:	0.34
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	06-AUG-15	Finding:	2.85

Chemical:	RADIUM 228	Report units:	PCI/L
Dlr:	1.		
Sample date:	06-AUG-15	Finding:	0.17
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	06-AUG-15	Finding:	0.49
Chemical:	RADIUM 228 MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	15-AUG-14	Finding:	4.4
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	04-JUN-14	Finding:	171.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	04-JUN-14	Finding:	3.6
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	04-JUN-14	Finding:	4.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	04-JUN-14	Finding:	111.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	21-AUG-13	Finding:	160.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	21-AUG-13	Finding:	3.7
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	21-AUG-13	Finding:	4.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	21-AUG-13	Finding:	131.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	09-AUG-13	Finding:	5.2
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	15-JUN-12	Finding:	5.72
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

5
NW
1/8 - 1/4 Mile
Lower

CA WELLS **CADWR9000043288**

State Well #:	30N04W23M003M	Station ID:	49454
Well Name:	30N04W23M003M	Basin Name:	Anderson
Well Use:	Irrigation	Well Type:	Single Well
Well Depth:	465	Well Completion Rpt #:	0960212

6
SSW
1/4 - 1/2 Mile
Higher

CA WELLS **CADDW2000014053**

GAMA:

Well ID:	CA4510001_012_012	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4510001-012
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=CA4510001_012_012&store_num=		
GeoTracker Data:	Not Reported		

B7
NNE
1/4 - 1/2 Mile
Lower

CA WELLS **CADWR9000043290**

State Well #:	30N04W23G001M	Station ID:	23419
Well Name:	30N04W23G001M	Basin Name:	Anderson
Well Use:	Industrial	Well Type:	Single Well
Well Depth:	345	Well Completion Rpt #:	8428

B8
North
1/4 - 1/2 Mile
Lower

CA WELLS **CADWR0000025098**

Well ID:	30N04W23?00?M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	30N04W23?00?M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=30N04W23?00?M&store_num=		
GeoTracker Data:	Not Reported		

9
NW
1/4 - 1/2 Mile
Higher

CA WELLS **CADDW2000009069**

GAMA:

Well ID:	CA4500197_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4500197-001
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=CA4500197_001_001&store_num=		
GeoTracker Data:	Not Reported		

C10
SSE
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000020460**

GAMA:

Well ID:	CA4500037_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4500037-001
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=CA4500037_001_001&store_num=		
GeoTracker Data:	Not Reported		

11
NW
1/2 - 1 Mile
Lower

CA WELLS **17439**

Seq:	17439	Prim sta c:	30N/04W-22H02 M
Frds no:	4500197001	County:	45
District:	75	User id:	45C
System no:	4500197	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	402635.0	Longitude:	1221739.0
Precision:	3	Status:	AR
Comment 1:	1703-1713 BRUCE DR., ANDERSON. 11' STEEL CASED WELL.		
Comment 2:	Not Reported	Comment 3:	Not Reported
Comment 4:	Not Reported	Comment 5:	Not Reported
Comment 6:	Not Reported	Comment 7:	Not Reported
System no:	4500197	System nam:	White Center
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported
Pop serv:	0	Connection:	0
Area serve:	Not Reported		

C12
SSE
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000007057**

GAMA:

Well ID:	CA4500037_002_002	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4500037-002
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=CA4500037_002_002&store_num=		
GeoTracker Data:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

D13
ESE
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000043285**

State Well #:	30N04W25D004M	Station ID:	39670
Well Name:	MW-03D	Basin Name:	Anderson
Well Use:	Observation	Well Type:	Single Well
Well Depth:	201	Well Completion Rpt #:	1077130

D14
ESE
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000043284**

State Well #:	30N04W25D003M	Station ID:	24949
Well Name:	MW-03S	Basin Name:	Anderson
Well Use:	Observation	Well Type:	Single Well
Well Depth:	122	Well Completion Rpt #:	1077131

15
South
1/2 - 1 Mile
Higher

FED USGS **USGS40000194392**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	030N004W26F001M	Type:	Well
Description:	Not Reported	HUC:	18020101
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:	19800410	Well Depth:	277
Well Depth Units:	ft	Well Hole Depth:	277
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	35	Level reading date:	1985-09-19
Feet below surface:	237.05	Feet to sea level:	Not Reported
Note:	Not Reported		
Level reading date:	1985-08-27	Feet below surface:	235.12
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-07-22	Feet below surface:	232.56
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-06-26	Feet below surface:	231.25
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-05-21	Feet below surface:	230.04
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-04-22	Feet below surface:	228.33
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1985-03-21	Feet below surface:	229.27
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-02-25	Feet below surface:	228.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-01-25	Feet below surface:	234.60
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-12-20	Feet below surface:	229.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-11-21	Feet below surface:	230.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-08-31	Feet below surface:	231.33
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-07-23	Feet below surface:	233.56
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-06-15	Feet below surface:	231.24
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-04-16	Feet below surface:	228.53
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-03-23	Feet below surface:	227.58
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-02-21	Feet below surface:	227.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-01-25	Feet below surface:	227.36
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-12-21	Feet below surface:	228.21
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-11-21	Feet below surface:	229.43
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-10-20	Feet below surface:	228.81
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-09-20	Feet below surface:	230.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-08-23	Feet below surface:	232.25
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-07-21	Feet below surface:	229.71
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-06-21	Feet below surface:	228.17
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-05-17	Feet below surface:	232.32
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-04-11	Feet below surface:	225.12
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1983-03-21	Feet below surface:	230.61
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-02-23	Feet below surface:	233.32
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-01-25	Feet below surface:	233.68
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-12-27	Feet below surface:	226.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-11-15	Feet below surface:	240.09
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-10-13	Feet below surface:	230.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-09-14	Feet below surface:	241.36
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-04-10	Feet below surface:	235.00
Feet to sea level:	Not Reported	Note:	Not Reported

E16
WNW
1/2 - 1 Mile
Lower

CA WELLS 17438

Seq:	17438	Prim sta c:	30N/04W-22G01 M
Frds no:	4500254001	County:	45
District:	75	User id:	45C
System no:	4500254	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	402632.0	Longitude:	1221750.0
Precision:	3	Status:	AR
Comment 1:	1577 BRUCE DR ANDERSON CA	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	4500254	System nam:	Anderson Park Village Apt.
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported
Pop serv:	0	Connection:	0
Area serve:	Not Reported		
Sample date:	05-DEC-17	Finding:	68.
Chemical:	ZINC	Report units:	UG/L
Dlr:	50.		
Sample date:	05-DEC-17	Finding:	97.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	05-DEC-17	Finding:	5.1
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	05-DEC-17	Finding:	2.3

Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	05-DEC-17	Finding:	1.08
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	05-DEC-17	Finding:	7.67
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	05-DEC-17	Finding:	115.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	05-DEC-17	Finding:	0.5
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dlr:	0.1		
Sample date:	05-APR-16	Finding:	1.1
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	07-APR-15	Finding:	4.79
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	03-MAR-15	Finding:	0.97
Chemical:	RADIUM 228 MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	03-MAR-15	Finding:	0.19
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	03-MAR-15	Finding:	1.7
Chemical:	RADIUM 228	Report units:	PCI/L
Dlr:	1.		
Sample date:	02-DEC-14	Finding:	0.43
Chemical:	RADIUM 228 MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	02-DEC-14	Finding:	0.13
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	02-SEP-14	Finding:	0.47
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	02-SEP-14	Finding:	1.87
Chemical:	RADIUM 228	Report units:	PCI/L
Dlr:	1.		
Sample date:	02-SEP-14	Finding:	0.6
Chemical:	RADIUM 228 MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	03-JUN-14	Finding:	0.7
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		

Sample date:	03-JUN-14	Finding:	4.5
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	26-DEC-13	Finding:	0.675
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	26-DEC-13	Finding:	0.399
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	18-AUG-13	Finding:	0.399
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	18-AUG-13	Finding:	0.675
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	16-MAY-13	Finding:	0.399
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	16-MAY-13	Finding:	0.675
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	20-FEB-13	Finding:	0.675
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	20-FEB-13	Finding:	0.399
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	04-FEB-13	Finding:	4.6
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		

E17
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADDW2000017944**

GAMA:

Well ID:	CA4500254_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4500254-001
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=CA4500254_001_001&store_num=		
GeoTracker Data:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

F18
West
1/2 - 1 Mile
Higher

CA WELLS **CADWR0000029581**

Well ID:	30N04W22Q001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	30N04W22Q001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=30N04W22Q001M&store_num=		
GeoTracker Data:	Not Reported		

F19
West
1/2 - 1 Mile
Higher

CA WELLS **CADWR0000012398**

Well ID:	30N04W22Q002M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	30N04W22Q002M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=30N04W22Q002M&store_num=		
GeoTracker Data:	Not Reported		

G20
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000130291**

Well ID:	T0608900272-MW-2	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-2
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-2&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-2		

G21
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000135295**

Well ID:	T0608900272-MW-3	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-3
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-3&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-3		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

22
NE
1/2 - 1 Mile
Lower

CA WELLS **CAUSGS000001220**

GAMA:

Well ID:	S9_REDBLS_RED19	Well Type:	MUNICIPAL
Source:	United States Geological Survey		
Other Names:	S9_REDBLS_RED19	GAMA Pfas testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGS&samp_date=&global_id=&assigned_name=S9_REDBLS_RED19&store_num=		
GeoTracker Data:	Not Reported		

23
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000024859**

Well ID:	30N04W22K001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	30N04W22K001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=30N04W22K001M&store_num=		
GeoTracker Data:	Not Reported		

G24
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000092722**

Well ID:	T0608900272-MW-4	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-4
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-4&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-4		

G25
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000010219**

Well ID:	T0608900272-MW-1	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-1
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-1&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-1		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

H26
WSW
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000015695**

GAMA:

Well ID:	CA4510001_004_004	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4510001-004
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=CA4510001_004_004&store_num=		
GeoTracker Data:	Not Reported		

27
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADDW2000012289**

GAMA:

Well ID:	CA4510001_010_010	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4510001-010
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=CA4510001_010_010&store_num=		
GeoTracker Data:	Not Reported		

G28
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000015843**

Well ID:	T0608900272-MW-6	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-6
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-6&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-6		

G29
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000101661**

Well ID:	T0608900272-MW-5	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-5
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-5&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-5		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

30
South
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000012410**

GAMA:

Well ID:	CA4500349_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4500349-001
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=CA4500349_001_001&store_num=		
GeoTracker Data:	Not Reported		

31
South
1/2 - 1 Mile
Higher

FED USGS **USGS40000194389**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	030N004W26K001M	Type:	Well
Description:	Not Reported	HUC:	18020101
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:	19790326	Well Depth:	300
Well Depth Units:	ft	Well Hole Depth:	330
Well Hole Depth Units:	ft		

I32
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000064928**

Well ID:	T0608900272-MW-8	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-8
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-8&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-8		

I33
NW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000059670**

Well ID:	T0608900272-MW-7	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-7
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0608900272&assigned_name=MW-7&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0608900272&assigned_name=MW-7		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

34
ESE
1/2 - 1 Mile
Lower

FED USGS **USGS40000194400**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	030N004W25D001M	Type:	Well
Description:	Not Reported	HUC:	18020101
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:	19630101	Well Depth:	573
Well Depth Units:	ft	Well Hole Depth:	573
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	7	Level reading date:	1980-03-31
Feet below surface:	85.0	Feet to sea level:	Not Reported
Note:	Not Reported		
Level reading date:	1980-02-29	Feet below surface:	83.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-05-31	Feet below surface:	88.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-01-22	Feet below surface:	85.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-07-11	Feet below surface:	87.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-01-17	Feet below surface:	87.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-04-14	Feet below surface:	87.0
Feet to sea level:	Not Reported	Note:	Not Reported

H35
WSW
1/2 - 1 Mile
Higher

CA WELLS **17440**

Seq:	17440	Prim sta c:	30N/04W-22K01 M
Frds no:	4510001010	County:	45
District:	01	User id:	ATT
System no:	4510001	Water type:	G
Source nam:	WELL 07 VOLONTE - BRUCE STREET	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	402600.0	Longitude:	1221800.0
Precision:	8	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	4510001	System nam:	City Of Anderson
Hqname:	Not Reported	Address:	1887 HOWARD ST

City:	ANDERSON	State:	CA
Zip:	96007	Zip ext:	Not Reported
Pop serv:	9381	Connection:	2420
Area serve:	ANDERSON & VICINITY		
Sample date:	14-MAR-18	Finding:	1.72
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	13-SEP-17	Finding:	1.6
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	08-MAR-17	Finding:	1.46
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-APR-16	Finding:	7.48
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	14-APR-16	Finding:	0.33
Chemical:	RADIUM 228 MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-APR-16	Finding:	0.28
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	14-APR-16	Finding:	1.26
Chemical:	RADIUM 228	Report units:	PCI/L
Dlr:	1.		
Sample date:	14-APR-16	Finding:	12.
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-APR-16	Finding:	12.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-APR-16	Finding:	13.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	14-APR-16	Finding:	75.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	14-APR-16	Finding:	1.5
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	14-APR-16	Finding:	109.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	14-APR-16	Finding:	89.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	04-SEP-15	Finding:	1.58

Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	06-AUG-15	Finding:	6.e-002
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	06-AUG-15	Finding:	0.46
Chemical:	RADIUM 228 MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	15-AUG-14	Finding:	6.8
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	20-JUN-14	Finding:	0.798
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	20-JUN-14	Finding:	0.479
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	04-JUN-14	Finding:	136.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	04-JUN-14	Finding:	203.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	04-JUN-14	Finding:	4.2
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	04-JUN-14	Finding:	7.2
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	09-AUG-13	Finding:	6.8
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		
Sample date:	15-JUN-12	Finding:	7.33
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dlr:	2.		

H36
WSW
1/2 - 1 Mile
Higher

CA WELLS 17441

Seq:	17441	Prim sta c:	30N/04W-22Q01 M
Frds no:	4510001004	County:	45
District:	01	User id:	ATT
System no:	4510001	Water type:	G
Source nam:	WELL 01 - ABANDONED	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	402600.0	Longitude:	1221800.0
Precision:	8	Status:	AB
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported

Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	4510001	System nam:	City Of Anderson
Hqname:	Not Reported	Address:	1887 HOWARD ST
City:	ANDERSON	State:	CA
Zip:	96007	Zip ext:	Not Reported
Pop serv:	9381	Connection:	2420
Area serve:	ANDERSON & VICINITY		

H37
WSW **CA WELLS** **17442**
1/2 - 1 Mile
Higher

Seq:	17442	Prim sta c:	30N/04W-22Q02 M
Frds no:	4510001005	County:	45
District:	01	User id:	ATT
System no:	4510001	Water type:	G
Source nam:	WELL 02 ANDERSON HEIGHTS	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	402600.0	Longitude:	1221800.0
Precision:	8	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	4510001	System nam:	City Of Anderson
Hqname:	Not Reported	Address:	1887 HOWARD ST
City:	ANDERSON	State:	CA
Zip:	96007	Zip ext:	Not Reported
Pop serv:	9381	Connection:	2420
Area serve:	ANDERSON & VICINITY		

38
ESE **FED USGS** **USGS40000194397**
1/2 - 1 Mile
Higher

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	030N004W25D002M	Type:	Well
Description:	Not Reported	HUC:	18020101
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:	19631001	Well Depth:	558
Well Depth Units:	ft	Well Hole Depth:	680
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	6	Level reading date:	1980-03-31
Feet below surface:	83.0	Feet to sea level:	Not Reported
Note:	Not Reported		
Level reading date:	1979-05-31	Feet below surface:	87.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-01-22	Feet below surface:	84.0

Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-07-11	Feet below surface:	88.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-01-17	Feet below surface:	89.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-04-14	Feet below surface:	88.0
Feet to sea level:	Not Reported	Note:	Not Reported

J39
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAUSGSN00003295**

Well ID:	USGS-402600122180001	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-402600122180001	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-402600122180001&store_num=		
GeoTracker Data:	Not Reported		

J40
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAUSGSN00016968**

Well ID:	USGS-402600122180002	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-402600122180002	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-402600122180002&store_num=		
GeoTracker Data:	Not Reported		

J41
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAUSGS000001970**

GAMA:

Well ID:	RED-MW-02	Well Type:	MUNICIPAL
Source:	United States Geological Survey		
Other Names:	RED-MW-02	GAMA Pfas testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGS&samp_date=&global_id=&assigned_name=RED-MW-02&store_num=		
GeoTracker Data:	Not Reported		

J42
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAUSGS000000313**

GAMA:

Well ID:	RED-MW-03	Well Type:	MUNICIPAL
Source:	United States Geological Survey		
Other Names:	RED-MW-03	GAMA Pfas testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGS&samp_date=&global_id=&assigned_name=RED-MW-03&store_num=		
GeoTracker Data:	Not Reported		

43
NNE **CA WELLS** **CADDW2000023756**
1/2 - 1 Mile
Lower

GAMA:

Well ID:	CA4500199_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4500199-001
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=CA4500199_001_001&store_num=		
GeoTracker Data:	Not Reported		

44
South **CA WELLS** **CADDW2000023219**
1/2 - 1 Mile
Higher

GAMA:

Well ID:	CA4500350_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4500350-001
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=CA4500350_001_001&store_num=		
GeoTracker Data:	Not Reported		

J45
WNW **CA WELLS** **CAUSGSN00004214**
1/2 - 1 Mile
Lower

Well ID:	USGS-402600122180003	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-402600122180003	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-402600122180003&store_num=		
GeoTracker Data:	Not Reported		

J46
WNW **CA WELLS** **CAUSGS000002934**
1/2 - 1 Mile
Lower

GAMA:

Well ID:	RED-MW-01	Well Type:	MUNICIPAL
Source:	United States Geological Survey		
Other Names:	RED-MW-01	GAMA Pfas testing:	Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGS&samp_date=&global_id=&assigned_name=RED-MW-01&store_num=
GeoTracker Data: Not Reported

J47
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000043292**

State Well #:	30N04W22F003M	Station ID:	38200
Well Name:	MW-01D	Basin Name:	Anderson
Well Use:	Observation	Well Type:	Single Well
Well Depth:	202	Well Completion Rpt #:	1077132

J48
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000043294**

State Well #:	30N04W22F004M	Station ID:	24950
Well Name:	MW-08	Basin Name:	Anderson
Well Use:	Observation	Well Type:	Single Well
Well Depth:	540	Well Completion Rpt #:	726990

J49
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000043293**

State Well #:	30N04W22F002M	Station ID:	40026
Well Name:	MW-01S	Basin Name:	Anderson
Well Use:	Observation	Well Type:	Single Well
Well Depth:	113	Well Completion Rpt #:	1077133

J50
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000012715**

Well ID:	30N04W22F004M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	30N04W22F004M	GAMA PFAS Testing:	Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=30N04W22F004M&store_num=
GeoTracker Data: Not Reported

51
NNW
1/2 - 1 Mile
Lower

CA WELLS **17432**

Seq:	17432	Prim sta c:	30N/04W-15Q02 M
Frds no:	4500199001	County:	45

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

District:	75	User id:	45C
System no:	4500199	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	402702.0	Longitude:	1221720.0
Precision:	3	Status:	AR
Comment 1:	EAST STREET, ANDERSON. 12' STEEL CASED WELL		
Comment 2:	Not Reported	Comment 3:	Not Reported
Comment 4:	Not Reported	Comment 5:	Not Reported
Comment 6:	Not Reported	Comment 7:	Not Reported

System no:	4500199	System nam:	Ferrys Pharmacy
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported
Pop serv:	0	Connection:	0
Area serve:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
96007	14	2

Federal EPA Radon Zone for SHASTA 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: 96007

Number of sites tested: 9

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.956 pCi/L	89%	11%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

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^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation 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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Appendix K

Historical Use Information on Nearby Properties

STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

CASE SUMMARY

REPORT DATE
8/8/1990

HAZARDOUS MATERIAL INCIDENT REPORT FILED WITH OES?

I. REPORTED BY -
UNKNOWN

CREATED BY
UNKNOWN

III. SITE LOCATION

FACILITY NAME
ROSEBURG #3

FACILITY ID

FACILITY ADDRESS
DESCHUTES RD
ANDERSON, CA 96007
SHASTA COUNTY

ORIENTATION OF SITE TO STREET

CROSS STREET
HAWS RD

V. SUBSTANCES RELEASED / CONTAMINANT(S) OF CONCERN

WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING

VI. DISCOVERY/ABATEMENT

DATE DISCHARGE BEGAN

DATE DISCOVERED
7/12/1990

HOW DISCOVERED
Tank Closure

DESCRIPTION

DATE STOPPED
7/12/1990

STOP METHOD

DESCRIPTION

VII. SOURCE/CAUSE

SOURCE OF DISCHARGE
Other

CAUSE OF DISCHARGE
Overfill

DISCHARGE DESCRIPTION

VIII. CASE TYPE

CASE TYPE
Soil

IX. REMEDIAL ACTION

NO REMEDIAL ACTIONS ENTERED

X. GENERAL COMMENTS

XI. CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION REPORTED HEREIN IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

XII. REGULATORY USE ONLY

LOCAL AGENCY CASE NUMBER

REGIONAL BOARD CASE NUMBER
450057

LOCAL AGENCY

CONTACT NAME	INITIALS	ORGANIZATION_NAME	EMAIL ADDRESS
MARK CRAMER	MAR	SHASTA COUNTY	mcramer@co.shasta.ca.us

ADDRESS
1855 PLACER STREET
REDDING, CA 96001

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
Government	(530)-225-5413	

REGIONAL BOARD

CONTACT NAME	INITIALS	ORGANIZATION_NAME	EMAIL ADDRESS
RECEPTIONIST, REGION 5 REDDING		CENTRAL VALLEY RWQCB (REGION 5R)	

ADDRESS
364 Knollcrest Drive, Suite 205
REDDING, CA 96002

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
Office	(530)-224-4845	

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STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

CASE SUMMARY

REPORT DATE
9/28/1998

HAZARDOUS MATERIAL INCIDENT REPORT FILED WITH OES?

I. REPORTED BY -
UNKNOWN

CREATED BY
UNKNOWN

III. SITE LOCATION

FACILITY NAME
TOWER MART #150

FACILITY ID

FACILITY ADDRESS
1975 PONDEROSA WAY
ANDERSON, CA 96007
SHASTA COUNTY

ORIENTATION OF SITE TO STREET

CROSS STREET
HWY 273

V. SUBSTANCES RELEASED / CONTAMINANT(S) OF CONCERN
GASOLINE

VI. DISCOVERY/ABATEMENT

DATE DISCHARGE BEGAN

DATE DISCOVERED
8/11/1998

HOW DISCOVERED
Other Means

DESCRIPTION

DATE STOPPED
8/11/1998

STOP METHOD

DESCRIPTION

VII. SOURCE/CAUSE

SOURCE OF DISCHARGE
Piping

CAUSE OF DISCHARGE
Unknown

DISCHARGE DESCRIPTION

VIII. CASE TYPE

CASE TYPE
Aquifer used for drinking water supply

IX. REMEDIAL ACTION
NO REMEDIAL ACTIONS ENTERED

X. GENERAL COMMENTS

XI. CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION REPORTED HEREIN IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

XII. REGULATORY USE ONLY

LOCAL AGENCY CASE NUMBER

REGIONAL BOARD CASE NUMBER
450261

LOCAL AGENCY

CONTACT NAME	INITIALS	ORGANIZATION_NAME	EMAIL ADDRESS
MARK CRAMER	MAR	SHASTA COUNTY	mcramer@co.shasta.ca.us

ADDRESS

1855 PLACER STREET
REDDING, CA 96001

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
Government	(530)-225-5413	

REGIONAL BOARD

CONTACT NAME	INITIALS	ORGANIZATION_NAME	EMAIL ADDRESS
RON S. FALKOWSKI	RF	CENTRAL VALLEY RWQCB (REGION 5R)	rfalkowski@waterboards.ca.gov

ADDRESS

364 Knollcrest Drive, Suite 205
REDDING, CA 96003

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
Main Office	(530)-224-4845	
Desk	(530)-224-3227	

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Linda S. Adams
Secretary for Environmental Protection

California Regional Water Quality Control Board
Central Valley Region
Karl E. Longley, ScD, P.E., Chair

415 Knollcrest Drive, Suite 100, Redding, California 96002
(530) 224-4845 • Fax (530) 224-4857
http://www.waterboards.ca.gov/centralvalley

Arnold Schwarzenegger
Governor

29 January 2009

Mr. Mark Vasey
Tower Energy Group
1983 West 190th Street
Torrance, CA 90504

***NO FURTHER ACTION REQUIRED,* TOWER MART 150, 1975 PONDEROSA WAY, ANDERSON, SHASTA COUNTY, UST CASE #450261**

This letter confirms the completion of site investigation and remedial action for the underground storage tank(s) formerly located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tank(s) are greatly appreciated.

Based on the information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tank(s) site is in compliance with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release(s) at the site is required.

This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code.

If you have any questions regarding this matter please contact Ron S. Falkowski at (530) 224-4788 or at the letterhead address.

(For) PAMELA C. CREEDON
Executive Officer

RSF: sae

Enclosures (Memorandum and NFAR Checklist)

cc: Mr. Bruce Jacobsen, West & Associates, Vacaville
Mr. Neil Sullivan, SCEH, Redding
Mr. Ron Duff, USTCF, Sacramento

Linda S. Adams
Secretary for Environmental Protection

California Regional Water Quality Control Board
Central Valley Region
Karl E. Longley, ScD, P.E., Chair

415 Knollcrest Drive, Suite 100, Redding, California 96002
(530) 224-4845 • Fax (530) 224-4857
http://www.waterboards.ca.gov/centralvalley

Arnold Schwarzenegger
Governor

TO: Karen L. Clementsen, P.G.
Senior Engineering Geologist
Groundwater Unit

FROM: Ron. S. Falkowski
Engineering Geologist
Groundwater Unit

DATE: 29 January 2009

SIGNATURE: 

REVIEW FOR NO FURTHER ACTION, TOWER MART 150, 1975 PONDEROSA WAY, ANDERSON, SHASTA COUNTY, UST CASE #450261

Setting: The site is an active gasoline and diesel service station.

Source: Soils samples were collected during a dispenser and piping upgrade. The highest in-situ total petroleum hydrocarbons TPH–gasoline (TPH-g) and TPH-diesel (TPH-d) in soil were 2.1 mg/kg and 120,000 mg/kg, respectively. Soil BTEX concentrations were 0.15, 0.21, 0.019, 0.24 mg/kg respectively. Highest MTBE concentration in soils was 25 mg/kg.

Actions: Four gasoline and diesel product dispensers and associated piping were removed from the subject facility on 11/12 August 1998. Approximately 29 cubic yards of soil were stockpiled and transported for offsite treatment/disposal. Additional soil and groundwater sampling was completed but significant concentrations of petroleum constituents were not detected.

Extent defined: Yes

Issues One domestic well was registered in the DWR records within 2,000 feet of the subject site. However the location or existence of the well could not be confirmed.

Estimated Residual Mass: An estimated 2.43 lbs of TPH-d remains in the soils on site.

Rationale: With minimal contamination remaining in the shallow soils, and a groundwater table greater than 30 feet, the site poses an insignificant threat and requires no further action.

Threat to Groundwater **None**

Threat to Human Health: None

Summary: It appears that no significant gasoline petroleum contamination was released at the site. A limited amount of degraded diesel contamination remains in the sites clayey soils. However, groundwater at depth (>30ft) does not appear to have been adversely impacted. No municipal supply wells are located within 2,000 feet from the site. There are no on site monitoring wells to be abandoned.

Additional Information can be found in the Regional Water Board case file #450261, at the State GeoTracker website, and/or at the county Department of Environmental Health.

RSF: sae

U:\Clerical Documents\Correspondence_Final\Groundwater Unit\FalkowskiR\2009\January\450261 NFASummary 0109.doc

TABLE 1 - CHECKLIST OF REQUIRED DATA FOR NO FURTHER ACTION REQUESTS AT UNDERGROUND TANK SITES

Site Name and Location: Tower Mart #150, 1975 Ponderosa Way, Anderson, CA

[X] *1. Distance to production wells for municipal, domestic, agriculture, industry and other uses within 2000 feet of the site;*

[X] *2. Site maps, to scale, of area impacted showing locations of any former and existing tank systems, excavation contours and sample locations, boring and monitoring well elevation contours, gradients, and nearby surface waters, buildings, streets, and subsurface utilities;*

[NA] *3. Figures depicting lithology (cross section), treatment system diagrams;*

[X] *4. Stockpiled soil remaining on-site or off-site disposal (quantity);*

[NA] *5. Monitoring wells remaining on-site, fate;*

[NA] *6. Tabulated results of all groundwater elevations and depths to water;*

[X] *7. Tabulated results of all sampling and analyses:*

- [X] *Detection limits for confirmation sampling*
- [X] *Lead analyses*

[NA] *8. Concentration contours of contaminants found and those remaining in soil and groundwater, and both on-site and off-site:*

- [ ] *Lateral and* [ ] *Vertical extent of soil contamination*
- [ ] *Lateral and* [ ] *Vertical extent of groundwater contamination*

[NA] *9. Zone of influence calculated and assumptions used for subsurface remediation system and the zone of capture attained for the soil and groundwater remediation system;*

[NA] *10. Reports / information* [ ] *Unauthorized Release Form* [ ] *QMRs (Dates)*

[X] *Well and boring logs* [ ] *PAR* [ ] *FRP* [ ] *Other (report name)*

[NA] *11. Best Available Technology (BAT) used or an explanation for not using BAT;*

[NA] *12. Reasons why background was/is unattainable using BAT;*

[NA] *13. Mass balance calculation of substance treated versus that remaining;*

[NA] *14. Assumptions, parameters, calculations and model used in risk assessments, and fate and transport modeling;*

[X] *15. Rationale why conditions remaining at site will not adversely impact water quality, health, or other beneficial uses; and*

[NA] *16. WET or TCLP results*

By: BAJ
Date: 10/20/08

Comments: Many of these items are "NA" as this was never a groundwater case. The only remediation performed was a very small initial overexcavation.

STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

CASE SUMMARY

REPORT DATE

HAZARDOUS MATERIAL INCIDENT REPORT FILED WITH OES?
N

I. REPORTED BY -
UNKNOWN

CREATED BY
UNKNOWN

III. SITE LOCATION

FACILITY NAME
WINEMUCCA TRADING CO, FORMER SHASTA PAPER TREATMENT LAGOONS

FACILITY ID

FACILITY ADDRESS
21091 HAWES ROAD
ANDERSON, CA 96007
SHASTA COUNTY

ORIENTATION OF SITE TO STREET

CROSS STREET

V. SUBSTANCES RELEASED / CONTAMINANT(S) OF CONCERN

DIOXIN / FURANS
OTHER INORGANIC / SALT
* DIOXINS

VI. DISCOVERY/ABATEMENT

DATE DISCHARGE BEGAN

DATE DISCOVERED

HOW DISCOVERED

DESCRIPTION

DATE STOPPED

STOP METHOD

DESCRIPTION

VII. SOURCE/CAUSE

SOURCE OF DISCHARGE

CAUSE OF DISCHARGE

DISCHARGE DESCRIPTION

VIII. CASE TYPE

CASE TYPE
Aquifer used for drinking water supply

IX. REMEDIAL ACTION

NO REMEDIAL ACTIONS ENTERED

X. GENERAL COMMENTS

Between 1964 and 2001 the Shasta Pulp and Paper Mill operated under a succession of owners. The facility was an integrated Kraft pulp and paper mill in which wood chips underwent physical and chemical steps to create high quality coated paper. Between 2004 and 2016, Central Valley Regional Water Quality Control Board issued five enforcement actions ordering the owners to remove and properly dispose of residual materials including black liquor, sludge, and petroleum coke remaining on the Site. Between 2019 and 2021, Central Valley Water Quality Control Board staff performed environmental Investigations of soil, soil vapor, surface water and groundwater funded by a Senate Bill 445 grant. Staff posted a comprehensive report of their investigations to GeoTracker on 30 August 2021.
Removal of the residuals from the Site has not been completed as of January 2022.

XI. CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION REPORTED HEREIN IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

XII. REGULATORY USE ONLY

LOCAL AGENCY CASE NUMBER

REGIONAL BOARD CASE NUMBER
2050189

LOCAL AGENCY

CONTACT NAME	INITIALS	ORGANIZATION NAME	EMAIL ADDRESS
SHASTA COUNTY		SHASTA COUNTY	

ADDRESS

r5 UNKNOWN, CA

CONTACT DESCRIPTION

REGIONAL BOARD

CONTACT NAME	INITIALS	ORGANIZATION NAME	EMAIL ADDRESS
BILL BERGMANN	BB	CENTRAL VALLEY RWQCB (REGION 5R)	william.bergmann@waterboards.ca.gov

ADDRESS
364 Knollcrest Drive, Suite 205
REDDING, CA 96002

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
PHONE	(530)-224-4852	

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Appendix L

Resumes of Environmental Professionals

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 I
Traffic Impact Assessment

TRANSPORTATION IMPACT STUDY

ANDERSON 7-ELEVEN PROJECT

ANDERSON, CALIFORNIA

LSA

August 2025

TRANSPORTATION IMPACT STUDY

ANDERSON 7-ELEVEN PROJECT

ANDERSON, CALIFORNIA

Submitted to:

Point View Environmental
1855 Point View Drive
Placerville, California 95667

Prepared by:

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Project No. 20252345

August 2025

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D: LEVEL OF SERVICE REPORTS
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LIST OF ABBREVIATIONS AND ACRONYMS

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Anderson
County	County of Shasta
General Plan	City of Anderson 2007 *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
M2	Industrial-Heavy
mph	miles per hour
MVM	million vehicle miles
OPR	Office of Planning and Research
PM	Post Mile
project	Anderson 7-Eleven
RABA	Redding Area Bus Authority
sf	square foot/feet
SR	State Route
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
VFP	vehicle fueling position
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 Anderson 7-Eleven (project) in Anderson, California. The proposed project will be located on a vacant lot on the southwest corner of the intersection of Barney Road and Locust Road. Figure 1-1 illustrates the regional and project location (figures and tables are provided at the end of each chapter).

This report is intended to satisfy the requirements established by the City of Anderson (City) General Plan 2007 (General Plan), adopted May 2007. 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 four scenarios:

- Existing
- Existing Plus Proposed Project
- Existing Plus Approved/Pending Projects
- Existing Plus Approved/Pending Projects Plus Project

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 4,761-square-foot (sf) convenience store gas station with 10 vehicle fueling positions (VFPs), a commercial diesel fueling station with five VFPs, and commercial truck parking. The parcel for the proposed project is currently designated as Industrial in the General Plan and is zoned as Industrial-Heavy (M2), which allows for auto and truck service stations with a conditional use permit. 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 three driveways:

- **Driveway 1:** A full-access driveway on Locust Road for the convenience store and gas station. This driveway is for passenger vehicles only.

- **Driveway 2:** A full-access driveway on Barney Road for the convenience store and gas station. This driveway is for passenger vehicles only.

- **Driveway 3:** A full-access truck-only driveway on Barney Road for the commercial diesel fueling station and commercial truck parking.

1.2 STUDY AREA

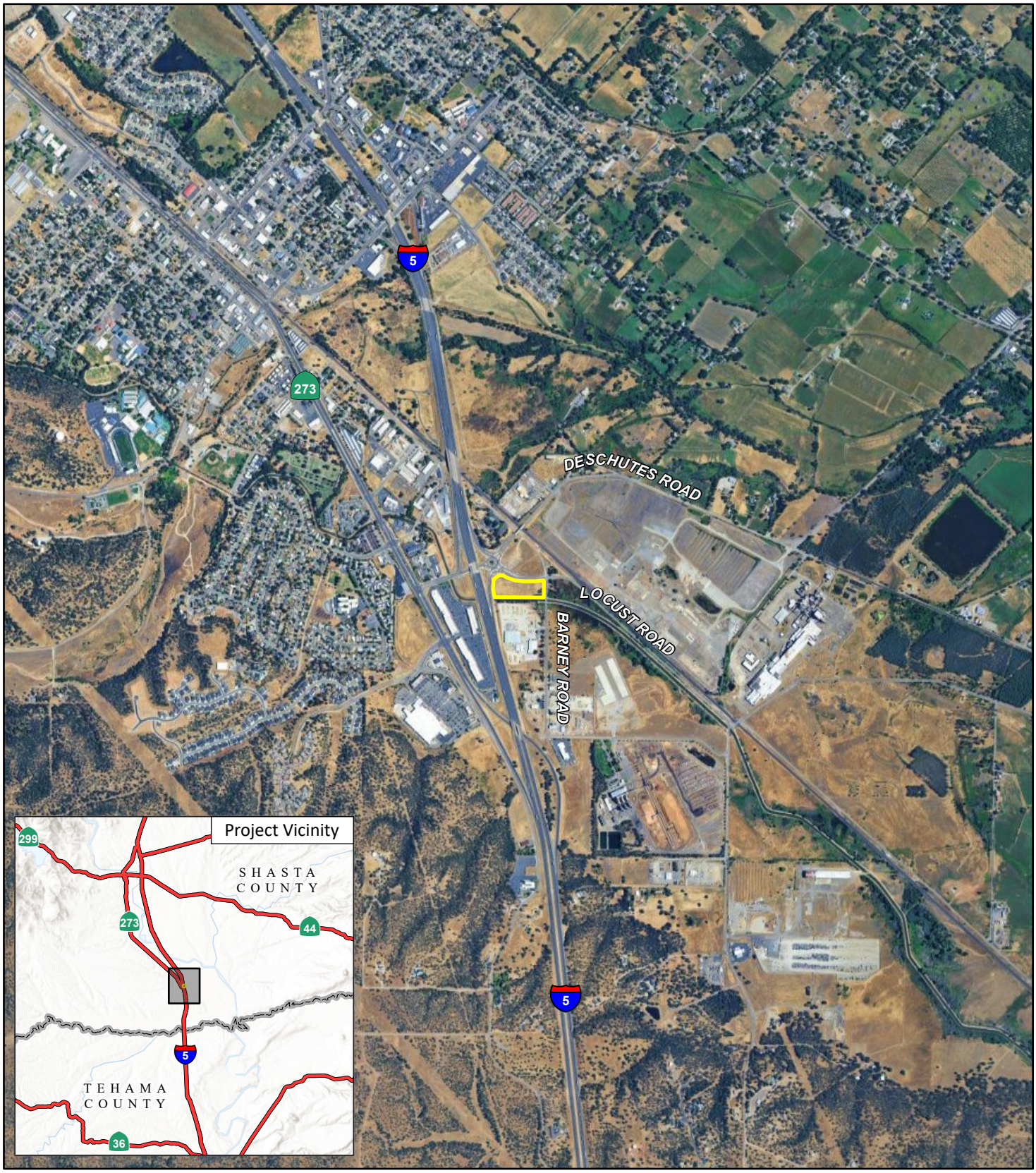
The following study area intersections for the proposed project were based on the distribution of project trips, examination of the local and regional roadway network, and the locations of commercial and residential areas in relation to the proposed project:

1. California State Route (SR) 273–Interstate (I) 5/Pleasant Hills Drive (California Department of Transportation [Caltrans])
2. SR-273/Factory Outlets Drive (Caltrans)
3. I-5 southbound off-ramp/Factory Outlets Drive (Caltrans)
4. I-5 northbound ramps/Factory Outlets Drive/Locust Road/Deschutes Road (Caltrans)
5. Barney Road/Locust Road (City of Anderson)
6. Project Driveway 1/Locust Road (City of Anderson)
7. Project Driveway 2/Barney Road (City of Anderson)
8. Project Driveway 3/Barney Road (City of Anderson)

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



LSA

LEGEND

Project Location

FIGURE 1-1

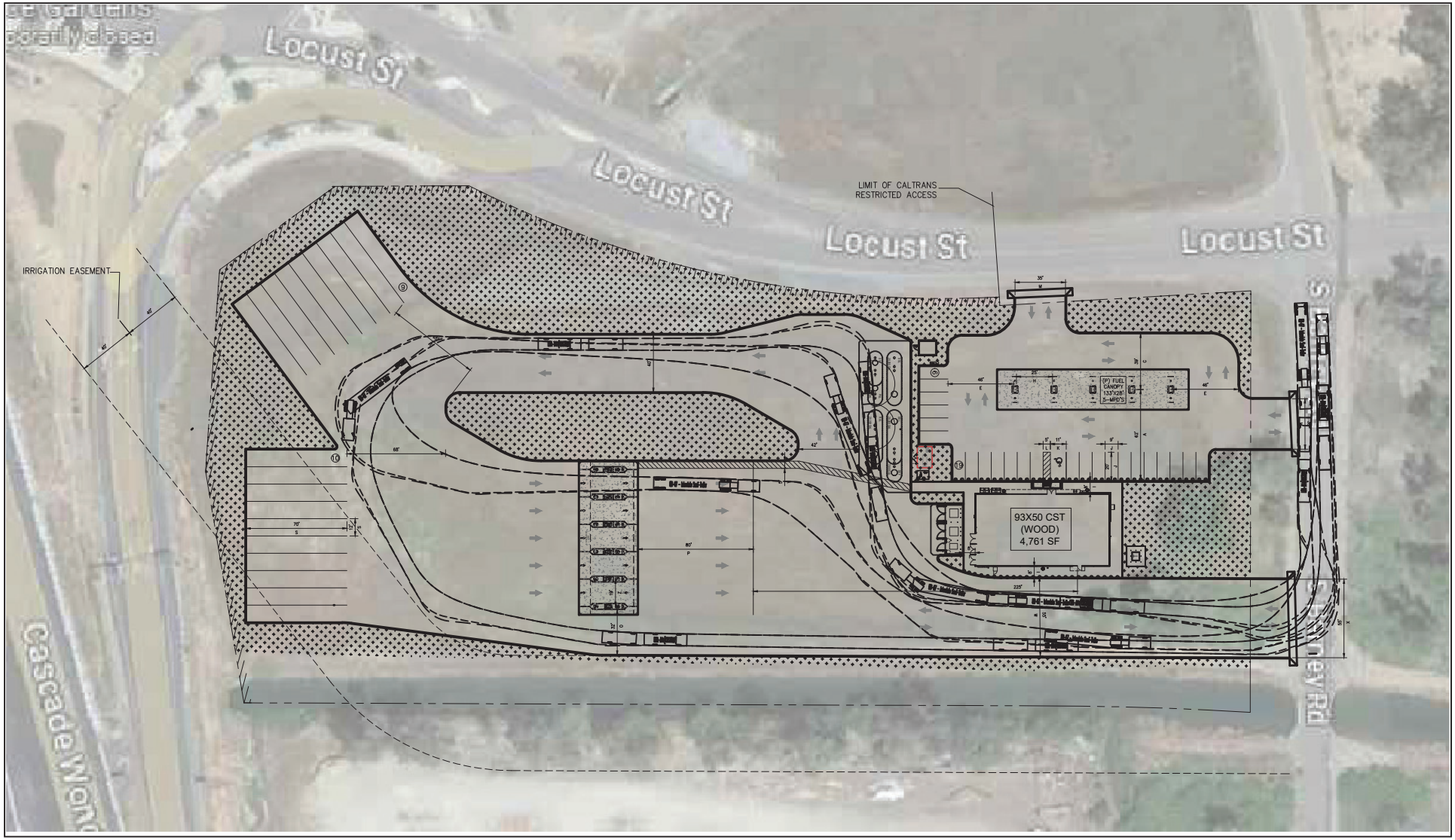
0 1000 2000

FEET

SOURCE: Google Earth, June 2024

Anderson 7-Eleven
Transportation Impact Study
Regional and Project Location

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LSA

FIGURE 1-2

N

0 50 100

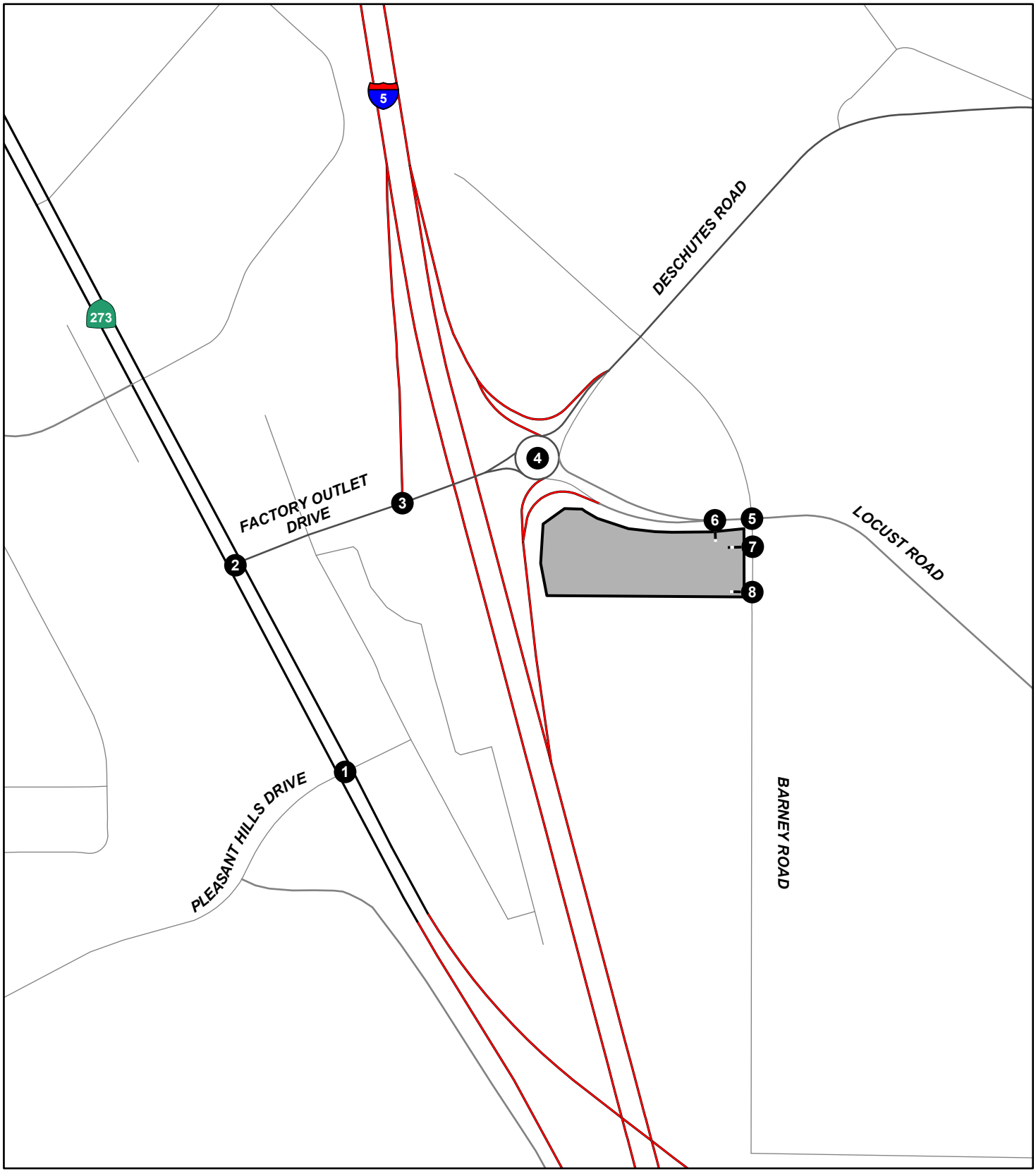
FEET

Anderson 7-Eleven
Transportation Impact Study

Conceptual Site Plan

SOURCE: Tait & Associates, INC. , May 2025

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LSA

LEGEND

Project Location

Study Area Intersection

Project Driveway

FIGURE 3

N

0 250 500

FEET

SOURCE: Google Earth, June 2024

Anderson 7-Eleven
Transportation Impact Study
Study Area Intersections

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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 Objectives, Policies and Implementation Program (Section 3.4.1), LOS D has been considered as the threshold for all study area intersections under the City's jurisdiction.

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
A	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.
B	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.
C	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.)
A	< 10	< 10
B	> 10 and < 15	> 10 and < 20
C	> 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 CIRCULATION NETWORK

3.1 EXISTING ROADWAY NETWORK

This section provides a description of the existing intersection geometry and circulation network within the study area. Figure 3-1 depicts the study area intersection geometrics and traffic control. In Anderson, all major roadways are classified based on the *City of Anderson General Plan*. Figure 3-2 shows the City's General Plan Street Classifications. The following is a brief description of major roadways within the study area:

- **I-5:** I-5, known as the Cascade Wonderland Highway in this region, is a north/south freeway that runs from San Ysidro, California, to Blaine, Washington. I-5 within the study area is a six-lane divided freeway with a posted speed limit of 70 miles per hour (mph).

- **SR-273:** SR-273 is a north/south expressway that runs from Anderson, California to Redding, California. SR-273 within the study area is a divided four-lane roadway with a posted speed limit of 45 mph.

- **Barney Road:** Barney Road is designated as local in the City's General Plan. Barney Road within the study area is an undivided two-lane roadway with a posted speed limit of 35 mph.

- **Deschutes Road:** Deschutes Road is designated as a minor arterial in the City's General Plan. Deschutes Road within the study area is an undivided two-lane roadway with a posted speed limit of 50 mph.

- **Factory Outlet Drive:** Factory Outlet Drive is designated as a minor arterial in the City's General Plan. Factory Outlet Drive between SR-273 and the I-5 southbound ramps is a four-lane roadway. Factory Outlet Drive east of the I-5 southbound ramps is a three-lane roadway with two lanes in the eastbound direction and one lane in the westbound direction. The posted speed limit within the study area is 45 mph.

- **Locust Road:** Locust Road is designated as a major collector in the City's General Plan. Locust Road within the study area is an undivided two-lane roadway with a posted speed limit of 40 mph.

- **Pleasant Hills Drive:** Pleasant Hills Drive is designated as local in the City's General Plan. Pleasant Hills Drive within the study area is an undivided two-lane roadway with a posted speed limit of 25 mph.

3.2 TRUCK, TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

3.2.1 Truck Network

Within the study area, I-5, SR-273, Factory Outlets Road, and Deschutes Road 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

Redding Area Bus Authority (RABA) Route 9 operates within the study area. Route 9 operates six trips per day in the southbound direction and seven trips per day in the northbound direction from Monday to Friday. During Saturday, Route 9 operates five trips per day in the southbound direction and six trips per day in the northbound direction. Route 9 provides access to Redding, Rancheria, Anderson, and other destinations along SR-273. Figure 3-4 shows the route map for RABA Route 9.

3.2.3 Bicycle Facilities

The City of Anderson 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 along arterial and collector streets.

According to the General Plan, the bikeway network within Anderson is classified into three categories: Class I, Class II, and Class III. Class I facilities are typically multi-use trails that are fully separated from vehicular traffic and can be utilized by both bicyclists and pedestrians. Class II facilities are bicycle lanes where a portion of the roadway is striped for bicycle travel. Class III facilities are bicycle routes where bicycles and vehicular traffic share space and are indicated by bike route signs.

Currently, there are no existing bicycle facilities within the study area. However, a Class I separated bike path is currently being planned along SR-273 within the study area. Figure 3-5 depicts the existing and proposed bikeways in Anderson.

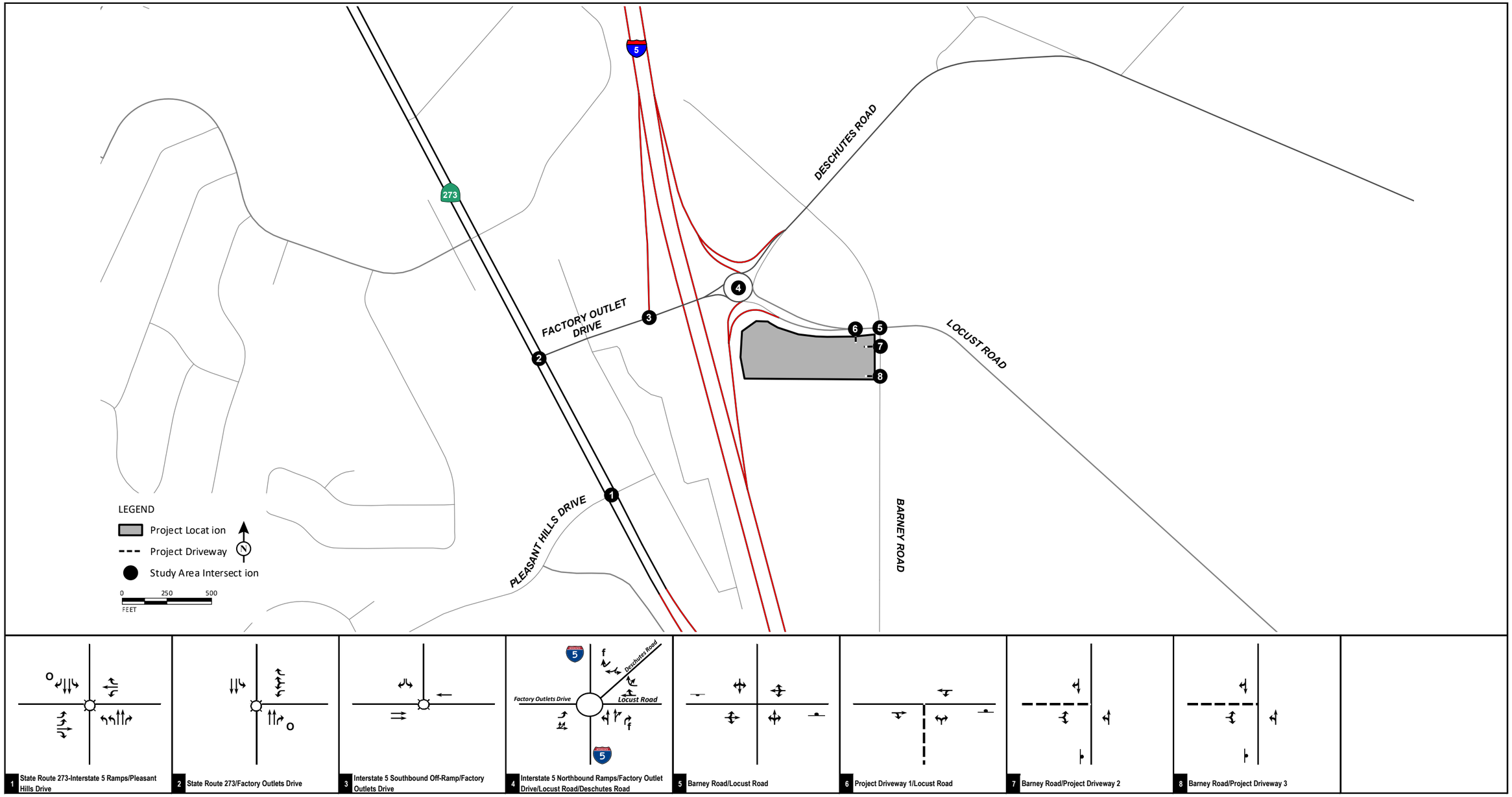
3.2.4 Pedestrian Facilities

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 in the eastbound direction of Pleasant Hills Drive. Paved sidewalks are present on both sides of Factory Outlets Drive between SR-273 and the I-5 southbound off-ramp. Paved sidewalks are also present in the eastbound direction of Factory Outlets Drive between the I-5 southbound off-ramp and the I-5 northbound ramps. Figure 3-6 illustrates the network of existing and proposed existing sidewalks within the city.

3.3 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: Intersection Geometrics and Traffic Control
- Figure 3-2: City of Anderson Circulation Plan
- Figure 3-3: City of Anderson Truck Routes
- Figure 3-4: City of Anderson Transit Routes
- Figure 3-5: City of Anderson Bike Routes
- Figure 3-6: City of Anderson Existing and Proposed Sidewalks



LSA

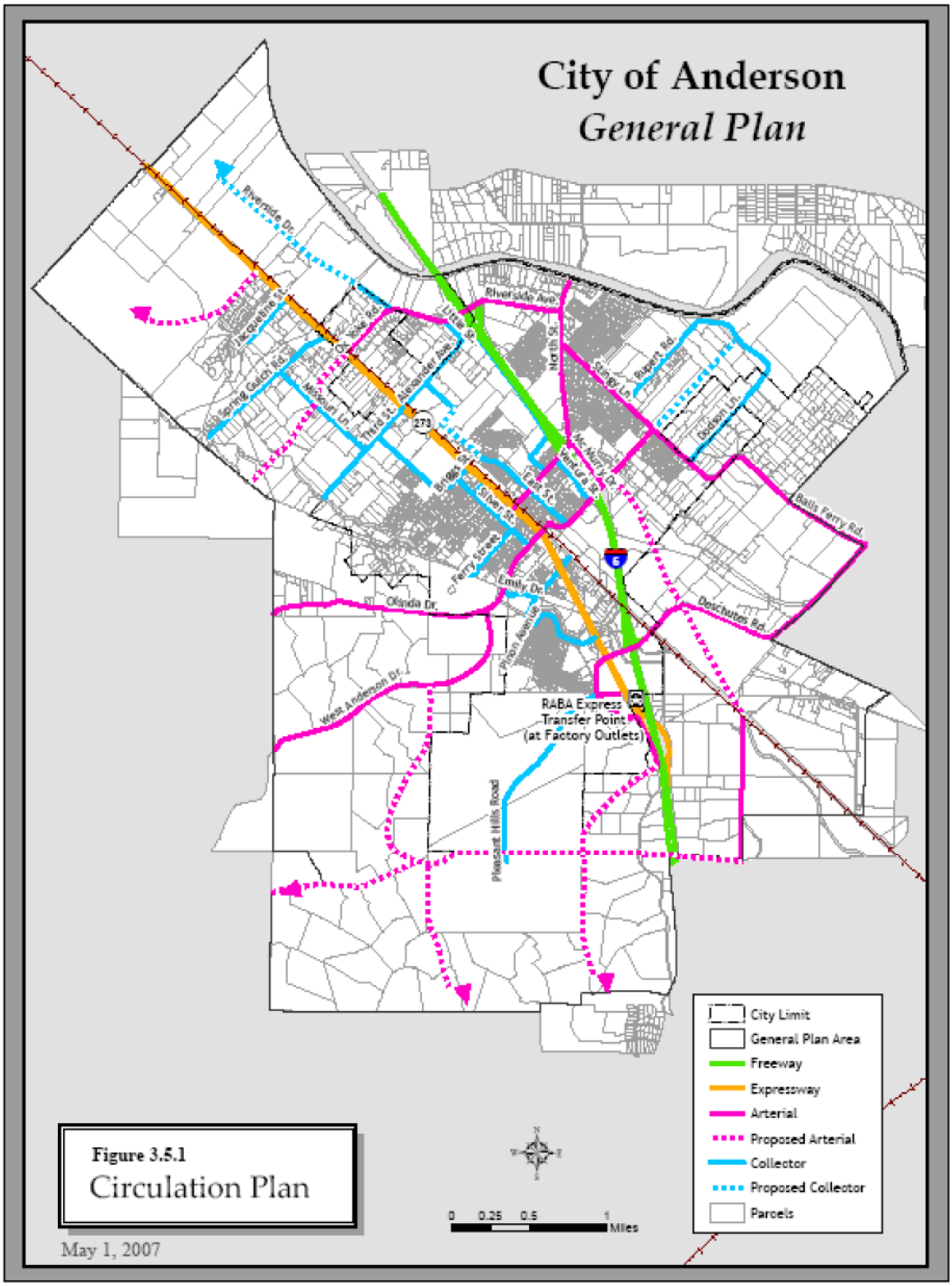
FIGURE 3-1

Legend

Signal
Stop Sign
o Right-Turn Overlap
f Free
Roundabout
Project Driveway

Anderson 7-Eleven Project
Transportation Impact Study

Intersection Geometrics and Traffic Control



LSA

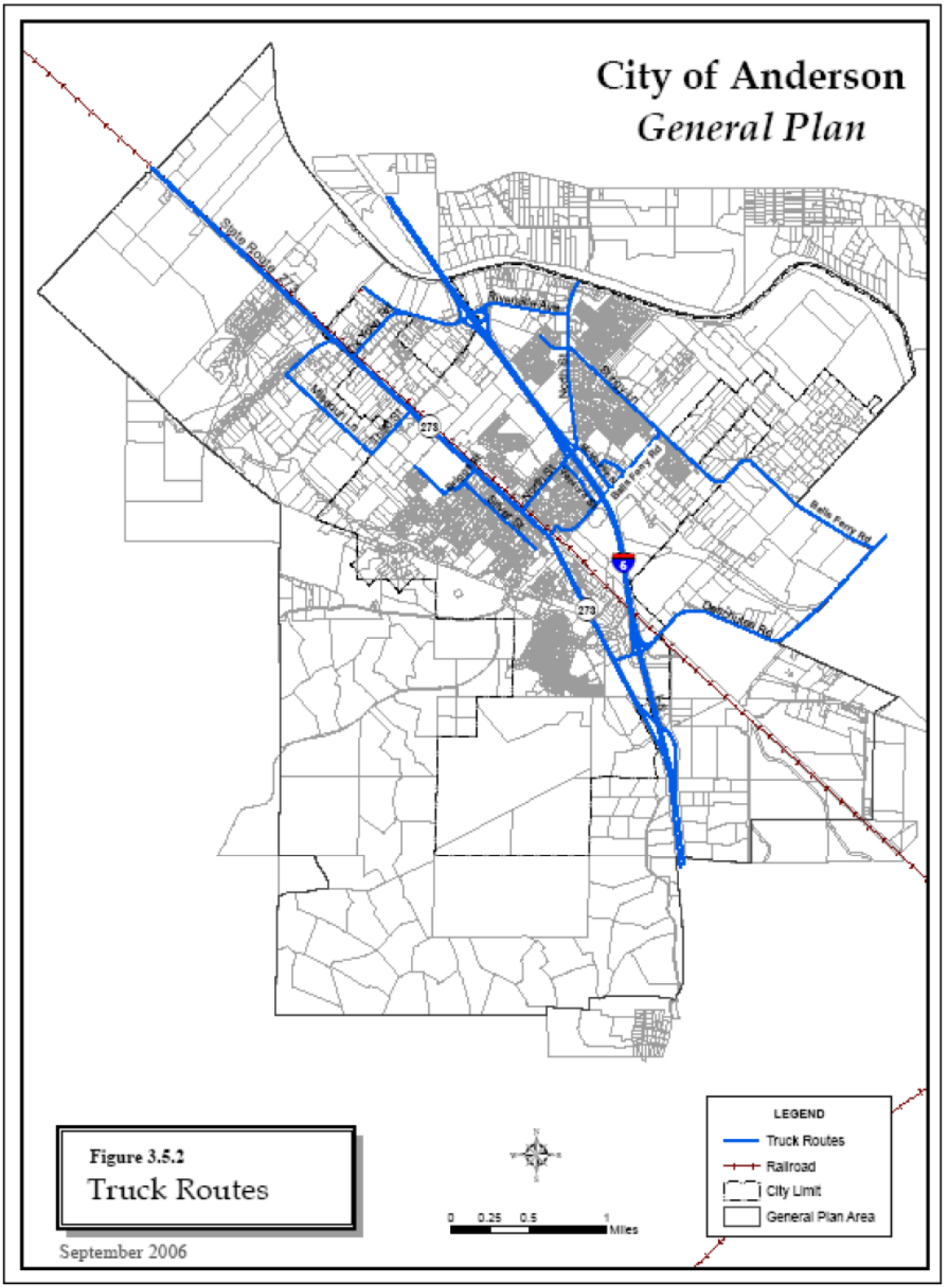
FIGURE 3-2

Anderson 7-Eleven Project
Transportation Impact Study

City of Anderson Circulation Plan

SOURCE: City of Anderson, May 2007

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LSA

FIGURE 3-3

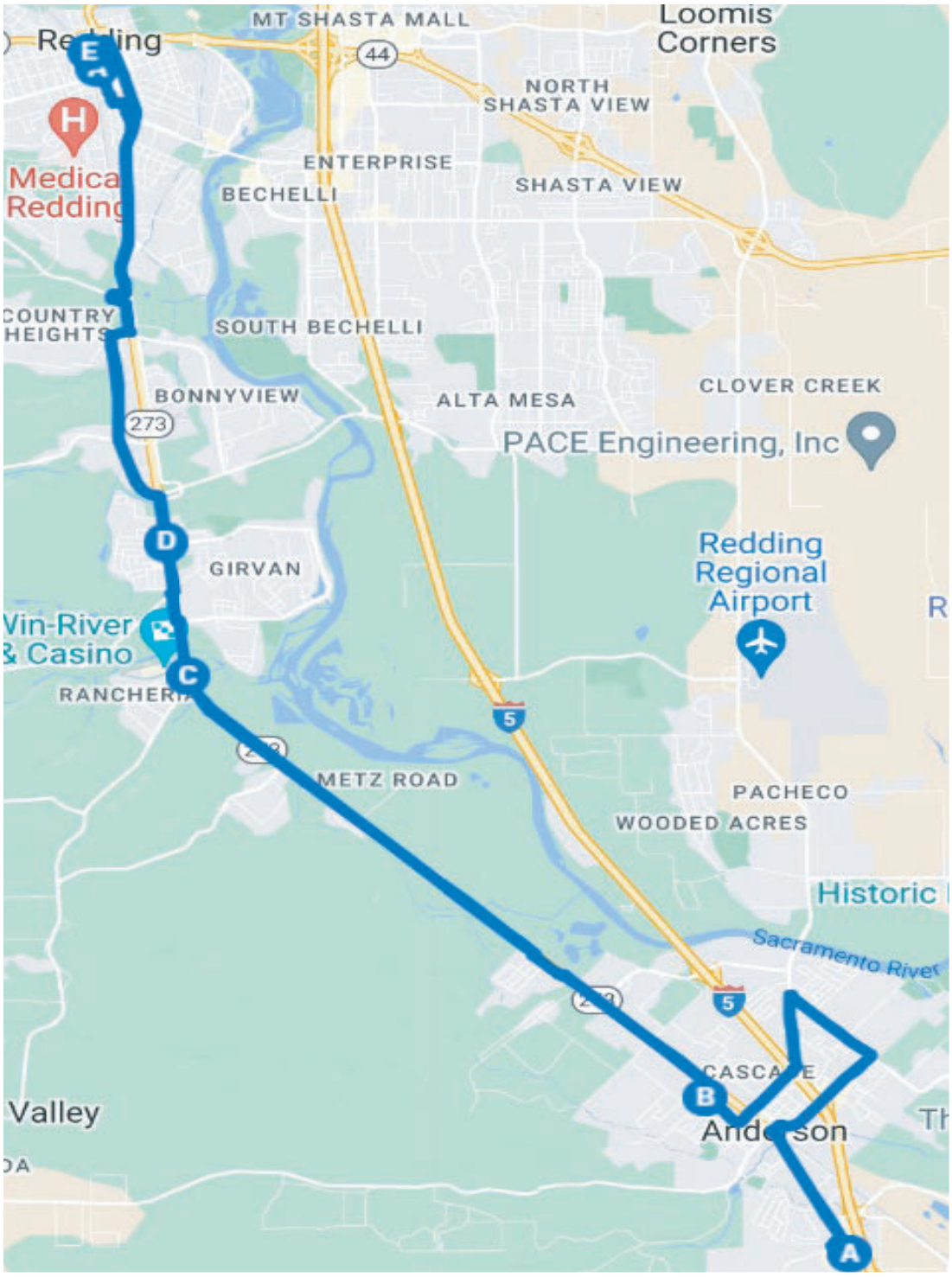
Anderson 7-Eleven Project
Transportation Impact Study

City of Anderson Truck Routes

SOURCE: City of Anderson, September 2006

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RABA ROUTE 9 MAP



LSA

FIGURE 3-4

N

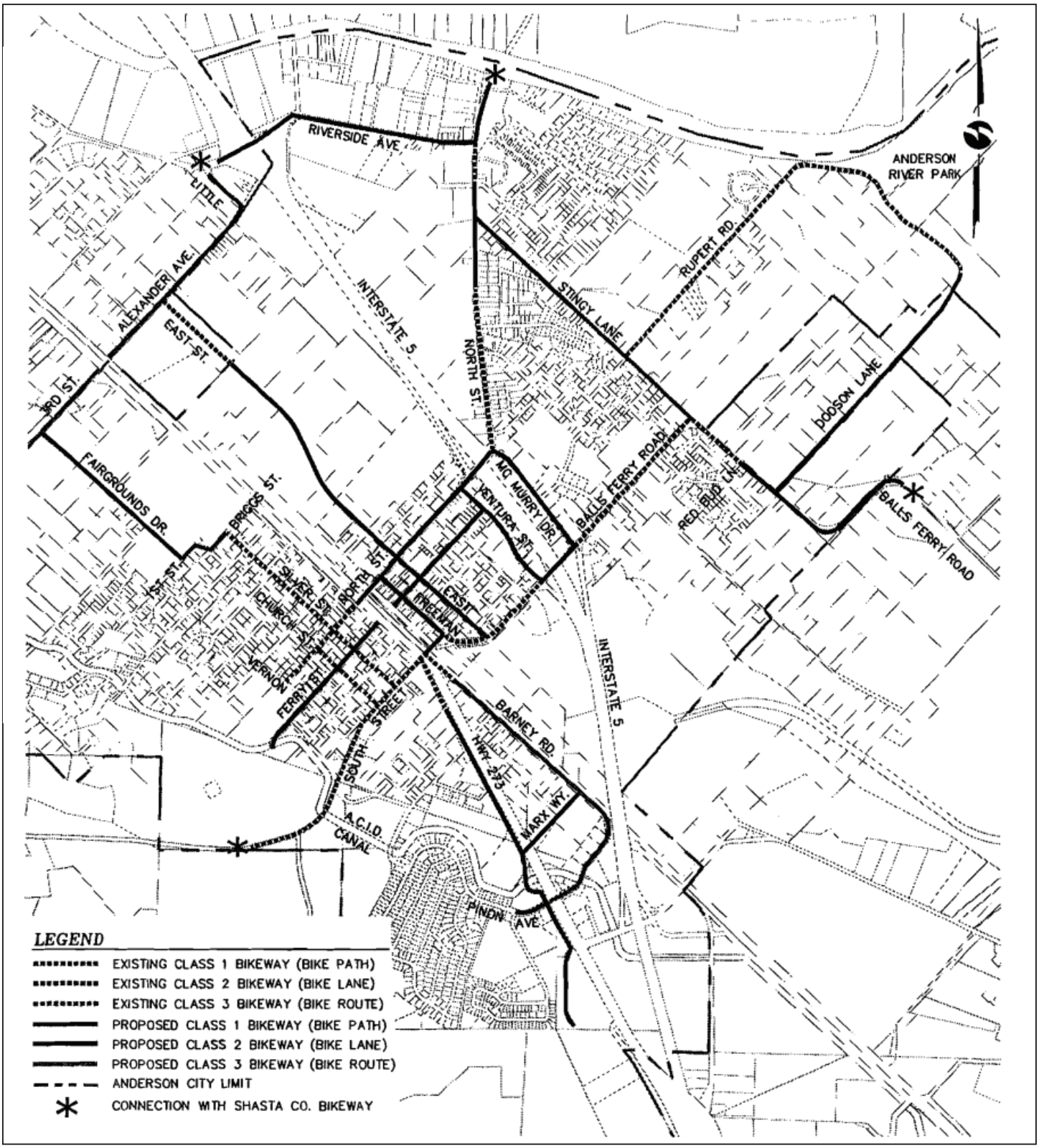
0 3700 7400
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Anderson 7-Eleven Project
Transportation Impact Study

City of Anderson Transit Routes

SOURCE: RABA, December 2024

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LSA

FIGURE 3-5

N

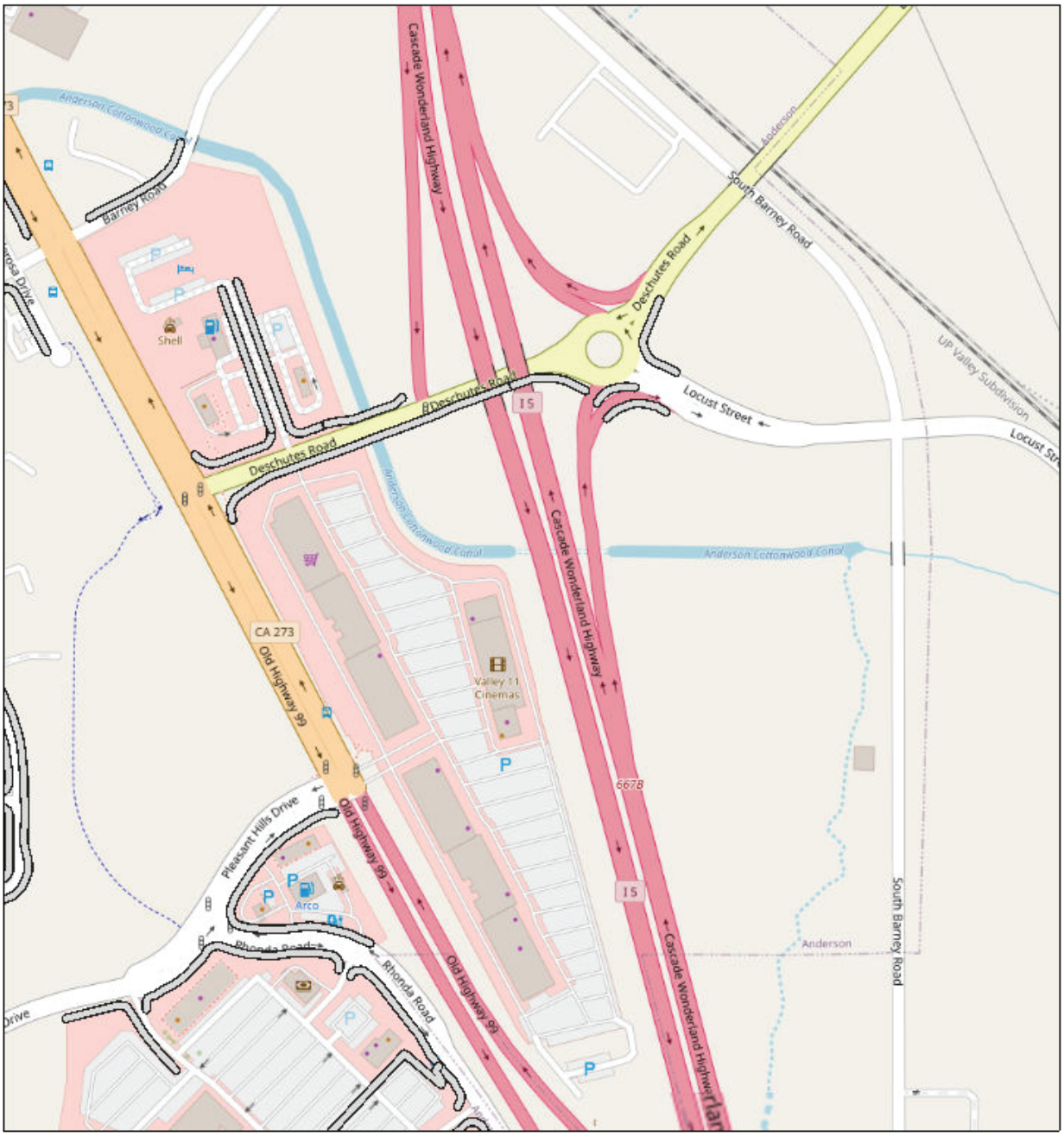
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FEET

Anderson 7-Eleven Project
Transportation Impact Study

City of Anderson Bike Routes

SOURCE: City of Anderson, September 2007

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LSA

LEGEND

Sidewalk

FIGURE 3-6

N

Anderson 7-Eleven Project
Transportation Impact Study

City of Anderson Existing and Proposed Sidewalks

SOURCE: ArcGIS Webmap, June 2025

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4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIO

4.1 EXISTING TRAFFIC VOLUMES

Existing traffic volumes are based on turning movement counts conducted by Counts Unlimited in May 2025 for all study area intersections during the a.m. peak hour (between 7:00 and 9:00 a.m.) and the p.m. peak hour (between 4:00 and 6:00 p.m.). Detailed traffic count sheets are included in Appendix B.

Vehicle classification counts were collected at all study area intersections. The heavy vehicle percentage for each approach 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 4-1.

Detailed volume development worksheets are included in Appendix C.

4.2 EXISTING PLUS APPROVED AND PENDING PROJECTS

As approved during the City's scoping agreement process (Appendix A), traffic volumes for the Existing Plus Approved/Pending 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 and the County of Shasta (County) Planning Division. Figure 4-2 illustrates the approved and pending development projects near the project study area.

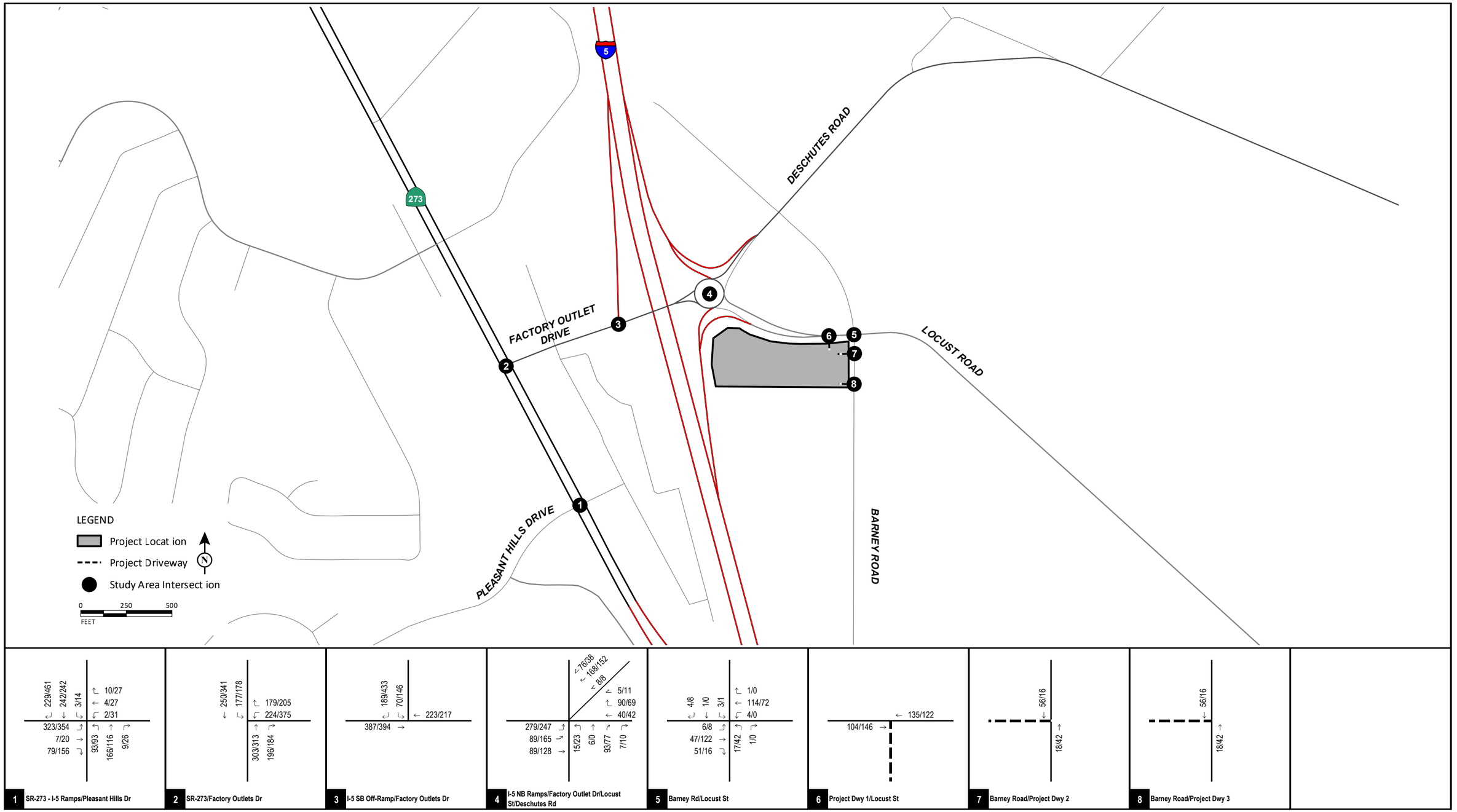
The trip generation for approved and pending development projects were developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual (11th Edition) and based on recently approved traffic studies. Table 4.A summarizes the approved and pending projects trip generation. As shown in Table 4.A, these approved and pending projects are estimated to generate 811 daily trips, with 128 trips during the a.m. peak hour and 138 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 4-3 depicts the total peak-hour approved/pending projects trip assignment at study area intersections.

The total peak-hour approved/pending projects trip assignment was added to the Existing peak-hour traffic volumes to develop the Existing Plus Approved/Pending Projects traffic volumes. Figure 4-4 illustrates the peak-hour traffic volumes at study area intersections under Existing Plus Approved/Pending Projects conditions.

Detailed volume development worksheets are included in Appendix C.

4.3 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Approved and Pending Projects Location
- Figure 4-3: Approved and Pending Project Trip Assignment
- Figure 4-4: Existing Plus Approved and Pending Project Traffic Volumes
- Table 4.A: Approved and Pending Projects Trip Generation



LSA

FIGURE 4-1

XXX/YYY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven Project
Transportation Impact Study

Existing Peak Hour Traffic Volumes

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LSA

LEGEND

Approved and Pending Projects

FIGURE 4-2

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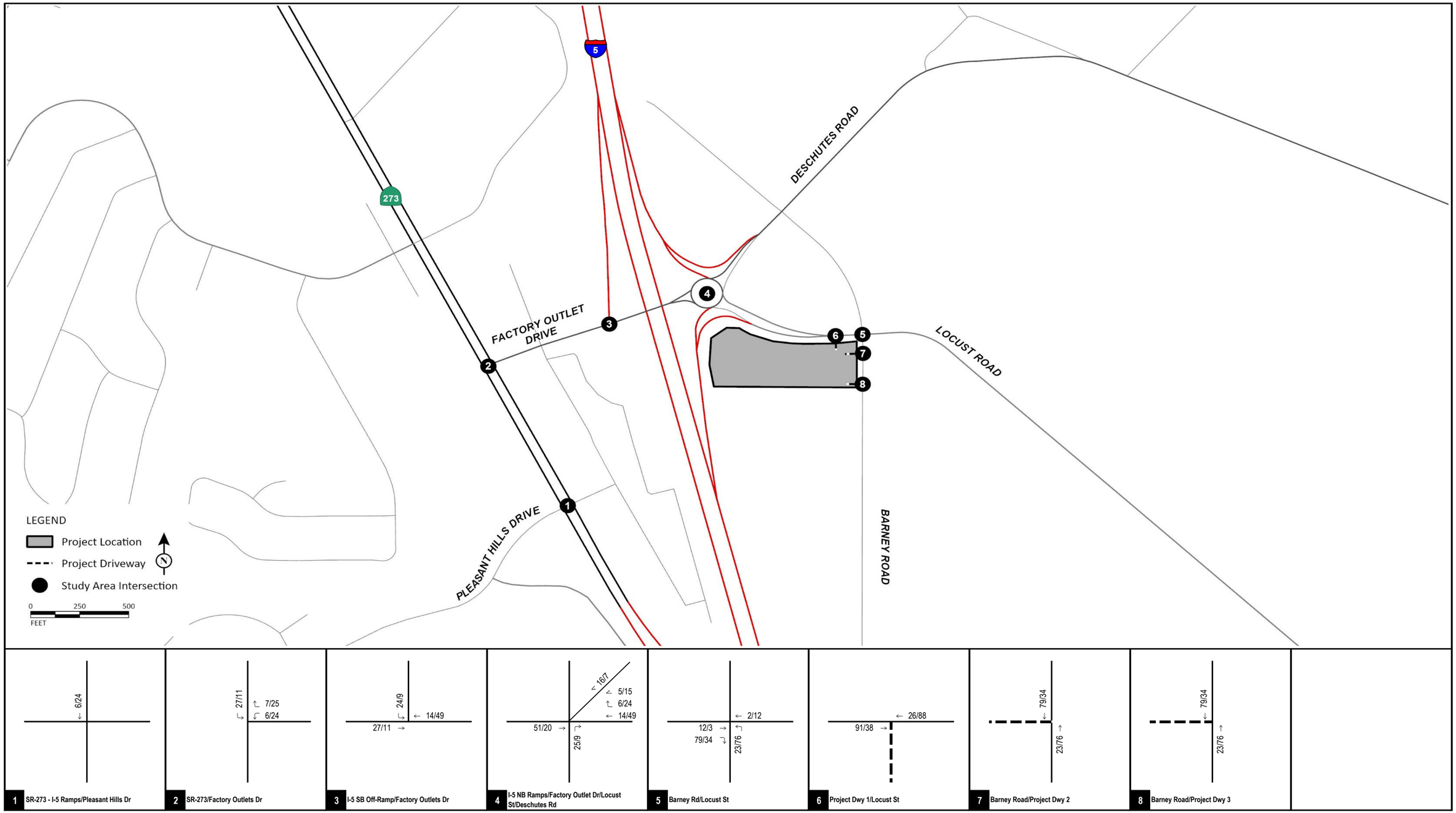
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SOURCE: Google Earth, June 2024

Anderson 7-Eleven
Transportation Impact Study
Approved and Pending Project Locations

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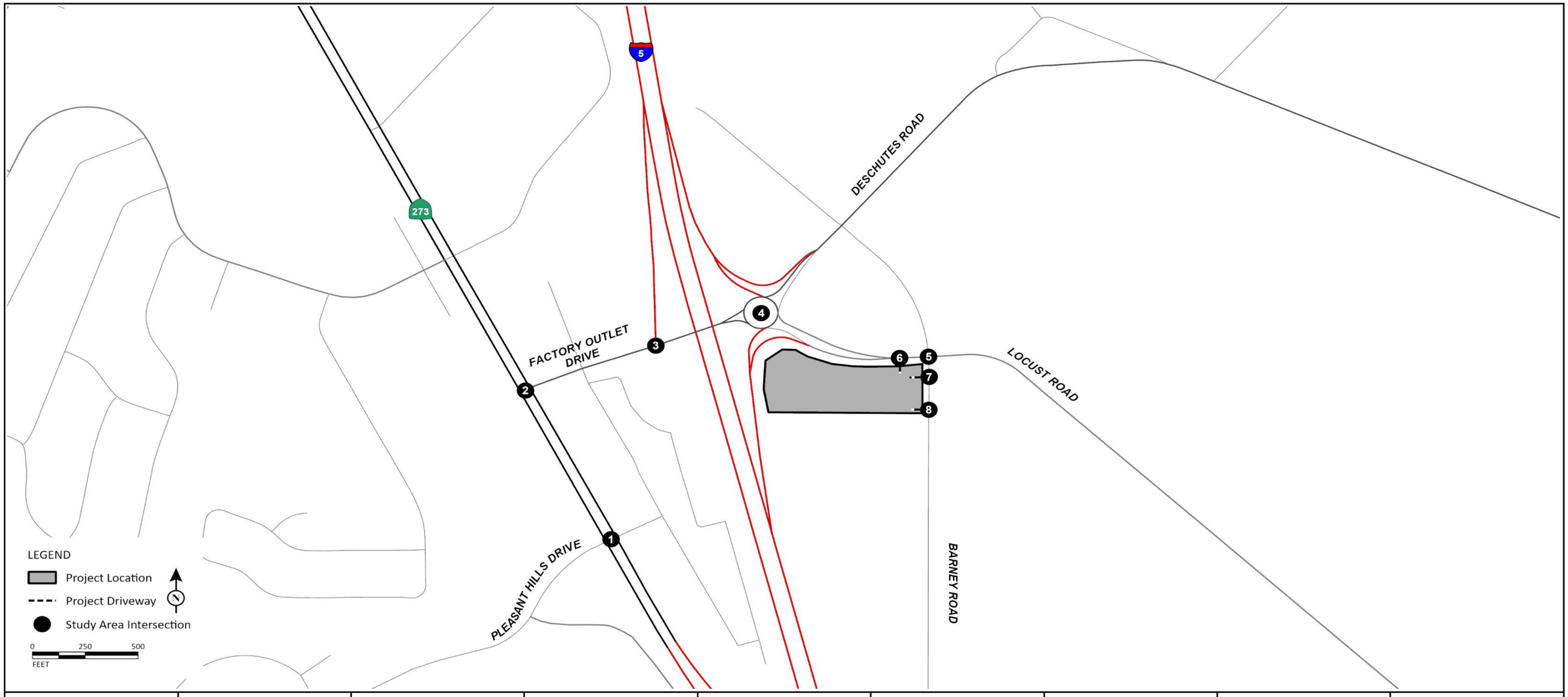
LSA

FIGURE 4-3

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven Project
Transportation Impact Study

Approved and Pending Project Trip Assignment



LSA

FIGURE 4-4

XXX/YYY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven Project
Transportation Impact Study

Existing Plus Approved and Pending Project Traffic Volumes

LSA

Table 4.A: Approved and Pending Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1.	**Barney Road and Industry Road Industrial Development**								
	APN 090-360-035								
	Manufacturing	206 TSF							
	Trips/Unit[1]		0.48	0.14	0.62	0.21	0.46	0.67	3.94
	Trip Generation		99	29	128	43	95	138	811
2.	**Use Permit 23-0007**								
	APN 090-160-010								
	Contractor Storage								
	Trip Generation[2]		10	1	11	1	10	11	70
		Gross Trip Generation	**99**	**29**	**128**	**43**	**95**	**138**	**811**

Notes:

TSF = Thousand Square Feet

[1] Trip generation taken from *Barney Road and Industry Road Industrial Development Traffic Impact Analysis Memorandum (TIAM)* by GHD (March 2020).

[2] Trip generation taken from the *Use Permit 23-007 (Peterson) Enviromental Initial Study (EIS) & Mitigated Negative Declaration (MND)* . Peak hour trip were estimated based on the number of employees and the operational statement provided in the EIS/MND.

5.0 PROJECT TRAFFIC

5.1 TRIP GENERATION

The trip generation for the proposed project was developed by using trip rates from the ITE *Trip Generation* Manual (11th Edition) for Land Use 945 – "Convenience Store/Gas Station – GFA (4-5.5k)" and Land Use 950 – "Truck Stop." Table 5.A summarizes the daily, a.m., and p.m. peak-hour project trip generation. As shown in Table 5.A, the proposed project is estimated to generate 3,691 gross daily trips, with 340 trips during the a.m. peak hour and 305 trips during the p.m. peak hour.

Convenience stores and gas stations typically draw 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. Due to the project's location and proximity to I-5 and SR-273, most of the project trips would already be traveling northbound and southbound on I-5 and SR-273 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. The remaining portion of the existing trips were considered as pass-by trips along Locust Road and Barney Road.

Commercial diesel fueling stations also draw trips from traffic traveling on I-5 and SR-273. Based on the project's location, it is anticipated that all truck trips using the commercial diesel fueling station and truck parking would be diverted from I-5 and SR-273. 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 (11th 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 5.A, the proposed project is anticipated to generate 630 net daily trips, with 64 net trips during the a.m. peak hour and 58 net trips during the p.m. peak hour. These net trips are considered as primary trips to and from the proposed project.

5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

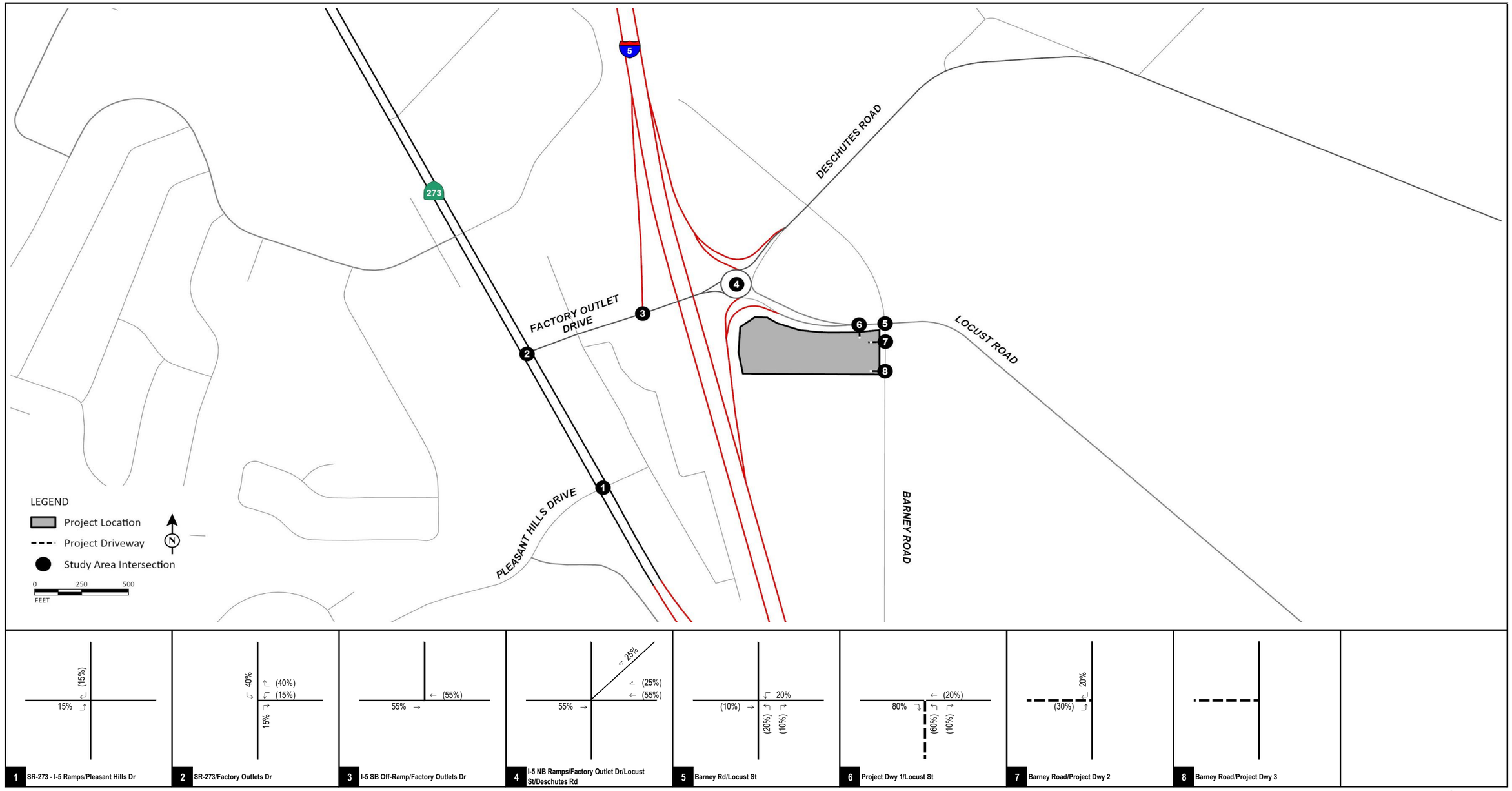
Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the roadway network, and existing observed traffic patterns in the project vicinity. Figure 5-1 illustrates the project primary trip distribution for the gas station with convenience store. Figure 5-2 shows the diverted project trip distribution for the gas station with convenience store. Figure 5-3 depicts the diverted project trip distribution for the commercial diesel fueling station.

The project trip assignment is the product of the project trip generation and trip distribution percentages. Figure 5-4 illustrates the primary trip assignment for the gas station with convenience store. Figure 5-5 depicts the pass-by trip assignment for the gas station with convenience store. Figure 5-6 illustrates the diverted trip assignment for the gas station with convenience store. Figure 5-7 depicts the diverted trip assignment for the commercial diesel fueling station. Figure 5-8 shows

the total project net trip assignment, which is the sum of project primary trip assignment, project pass-by trip assignment, and diverted assignment for both land uses.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Primary Trip Distribution – Gas Station with Convenience Store
- Figure 5-2: Project Diverted Trip Distribution – Gas Station with Convenience Store
- Figure 5-3: Project Diverted Trip Distribution – Truck Stop
- Figure 5-4: Project Primary Trip Assignment – Gas Station with Convenience Store
- Figure 5-5: Project Pass-by Trip Assignment – Gas Station with Convenience Store
- Figure 5-6: Project Diverted Trip Assignment – Gas Station with Convenience Store
- Figure 5-7: Project Diverted Trip Assignment – Truck Stop
- Figure 5-8: Total Project Trip Assignment
- Table 5.A: Project Trip Generation



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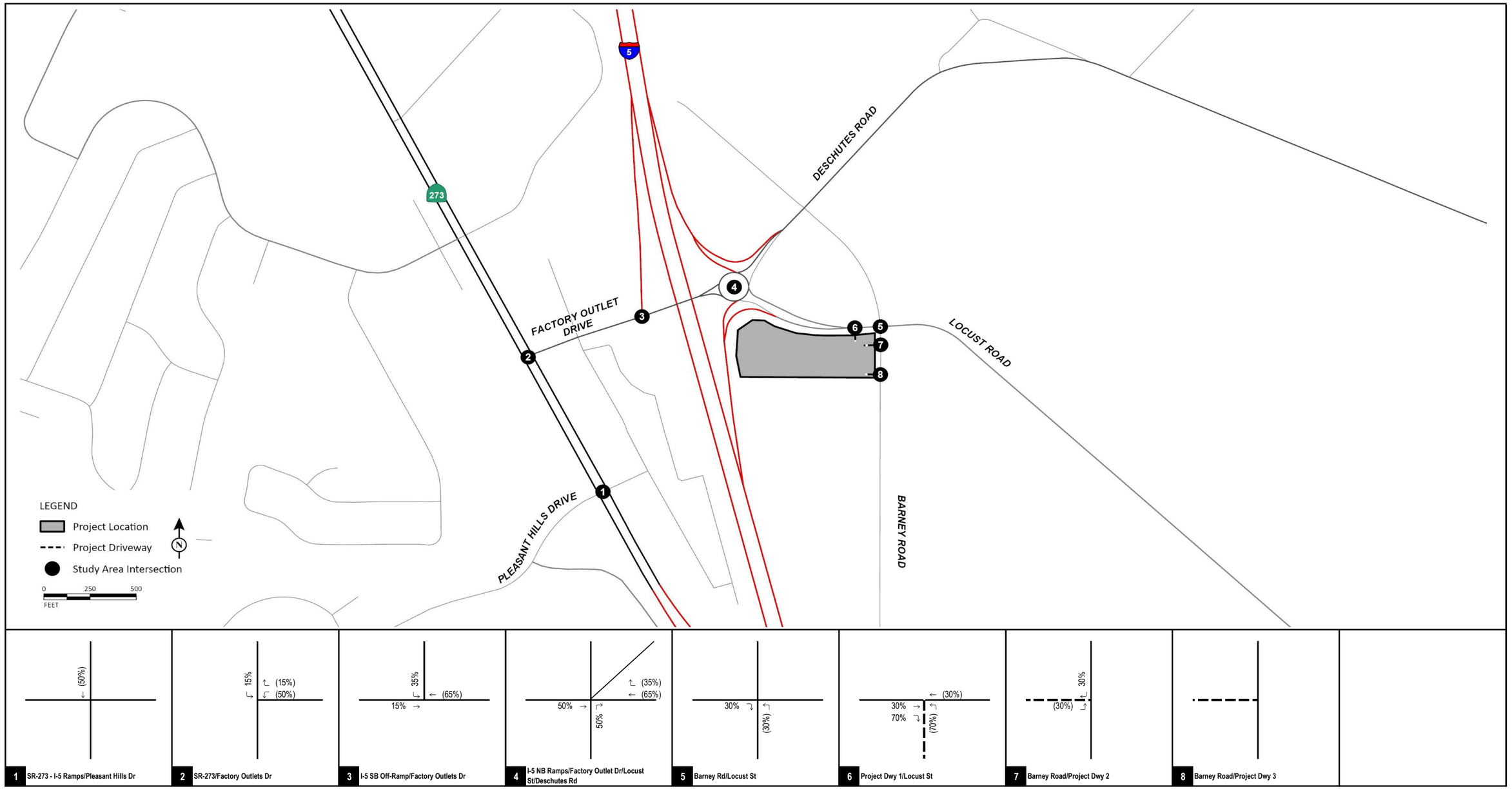
FIGURE 5-1

XX% (YY%)
Inbound (Outbound) Distribution
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Primary Trip Distribution - Gas Station with Convenience Store

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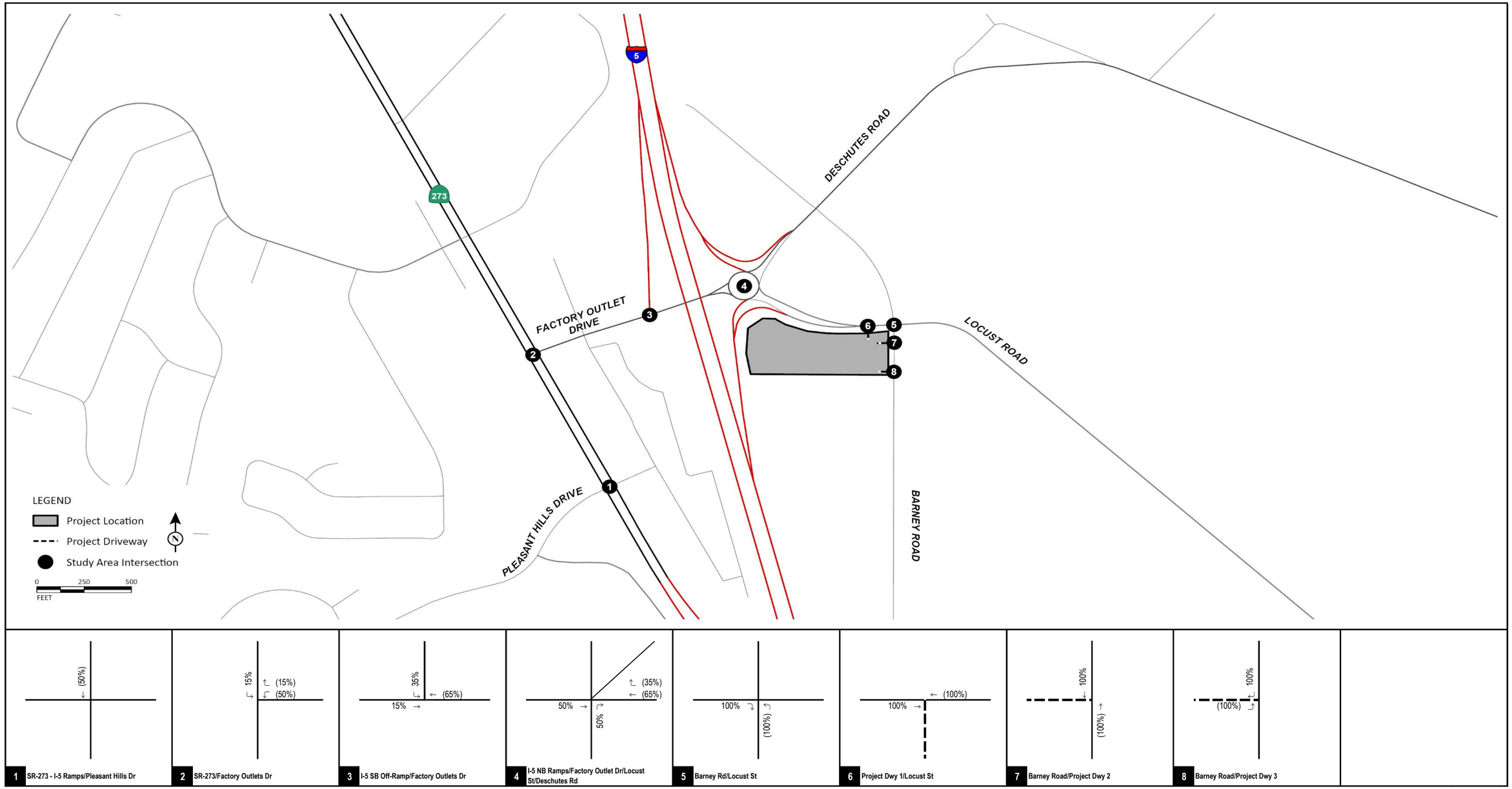
FIGURE 5-2

XX% (YY%)
Inbound (Outbound) Distribution
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Distribution – Gas Station with Convenience Store

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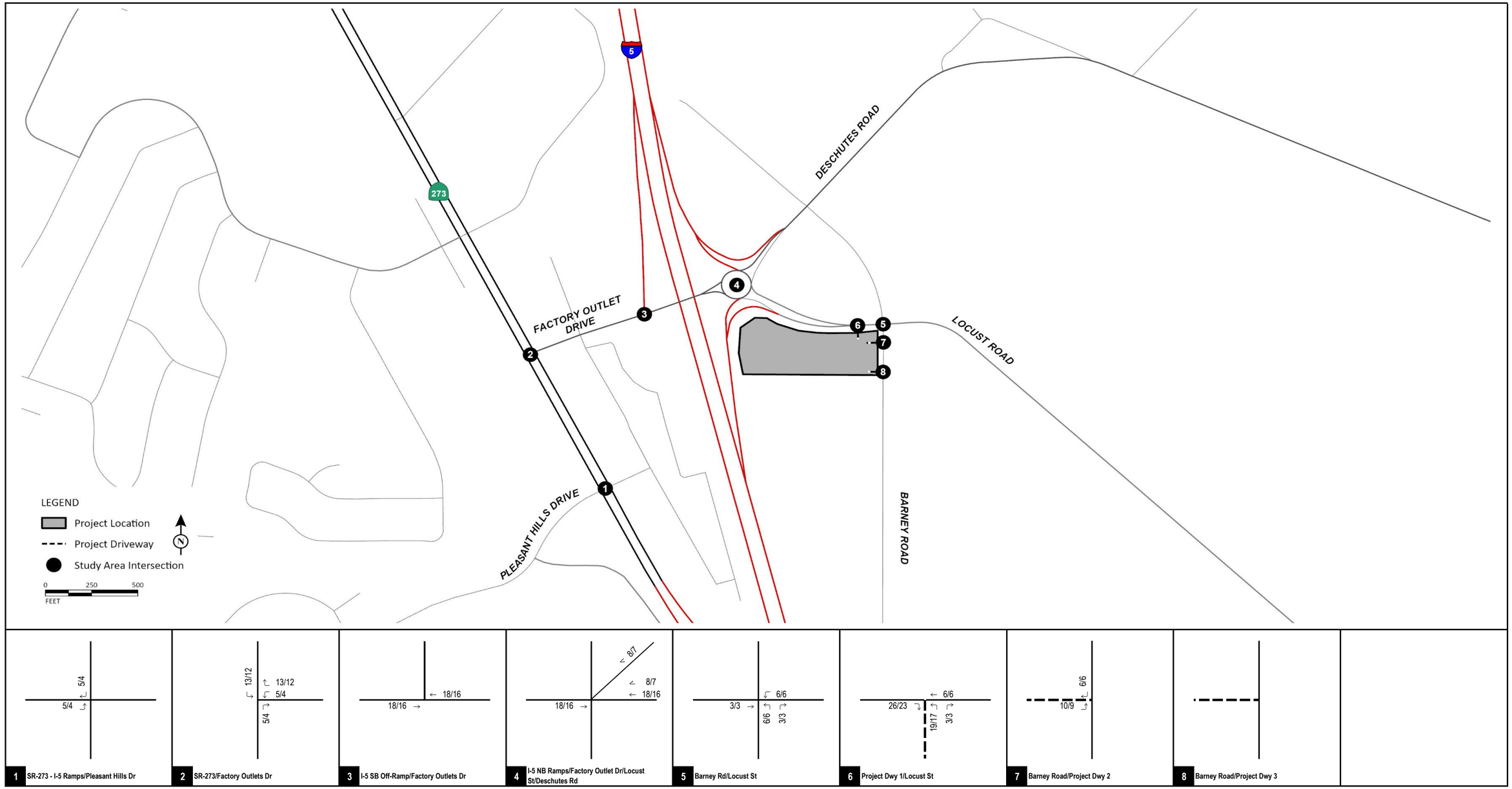
FIGURE 5-3

XXX% (YYY%)
Inbound (Outbound) Distribution
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Distribution – Truck Stop

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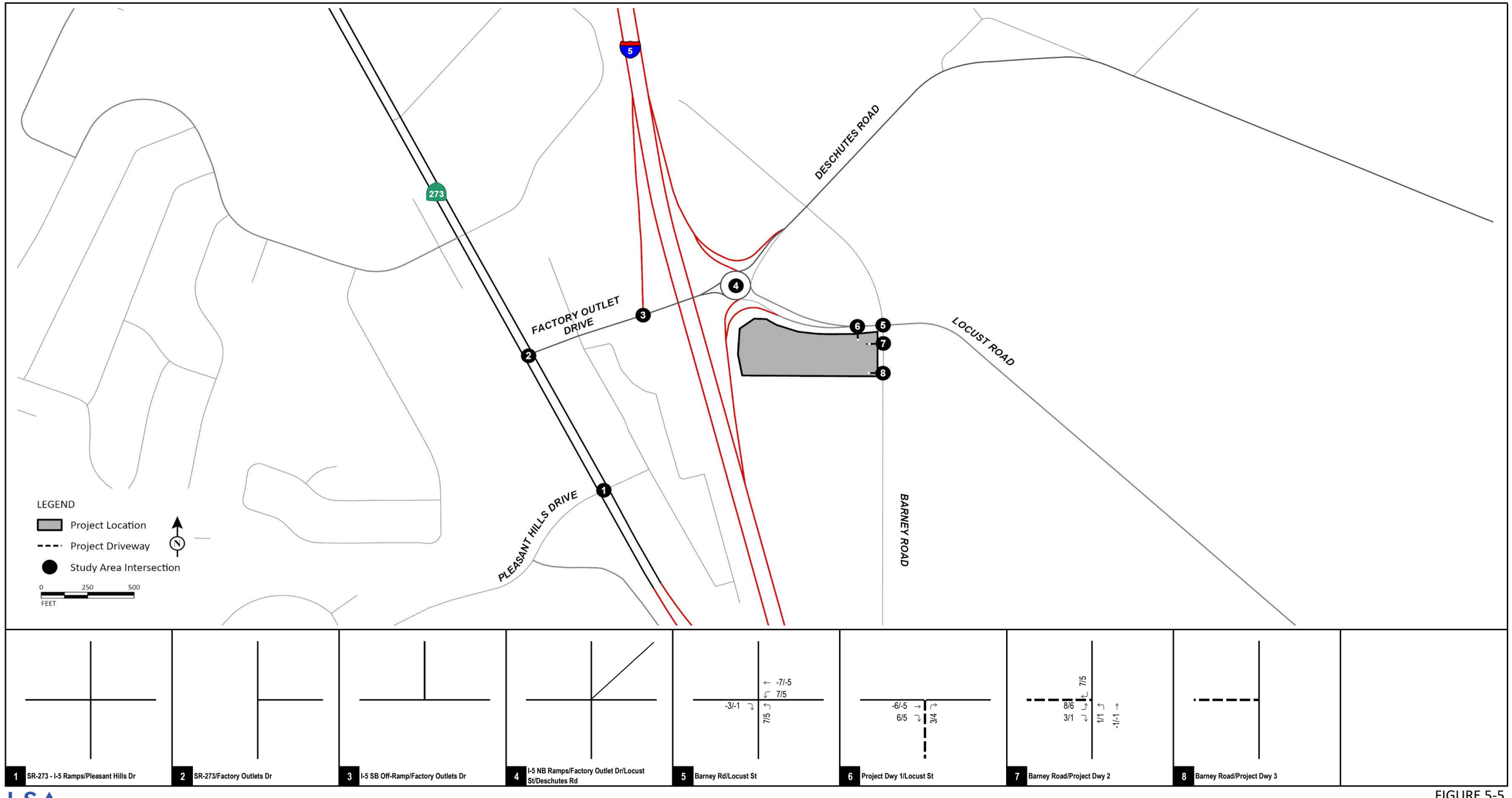
LSA

FIGURE 5-4

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Primary Trip Assignment – Gas Station with Convenience Store



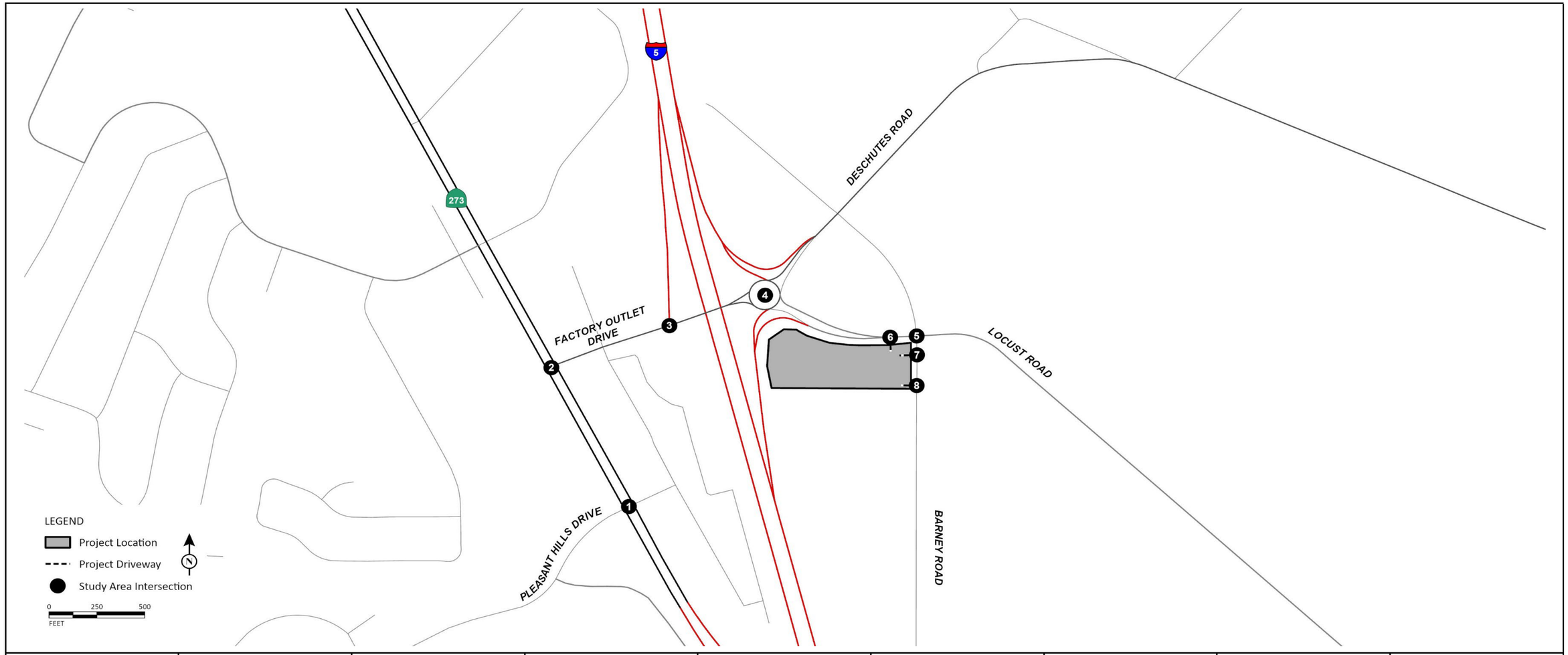
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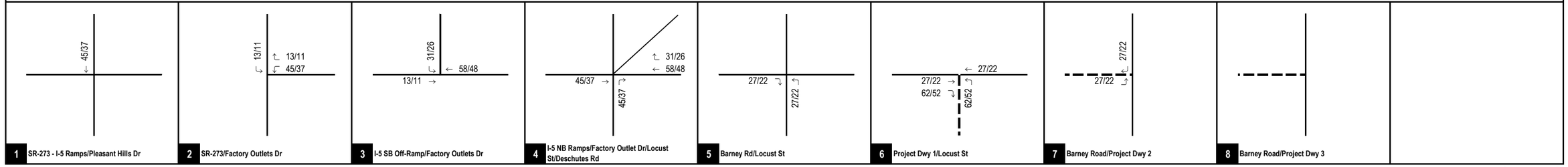
FIGURE 5-5

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Pass-by Trip Assignment – Gas Station with Convenience Store





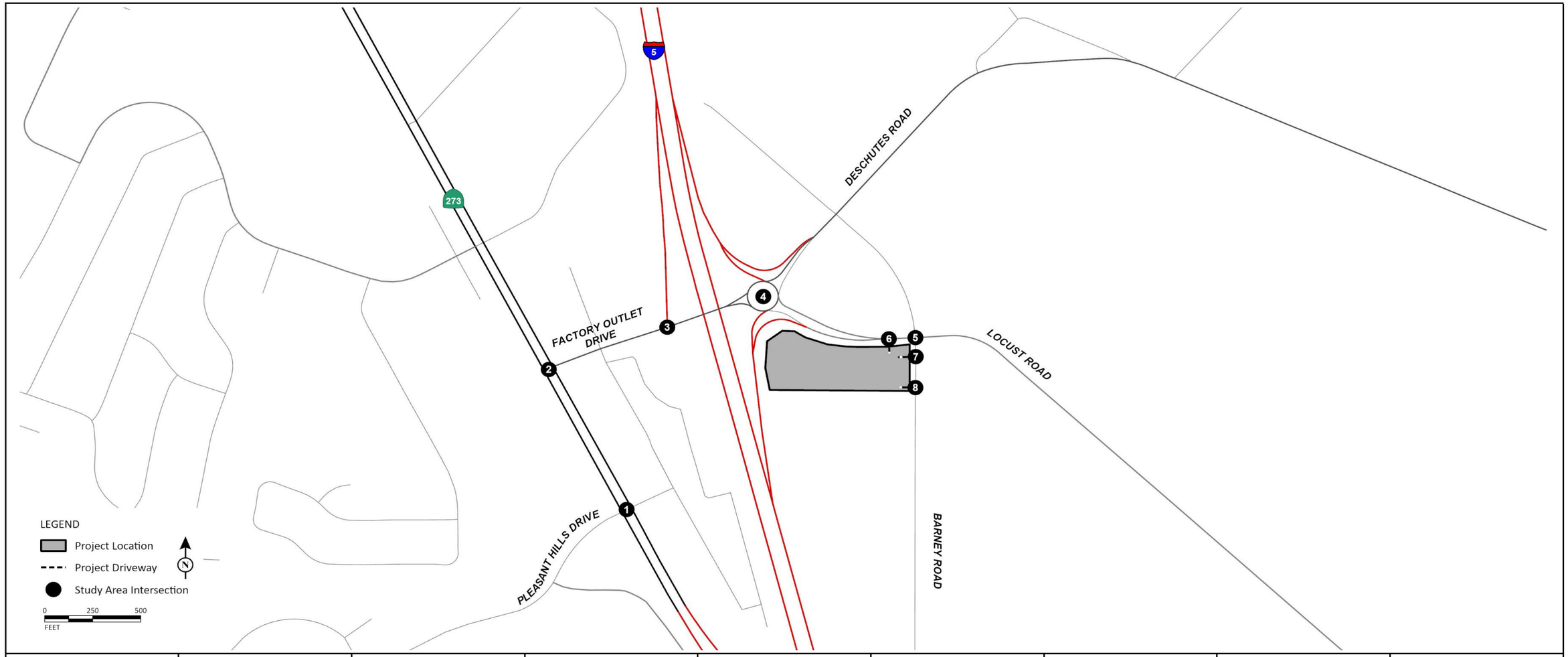
LSA

FIGURE 5-6

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Assignment – Gas Station with Convenience Store



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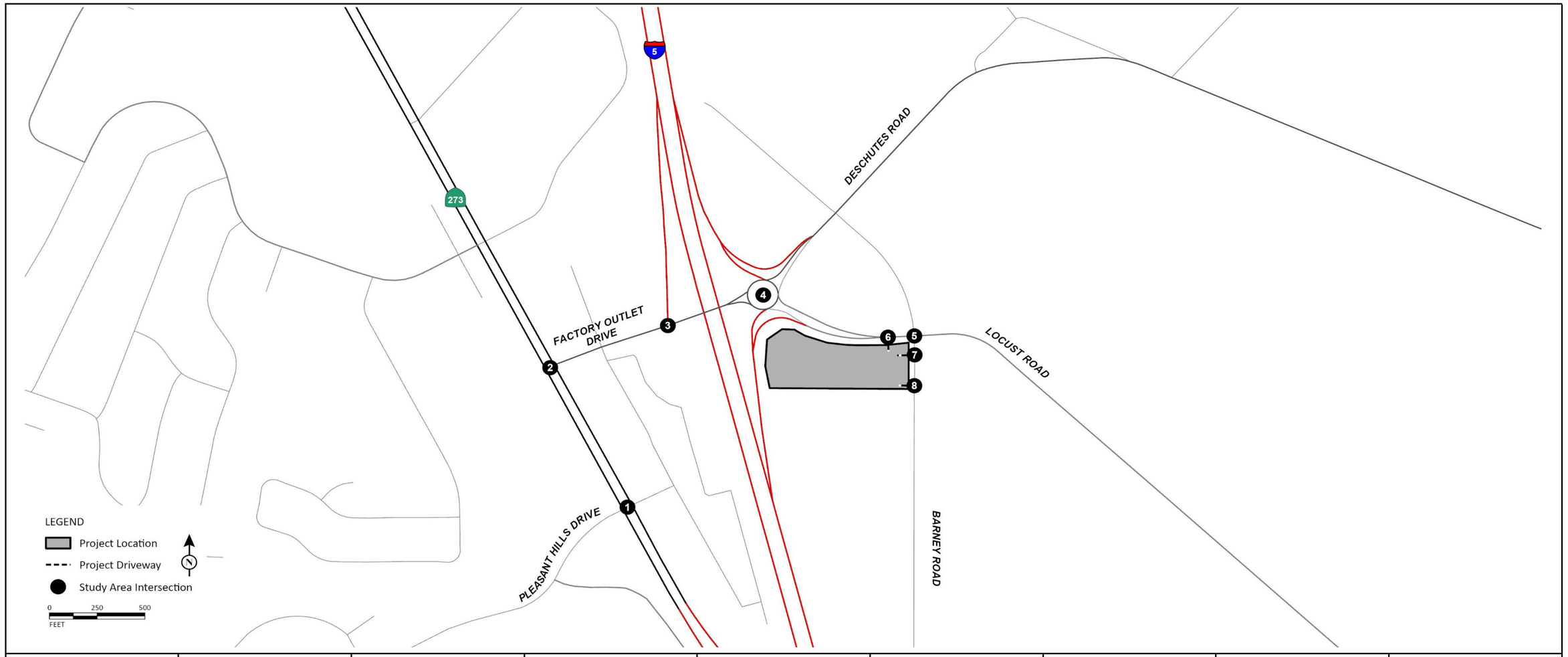
FIGURE 5-7

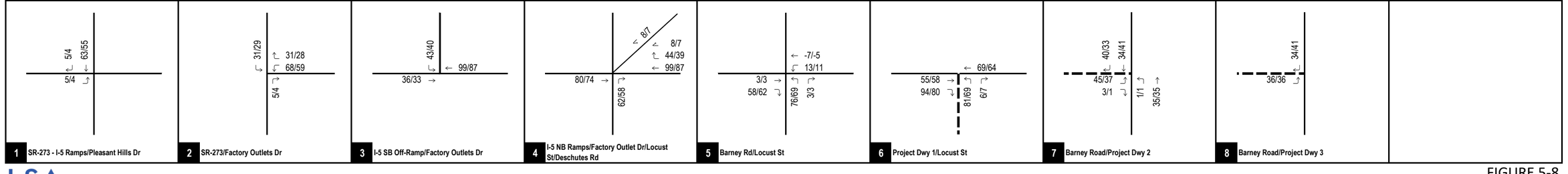
XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Assignment – Truck Stop

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LSA

FIGURE 5-8

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Total Project Trip Assignment

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Table 5.A: Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Proposed Project								
Convenience Store/Gas Station - GFA (4-5.5k)	10 VFP							
Trips/Unit[1]		13.52	13.52	27.04	11.38	11.38	22.76	257.13
Gross Trip Generation		135	135	270	114	114	228	2,571
Pass-By Trips[2]		(14)	(14)	(28)	(11)	(11)	(22)	(257)
Diverted Trips[2]		(89)	(89)	(178)	(74)	(74)	(148)	(1,684)
Net Primary Trip Generation		32	32	64	29	29	58	630
Truck Stop	5 VFP							
Trips/Unit[3]		6.85	7.12	13.97	8.17	7.25	15.42	224.00
Gross Trip Generation		34	36	70	41	36	77	1,120
Diverted Trips[4]		(34)	(36)	(70)	(41)	(36)	(77)	(1,120)
Net Primary Trip Generation		0	0	0	0	0	0	0
Total Gross Trip Generation		**169**	**171**	**340**	**155**	**150**	**305**	**3,691**
Total Pass-By Trips		**(14)**	**(14)**	**(28)**	**(11)**	**(11)**	**(22)**	**(257)**
Total Diverted Trips		**(123)**	**(125)**	**(248)**	**(115)**	**(110)**	**(225)**	**(2,804)**
Total Primary Trip Generation		**32**	**32**	**64**	**29**	**29**	**58**	**630**

Notes:

VFP = Vehicle Fueling Position

[1] 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".

[2] Pass-by and diverted rates based on Land Use 945 - "Convenience Store/Gas Station" from ITE *Trip Generation Manual* (11th Edition). Based on the geographic location of the project site, it was assumed that only 10 percent of the trips are pass-by for the a.m. and p.m. peak hour. Therefore, a diverted rate of 66 percent was calcuated for the a.m. peak hour and a rate of 65 percent was calculated for the p.m. peak hour. Since daily pass-by/diverted rates are not provided, the averages of the a.m. and p.m. peak hour pass-by/diverted rates were used as the daily rates.

[3] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 950 - "Truck Stop", Setting/Location - 'General Urban/Suburban'.

[5] It has been assumed that the majority of the truck coming to the truck stop will be diverted from the I-5 and SR-273. Therefore, all of the truck trips have been considered as diverted trips.

6.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIO

6.1 EXISTING PLUS PROJECT TRAFFIC VOLUMES

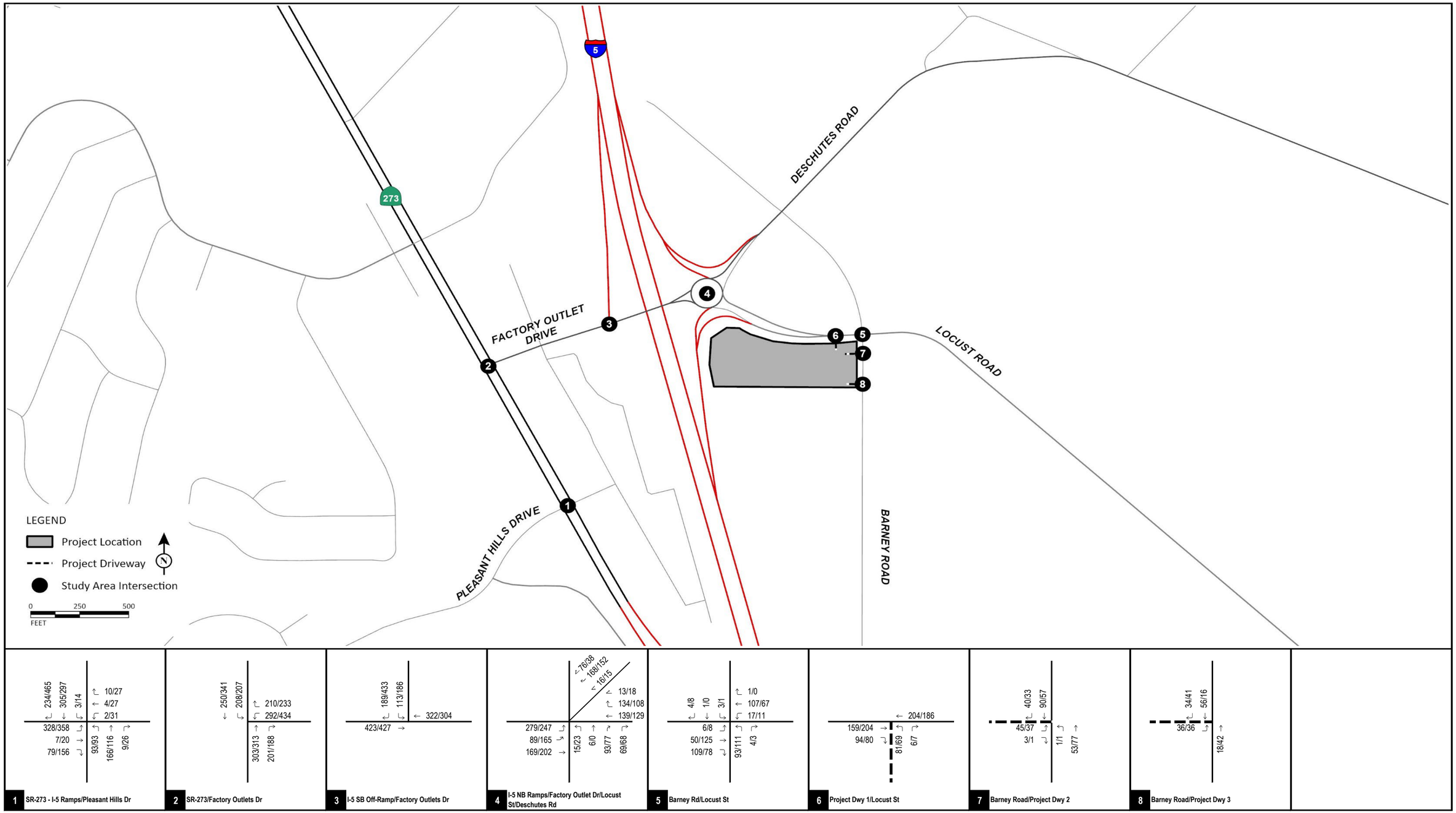
Traffic volumes for Existing Plus Project conditions were developed by adding the project traffic to existing traffic volumes. Figure 6-1 illustrates the Existing Plus Project peak-hour traffic volumes at study area intersections.

6.2 EXISTING PLUS APPROVED AND PENDING PROJECTS PLUS PROJECT TRAFFIC VOLUMES

Traffic volumes for Existing Plus Approved and Pending Project Plus Project conditions were developed by adding the project traffic to Existing Plus Approved and Pending Projects. Figure 6-2 illustrates the Existing Plus Approved and Pending Projects Plus Project peak-hour traffic volumes at study area intersections.

6.3 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Existing Plus Project Peak Hour Traffic Volumes
- Figure 6-2: Existing Plus Approved and Pending Projects Plus Project Peak Hour Traffic Volumes



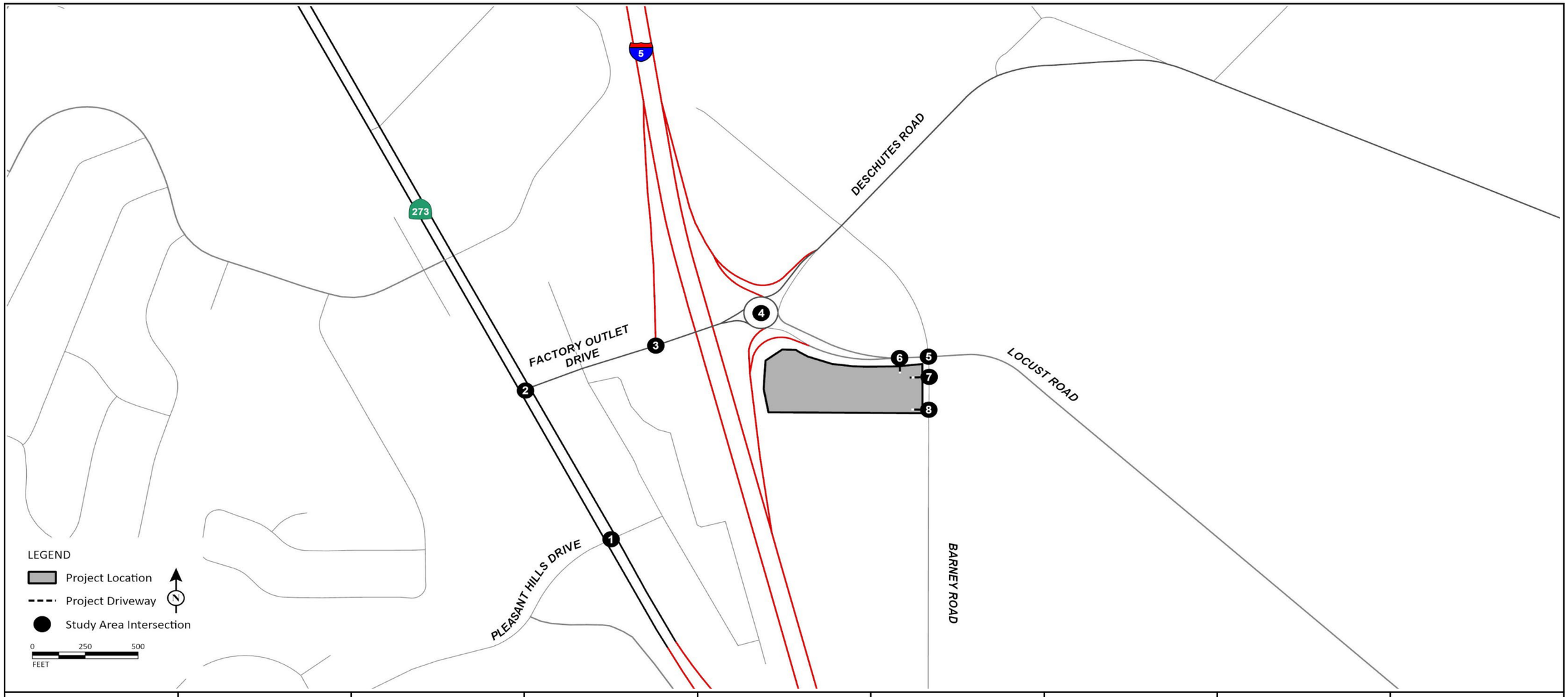
LSA

FIGURE 6-1

XXX/YYY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven Project
Transportation Impact Study

Existing Plus Project Peak Hour Traffic Volumes



LSA

FIGURE 6-2

XXX/YYY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven Project
Transportation Impact Study

Existing Plus Approved and Pending Projects Plus Project Peak Hour Traffic Volumes

7.0 INTERSECTION LEVELS OF SERVICE

7.1 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 7.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 under Existing conditions.

7.2 EXISTING PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for Existing Plus Project conditions using the methodologies previously discussed. Table 7.A summarizes the results of the Existing Plus Project peak-hour LOS analysis and shows that all study area intersections are forecast to operate at a satisfactory LOS under Existing Plus Project conditions.

7.3 EXISTING PLUS APPROVED AND PENDING PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for Existing Plus Approved and Pending Project conditions using the methodologies previously discussed. Table 7.B summarizes the results of the Existing Plus Approved and Pending Project peak-hour LOS analysis and shows that all study area intersections are forecast to operate at a satisfactory LOS under Existing Plus Approved and Pending Project conditions.

7.4 EXISTING PLUS APPROVED AND PENDING PROJECTS PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for Existing Plus Approved and Pending Project Plus Project conditions using the methodologies previously discussed. Table 7.B summarizes the results of the Existing Plus Approved and Pending Project Plus Project peak-hour LOS analysis and shows that all study area intersections are forecast to operate at a satisfactory LOS under Existing Plus Approved and Pending Project Plus Project conditions.

7.5 LIST OF CHAPTER 7.0 TABLES

- Table 7.A: Existing Intersection Levels of Service
- Table 7.B: Existing Plus Approved and Pending Projects Intersection Levels of Service

LSA

Table 7.A: Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS			
1 . SR-273 - I-5 Ramps/Pleasant Hills Dr	Caltrans	D	Signal	17.6	B	25.1	C	Signal	18.0	B	25.4	C	0.4	0.3	No
2 . SR-273/Factory Outlets Dr	Caltrans	D	Signal	13.7	B	13.7	B	Signal	14.3	B	14.2	B	0.6	0.5	No
3 . I-5 SB Off-Ramp/Factory Outlets Dr	Caltrans	D	Signal	7.1	A	9.5	A	Signal	7.3	A	9.7	A	0.2	0.2	No
4 . I-5 NB Ramps/Factory Outlet Dr/Locust Rd/Deschutes Rd	Caltrans	D	Roundabout	5.5	A	5.5	A	Roundabout	6.3	A	6.3	A	0.8	0.8	No
5 . Barney Rd/Locust Rd	Anderson	D	TWSC	10.8	B	10.8	B	TWSC	13.0	B	12.5	B	2.2	1.8	No
6 . Project Dwy 1/Locust Rd	Anderson	D	-	*Driveway Does Not Exist*		*Driveway Does Not Exist*		OWSC	12.3	B	12.3	B	12.3	12.3	No
7 . Barney Road/Project Dwy 2	Anderson	D	-	*Driveway Does Not Exist*		*Driveway Does Not Exist*		OWSC	9.7	A	9.6	A	9.7	9.6	No
8 . Barney Road/Project Dwy 3	Anderson	D	-	*Driveway Does Not Exist*		*Driveway Does Not Exist*		OWSC	10.4	B	10.3	B	10.4	10.3	No

Notes:

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).

* Exceeds LOS Standard

LSA

Table 7.B: Existing Plus Approved and Pending Projects Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS			
1 . SR-273 - I-5 Ramps/Pleasant Hills Dr	Caltrans	D	Signal	17.6	B	25.2	C	Signal	18.1	B	25.5	C	0.5	0.3	No
2 . SR-273/Factory Outlets Dr	Caltrans	D	Signal	14.0	B	13.9	B	Signal	15.1	B	14.5	B	1.1	0.6	No
3 . I-5 SB Off-Ramp/Factory Outlets Dr	Caltrans	D	Signal	7.2	A	9.6	A	Signal	7.6	A	10.1	B	0.4	0.5	No
4 . I-5 NB Ramps/Factory Outlet Dr/Locust Rd/Deschutes Rd	Caltrans	D	Roundabout	5.9	A	6.0	A	Roundabout	6.8	A	6.8	A	0.9	0.8	No
5 . Barney Rd/Locust Rd	Anderson	D	TWSC	11.9	B	12.2	B	TWSC	16.6	C	15.1	C	4.6	2.9	No
6 . Project Dwy 1/Locust Rd	Anderson	D	-	*Driveway Does Not Exist*		*Driveway Does Not Exist*		OWSC	16.1	C	14.0	B	16.1	14.0	No
7 . Barney Road/Project Dwy 2	Anderson	D	-	*Driveway Does Not Exist*		*Driveway Does Not Exist*		OWSC	11.4	B	10.4	B	11.4	10.4	No
8 . Barney Road/Project Dwy 3	Anderson	D	-	*Driveway Does Not Exist*		*Driveway Does Not Exist*		OWSC	12.6	B	11.3	B	12.6	11.3	No

Notes:

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).

* Exceeds LOS Standard

8.0 INTERSECTION QUEUEING ANALYSIS

A queuing analysis was conducted at all study area intersections. The primary objective of this analysis was to determine whether any potential queuing deficiencies may occur within the study area and storage lane requirements to properly accommodate the vehicles. The queues for the signalized intersections have been reported from Synchro. For roundabouts, queues have been reported from SIDRA. It should be noted that these queuing analyses are for information purposes only. As such, no improvements are recommended for queuing deficiencies in case the intersection is forecast to operate at a satisfactory LOS.

8.1 EXISTING INTERSECTION QUEUEING ANALYSIS

A queueing analysis was performed at all existing intersections within the study area under Existing and Existing Plus Project conditions. Table 8.A lists the available turn-pocket storage lengths and summarizes the a.m. and p.m. peak-hour 95th percentile back-of-queue lengths at the study area intersections under Existing and Existing Plus Project conditions.

As shown in Table 8.A, the turning movements that exceed available turn-pocket storage lengths are as follows:

- **SR-273 – I-5/Pleasant Hills Drive:** The available storage lengths for eastbound left-turn lanes are 140 feet per lane. Under Existing conditions, the 95th percentile queue for this movement is 185 feet for the a.m. peak hour and 210 feet for the p.m. peak hour. Under the Existing Plus Project conditions, the a.m. peak-hour queue is forecast to increase to 190 feet and the p.m. peak-hour queue is forecast to remain at 210 feet.

- **SR-273/Factory Outlets Drive:** The available storage length for southbound left turn lane is 150 feet. Under Existing conditions, the 95th percentile queue for this movement is 190 feet for the a.m. peak hour and 170 feet for the p.m. peak hour. Under the Existing Plus Project conditions, the a.m. peak-hour queue is forecast to increase to 240 feet, and the p.m. peak-hour queue is forecast to increase to 220 feet.

As such, for both these locations/movements, the project adds to the existing deficiencies only. The project does not result in any other new queuing deficiencies within the study area.

8.2 EXISTING PLUS APPROVED AND PENDING PROJECTS QUEUEING ANALYSIS

A queueing analysis was performed at all existing intersections within the study area under Existing Plus Approved and Pending Projects and Existing Plus Approved and Pending Projects Plus Project conditions. Table 8.B lists the available turn-pocket storage lengths and summarizes the a.m. and p.m. peak-hour 95th percentile back-of-queue lengths at the study area intersections under Existing Plus Approved and Pending Projects and Existing Plus Approved and Pending Projects Plus Project conditions.

As shown in Table 8.B, the turning movements that exceed available turn-pocket storage lengths under these scenarios are as follows:

- **SR-273 – I-5/Pleasant Hills Drive:** The available storage lengths for the eastbound left-turn lanes are 140 feet per lane. Under Existing Plus Approved and Pending Projects conditions, the 95th percentile queue for this movement is forecast to be 185 feet for the a.m. peak hour and 210 feet for the p.m. peak hour. Under the Existing Plus Approved and Pending Projects Plus Project conditions, the a.m. peak-hour queue is forecast to increase to 190 feet, and the p.m. peak-hour queue is forecast to remain at 210 feet.

- **SR-273/Factory Outlets Drive:** The available storage length for southbound left turn lane is 150 feet. Under Existing Plus Approved and Pending Projects conditions, the 95th percentile queue for this movement is forecast to be 235 feet for the a.m. peak hour and 195 feet for the p.m. peak hour. Under the Existing Plus Approved and Pending Projects Plus Project conditions, the a.m. peak-hour queue is forecast to increase to 325 feet and the p.m. peak hour queue is forecast to increase to 240 feet.

Therefore, as shown in Tables 8.A and 8.B, for both these locations/movements, the queues are currently exceeding the available storage capacity and forecast to increase even without the project. The project adds to the existing and forecasted deficiencies for both locations. The project does not result in any other new queuing deficiencies within the study area under any analysis scenarios and would mostly add nominal queues to the movements.

8.3 LIST OF CHAPTER 8.0 TABLES

- Table 8.A: Existing Intersection Queuing Analysis
- Table 8.B: Existing Plus Approved and Pending Projects Intersection Queuing Analysis

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Table 8.A: Existing Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Existing			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
1. State Route 273-Interstate 5 Ramps/Pleasant Hills Drive	**NBL x2**	335	70	70	70	70
Signal	**NBT**	-	90	65	90	65
	NBR	480	0	0	0	0
	SBL	420	15	35	15	35
	SBR	420	45	60	45	60
	EBL x2	140	**185**	**210**	**190**	**210**
	WBL	60	10	40	10	40
2. State Route 273/Factory Outlets Drive	**NBR**	435	20	15	25	15
Signal	**SBL**	150	**190**	**170**	**240**	**220**
	WBR	330	50	55	55	60
3. Interstate 5 Southbound Off-Ramp/Factory Outlets Drive	**SBL**	560	30	50	55	35
Signal	**SBR**	-	30	40	35	45
4. Interstate 5 Northbound Ramps/Factory Outlet Drive/Locust Road/Deschutes Road	**NBL**	365	5	5	5	5
Roundabout	**NBT**	-	15	15	15	15
	NBR	450	0	0	0	0
	WBRHR	130	15	15	20	20
	SWBHR	220	0	0	0	0

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; SWB = Southwestbound

L = Left; T = Through; R = Right; HR = Hard Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, queues for stop controlled intersections have been taken from SimTraffic, and queues for roundabout intersections have been taken from SIDRA.

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Table 8.B: Existing Plus Approved and Pending Projects Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Existing Plus Pending and Approved Projects			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
1. State Route 273-Interstate 5 Ramps/Pleasant Hills Drive	**NBL x2**	335	70	70	70	70
Signal	**NBT**	-	90	65	90	65
0	**NBR**	480	0	0	0	0
	SBL	420	15	35	15	35
	SBR	420	45	60	45	60
	EBL x2	140	**185**	**210**	**190**	**210**
	WBL	60	10	40	10	40
2. State Route 273/Factory Outlets Drive	**NBR**	435	20	15	35	20
Signal	**SBL**	150	**235**	**195**	**325**	**240**
	WBR	330	50	60	55	60
3. Interstate 5 Southbound Off-Ramp/Factory Outlets Drive	**SBL**	560	40	60	15	90
Signal	**SBR**	-	30	40	35	70
4. Interstate 5 Northbound Ramps/Factory Outlet Drive/Locust Road/Deschutes Road	**NBL**	365	5	5	5	5
Roundabout	**NBT**	-	15	15	20	15
	NBR	450	0	0	0	0
	WBRHR	130	15	20	25	30
	SWBHR	220	0	0	0	0

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; SWB = Southwestbound

L = Left; T = Through; R = Right; HR = Hard Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, queues for stop controlled intersections have been taken from SimTraffic, and queues for roundabout intersections have been taken from SIDRA.

9.0 CIRCULATION IMPROVEMENTS

9.1 LEVEL OF SERVICE

As recommended in the TIA Guidelines for the County, and as detailed in Section 2.2 of this report, the proposed project would need to recommend circulation improvements to improve LOS to an acceptable level in case an operational deficiency caused by the addition of project trips is identified. An operational deficiency is deemed to occur when the addition of project trips results in a study area intersection operating at LOS D or below.

As shown in Table 7.A and Table 7.B in Section 7.0, all study area intersections are forecast to operate at satisfactory LOS under Existing conditions, Existing Plus Project conditions, Existing Plus Approved and Pending conditions, and Existing Plus Approved and Pending Projects Plus Project conditions. As such, implementation of the proposed project would not create any LOS deficiencies at any study area intersection under all analysis scenarios. As such, no circulation improvements are currently being recommended to address project-related LOS deficiencies.

9.2 QUEUING

A queueing analysis was also conducted to determine if any forecasted queue lengths would exceed the available turn-pocket storage lengths at study area intersections with implementation of the proposed project. As shown in previously referenced Table 8.A and Table 8.B in Section 8.0, queues for the eastbound left turn at the intersection of SR-273/I-5/Pleasant Hills Drive and the southbound left turn at SR-273/Factory Outlets Drive are forecast to exceed the available turn-pocket storage length in the a.m. and p.m. peak hours under all analysis scenarios.

However, as previously stated, these queuing analyses are for informational purposes only. Both of these intersections are under the jurisdiction of Caltrans. Improvements at these intersections are covered through Regional Transportation Mitigation Fee programs, which the project will pay into. As such, improvements to eliminate these queuing deficiencies will be implemented by Caltrans and will be covered by these regional fee programs.

Additionally, these queuing deficiencies are also present in the without project scenarios. The project only adds to these existing and forecast queuing deficiencies. Additionally, the project does not result in any other new queuing deficiencies within the study area under any scenarios. Therefore, since the project does not result in these intersections operating at an unsatisfactory LOS and only adds to existing and forecasted queuing deficiencies, no project-specific improvements are recommended at these locations.

10.0 SITE ACCESS ANALYSIS

10.1 SIGHT DISTANCE

A sight distance analysis was conducted at the project driveways along Locust Road and Barney Road to evaluate safe access into 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 the 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 driveways.

10.1.1 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 streets abutting the proposed project (i.e., Locust Road and Barney Road). The speed limit on Locust Road is 40 mph. The posted speed limit on Barney Road is 35 mph. For the purposes of this analysis, the speed limits have been considered as the design speed. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 300 feet for a design speed of 40 mph and 250 feet for a design speed of 35 mph. Therefore, the minimum stopping sight distance for Project Driveway 1 has been considered as 300 feet and for project driveways on Barney Road have been considered as 250 feet.

All project driveways would have adequate stopping sight distance based on the existing curvature of and lack of significant vision-obstructing objects along Locust Road and Barney Road.

10.1.2 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 (Locust Road and Barney Road).

10.1.2.1 Project Driveway 1/Locust Road

Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 385 feet would be required for eastbound approaching vehicles and 445 feet would be required for westbound approaching vehicles at Project Driveway 2. As shown on Figure 10-1, Project Driveway 1 would have adequate corner sight distance.

10.1.2.2 Barney Road/Project Driveway 2

Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 335 feet would be required for southbound approaching vehicles and 390 feet would be required for northbound approaching vehicles at Project Driveway 2. As shown on Figure 10-2, Project Driveway 2 would have adequate corner sight distance.

10.1.2.3 Barney Road/Project Driveway 3

Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 545 feet would be required for southbound approaching vehicles and 595 feet would be required for northbound approaching vehicles at Project Driveway 3. As shown on Figure 10-3, Project Driveway 3 would have adequate corner sight distance.

10.2 PEDESTRIAN ACCESSIBILITY

Based on the aerial surveys of sidewalks and existing sidewalks on the City's GIS Webmap, paved sidewalks are present on the eastbound direction of Pleasant Hills Drive. Paved sidewalks are present on both sides of Factory Outlets Drive between SR-273 and the I-5 southbound off-ramp. Paved sidewalks are also present in the eastbound direction of Factory Outlets Drive between the I-5 southbound off-ramp and the I-5 northbound ramps.

To enhance pedestrian accessibility, the project can construct paved sidewalks on the eastbound direction of Locust Road and the southbound direction of Barney Road along the project frontage. The proposed sidewalks can connect with the existing sidewalks along Factory Outlets Drive to provide enhanced pedestrian safety for people who would access the project site and nearby surrounding land uses.

10.3 BICYCLE ACCESSIBILITY

Based on the City's General Plan Bicycle Routes and aerial surveys, no bicycle routes are within the study area. However, a Class I separated bike path is currently being planned along SR-273 within the study area. Furthermore, according to the City's General Plan, the City's policy is to provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities. As such, the project may consider additional bicycle infrastructure improvements within the project site.

10.4 TRANSIT ACCESSIBILITY

Route 9 operates within the study area. The nearest bus stop for Route 9 is on the northbound direction of SR-273 and southbound direction of Rhonda Road. People arriving and departing from the project site can access the bus stop using sidewalks on Factory Outlet Drive.

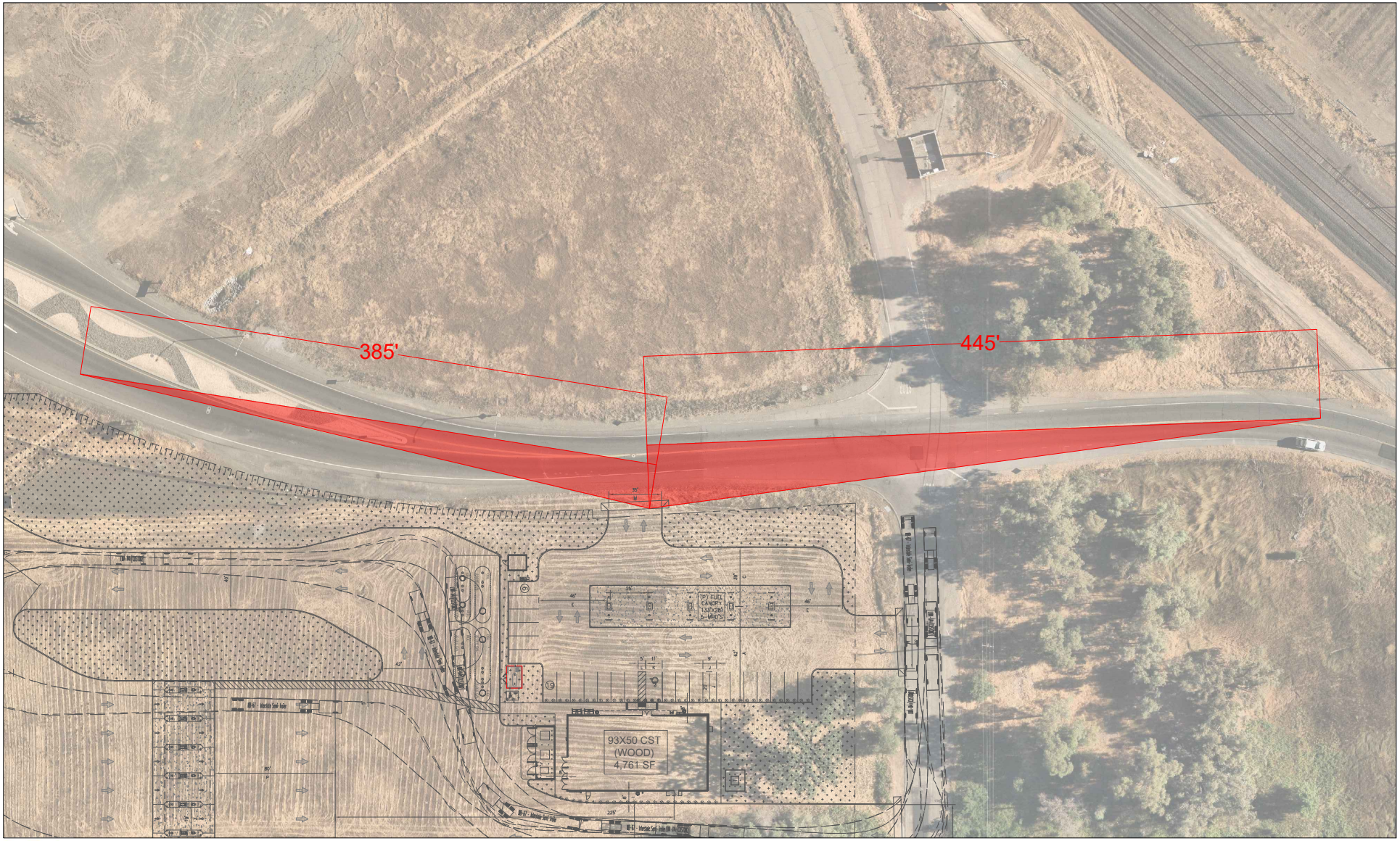
10.5 TRUCK ACCESSIBILITY

Based on the conceptual site plan illustrated on Figure 1-2, Project Driveway 1 and Project Driveway 2 will provide access for passenger vehicles only. Project Driveway 3 will provide access for

commercial diesel refueling, truck parking, and fuel deliveries. The width of Project Driveway 3 is 55 feet, which is designed to accommodate trailers under the WB-67 category.

10.6 LIST OF CHAPTER 10.0 FIGURES

- Figure 10-1: Sight Distance for Project Driveway 1/Locust Road
- Figure 10-2: Sight Distance for Barney Road/Project Driveway 2
- Figure 10-3: Sight Distance for Barney Road/Project Driveway 3



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LEGEND

Sight Distance Triangle

FIGURE 10-1

0 45 90

FEET

SOURCE: Tait & Associates, INC., May 2025

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Anderson 7-Eleven Project
Transportation Impact Study

Intersection Sight Distance - Project Driveway 1



LSA

LEGEND

Sight Distance Triangle

FIGURE 10-2

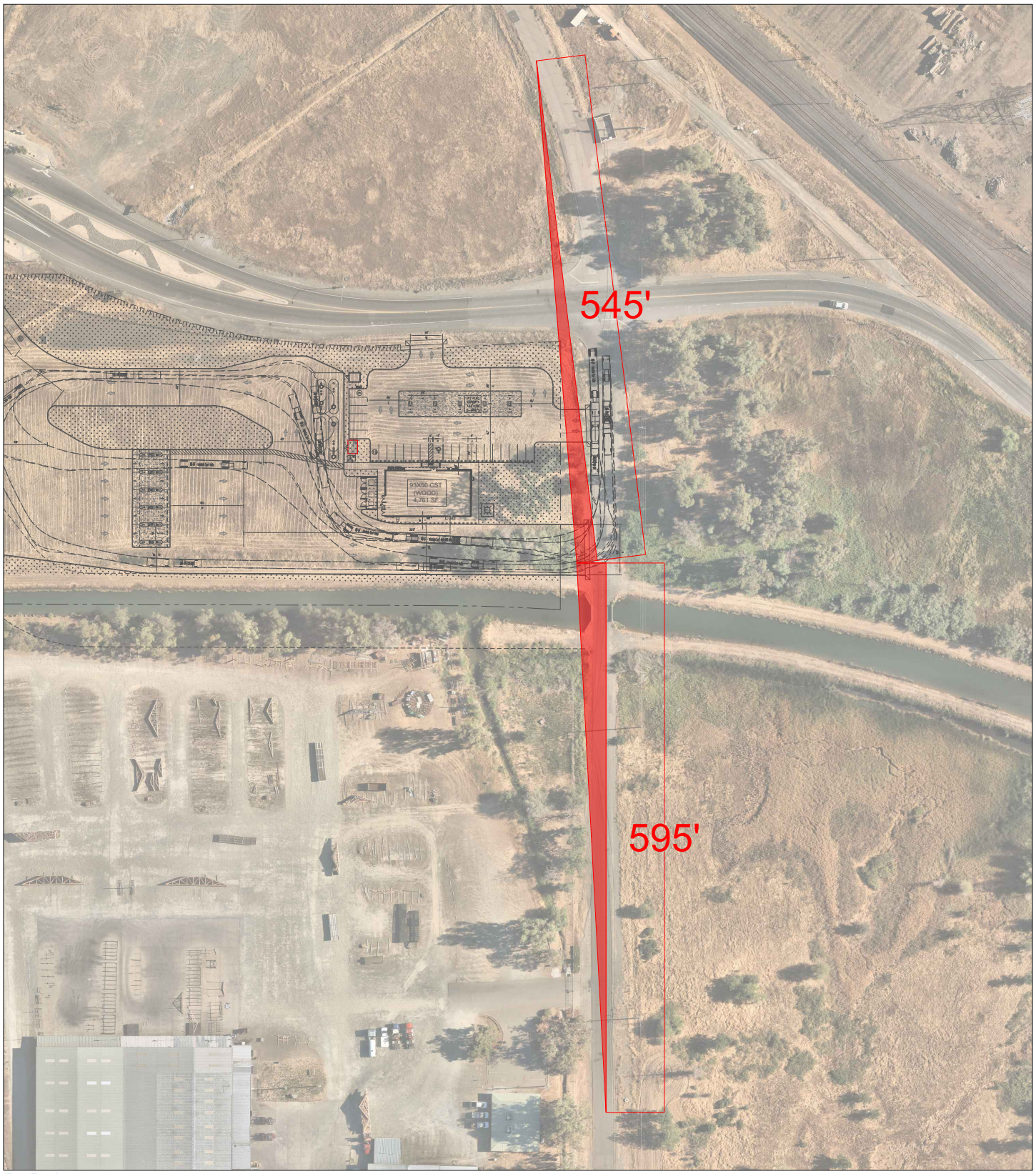
0 45 90
FEET

SOURCE: Tait & Associates, INC. , May 2025

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Anderson 7-Eleven
Transportation Impact Study

Intersection Sight Distance - Project Driveway 2



LSA

LEGEND

Sight Distance Triangle

FIGURE 10-3

0 75 150

FEET

Anderson 7-Eleven
Transportation Impact Study

Intersection Sight Distance - Project Driveway 3

SOURCE: Tait & Associates, INC. , May 2025

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11.0 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.

11.1 COLLISION ANALYSIS

A collision analysis was performed at I-5 and SR-273 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 October 1, 2021, to September 30, 2024, was obtained from Caltrans. The Caltrans TASAS crash summary report is included in Appendix F.

11.1.1 Northbound I-5 to Northbound SR-273 Off-Ramp Segment PM R3.365/R4.131 Collision Analysis Summary

11.1.1.1 Northbound

A total of 3 collisions occurred on the northbound I-5 to northbound SR-273 off-ramp (Post Mile [PM] R3.365/R4.131) 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 0.28 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.84 per MVM. For similar facilities, the average fatal collision rate is 0.005 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.17 per MVM and the average total collision rate is 0.51 per MVM.

Overall, no fatal crashes were reported within this freeway segment. The fatal-plus-injury rate and the actual total injury rate are above the averages for similar facilities statewide.

11.1.2 SR-273 Freeway Segment PM 4.131/4.293 Collision Analysis Summary

11.1.2.1 Northbound

A total of two collisions occurred on the SR-273 northbound segment from PM 4.131 to 4.293 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.46 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.46 per MVM. For similar facilities, the average fatal collision rate is 0.007 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.22 per MVM and the average total collision rate is 0.47 per MVM.

Overall, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is above the average for similar facilities statewide, and the actual total injury rate is above the average for similar facilities statewide.

11.1.2.2 Southbound

No collisions occurred on the SR-273 southbound segment from PM 4.131 to 4.293 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of

0.00 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.00 per MVM. For similar facilities, the average fatal collision rate is 0.007 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.22 per MVM and the average total collision rate is 0.47 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.

11.1.3 SR-273 Freeway Segment PM 4.293/4.430 Analysis Summary

11.1.3.1 Northbound

No collisions occurred on the SR-273 northbound segment from PM 4.293 to 4.430 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.00 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.00 per MVM. For similar facilities, the average fatal collision rate is 0.007 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.22 per MVM and the average total collision rate is 0.47 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.

11.1.3.2 Southbound

A total of two collisions occurred on the SR-273 southbound segment from PM 4.293 to 4.430 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.00 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.48 per MVM. For similar facilities, the average fatal collision rate is 0.007 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.22 per MVM and the average total collision rate is 0.47 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.

11.1.4 I-5 Freeway Segment PM R3.537/4.131 Analysis Summary

11.1.4.1 Southbound

No collisions occurred on the I-5 southbound segment from PM R3.537 to 4.131 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.00 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.00 per MVM. For similar facilities, the average fatal collision rate is 0.005 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.15 per MVM and the average total collision rate is 0.46 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.

11.1.5 I-5 Freeway Segment PM R3.366/4.109 Analysis Summary

11.1.5.1 Northbound

A total of six collisions occurred on the I-5 southbound segment from PM R3.366 to 4.109 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 0.29 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.

11.1.6 I-5 Freeway Segment R4.109/R4.593 Analysis Summary

11.1.6.1 Northbound

A total of five collisions occurred on the SR-273 northbound segment from PM 4.109 to R4.593 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.14 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.18 per MVM. For similar facilities, the average fatal collision rate is 0.003 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.18 per MVM and the average total collision rate is 0.55 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.

11.1.7 I-5 Freeway Segment R4.593/R4.877 Analysis Summary

11.1.7.1 Northbound

No collisions occurred on the I-5 northbound segment from PM R4.593 to R4.877 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.00 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.07 per MVM. For similar facilities, the average fatal collision rate is 0.002 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.16 per MVM and the average total collision rate is 0.49 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.

11.1.7.2 Southbound

A total of 2 collisions occurred on the I-5 southbound segment from PM R4.593 to R4.877 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.03 per MVM, and a total collision rate (fatal, injury, and property damage) of

0.07 per MVM. For similar facilities, the average fatal collision rate is 0.002 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.16 per MVM and the average total collision rate is 0.49 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.

11.1.8 I-5 Freeway Segment R3.538/R4.536 Analysis Summary

11.1.8.1 Southbound

A total of 10 collisions occurred on the I-5 southbound segment from PM R3.538 to R4.536 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.07 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.36 per MVM. For similar facilities, the average fatal collision rate is 0.006 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.33 per MVM and the average total collision rate is 1.00 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.

11.1.9 I-5 Freeway Segment R3.251/R3.538 Analysis Summary

11.1.9.1 Southbound

A total of 4 collisions occurred on the I-5 southbound segment from PM R3.251 to R3.538 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.00 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.13 per MVM. For similar facilities, the average fatal collision rate is 0.004 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.14 per MVM and the average total collision rate is 0.40 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.

11.2 FREEWAY OFF-RAMP QUEUING ANALYSIS

A freeway off-ramp queuing analysis was performed to determine safety impacts at the I-5/Factory Outlets Drive interchange and the I-5 northbound/SR-273 off-ramp 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 25 feet for the purposes of this analysis.

Previously referenced Tables 8.A and 8.B summarize the 95th percentile queues at the off-ramp intersections under Existing Plus Project and Existing Plus Approved/Pending Projects 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 any of the off-ramps under Existing Plus Project and Existing Plus Approved/Pending Projects 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.

12.0 CEQA ASSESSMENT – VEHICLE MILES TRAVELED ANALYSIS AND ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ACCESS

12.1 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 the 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, the proposed project can be screened out, since it would mostly cater 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.

12.2 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. A Class I separated bike path is currently being planned along SR-273 within the study area. The proposed project would not decrease the performance or safety of any existing or proposed bicycle facility.

According to aerial surveys and existing sidewalks on the City's GIS Webmap, paved sidewalks are present on the eastbound direction of Pleasant Hills Drive. Paved sidewalks are present on both sides of Factory Outlets Drive between SR-273 and the I-5 southbound off-ramp. Paved sidewalks are also present in the eastbound direction of Factory Outlets Drive between the I-5 southbound off-ramp and the I-5 northbound ramps. The project can construct paved sidewalks on the eastbound direction of Locust Road and the southbound direction of Barney Road along the project frontage to extend the pedestrian network. As such, the proposed project would not decrease the performance or safety of any existing or proposed pedestrian facility or prevent any future extension of the pedestrian network.

Route 9 operates within the study area. The nearest bus stop for Route 9 is located on the northbound direction of SR-273 and the southbound direction of Rhonda Road. People arriving and departing from the project site can access the bus stop using sidewalks on Factory Outlet 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.

13.0 SUMMARY AND CONCLUSIONS

The proposed project includes a 4,761 sf convenience store gas station with 10 VFPs, a commercial diesel fueling station with five VFPs, and commercial truck parking. Access to the project site will be provided by the following three driveways:

- **Driveway 1:** A full-access driveway on Locust Road for the convenience store and gas station.
- **Driveway 2:** A full-access driveway on Barney Road for the convenience store and gas station.
- **Driveway 3:** A full-access driveway on Barney Road for the commercial diesel fueling station and commercial truck parking.

The proposed project is estimated to generate 3,691 gross daily trips, with 340 trips during the a.m. peak hour, and 305 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 proximity to I-5 and SR-273, 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 630 net daily trips, with 64 net trips during the a.m. peak hour and 58 net trips during the p.m. peak hour.

13.1 LEVEL OF SERVICE SUMMARY

13.1.1 Existing Conditions

All study area intersections are currently operating at a satisfactory LOS under Existing conditions.

13.1.2 Existing Plus Project Conditions

All study area intersections are forecast to operate at a satisfactory LOS under Existing Plus Project conditions.

13.1.3 Existing Plus Approved and Pending Conditions

All study area intersections are forecast to operate at a satisfactory LOS under Existing Plus Approved and Pending conditions.

13.1.4 Existing Plus Approved and Pending Plus Project Conditions

All study area intersections are forecast to operate at a satisfactory LOS under Existing Plus Approved and Pending Plus Project conditions.

13.2 QUEUING ANALYSIS SUMMARY

13.2.1 Existing Conditions

The eastbound left-turn 95th percentile queue at the intersection of SR-273–I-5 Ramps/Pleasant Hills Drive and the southbound left-turn storage lane at the intersection of SR-273/Factory Outlets Drive

exceed the available turn-pocket storage lengths under Existing conditions. All other turning movement queues are within available turn-pocket storage lengths.

13.2.2 Existing Plus Project Conditions

The eastbound left-turn 95th percentile queue at the intersection of SR-273–I-5 Ramps/Pleasant Hills Drive and the southbound left-turn storage lane at the intersection of SR-273/Factory Outlets Drive are forecast to exceed the available turn-pocket storage lengths under Existing Plus Project conditions. All other turning movement queues are within available turn-pocket storage lengths.

With the proposed extension of the southbound left-turn storage lanes at the intersection of SR-273/Factory Outlets Drive, it is anticipated that there will be adequate storage for the forecasted 95th percentile queue. However, the intersection of SR-273–I-5 Ramps/Pleasant Hills Drive is forecast to continue to have an eastbound left-turn queue exceeding the available storage pocket length due to physical constraints limiting storage length extensions.

13.2.3 Existing Plus Approved and Pending Projects Conditions

The eastbound left turn 95th percentile queue at the intersection of SR-273–I-5 Ramps/Pleasant Hills Drive and the southbound left-turn storage lane at the intersection of SR-273/Factory Outlets Drive are forecast to exceed the available turn-pocket storage lengths under Existing Plus Approved and Pending Project conditions. All other turning movement queues are within available turn-pocket storage lengths.

13.2.4 Existing Plus Approved and Pending Projects Plus Project Conditions

The eastbound left turn 95th percentile queue at the intersection of State Route 273-Interstate 5 Ramps/Pleasant Hills Drive and the southbound left turn storage lane at the intersection of State Route 273/Factory Outlets Drive are forecast to exceed the available turn-pocket storage lengths under Existing Plus Approved and Pending Projects Plus Project conditions. All other turning movement queues are within available turn-pocket storage lengths.

With the proposed extension of the southbound left-turn storage lanes at the intersection of SR-273/Factory Outlets Drive, it is anticipated that there will be adequate storage for the forecasted 95th percentile queue. However, the intersection of SR-273–I-5 Ramps/Pleasant Hills Drive is forecast to continue to have an eastbound left-turn queue exceeding the available storage pocket length due to physical constraints limiting storage length extensions.

13.3 RECOMMENDED OF CIRCULATION IMPROVEMENTS SUMMARY

All study area intersections are either currently operating or forecast to operate at satisfactory LOS under all analysis scenarios. As such, no circulation improvements are currently being recommended for LOS analysis.

The queues for the eastbound left turn at the intersection of SR-273–I-5/Pleasant Hills Drive and southbound left at SR-273/Factory Outlets Drive exceed and are forecast to continue exceeding the available turn-pocket storage length in the a.m. and p.m. peak hours under all analysis scenarios. However, as previously stated, these queuing analyses are for information purposes only. Both

these intersections are under Caltrans jurisdiction. Improvements at these intersections are covered through the Regional Transportation Mitigation Fee programs, which the project will pay into. As such, improvements to eliminate these queuing deficiencies will be implemented by Caltrans and will be covered by these regional fee programs.

Additionally, these queuing deficiencies are also present in the without project scenarios. The project only adds to these existing and forecast queuing deficiencies. Therefore, since the project does not result in these intersections operating at an unsatisfactory LOS and only adds to existing and forecasted queuing deficiencies, no project-specific improvements are recommended at these locations.

13.4 SITE ACCESS ANALYSIS

13.4.1 Vehicular Access

The stopping sight distance was evaluated on the streets adjacent to the proposed project (e.g., Locust Road and Barney Road) 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 speed limit on Locust Road is 40 mph. The posted speed limit on Barney Road is 35 mph. For the purposes of this analysis, the speed limits have been considered as the design speed. Based on stopping sight distance requirements in the HDM, all project driveways along the project frontage have adequate stopping sight distance based on existing curvature and lack of significant vision-obstructing objects on Locust Road and Barney Road.

A corner sight distance was also evaluated on project driveways to ensure adequate sight distance for vehicles exiting the project driveways onto Locust Road and Barney Road. Based on the analysis, vehicles egressing on all project driveways will have adequate corner sight distance based on requirements.

13.4.2 Pedestrian Accessibility

Based on aerial surveys and the City's GIS Web map, paved sidewalks are present on the eastbound direction of Pleasant Hills Drive. Paved sidewalks are present on both sides of Factory Outlets Drive between SR-273 and the I-5 southbound off-ramp. Paved sidewalks are also present in the eastbound direction of Factory Outlets Drive between the I-5 southbound off-ramp and the I-5 northbound ramps. The project can construct paved sidewalks on the eastbound direction of Locust Road and the southbound direction of Barney Road along the project frontage to enhance pedestrian access.

13.4.3 Bicycle Accessibility

Based on the City's General Plan Bicycle Routes and aerial surveys, no bicycle routes are within the study area. However, according to the City's General Plan, the policy of the City is to provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities. As such, the project may consider additional bicycle infrastructure improvements within the project site.

13.4.4 Transit Accessibility

Route 9 operates within the study area. The nearest bus stop for Route 9 is located on the northbound direction of SR-273 and the southbound direction of Rhonda Road. People arriving and departing from the project site can access the bus stop using sidewalks on Factory Outlet Drive.

13.5 CALTRANS SAFETY ANALYSIS

13.5.1 Collision Analysis

A collision analysis was performed at the I-5 and SR-273 segments near the project study area. The freeway and highway 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 3.365 to 4.131 in the northbound direction, no fatal crashes were reported within this freeway segment, and the fatal-plus-injury rate and actual total injury rate are above the averages for similar facilities statewide.

For I-5 PM 4.131 to 4.293 in the northbound direction, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is above the average for similar facilities statewide, and the actual total injury rate is above the average for similar facilities statewide.

For I-5 PM 4.131 to 4.293 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.

For SR-273 PM 4.293 to 4.430 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 SR-273 PM 4.293 to 4.430 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 3.537 to 4.134 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.

For I-5 PM 3.366 to 4.109 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 4.109 to 4.593 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 4.593 to 4.887 in the northbound segment, 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 4.593 to 4.887 in the southbound segment, 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 3.538 to 4.536 in the southbound segment, 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 3.251 to 3.538 in the southbound segment, 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.

13.5.2 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* (Caltrans 2024), if a project adds two or more car lengths to the existing ramp queues that would extend onto 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 95th percentile queues at the off-ramp intersections under Existing Plus Project and Existing Plus Approved/Pending Projects Plus Project conditions, the proposed project is not anticipated to cause the forecasted ramp queues in either peak hour to extend onto the freeway mainline at any of the I-5 off-ramps. As such, no additional analyses or traffic safety mitigation measures are required at either off-ramp.

13.6 CEQA ASSESSMENT

13.6.1 Vehicle Miles Traveled Analysis

The proposed project is anticipated to serve mostly 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.

13.6.2 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 project is not anticipated to inhibit the construction of any proposed bicycle facility in the City's General Plan. The proposed project does not conflict with any existing or future construction of 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

May 13, 2025

Chisty White, City Clerk
City of Anderson
City Manager/City Clerk's Office of Anderson
1887 Howard Street, 3rd Floor
Anderson, CA 96007

Subject: Scope of Work for the Anderson 7-Eleven Project Transportation Impact Study (LSA Project No. 20252345)

Dear Ms. White:

LSA has prepared this scoping agreement for the preparation of a Transportation Impact Study (TIS) for the proposed Anderson 7-Eleven (project) in Anderson, California. The proposed project includes a 4,761-square-foot (sf) convenience store gas station, with 10 vehicle fueling positions (VFPs) and a truck stop with five diesel VFPs. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 depicts the conceptual project site plan. As shown on Figure 2, access to the project site will be provided via three driveways:

- A full-access driveway on Locust Street for the convenience store and gas station
- A full-access driveway on Barney Road for the convenience store and gas station
- A full-access driveway on Barney Road for the commercial diesel fueling station and commercial truck parking

LSA anticipates that the following scope of work will be required for preparation of the TIS.

SCOPE OF WORK: LEVEL OF SERVICE ANALYSIS

Although level of service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the proposed project will need to demonstrate consistency with the City of Anderson (City) General Plan goal and policies.

Study Intersections

Given the location of the proposed project, the following nine intersections are proposed for the analysis:

1. California State Route 273 (SR-273) – Interstate 5 (I-5)/Pleasant Hills Drive (California Department of Transportation [Caltrans])
2. SR-273/Factory Outlets Drive (Caltrans)
3. I-5 southbound off-ramp/Factory Outlets Drive (Caltrans)
4. I-5 northbound ramps/Factory Outlets Drive/Locust Street/Deschutes Road (Caltrans)
5. Barney Road/Locust Street (City of Anderson)
6. Project driveway 1/Locust Street (City of Anderson)
7. Project driveway 2/Barney Road (City of Anderson)
8. Project driveway 3/Barney Road (City of Anderson)

Figure 3 illustrates the study 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 1 hour of highest traffic volumes occurring between 7:00 and 9:00 a.m., while the p.m. peak hour is defined as the 1 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 the Synchro 12 software and Sidra software for roundabouts.

Analysis Scenarios

The TIS will include the following scenarios:

- Existing
- Existing Plus Proposed Project
- Existing Plus Approved/Pending Projects
- Existing Plus Approved/Pending Projects Plus Project

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)."

For a gasoline station with convenience store, a certain percentage of trips are pass-by trips. In addition, because the proposed project is adjacent to an Interstate highway, a significant portion of the trips can be considered as diverted trips. Diverted trips are trips that require diversion from other roadways within the vicinity and affect traffic along streets near the proposed project.

Pass-by and diverted trip rates for the gasoline station with convenience store were obtained from the ITE *Trip Generation Manual* for Land Use 945 – "Convenience Store/Gas Station – GFA (4.5k-5k)." For the purposes of this analysis, pass-by trips are considered to be existing trips traveling on Barney Road and Locust Street. Diverted trips are considered to be existing trips traveling northbound and southbound on I-5 and SR-273 making a diversion to the project site and continuing to the original destination. The pass-by and diverted trips were subtracted from the overall gross trips to obtain the primary trips for these land uses.

For the truck fueling positions, the trip generation was developed using rates obtained from the ITE *Trip Generation* Manual for Land Use 950 – "Truck Stop." Based on the location of the proposed project, it is anticipated that all truck trips using the commercial fueling station and truck parking would be diverted trips from I-5 and SR-273.

The net primary trips for all land uses were added to obtain the total primary trips for the proposed project. Table A (Attachment B) summarizes the daily, a.m., and p.m. peak-hour project trip generation. The proposed project is estimated to generate 630 total primary trips, with 64 primary trips during the a.m. peak hour and 58 primary trips during the p.m. peak hour.

Generalized trip distribution patterns were developed based on the project location in relation to surrounding land uses and the regional roadway network. Figure 4 illustrates the gasoline station with convenience store primary trip distribution at the study intersections. Figure 5 depicts the gasoline station with convenience store diverted trip distribution at the study intersections. Figure 6 shows the commercial diesel refueling station diverted trip distribution at the study intersections. As previously stated, the passenger vehicle and truck diverted trips are from I-5 and SR-273.

The project trip assignment is the product of the project trip generation and the project trip distribution percentages. Figure 7 illustrates the gasoline station with convenience store primary trip assignment. Figure 8 depicts the gasoline station with convenience store diverted trip assignment from I-5 and SR-273. Figure 9 shows the commercial diesel refueling station diverted trip assignment from I-5 and SR-273. Figure 10 illustrates the total project total 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 projects without project conditions will be developed by adding traffic volumes from approved and pending development projects in the project vicinity. Approved/pending projects information will be obtained from the City and nearby jurisdictions.

Traffic volumes for the existing plus project and existing plus approved/pending projects plus project 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 proposed project will be compared to LOS with the proposed 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*.

Intersection Queuing Analysis

An intersection queuing analysis will be performed at all study intersections. The queuing analysis will be conducted using Synchro for signalized intersections, SimTraffic for unsignalized intersections, and Sidra for roundabouts. 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 analysis are included as part of the City's adopted fee plans or any county-wide 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 existing plus approved/pending projects 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 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 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 proposed 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 proposed 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

It is LSA's understanding that the City is yet to develop its own VMT Guidelines. Therefore, the VMT analysis will be based upon the screening criteria, recommended methodology, and significant threshold criteria identified in the California Governor's Office of Research and Planning (OPR) Technical Advisory (TA), dated December 2018. Based on the screening criteria included in the OPR TA, retail projects with an area of less than 50,000 sf may be screened out from a detailed VMT analysis. Since the total square footage for this project is less than the 50,000 sf threshold, a

qualitative VMT screening analysis will be prepared to establish that a detailed VMT analysis may not be required for this project.

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 proposed project conflicts with adopted policies, plans, or programs for these facilities, or whether the proposed 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.

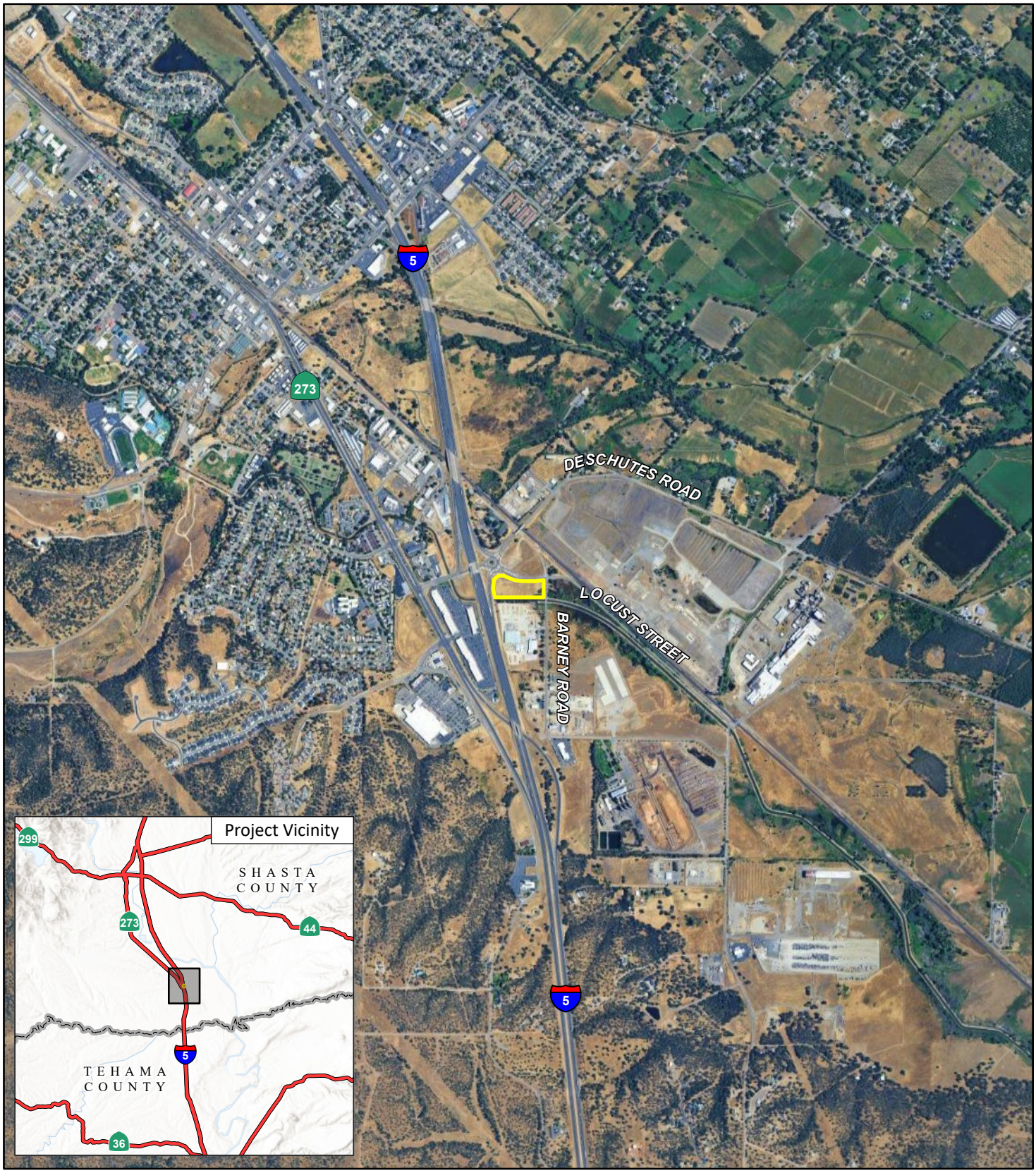


Dean Arizabal
Principal

Attachments: A: Figure 1—Regional and Project Location
Figure 2—Conceptual Site Plan
Figure 3—Study Area Intersections
Figure 4— Project Primary Trip Distribution – Gas Station with Convenience Store
Figure 5— Project Diverted Trip Distribution – Gas Station with Convenience Store
Figure 6— Project Diverted Trip Distribution – Truck Stop
Figure 7— Project Primary Trip Assignment – Gas Station with Convenience Store
Figure 8— Project Diverted Trip Assignment – Gas Station with Convenience Store
Figure 9— Project Diverted Trip Assignment – Truck Stop
Figure 10—Total Project Trip Assignment
B: Table A: Project Trip Generation

ATTACHMENT A

FIGURES



LSA

LEGEND

Project Location [update definition query]

FIGURE 1

N

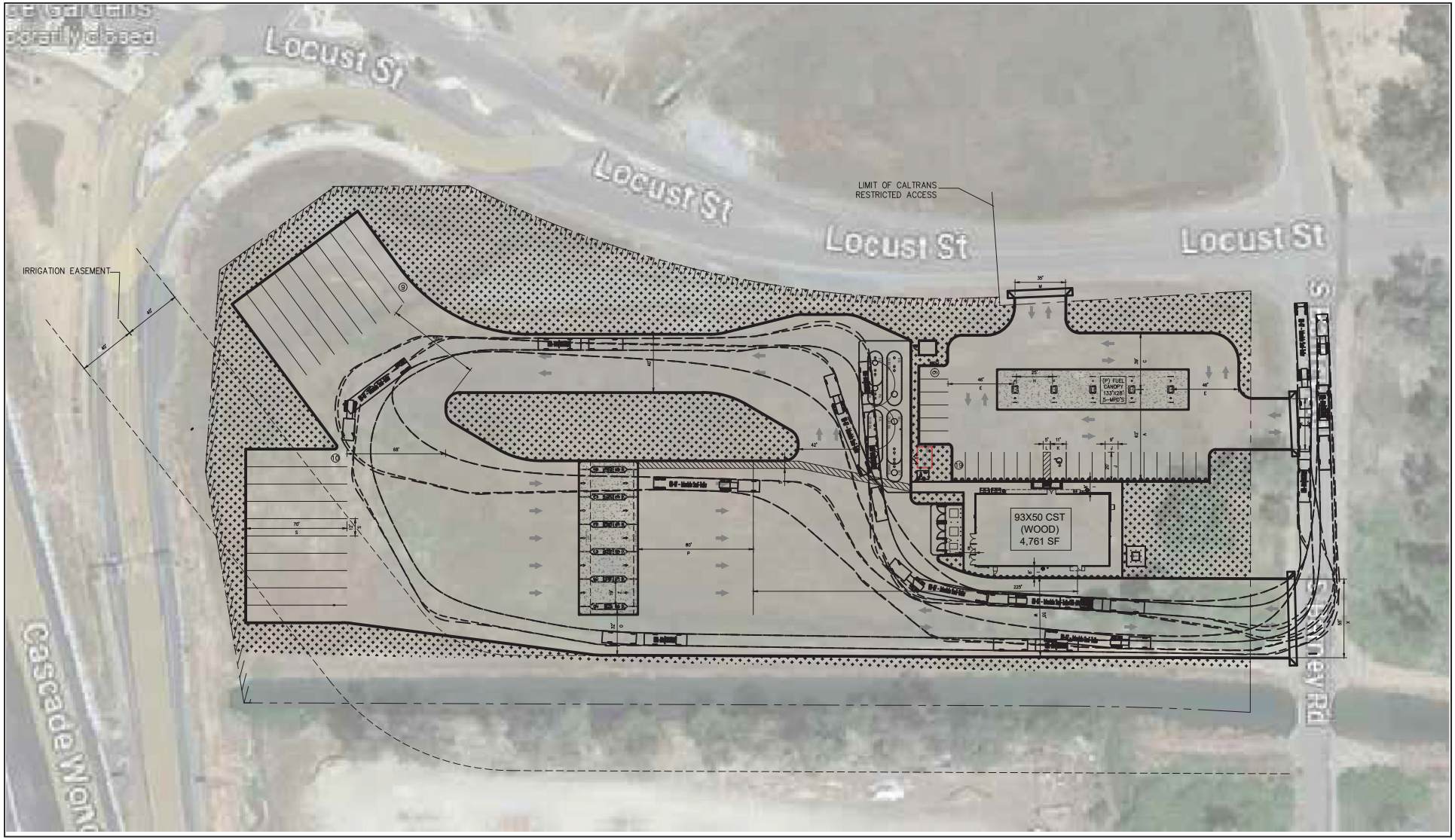
0 1000 2000

FEET

SOURCE: Google Earth, June 2024

Anderson 7-Eleven
Transportation Impact Study
Regional and Project Location

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LSA

FIGURE 2

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0 50 100

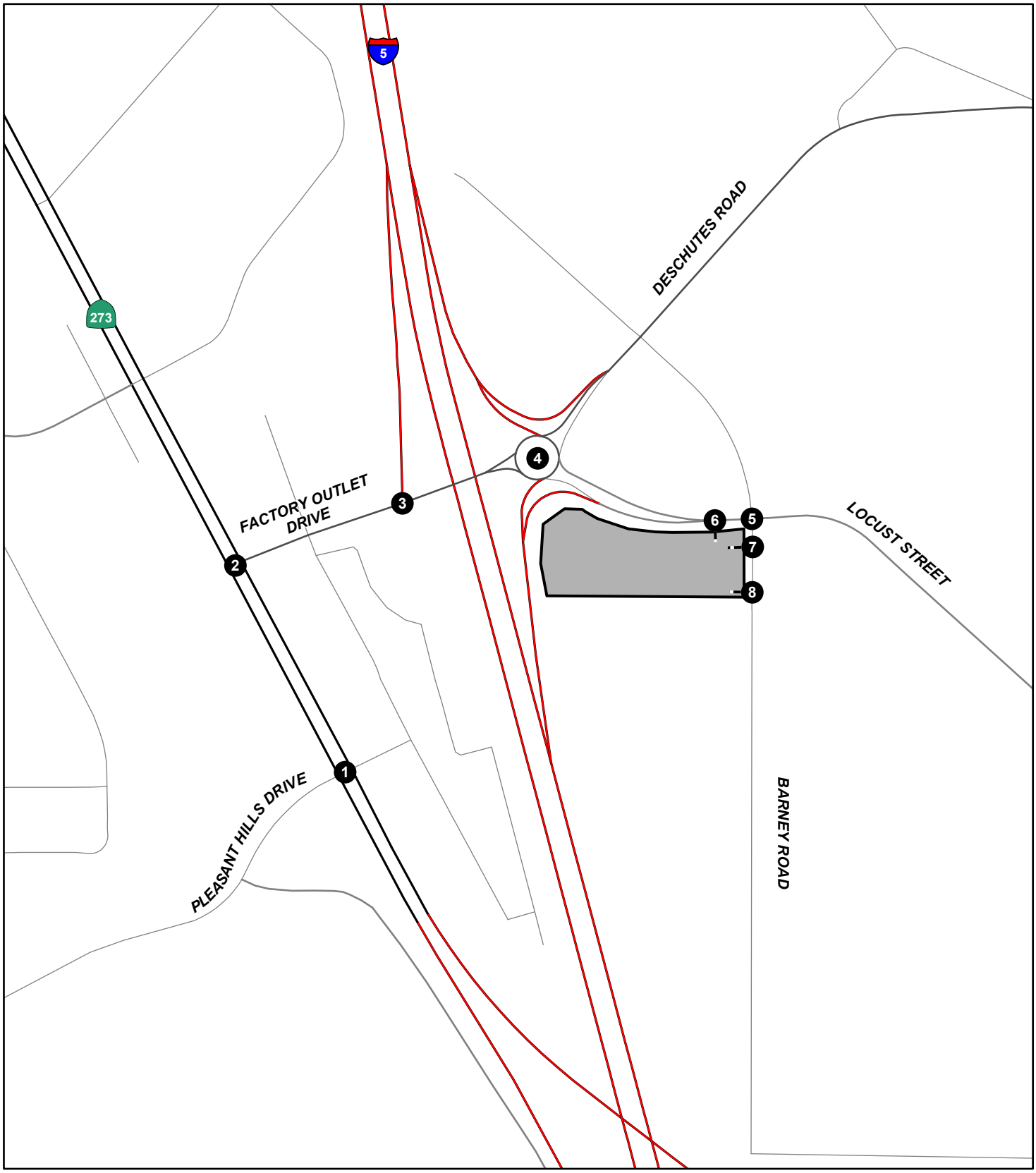
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Anderson 7-Eleven
Transportation Impact Study

Conceptual Site Plan

SOURCE: Tait & Associates, INC., May 2025

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LSA

FIGURE 3

LEGEND

Project Location

Study Area Intersection

Project Driveway

N

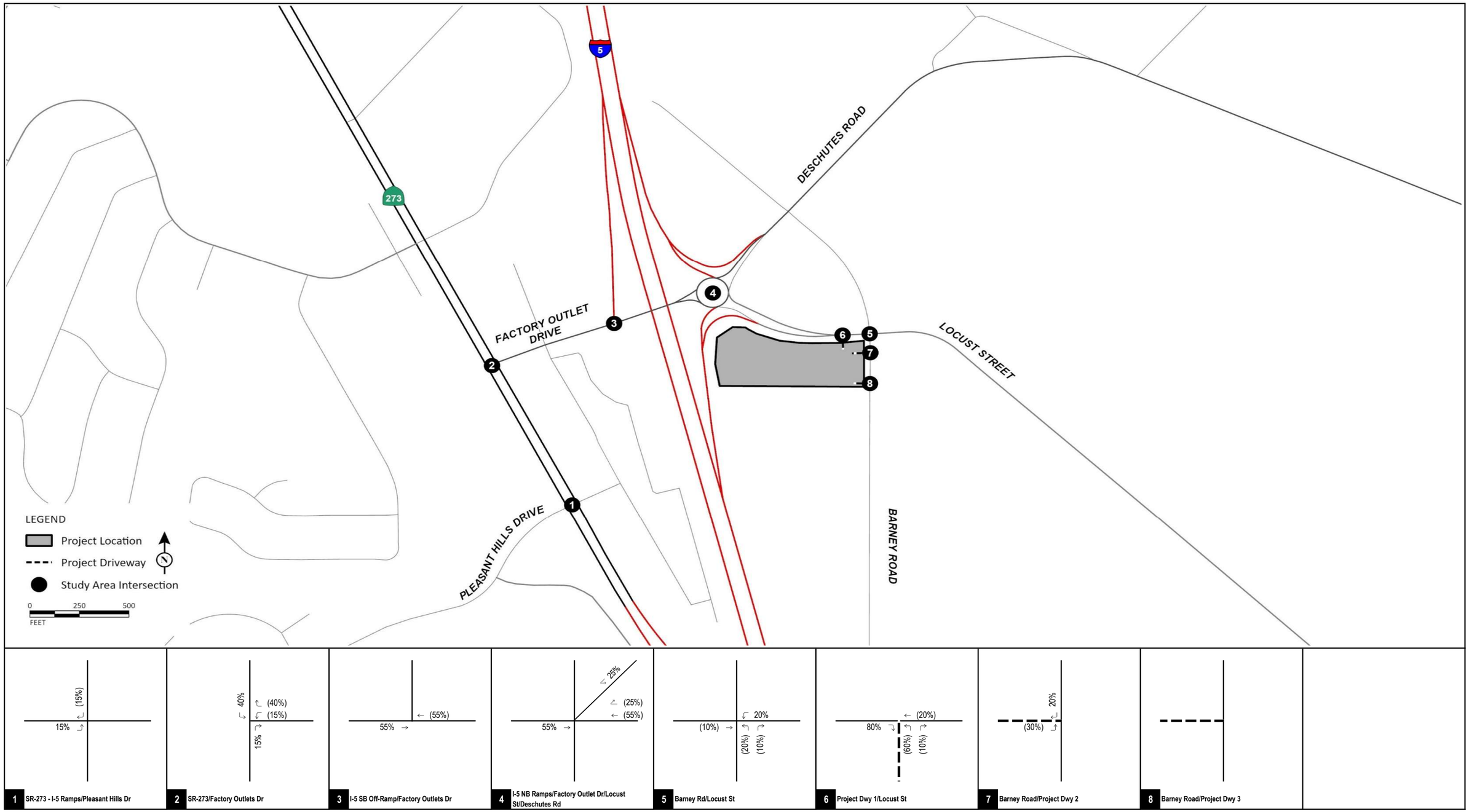
0 250 500

FEET

SOURCE: Google Earth, June 2024

Anderson 7-Eleven
Transportation Impact Study
Study Area Intersections

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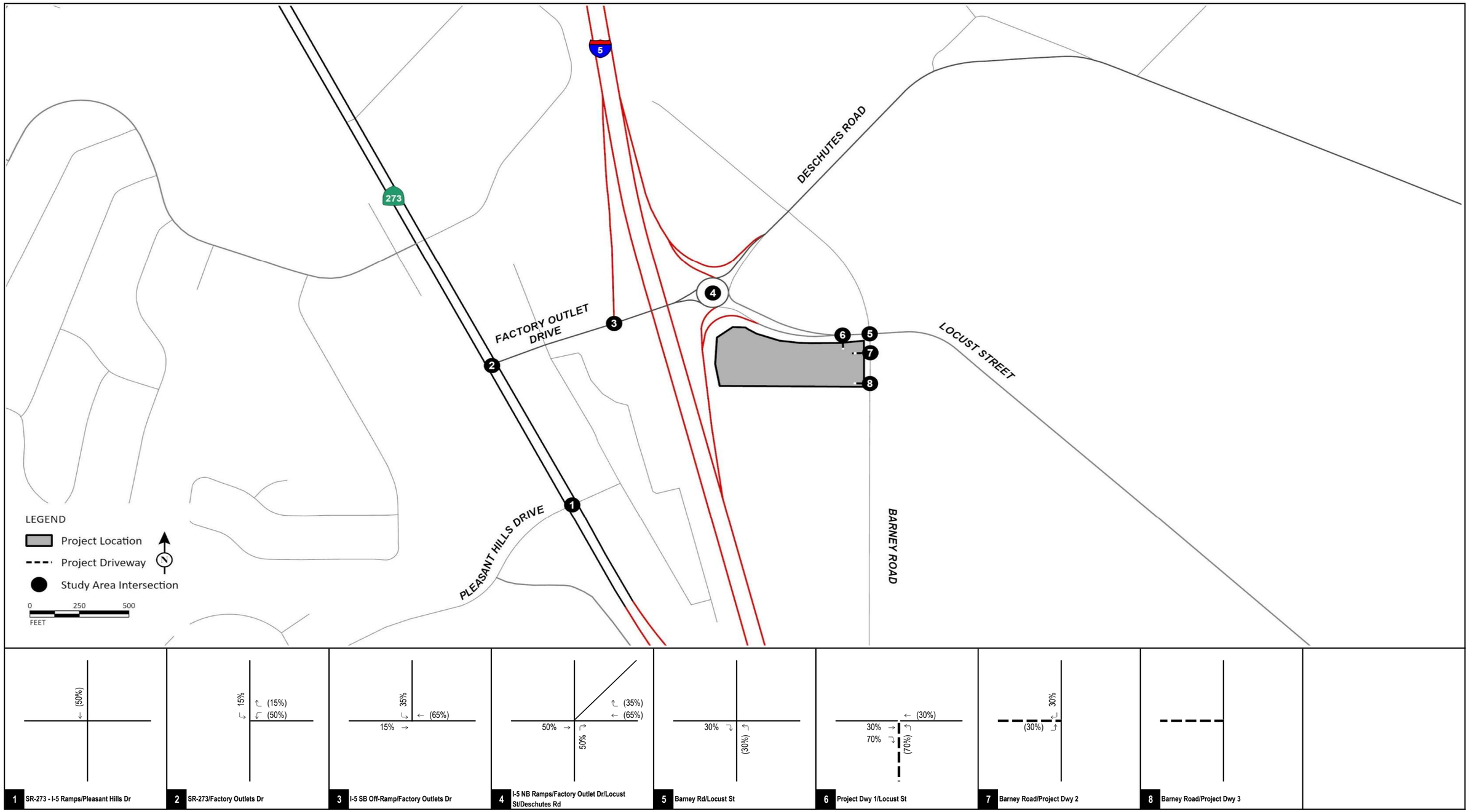
LSA

FIGURE 4

XX% (YY%)
Inbound (Outbound) Distribution
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Primary Trip Distribution – Gas Station with Convenience Store



LSA

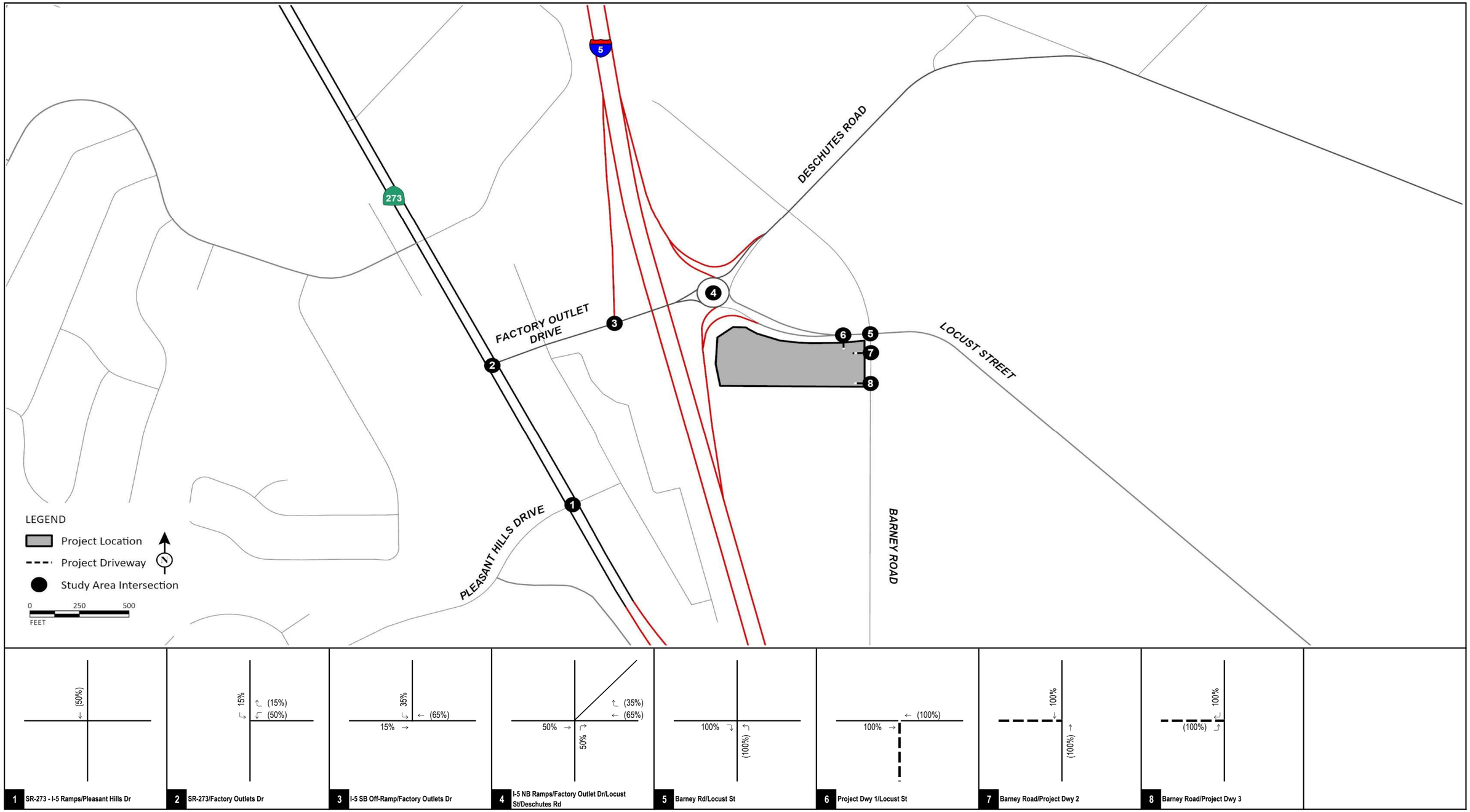
FIGURE 5

XX% (YY%)
Inbound (Outbound) Distribution
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Distribution – Gas Station with Convenience Store

P:\2025\20252345 Anderson 7-Eleven\z45_Gas_Diverted_Dist.xlsx 5/8/2025



LSA

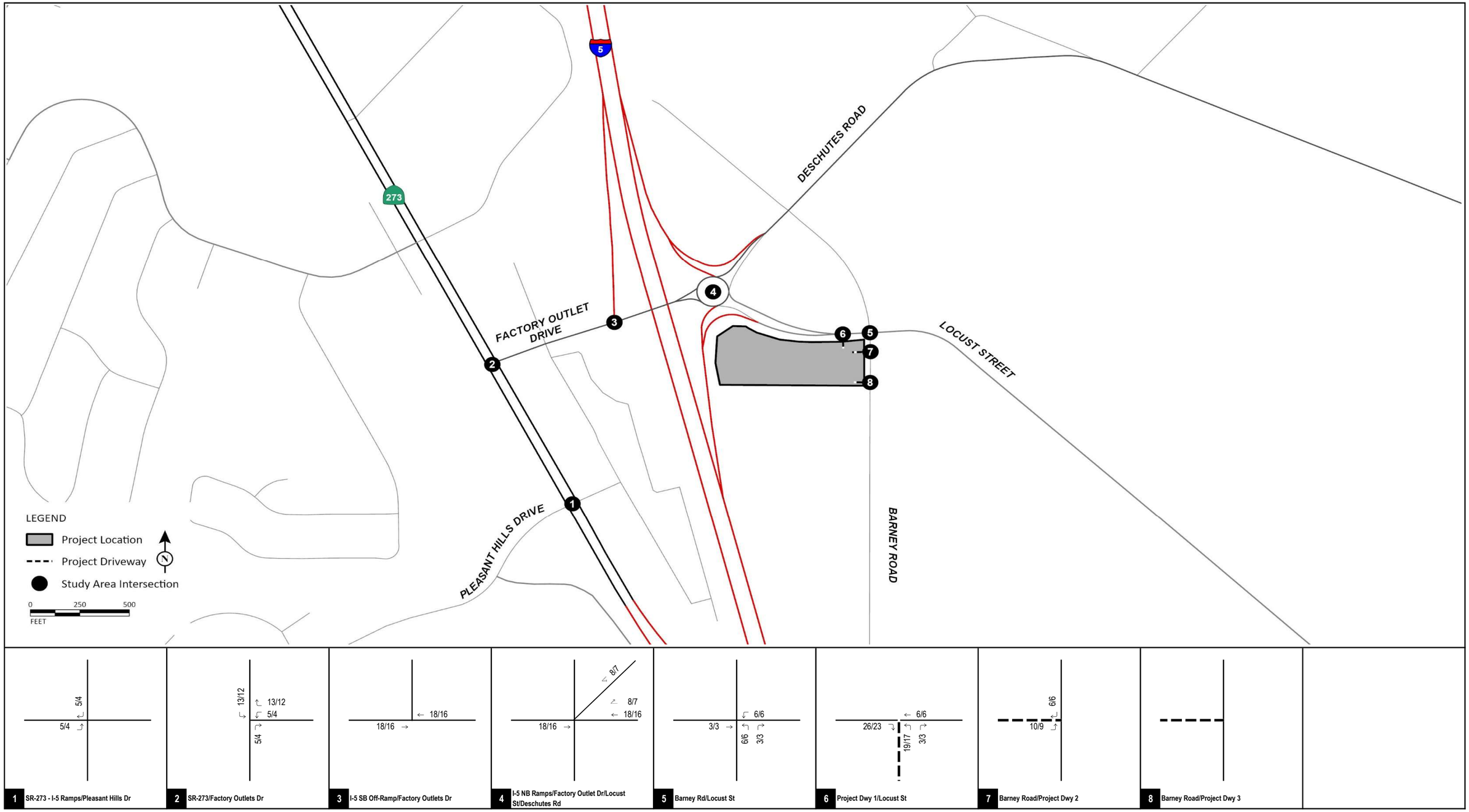
FIGURE 6

XXX% (YYY%)
Inbound (Outbound) Distribution
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Distribution – Truck Stop

P:\2025\20252345 Anderson 7-Eleven\z45_Truck_Diverted_Dist.xlsx 5/8/2025



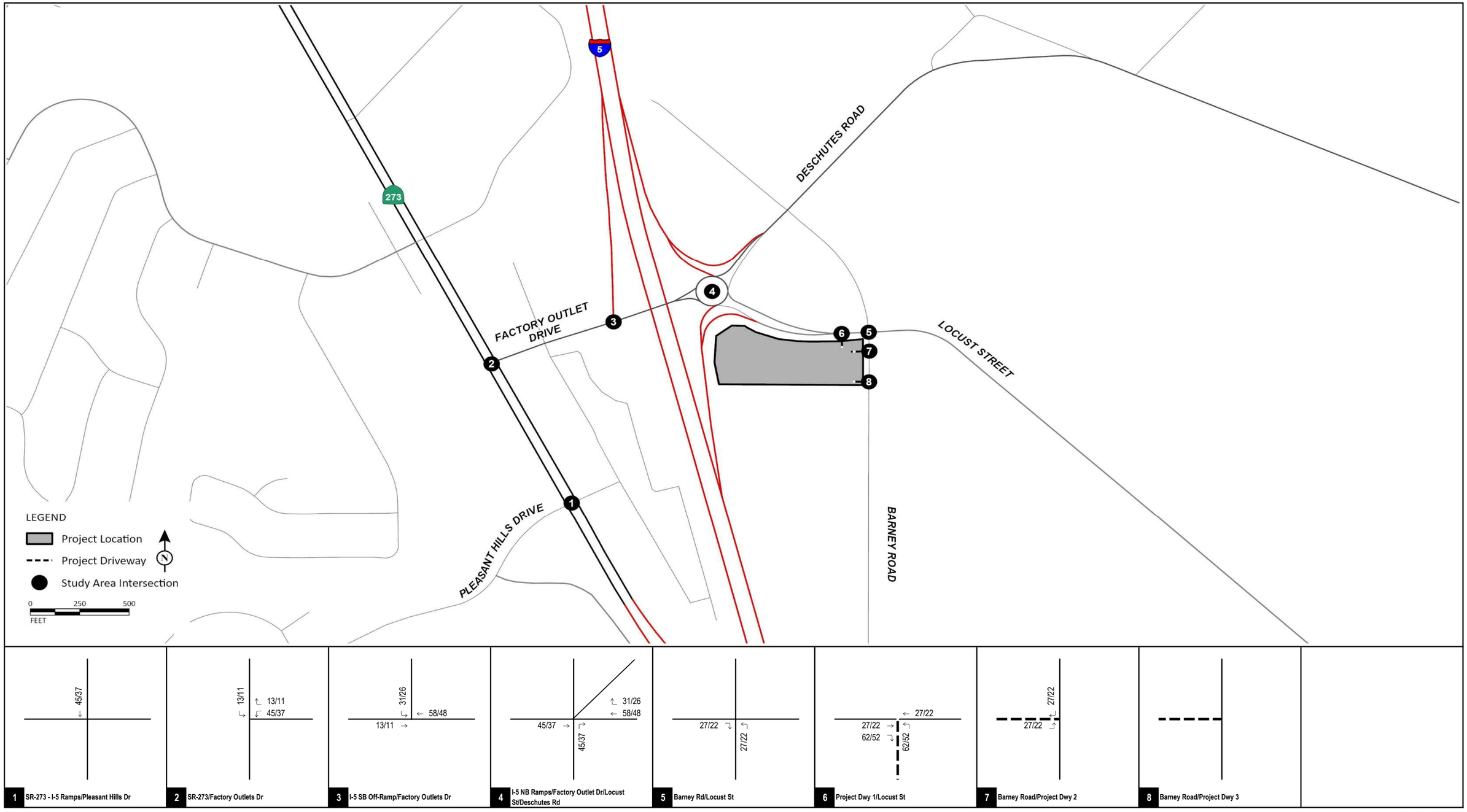
LSA

FIGURE 7

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Primary Trip Assignment – Gas Station with Convenience Store



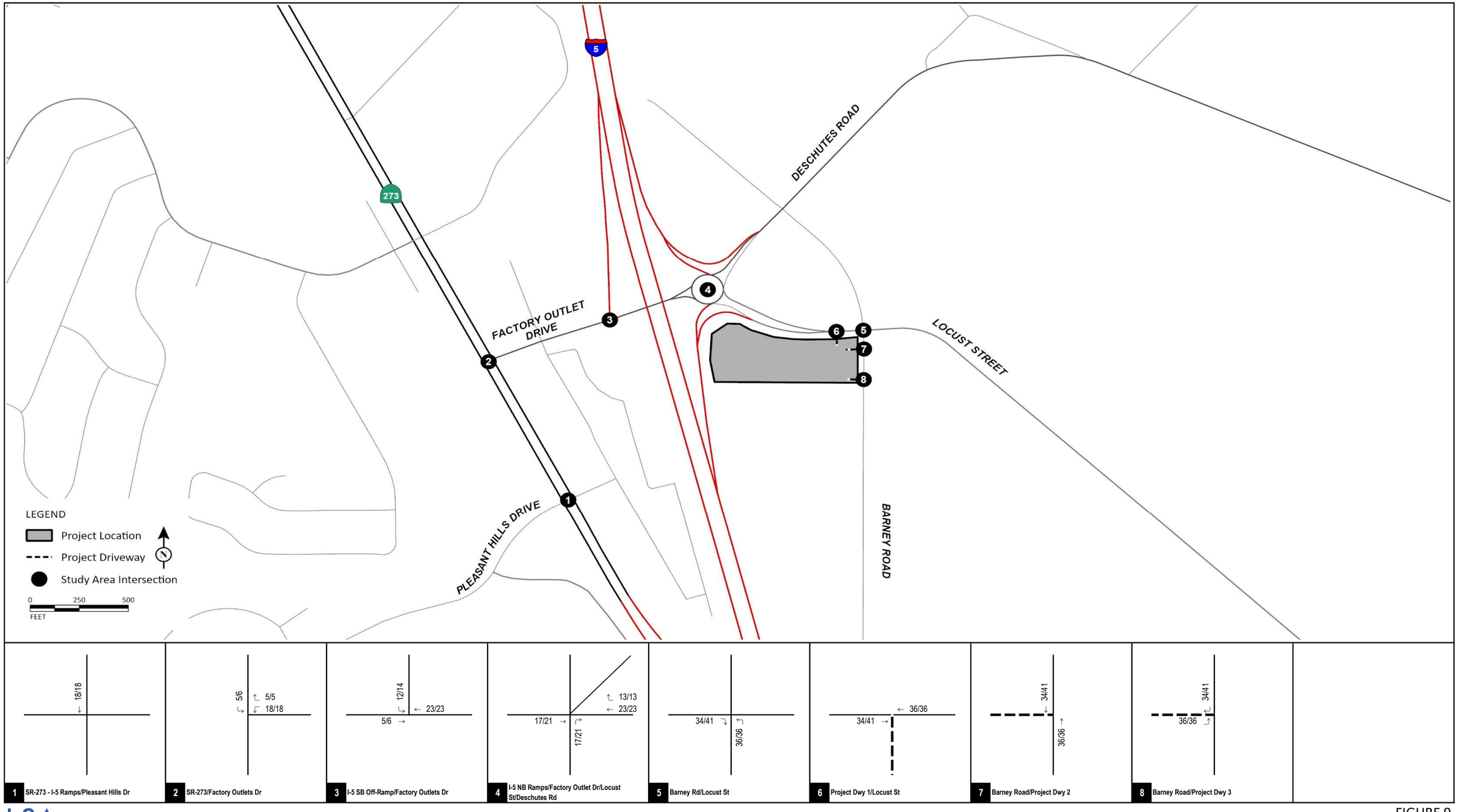
LSA

FIGURE 8

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Assignment – Gas Station with Convenience Store



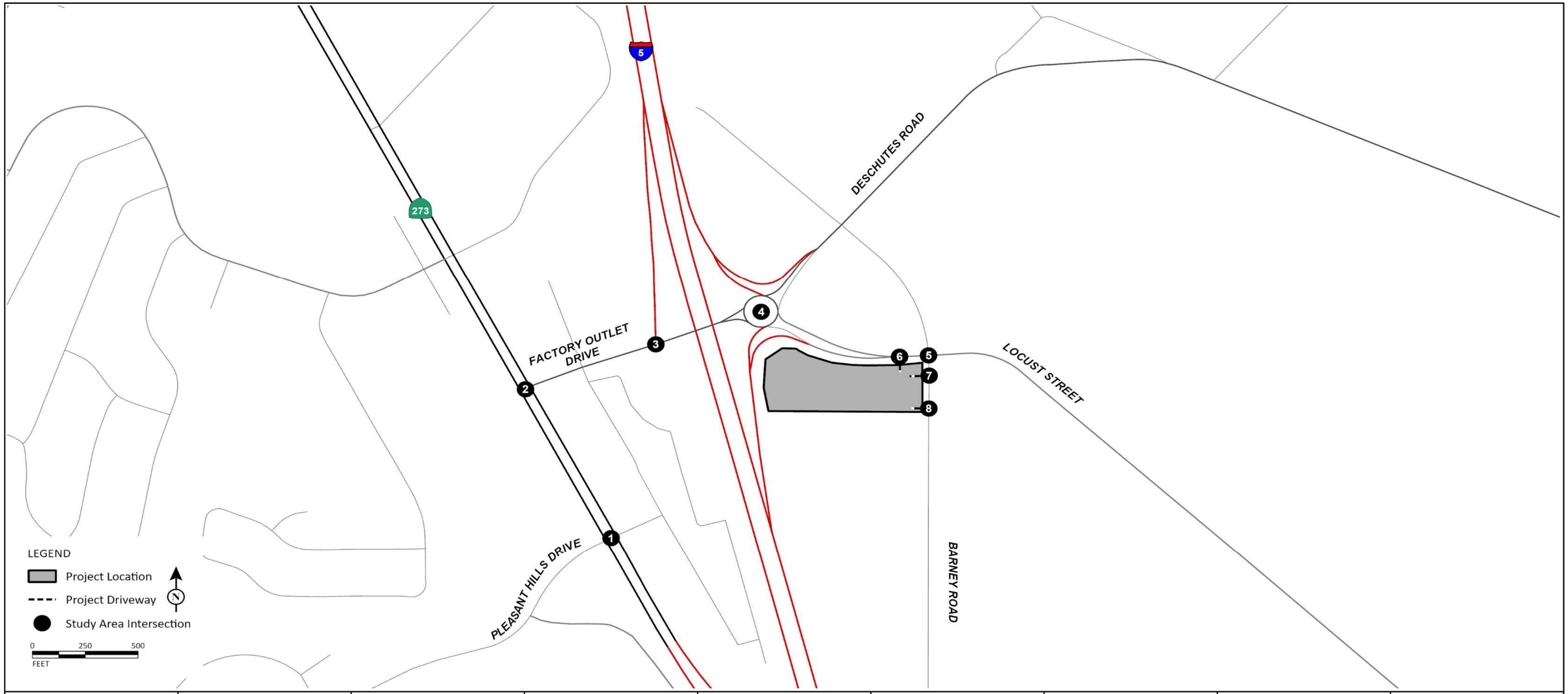
LSA

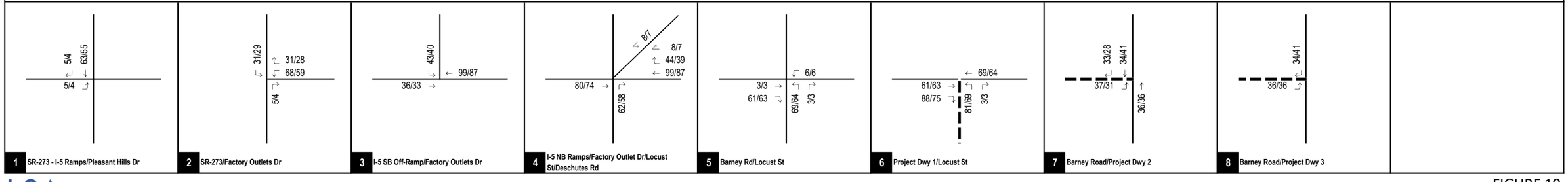
FIGURE 9

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Project Diverted Trip Assignment – Truck Stop





LSA

FIGURE 10

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Anderson 7-Eleven
Transportation Impact Study

Total Project Trip Assignment

ATTACHMENT B

TABLE A: PROJECT TRIP GENERATION

LSA

Table A: Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Proposed Project								
Convenience Store/Gas Station - GFA (4-5.5k)	10 VFP							
Trips/Unit[1]		13.52	13.52	27.04	11.38	11.38	22.76	257.13
Gross Trip Generation		135	135	270	114	114	228	2,571
Pass-By Trips[2]		(14)	(14)	(28)	(11)	(11)	(22)	(257)
Diverted Trips[2]		(89)	(89)	(178)	(74)	(74)	(148)	(1,684)
Net Primary Trip Generation		32	32	64	29	29	58	630
Truck Stop	5 VFP							
Trips/Unit[3]		6.85	7.12	13.97	8.17	7.25	15.42	224.00
Gross Trip Generation		34	36	70	41	36	77	1,120
Diverted Trips[4]		(34)	(36)	(70)	(41)	(36)	(77)	(1,120)
Net Primary Trip Generation		0	0	0	0	0	0	0
Total Gross Trip Generation		**169**	**171**	**340**	**155**	**150**	**305**	**3,691**
Total Pass-By Trips		**(14)**	**(14)**	**(28)**	**(11)**	**(11)**	**(22)**	**(257)**
Total Diverted Trips		**(123)**	**(125)**	**(248)**	**(115)**	**(110)**	**(225)**	**(2,804)**
Total Primary Trip Generation		**32**	**32**	**64**	**29**	**29**	**58**	**630**

Notes:

VFP = vehicle fueling position

[1] 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".

[2] Pass-by and diverted rates based on Land Use 945 - "Convenience Store/Gas Station" from ITE *Trip Generation Manual* (11th Edition). Based on the geographic location of the project site, it was assumed that only 10 percent of the trips are pass-by for the a.m. and p.m. peak hour. Therefore, a diverted rate of 66 percent was calcuated for the a.m. peak hour and a rate of 65 percent was calculated for the p.m. peak hour. Since daily pass-by/diverted rates are not provided, the averages of the a.m. and p.m. peak hour pass-by/diverted rates were used as the daily rates.

[3] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 950 - "Truck Stop", Setting/Location - 'General Urban/Suburban'.

[5] It has been assumed that the majority of the trucks coming to the truck stop will be diverted from the Interstate 5 and State Route 273. Therefore, all of 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 Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

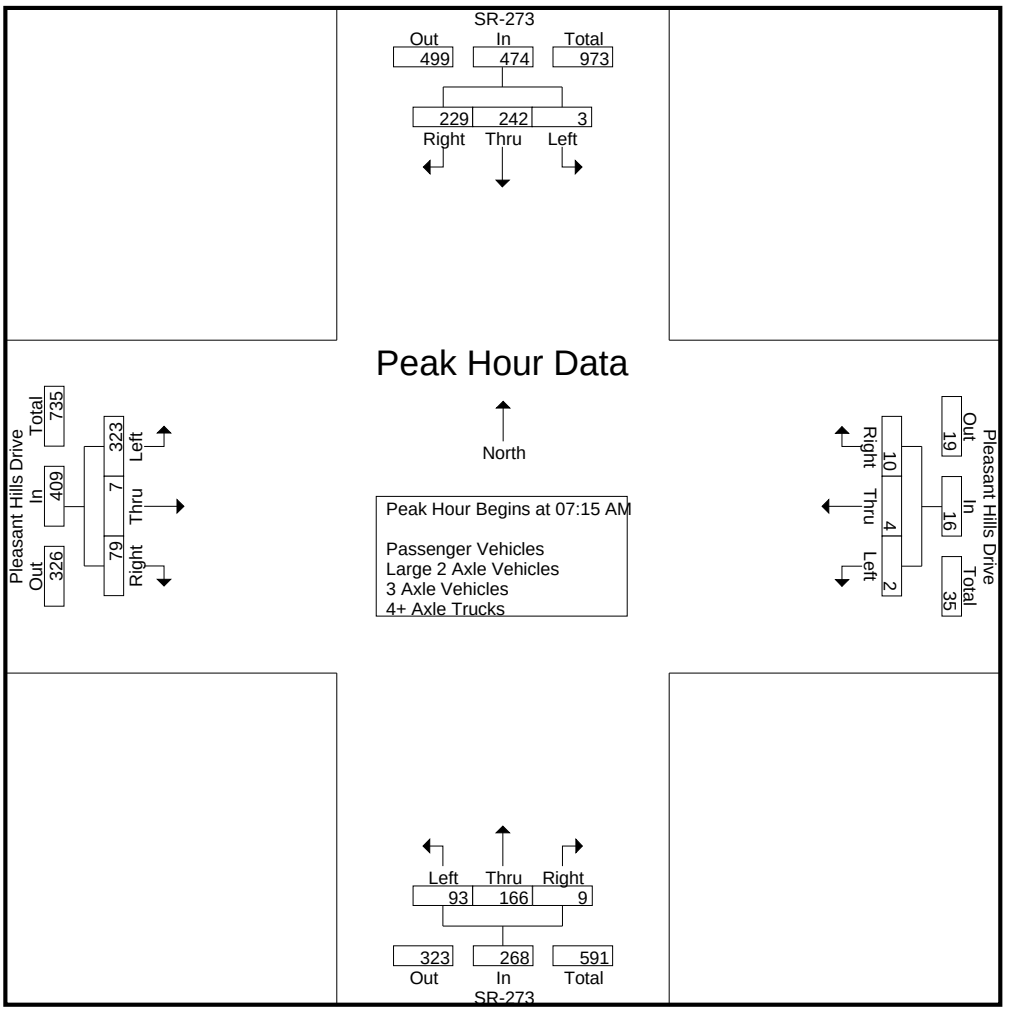
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	44	49	94	0	0	0	0	22	27	1	50	65	0	10	75	219
07:15 AM	0	56	52	108	0	1	4	5	18	39	3	60	88	1	23	112	285
07:30 AM	1	65	60	126	0	1	2	3	23	40	2	65	86	1	26	113	307
07:45 AM	1	66	56	123	0	0	2	2	31	51	2	84	71	3	17	91	300
Total	3	231	217	451	0	2	8	10	94	157	8	259	310	5	76	391	1111
08:00 AM	1	55	61	117	2	2	2	6	21	36	2	59	78	2	13	93	275
08:15 AM	1	37	85	123	1	2	1	4	31	29	1	61	60	2	14	76	264
08:30 AM	2	43	57	102	1	0	2	3	19	24	7	50	56	3	22	81	236
08:45 AM	1	37	65	103	3	2	4	9	16	28	3	47	58	2	21	81	240
Total	5	172	268	445	7	6	9	22	87	117	13	217	252	9	70	331	1015
Grand Total	8	403	485	896	7	8	17	32	181	274	21	476	562	14	146	722	2126
Apprch %	0.9	45	54.1		21.9	25	53.1		38	57.6	4.4		77.8	1.9	20.2		
Total %	0.4	19	22.8	42.1	0.3	0.4	0.8	1.5	8.5	12.9	1	22.4	26.4	0.7	6.9	34	
Passenger Vehicles	8	380	479	867	6	8	16	30	179	260	20	459	558	14	141	713	2069
% Passenger Vehicles	100	94.3	98.8	96.8	85.7	100	94.1	93.8	98.9	94.9	95.2	96.4	99.3	100	96.6	98.8	97.3
Large 2 Axle Vehicles	0	5	5	10	0	0	0	0	1	1	0	2	3	0	3	6	18
% Large 2 Axle Vehicles	0	1.2	1	1.1	0	0	0	0	0.6	0.4	0	0.4	0.5	0	2.1	0.8	0.8
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	4	0	4	1	0	0	1	7
% 3 Axle Vehicles	0	0.5	0	0.2	0	0	0	0	0	1.5	0	0.8	0.2	0	0	0.1	0.3
4+ Axle Trucks	0	16	1	17	1	0	1	2	1	9	1	11	0	0	2	2	32
% 4+ Axle Trucks	0	4	0.2	1.9	14.3	0	5.9	6.2	0.6	3.3	4.8	2.3	0	0	1.4	0.3	1.5

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	56	52	108	0	1	**4**	5	18	39	**3**	60	**88**	1	23	112	285
07:30 AM	**1**	65	60	**126**	0	1	2	3	23	40	2	65	86	1	**26**	**113**	**307**
07:45 AM	1	**66**	56	123	0	0	2	2	**31**	**51**	2	**84**	71	**3**	17	91	300
08:00 AM	1	55	**61**	117	**2**	**2**	2	**6**	21	36	2	59	78	2	13	93	275
Total Volume	3	242	229	474	2	4	10	16	93	166	9	268	323	7	79	409	1167
% App. Total	0.6	51.1	48.3		12.5	25	62.5		34.7	61.9	3.4		79	1.7	19.3		
PHF	.750	.917	.939	.940	.250	.500	.625	.667	.750	.814	.750	.798	.918	.583	.760	.905	.950

Counts Unlimited, Inc.
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City of Anderson
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Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:30 AM				07:15 AM			
+0 mins.	**1**	65	60	**126**	2	**2**	2	6	23	40	**2**	65	**88**	1	23	112
+15 mins.	1	**66**	56	123	1	2	1	4	**31**	**51**	2	**84**	86	1	**26**	**113**
+30 mins.	1	55	61	117	1	0	2	3	21	36	2	59	71	**3**	17	91
+45 mins.	1	37	**85**	123	**3**	2	**4**	**9**	31	29	1	61	78	2	13	93
Total Volume	4	223	262	489	7	6	9	22	106	156	7	269	323	7	79	409
% App. Total	0.8	45.6	53.6		31.8	27.3	40.9		39.4	58	2.6		79	1.7	19.3	
PHF	1.000	.845	.771	.970	.583	.750	.563	.611	.855	.765	.875	.801	.918	.583	.760	.905

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City of Anderson
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Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles

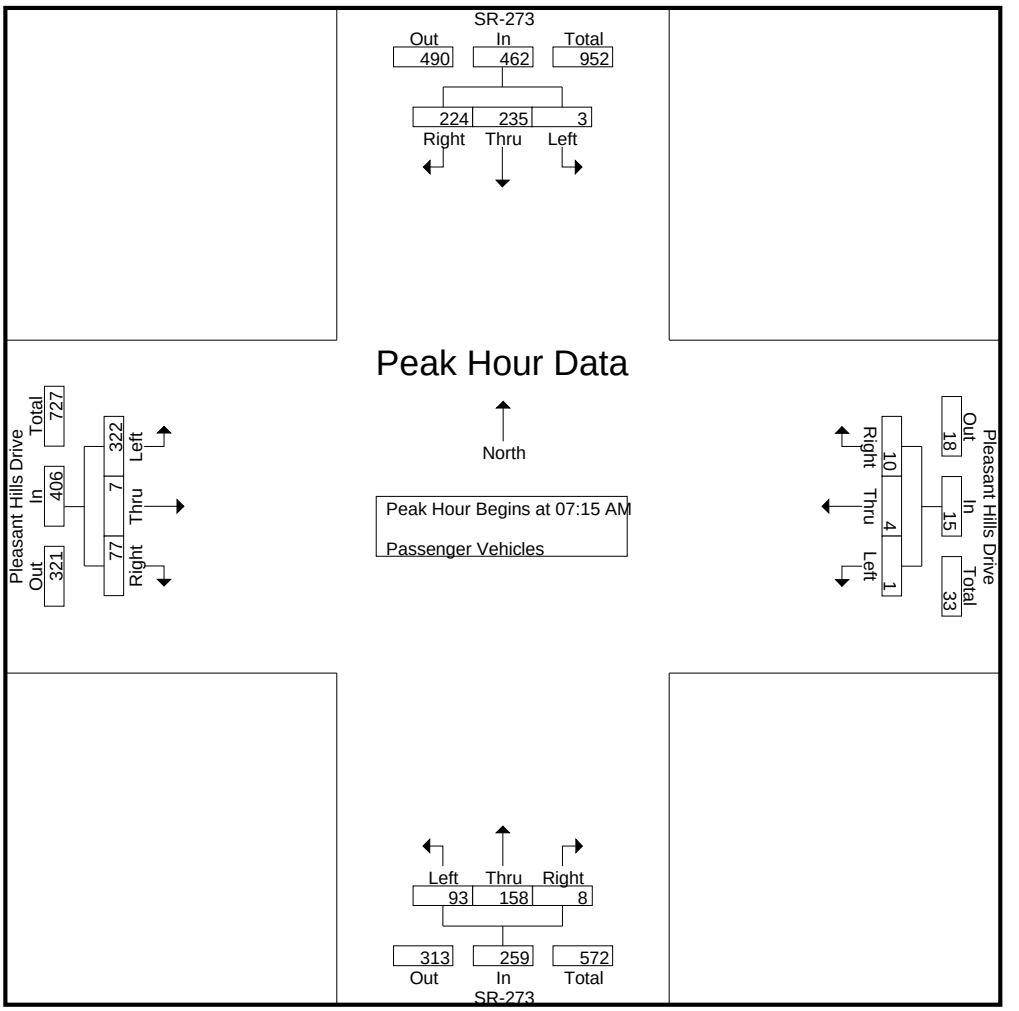
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	37	49	87	0	0	0	0	22	25	1	48	65	0	10	75	210
07:15 AM	0	54	51	105	0	1	4	5	18	35	3	56	88	1	23	112	278
07:30 AM	1	65	58	124	0	1	2	3	23	40	1	64	85	1	25	111	302
07:45 AM	1	64	55	120	0	0	2	2	31	50	2	83	71	3	17	91	296
Total	3	220	213	436	0	2	8	10	94	150	7	251	309	5	75	389	1086
08:00 AM	1	52	60	113	1	2	2	5	21	33	2	56	78	2	12	92	266
08:15 AM	1	35	85	121	1	2	1	4	30	27	1	58	58	2	14	74	257
08:30 AM	2	41	57	100	1	0	2	3	19	23	7	49	55	3	22	80	232
08:45 AM	1	32	64	97	3	2	3	8	15	27	3	45	58	2	18	78	228
Total	5	160	266	431	6	6	8	20	85	110	13	208	249	9	66	324	983
Grand Total	8	380	479	867	6	8	16	30	179	260	20	459	558	14	141	713	2069
Apprch %	0.9	43.8	55.2		20	26.7	53.3		39	56.6	4.4		78.3	2	19.8		
Total %	0.4	18.4	23.2	41.9	0.3	0.4	0.8	1.4	8.7	12.6	1	22.2	27	0.7	6.8	34.5	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	54	51	105	0	1	**4**	**5**	18	35	**3**	56	**88**	1	23	**112**	278
07:30 AM	**1**	**65**	58	**124**	0	1	2	3	23	40	1	64	85	1	**25**	111	**302**
07:45 AM	1	64	55	120	0	0	2	2	**31**	**50**	2	**83**	71	**3**	17	91	296
08:00 AM	1	52	**60**	113	**1**	**2**	2	5	21	33	2	56	78	2	12	92	266
Total Volume	3	235	224	462	1	4	10	15	93	158	8	259	322	7	77	406	1142
% App. Total	0.6	50.9	48.5		6.7	26.7	66.7		35.9	61	3.1		79.3	1.7	19		
PHF	.750	.904	.933	.931	.250	.500	.625	.750	.750	.790	.667	.780	.915	.583	.770	.906	.945

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	54	51	105	0	1	**4**	**5**	18	35	**3**	56	**88**	1	23	**112**
+15 mins.	**1**	**65**	58	**124**	0	1	2	3	23	40	1	64	85	1	**25**	111
+30 mins.	1	64	55	120	0	0	2	2	**31**	**50**	2	**83**	71	**3**	17	91
+45 mins.	1	52	**60**	113	**1**	**2**	2	5	21	33	2	56	78	2	12	92
Total Volume	3	235	224	462	1	4	10	15	93	158	8	259	322	7	77	406
% App. Total	0.6	50.9	48.5		6.7	26.7	66.7		35.9	61	3.1		79.3	1.7	19	
PHF	.750	.904	.933	.931	.250	.500	.625	.750	.750	.790	.667	.780	.915	.583	.770	.906

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

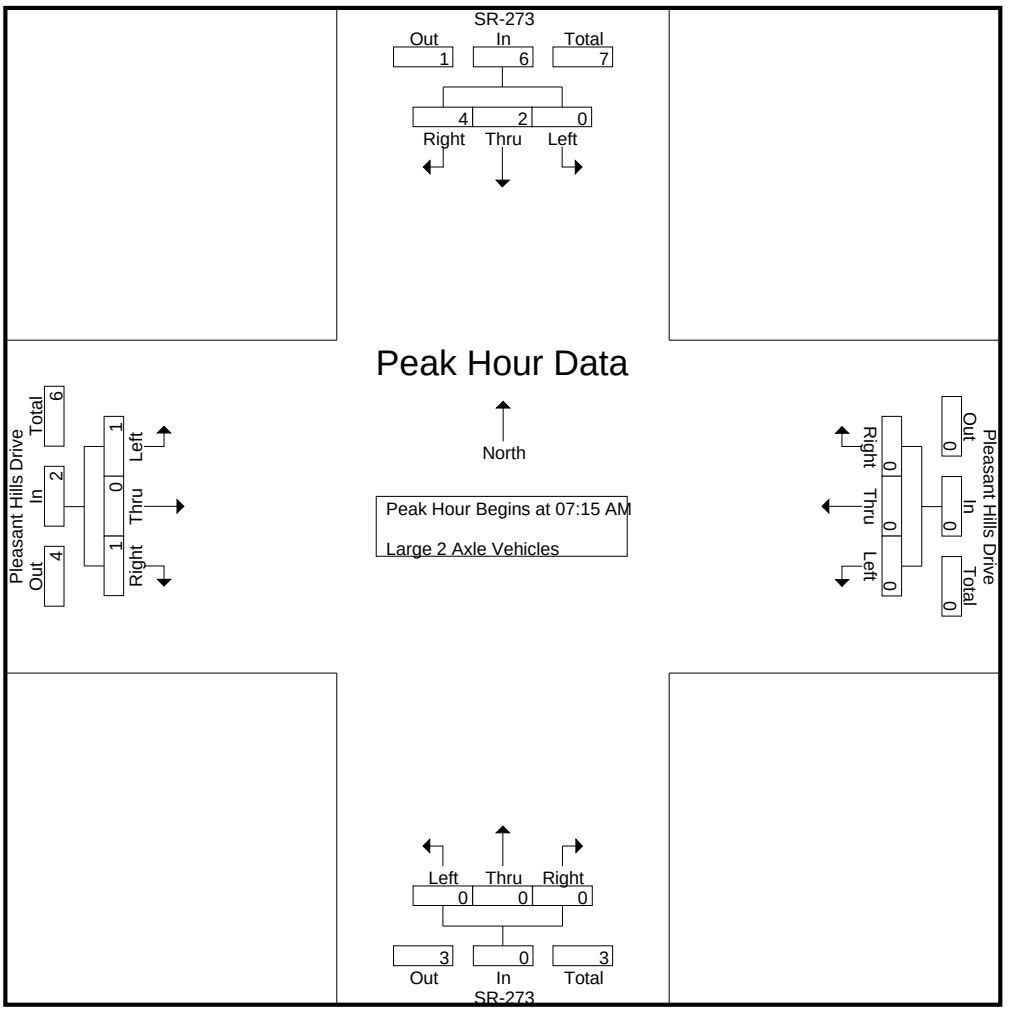
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	3	7	0	0	0	0	0	1	0	1	1	0	0	1	9
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2	2	4
Total	0	1	2	3	0	0	0	0	1	0	0	1	2	0	3	5	9
Grand Total	0	5	5	10	0	0	0	0	1	1	0	2	3	0	3	6	18
Apprch %	0	50	50		0	0	0		50	50	0		50	0	50		
Total %	0	27.8	27.8	55.6	0	0	0	0	5.6	5.6	0	11.1	16.7	0	16.7	33.3	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
07:45 AM	0	**2**	1	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**1**	1	2
Total Volume	0	2	4	6	0	0	0	0	0	0	0	0	1	0	1	2	8
% App. Total	0	33.3	66.7		0	0	0		0	0	0		50	0	50		
PHF	.000	.250	1.00	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.667

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
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File Name : 01_ADS_273_PH AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	1	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	**2**	1	**3**	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	0	0	**1**	1
Total Volume	0	2	4	6	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	33.3	66.7		0	0	0		0	0	0		50	0	50	
PHF	.000	.250	1.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

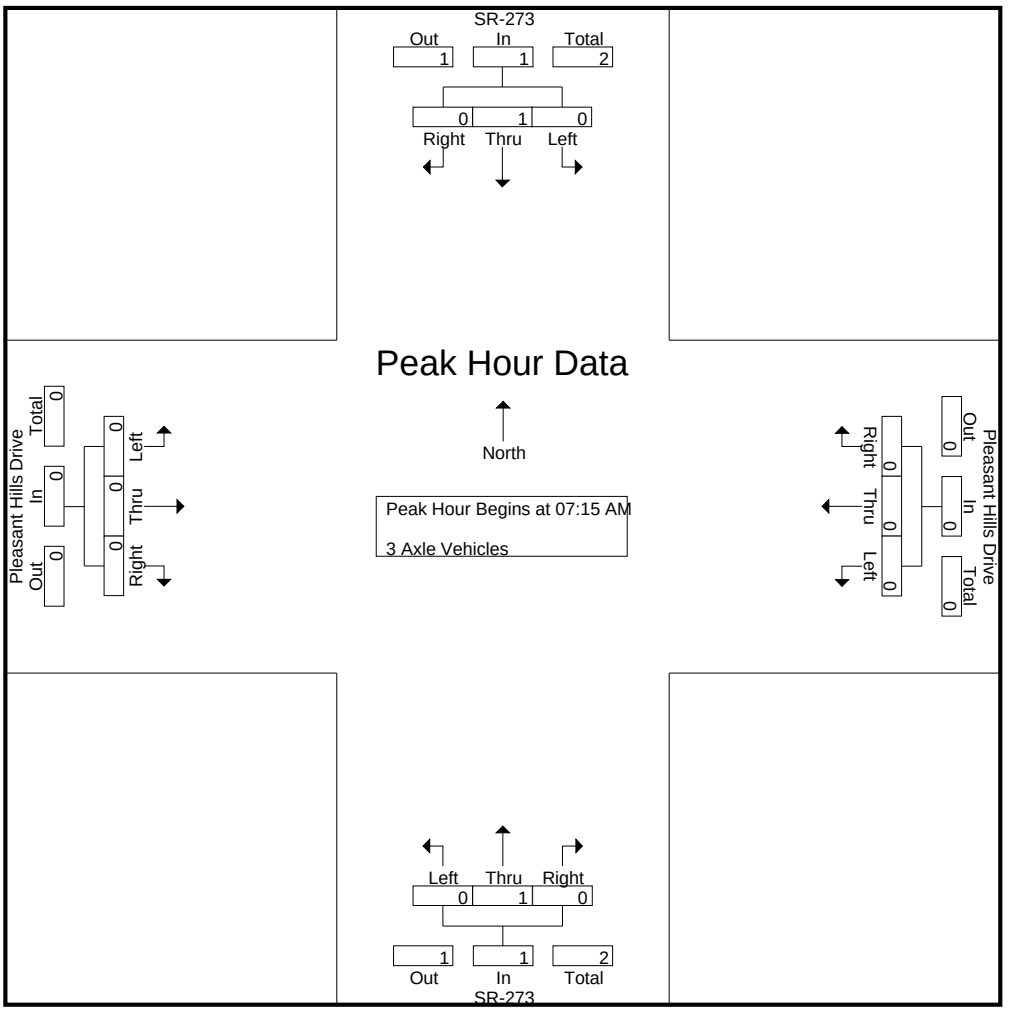
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	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
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	1	0	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	2	0	2	0	0	0	0	2
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	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
Grand Total	0	2	0	2	0	0	0	0	0	4	0	4	1	0	0	1	7
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	28.6	0	28.6	0	0	0	0	0	57.1	0	57.1	14.3	0	0	14.3	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

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Site Code : 00325525
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	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	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Anderson
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Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- 4+ Axle Trucks

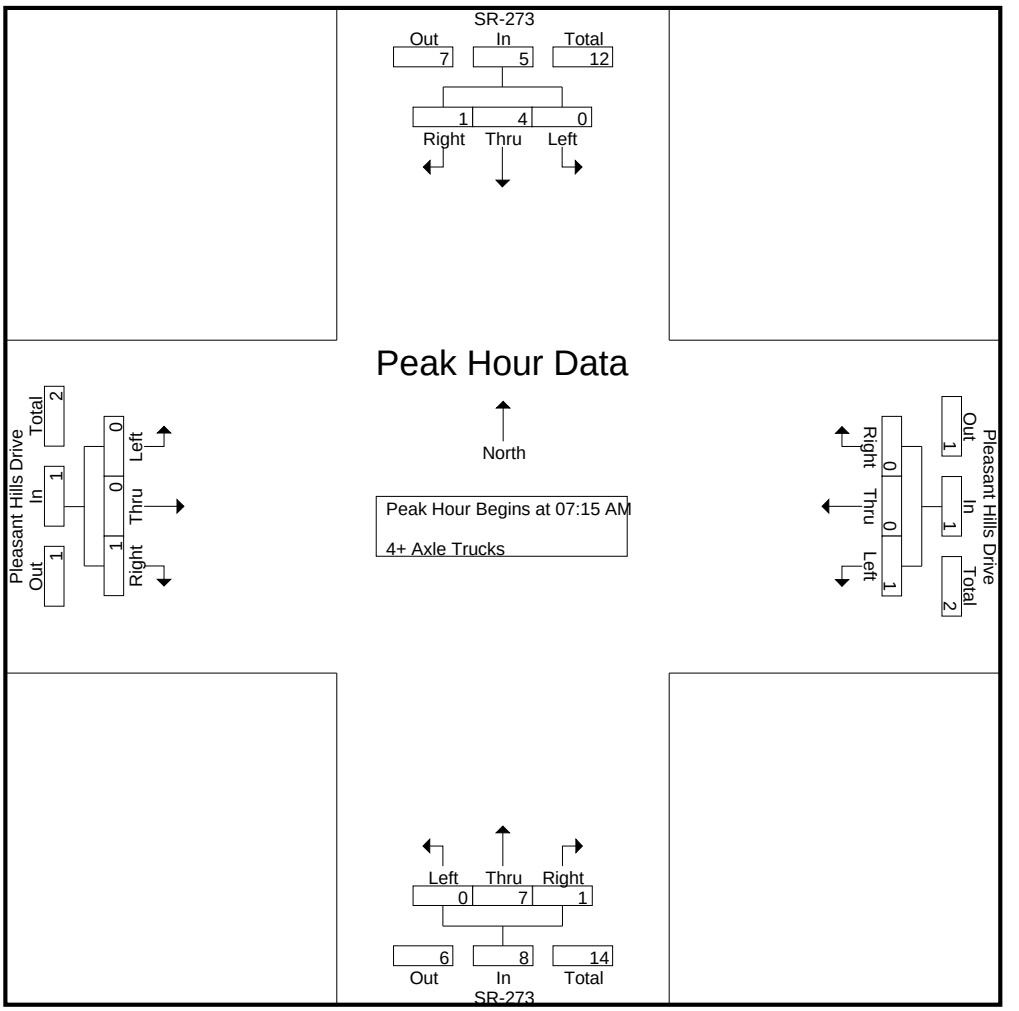
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	6	1	7	0	0	0	0	0	4	1	5	0	0	1	1	13
08:00 AM	0	2	0	2	1	0	0	1	0	3	0	3	0	0	0	0	6
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	4	0	4	0	0	1	1	1	1	0	2	0	0	1	1	8
Total	0	10	0	10	1	0	1	2	1	5	0	6	0	0	1	1	19
Grand Total	0	16	1	17	1	0	1	2	1	9	1	11	0	0	2	2	32
Apprch %	0	94.1	5.9		50	0	50		9.1	81.8	9.1		0	0	100		
Total %	0	50	3.1	53.1	3.1	0	3.1	6.2	3.1	28.1	3.1	34.4	0	0	6.2	6.2	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
07:30 AM	0	0	**1**	1	0	0	0	0	0	0	**1**	1	0	0	**1**	**1**	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	2	0	2	**1**	0	0	**1**	0	3	0	3	0	0	0	0	**6**
Total Volume	0	4	1	5	1	0	0	1	0	7	1	8	0	0	1	1	15
% App. Total	0	80	20		100	0	0		0	87.5	12.5		0	0	100		
PHF	.000	.500	.250	.625	.250	.000	.000	.250	.000	.583	.250	.667	.000	.000	.250	.250	.625

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City of Anderson
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Site Code : 00325525
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	**1**	1	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	**1**	0	0	**1**	0	3	0	3	0	0	0	0
Total Volume	0	4	1	5	1	0	0	1	0	7	1	8	0	0	1	1
% App. Total	0	80	20		100	0	0		0	87.5	12.5		0	0	100	
PHF	.000	.500	.250	.625	.250	.000	.000	.250	.000	.583	.250	.667	.000	.000	.250	.250

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City of Anderson
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Weather: Clear

File Name : 01_ADS_273_PH PM
Site Code : 00325525
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

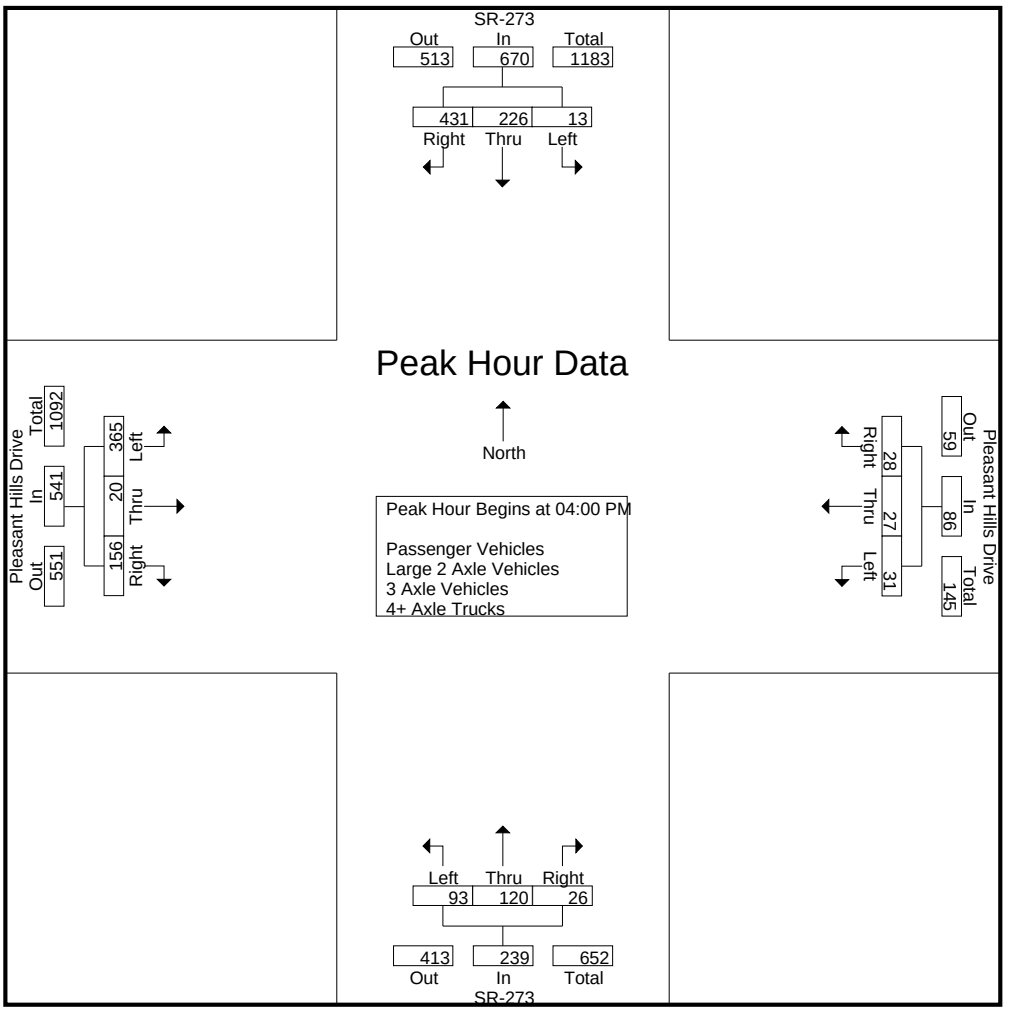
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	47	116	166	2	10	9	21	36	32	10	78	107	4	39	150	415
04:15 PM	4	61	110	175	8	8	3	19	16	28	5	49	84	7	39	130	373
04:30 PM	1	67	87	155	11	5	9	25	19	25	8	52	92	5	41	138	370
04:45 PM	5	51	118	174	10	4	7	21	22	35	3	60	82	4	37	123	378
Total	13	226	431	670	31	27	28	86	93	120	26	239	365	20	156	541	1536
05:00 PM	2	70	122	194	12	6	12	30	17	21	7	45	95	9	27	131	400
05:15 PM	4	53	103	160	9	10	14	33	21	26	8	55	102	7	31	140	388
05:30 PM	3	71	118	192	10	5	8	23	20	22	3	45	73	7	30	110	370
05:45 PM	3	36	102	141	6	6	7	19	28	28	9	65	85	9	41	135	360
Total	12	230	445	687	37	27	41	105	86	97	27	210	355	32	129	516	1518
Grand Total	25	456	876	1357	68	54	69	191	179	217	53	449	720	52	285	1057	3054
Apprch %	1.8	33.6	64.6		35.6	28.3	36.1		39.9	48.3	11.8		68.1	4.9	27		
Total %	0.8	14.9	28.7	44.4	2.2	1.8	2.3	6.3	5.9	7.1	1.7	14.7	23.6	1.7	9.3	34.6	
Passenger Vehicles	25	432	874	1331	68	54	69	191	176	208	53	437	715	52	284	1051	3010
% Passenger Vehicles	100	94.7	99.8	98.1	100	100	100	100	98.3	95.9	100	97.3	99.3	100	99.6	99.4	98.6
Large 2 Axle Vehicles	0	2	2	4	0	0	0	0	1	1	0	2	3	0	0	3	9
% Large 2 Axle Vehicles	0	0.4	0.2	0.3	0	0	0	0	0.6	0.5	0	0.4	0.4	0	0	0.3	0.3
3 Axle Vehicles	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
% 3 Axle Vehicles	0	1.8	0	0.6	0	0	0	0	0	0.9	0	0.4	0	0	0	0	0.3
4+ Axle Trucks	0	14	0	14	0	0	0	0	2	6	0	8	2	0	1	3	25
% 4+ Axle Trucks	0	3.1	0	1	0	0	0	0	1.1	2.8	0	1.8	0.3	0	0.4	0.3	0.8

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	47	116	166	2	**10**	**9**	21	**36**	32	**10**	**78**	**107**	4	39	**150**	**415**
04:15 PM	4	61	110	**175**	8	8	3	19	16	28	5	49	84	**7**	39	130	373
04:30 PM	1	**67**	87	155	**11**	5	9	**25**	19	25	8	52	92	5	**41**	138	370
04:45 PM	**5**	51	**118**	174	10	4	7	21	22	**35**	3	60	82	4	37	123	378
Total Volume	13	226	431	670	31	27	28	86	93	120	26	239	365	20	156	541	1536
% App. Total	1.9	33.7	64.3		36	31.4	32.6		38.9	50.2	10.9		67.5	3.7	28.8		
PHF	.650	.843	.913	.957	.705	.675	.778	.860	.646	.857	.650	.766	.853	.714	.951	.902	.925

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	**5**	51	118	174	11	5	9	25	**36**	32	**10**	**78**	**107**	4	39	**150**
+15 mins.	2	70	**122**	**194**	10	4	7	21	16	28	5	49	84	**7**	39	130
+30 mins.	4	53	103	160	**12**	6	12	30	19	25	8	52	92	5	**41**	138
+45 mins.	3	**71**	118	192	9	**10**	**14**	**33**	22	**35**	3	60	82	4	37	123
Total Volume	14	245	461	720	42	25	42	109	93	120	26	239	365	20	156	541
% App. Total	1.9	34	64		38.5	22.9	38.5		38.9	50.2	10.9		67.5	3.7	28.8	
PHF	.700	.863	.945	.928	.875	.625	.750	.826	.646	.857	.650	.766	.853	.714	.951	.902

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City of Anderson
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Site Code : 00325525
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Groups Printed- Passenger Vehicles

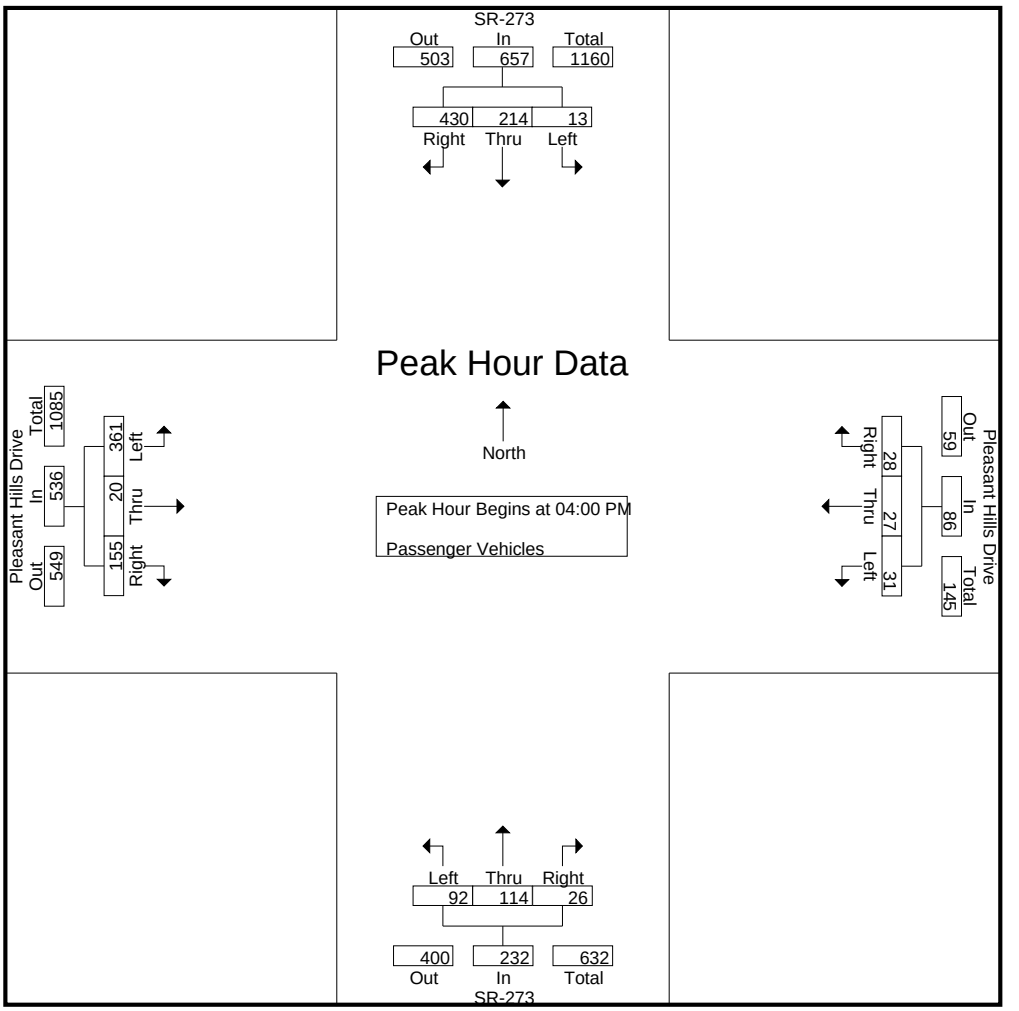
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	42	115	160	2	10	9	21	35	30	10	75	106	4	39	149	405
04:15 PM	4	57	110	171	8	8	3	19	16	27	5	48	81	7	39	127	365
04:30 PM	1	65	87	153	11	5	9	25	19	22	8	49	92	5	40	137	364
04:45 PM	5	50	118	173	10	4	7	21	22	35	3	60	82	4	37	123	377
Total	13	214	430	657	31	27	28	86	92	114	26	232	361	20	155	536	1511
05:00 PM	2	69	122	193	12	6	12	30	17	21	7	45	94	9	27	130	398
05:15 PM	4	49	102	155	9	10	14	33	20	26	8	54	102	7	31	140	382
05:30 PM	3	67	118	188	10	5	8	23	19	19	3	41	73	7	30	110	362
05:45 PM	3	33	102	138	6	6	7	19	28	28	9	65	85	9	41	135	357
Total	12	218	444	674	37	27	41	105	84	94	27	205	354	32	129	515	1499
Grand Total	25	432	874	1331	68	54	69	191	176	208	53	437	715	52	284	1051	3010
Apprch %	1.9	32.5	65.7		35.6	28.3	36.1		40.3	47.6	12.1		68	4.9	27		
Total %	0.8	14.4	29	44.2	2.3	1.8	2.3	6.3	5.8	6.9	1.8	14.5	23.8	1.7	9.4	34.9	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	42	115	160	2	**10**	**9**	21	**35**	30	**10**	**75**	**106**	4	39	**149**	**405**
04:15 PM	4	57	110	171	8	8	3	19	16	27	5	48	81	**7**	39	127	365
04:30 PM	1	**65**	87	153	**11**	5	9	**25**	19	22	8	49	92	5	**40**	137	364
04:45 PM	**5**	50	**118**	**173**	10	4	7	21	22	**35**	3	60	82	4	37	123	377
Total Volume	13	214	430	657	31	27	28	86	92	114	26	232	361	20	155	536	1511
% App. Total	2	32.6	65.4		36	31.4	32.6		39.7	49.1	11.2		67.4	3.7	28.9		
PHF	.650	.823	.911	.949	.705	.675	.778	.860	.657	.814	.650	.773	.851	.714	.969	.899	.933

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	42	115	160	2	**10**	**9**	21	**35**	30	**10**	**75**	**106**	4	39	**149**
+15 mins.	4	57	110	171	8	8	3	19	16	27	5	48	81	**7**	39	127
+30 mins.	1	**65**	87	153	**11**	5	9	**25**	19	22	8	49	92	5	**40**	137
+45 mins.	**5**	50	**118**	**173**	10	4	7	21	22	**35**	3	60	82	4	37	123
Total Volume	13	214	430	657	31	27	28	86	92	114	26	232	361	20	155	536
% App. Total	2	32.6	65.4		36	31.4	32.6		39.7	49.1	11.2		67.4	3.7	28.9	
PHF	.650	.823	.911	.949	.705	.675	.778	.860	.657	.814	.650	.773	.851	.714	.969	.899

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Groups Printed- Large 2 Axle Vehicles

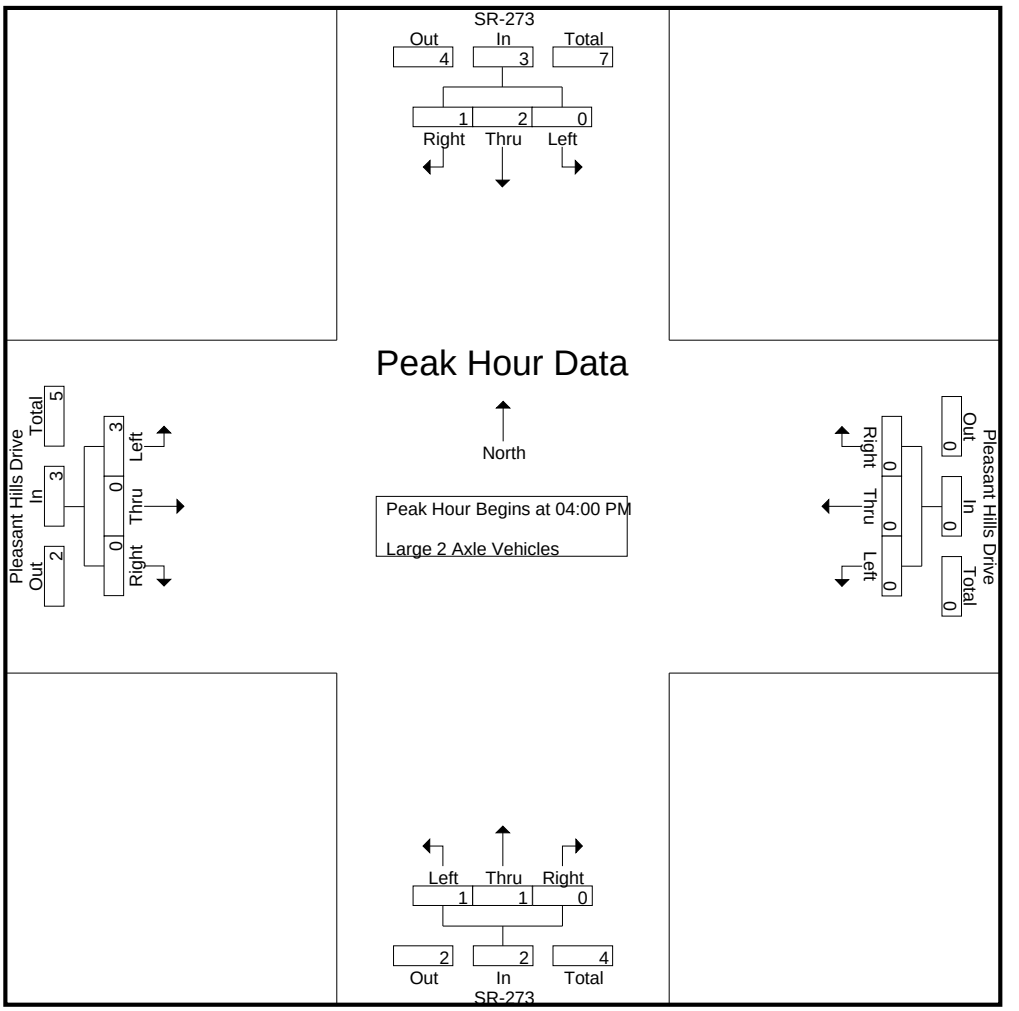
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	0	0	1	0	0	1	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	0	0	0	0	1	1	0	2	3	0	0	3	8
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	1	1	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	2	4	0	0	0	0	1	1	0	2	3	0	0	3	9
Apprch %	0	50	50		0	0	0		50	50	0		100	0	0		
Total %	0	22.2	22.2	44.4	0	0	0	0	11.1	11.1	0	22.2	33.3	0	0	33.3	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	**1**	1	0	0	1	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	2
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	1	1	0	2	3	0	0	3	8
% App. Total	0	66.7	33.3		0	0	0		50	50	0		100	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.250	.250	.000	.500	.375	.000	.000	.375	.500

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	**1**	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	1	1	0	2	3	0	0	3
% App. Total	0	66.7	33.3		0	0	0		50	50	0		100	0	0	
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.250	.250	.000	.500	.375	.000	.000	.375

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

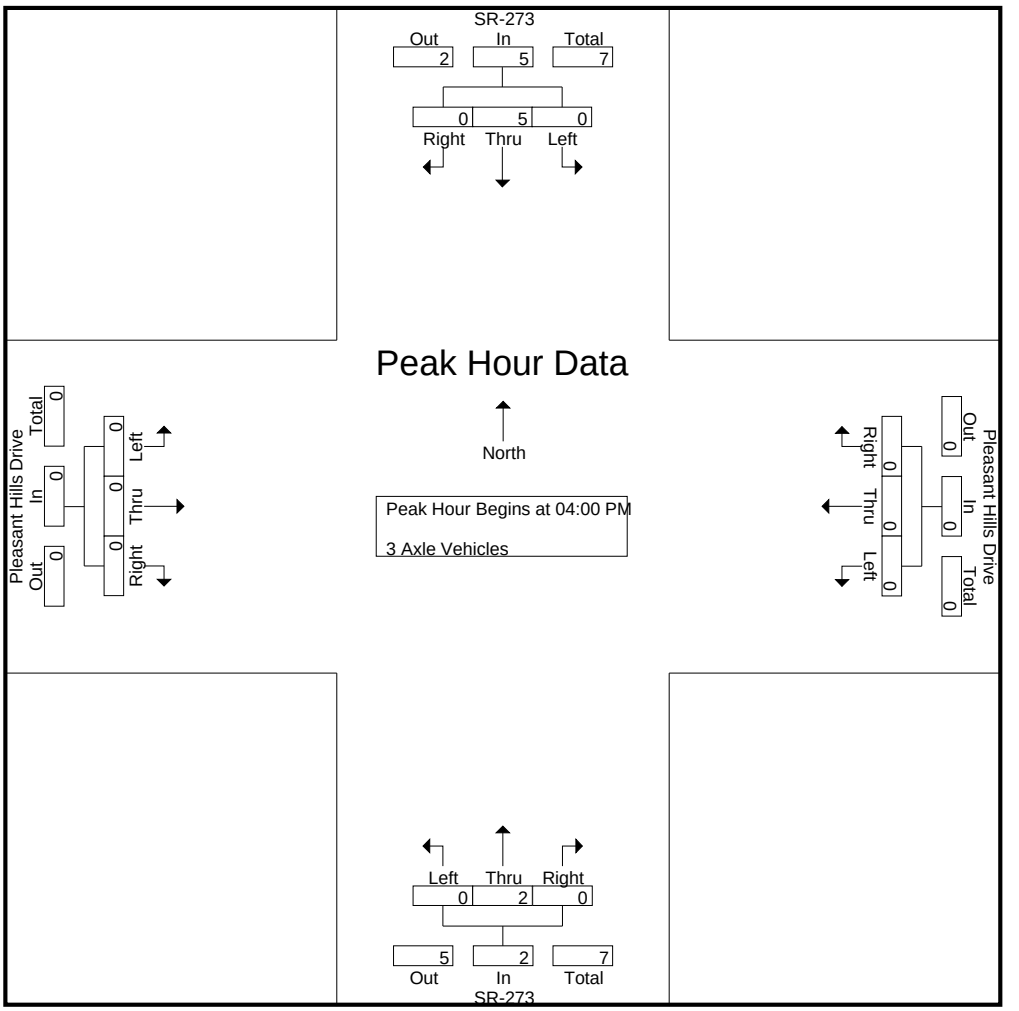
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	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	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	80	0	80	0	0	0	0	0	20	0	20	0	0	0	0	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
04:15 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.583

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH PM
Site Code : 00325525
Start Date : 5/20/2025
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	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	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

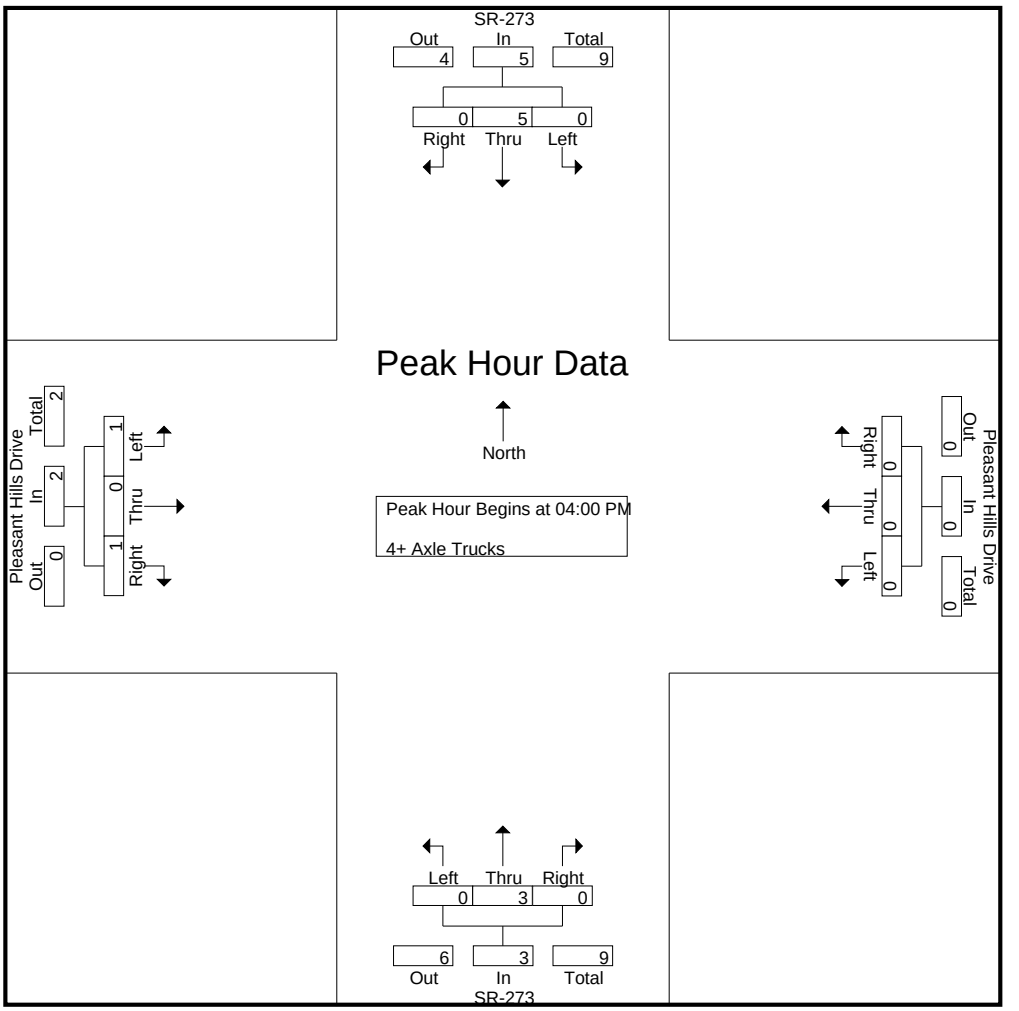
	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	0	3	0	3	1	0	1	2	10
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:30 PM	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
05:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	9	0	9	0	0	0	0	2	3	0	5	1	0	0	1	15
Grand Total	0	14	0	14	0	0	0	0	2	6	0	8	2	0	1	3	25
Apprch %	0	100	0		0	0	0		25	75	0		66.7	0	33.3		
Total %	0	56	0	56	0	0	0	0	8	24	0	32	8	0	4	12	

	SR-273 Southbound				Pleasant Hills Drive Westbound				SR-273 Northbound				Pleasant Hills Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
04:15 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**4**
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	1	0	1	2	10
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.250	.500	.625

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City of Anderson
N/S: SR-273
E/W: Pleasant Hills Drive
Weather: Clear

File Name : 01_ADS_273_PH PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	1	0	1	2
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50	
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.250	.500

Location: Anderson
N/S: SR-273
E/W: Pleasant Hills Drive

Date: 5/20/2025
Day: Tuesday

PEDESTRIANS

	North Leg SR-273	East Leg Pleasant Hills Drive	South Leg SR-273	West Leg Pleasant Hills Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	2	1	0	1	4
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	1	0	1	5

	North Leg SR-273	East Leg Pleasant Hills Drive	South Leg SR-273	West Leg Pleasant Hills Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	1	0	1	3
5:00 PM	0	1	0	0	1
5:15 PM	1	0	0	0	1
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	4	0	1	7

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Location: Anderson
N/S: SR-273
E/W: Pleasant Hills Drive

Date: 5/20/2025
Day: Tuesday

BICYCLES

	Southbound SR-273			Westbound Pleasant Hills Drive			Northbound SR-273			Eastbound Pleasant Hills Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound SR-273			Westbound Pleasant Hills Drive			Northbound SR-273			Eastbound Pleasant Hills Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO AM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

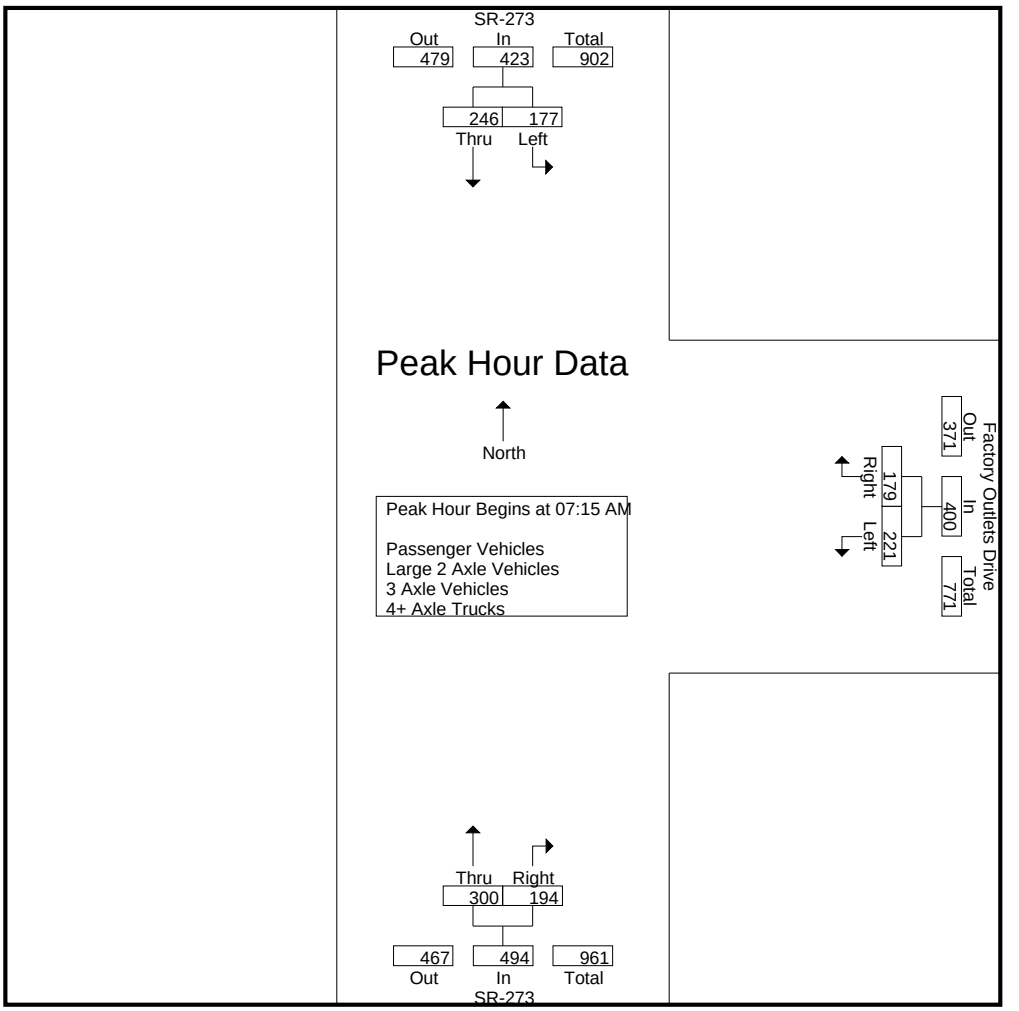
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	31	45	76	51	27	78	52	39	91	245
07:15 AM	41	48	89	56	42	98	70	57	127	314
07:30 AM	56	77	133	53	51	104	71	54	125	362
07:45 AM	38	63	101	53	49	102	87	43	130	333
Total	166	233	399	213	169	382	280	193	473	1254
08:00 AM	42	58	100	59	37	96	72	40	112	308
08:15 AM	30	51	81	75	42	117	54	37	91	289
08:30 AM	30	60	90	46	29	75	53	33	86	251
08:45 AM	27	40	67	62	35	97	63	28	91	255
Total	129	209	338	242	143	385	242	138	380	1103
Grand Total	295	442	737	455	312	767	522	331	853	2357
Apprch %	40	60		59.3	40.7		61.2	38.8		
Total %	12.5	18.8	31.3	19.3	13.2	32.5	22.1	14	36.2	
Passenger Vehicles	283	431	714	437	305	742	507	328	835	2291
% Passenger Vehicles	95.9	97.5	96.9	96	97.8	96.7	97.1	99.1	97.9	97.2
Large 2 Axle Vehicles	8	7	15	3	3	6	3	1	4	25
% Large 2 Axle Vehicles	2.7	1.6	2	0.7	1	0.8	0.6	0.3	0.5	1.1
3 Axle Vehicles	3	1	4	3	1	4	4	1	5	13
% 3 Axle Vehicles	1	0.2	0.5	0.7	0.3	0.5	0.8	0.3	0.6	0.6
4+ Axle Trucks	1	3	4	12	3	15	8	1	9	28
% 4+ Axle Trucks	0.3	0.7	0.5	2.6	1	2	1.5	0.3	1.1	1.2

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	41	48	89	56	42	98	70	**57**	127	314
07:30 AM	**56**	**77**	**133**	53	**51**	**104**	71	54	125	**362**
07:45 AM	38	63	101	53	49	102	**87**	43	**130**	333
08:00 AM	42	58	100	**59**	37	96	72	40	112	308
Total Volume	177	246	423	221	179	400	300	194	494	1317
% App. Total	41.8	58.2		55.2	44.8		60.7	39.3		
PHF	.790	.799	.795	.936	.877	.962	.862	.851	.950	.910

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO AM
Site Code : 00325525
Start Date : 5/20/2025
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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:

	07:15 AM			07:30 AM			07:15 AM		
+0 mins.	41	48	89	53	**51**	104	70	**57**	127
+15 mins.	**56**	**77**	**133**	53	49	102	71	54	125
+30 mins.	38	63	101	59	37	96	**87**	43	**130**
+45 mins.	42	58	100	**75**	42	**117**	72	40	112
Total Volume	177	246	423	240	179	419	300	194	494
% App. Total	41.8	58.2		57.3	42.7		60.7	39.3	
PHF	.790	.799	.795	.800	.877	.895	.862	.851	.950

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO AM
Site Code : 00325525
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Groups Printed- Passenger Vehicles

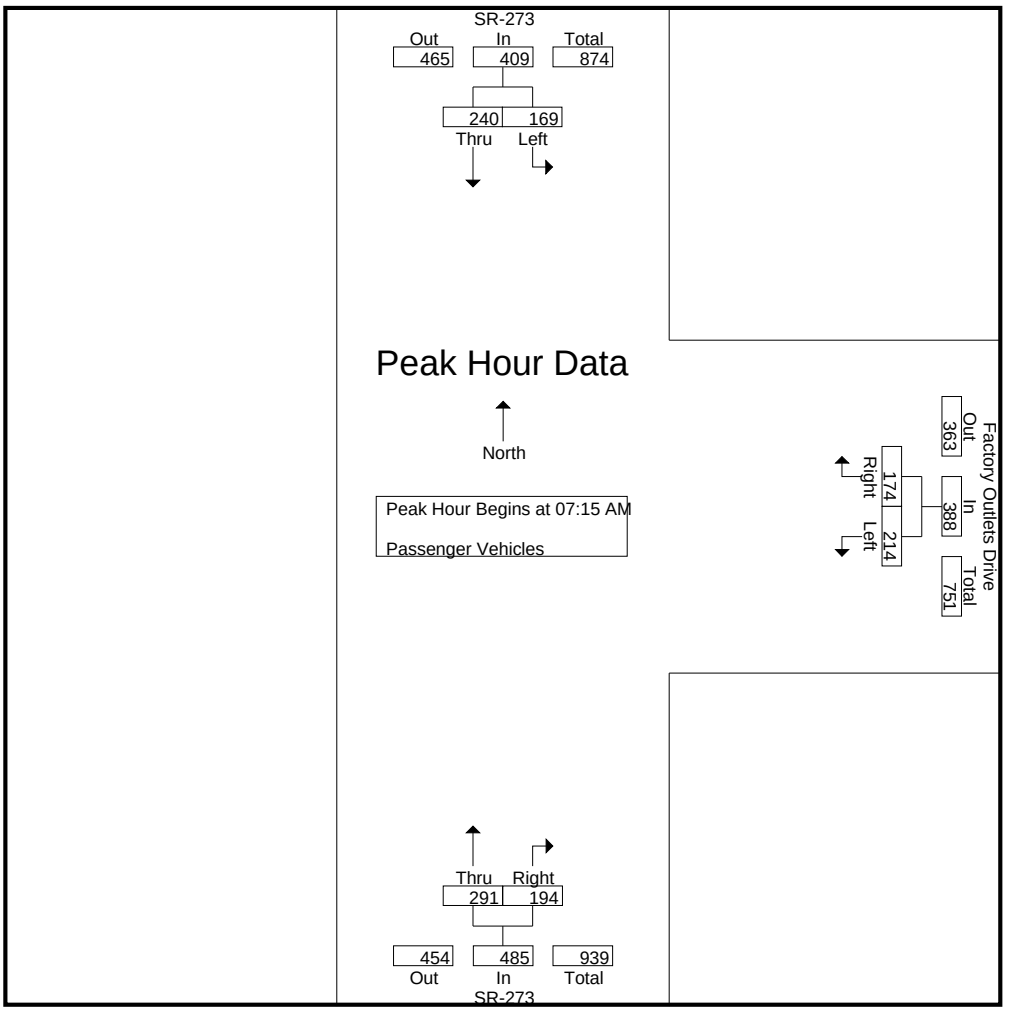
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	29	42	71	47	27	74	50	39	89	234
07:15 AM	38	47	85	54	39	93	66	57	123	301
07:30 AM	55	75	130	52	50	102	70	54	124	356
07:45 AM	35	62	97	52	49	101	86	43	129	327
Total	157	226	383	205	165	370	272	193	465	1218
08:00 AM	41	56	97	56	36	92	69	40	109	298
08:15 AM	29	51	80	74	42	116	53	36	89	285
08:30 AM	29	59	88	44	29	73	51	32	83	244
08:45 AM	27	39	66	58	33	91	62	27	89	246
Total	126	205	331	232	140	372	235	135	370	1073
Grand Total	283	431	714	437	305	742	507	328	835	2291
Apprch %	39.6	60.4		58.9	41.1		60.7	39.3		
Total %	12.4	18.8	31.2	19.1	13.3	32.4	22.1	14.3	36.4	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	38	47	85	54	39	93	66	**57**	123	301
07:30 AM	**55**	**75**	**130**	52	**50**	**102**	70	54	124	**356**
07:45 AM	35	62	97	52	49	101	**86**	43	**129**	327
08:00 AM	41	56	97	**56**	36	92	69	40	109	298
Total Volume	169	240	409	214	174	388	291	194	485	1282
% App. Total	41.3	58.7		55.2	44.8		60	40		
PHF	.768	.800	.787	.955	.870	.951	.846	.851	.940	.900

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	38	47	85	54	39	93	66	**57**	123
+15 mins.	**55**	**75**	**130**	52	**50**	**102**	70	54	124
+30 mins.	35	62	97	52	49	101	**86**	43	**129**
+45 mins.	41	56	97	**56**	36	92	69	40	109
Total Volume	169	240	409	214	174	388	291	194	485
% App. Total	41.3	58.7		55.2	44.8		60	40	
PHF	.768	.800	.787	.955	.870	.951	.846	.851	.940

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO AM
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Groups Printed- Large 2 Axle Vehicles

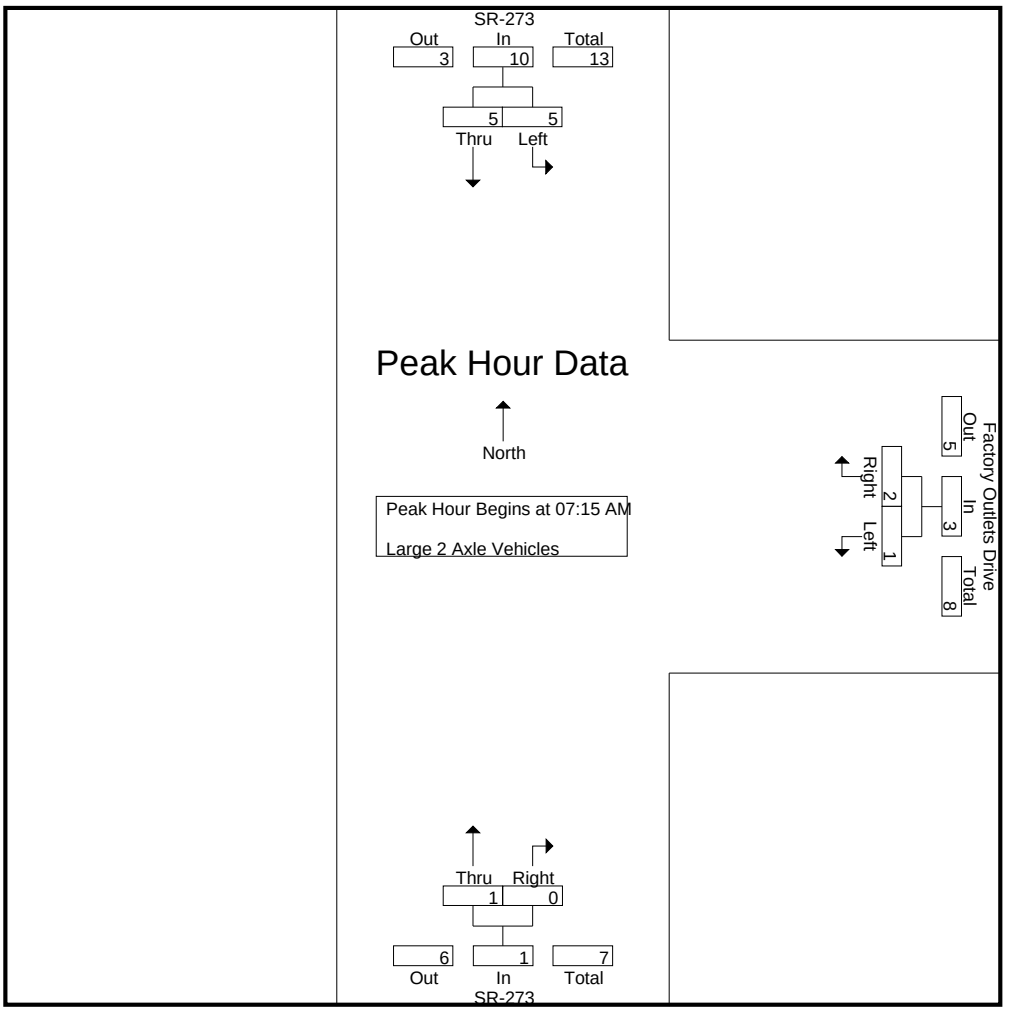
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	3	1	0	1	1	0	1	5
07:15 AM	1	1	2	0	1	1	0	0	0	3
07:30 AM	1	2	3	0	0	0	1	0	1	4
07:45 AM	2	1	3	1	0	1	0	0	0	4
Total	6	5	11	2	1	3	2	0	2	16
08:00 AM	1	1	2	0	1	1	0	0	0	3
08:15 AM	1	0	1	0	0	0	1	1	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	1	1	2	0	0	0	3
Total	2	2	4	1	2	3	1	1	2	9
Grand Total	8	7	15	3	3	6	3	1	4	25
Apprch %	53.3	46.7		50	50		75	25		
Total %	32	28	60	12	12	24	12	4	16	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	1	2	0	**1**	**1**	0	0	0	3
07:30 AM	1	**2**	**3**	0	0	0	**1**	0	**1**	**4**
07:45 AM	**2**	1	3	**1**	0	1	0	0	0	4
08:00 AM	1	1	2	0	1	1	0	0	0	3
Total Volume	5	5	10	1	2	3	1	0	1	14
% App. Total	50	50		33.3	66.7		100	0		
PHF	.625	.625	.833	.250	.500	.750	.250	.000	.250	.875

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City of Anderson
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	1	2	0	**1**	**1**	0	0	0
+15 mins.	1	**2**	**3**	0	0	0	**1**	0	**1**
+30 mins.	**2**	1	3	**1**	0	1	0	0	0
+45 mins.	1	1	2	0	1	1	0	0	0
Total Volume	5	5	10	1	2	3	1	0	1
% App. Total	50	50		33.3	66.7		100	0	
PHF	.625	.625	.833	.250	.500	.750	.250	.000	.250

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City of Anderson
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E/W: Factory Outlets Drive
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Site Code : 00325525
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Groups Printed- 3 Axle Vehicles

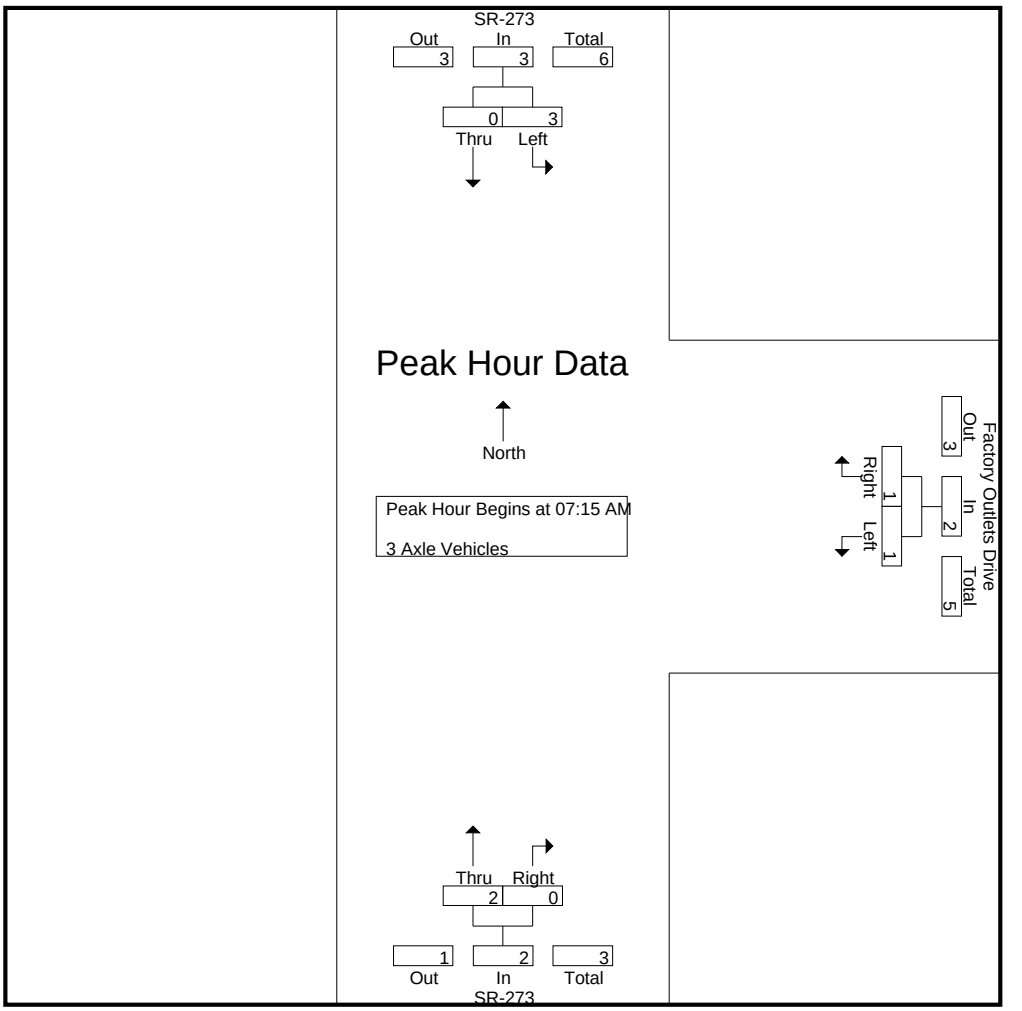
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	1	0	1	1	0	1	3
07:15 AM	2	0	2	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	1	0	1	2
Total	3	1	4	1	1	2	3	0	3	9
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	1	2	2
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	1	1	2	4
Grand Total	3	1	4	3	1	4	4	1	5	13
Apprch %	75	25		75	25		80	20		
Total %	23.1	7.7	30.8	23.1	7.7	30.8	30.8	7.7	38.5	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**2**	0	**2**	0	0	0	**1**	0	**1**	**3**
07:30 AM	0	0	0	0	**1**	**1**	0	0	0	1
07:45 AM	1	0	1	0	0	0	1	0	1	2
08:00 AM	0	0	0	**1**	0	1	0	0	0	1
Total Volume	3	0	3	1	1	2	2	0	2	7
% App. Total	100	0		50	50		100	0		
PHF	.375	.000	.375	.250	.250	.500	.500	.000	.500	.583

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**2**	0	**2**	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	1	0	1	0	0	0	1	0	1
+45 mins.	0	0	0	**1**	0	1	0	0	0
Total Volume	3	0	3	1	1	2	2	0	2
% App. Total	100	0		50	50		100	0	
PHF	.375	.000	.375	.250	.250	.500	.500	.000	.500

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City of Anderson
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Groups Printed- 4+ Axle Trucks

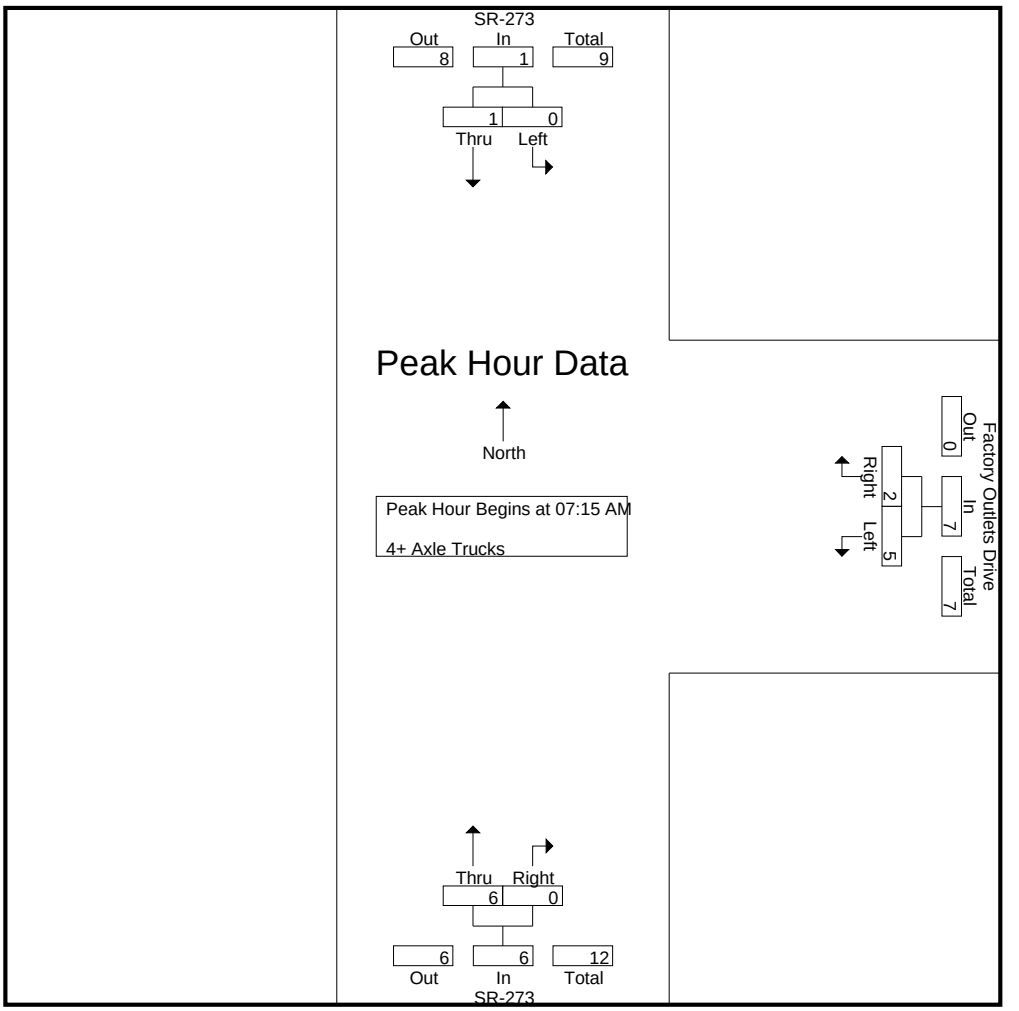
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	2	0	0	0	3
07:15 AM	0	0	0	2	2	4	3	0	3	7
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	5	2	7	3	0	3	11
08:00 AM	0	1	1	2	0	2	3	0	3	6
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	1	1	2	2	0	2	1	0	1	5
08:45 AM	0	0	0	2	1	3	1	1	2	5
Total	1	2	3	7	1	8	5	1	6	17
Grand Total	1	3	4	12	3	15	8	1	9	28
Apprch %	25	75		80	20		88.9	11.1		
Total %	3.6	10.7	14.3	42.9	10.7	53.6	28.6	3.6	32.1	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**2**	**2**	**4**	**3**	0	**3**	**7**
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	**1**	2	0	2	3	0	3	6
Total Volume	0	1	1	5	2	7	6	0	6	14
% App. Total	0	100		71.4	28.6		100	0		
PHF	.000	.250	.250	.625	.250	.438	.500	.000	.500	.500

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	**2**	**2**	**4**	**3**	0	**3**
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	2	0	2	3	0	3
Total Volume	0	1	1	5	2	7	6	0	6
% App. Total	0	100		71.4	28.6		100	0	
PHF	.000	.250	.250	.625	.250	.438	.500	.000	.500

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City of Anderson
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

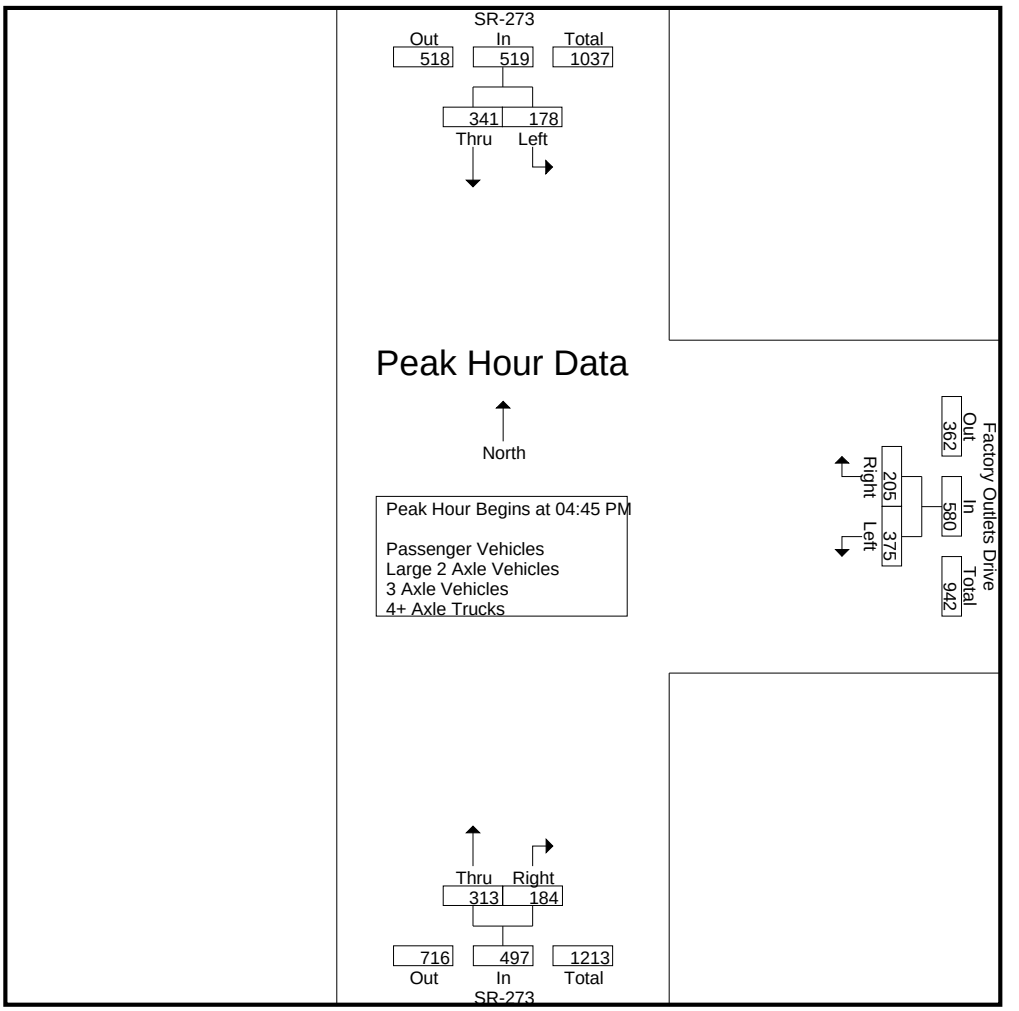
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	40	87	127	89	47	136	78	66	144	407
04:15 PM	45	70	115	101	47	148	73	43	116	379
04:30 PM	46	89	135	69	47	116	78	45	123	374
04:45 PM	46	90	136	86	51	137	80	43	123	396
Total	177	336	513	345	192	537	309	197	506	1556
05:00 PM	59	88	147	100	47	147	73	48	121	415
05:15 PM	38	72	110	95	54	149	96	48	144	403
05:30 PM	35	91	126	94	53	147	64	45	109	382
05:45 PM	34	66	100	73	48	121	73	48	121	342
Total	166	317	483	362	202	564	306	189	495	1542
Grand Total	343	653	996	707	394	1101	615	386	1001	3098
Apprch %	34.4	65.6		64.2	35.8		61.4	38.6		
Total %	11.1	21.1	32.1	22.8	12.7	35.5	19.9	12.5	32.3	
Passenger Vehicles	336	643	979	691	387	1078	605	383	988	3045
% Passenger Vehicles	98	98.5	98.3	97.7	98.2	97.9	98.4	99.2	98.7	98.3
Large 2 Axle Vehicles	3	4	7	1	3	4	3	2	5	16
% Large 2 Axle Vehicles	0.9	0.6	0.7	0.1	0.8	0.4	0.5	0.5	0.5	0.5
3 Axle Vehicles	0	1	1	6	1	7	1	0	1	9
% 3 Axle Vehicles	0	0.2	0.1	0.8	0.3	0.6	0.2	0	0.1	0.3
4+ Axle Trucks	4	5	9	9	3	12	6	1	7	28
% 4+ Axle Trucks	1.2	0.8	0.9	1.3	0.8	1.1	1	0.3	0.7	0.9

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	46	90	136	86	51	137	80	43	123	396
05:00 PM	**59**	88	**147**	**100**	47	147	73	**48**	121	**415**
05:15 PM	38	72	110	95	**54**	**149**	**96**	48	**144**	403
05:30 PM	35	**91**	126	94	53	147	64	45	109	382
Total Volume	178	341	519	375	205	580	313	184	497	1596
% App. Total	34.3	65.7		64.7	35.3		63	37		
PHF	.754	.937	.883	.938	.949	.973	.815	.958	.863	.961

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:45 PM			04:30 PM		
+0 mins.	45	70	115	86	51	137	78	45	123
+15 mins.	46	89	135	**100**	47	147	80	43	123
+30 mins.	46	**90**	136	95	**54**	**149**	73	**48**	121
+45 mins.	**59**	88	**147**	94	53	147	**96**	48	**144**
Total Volume	196	337	533	375	205	580	327	184	511
% App. Total	36.8	63.2		64.7	35.3		64	36	
PHF	.831	.936	.906	.938	.949	.973	.852	.958	.887

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Groups Printed- Passenger Vehicles

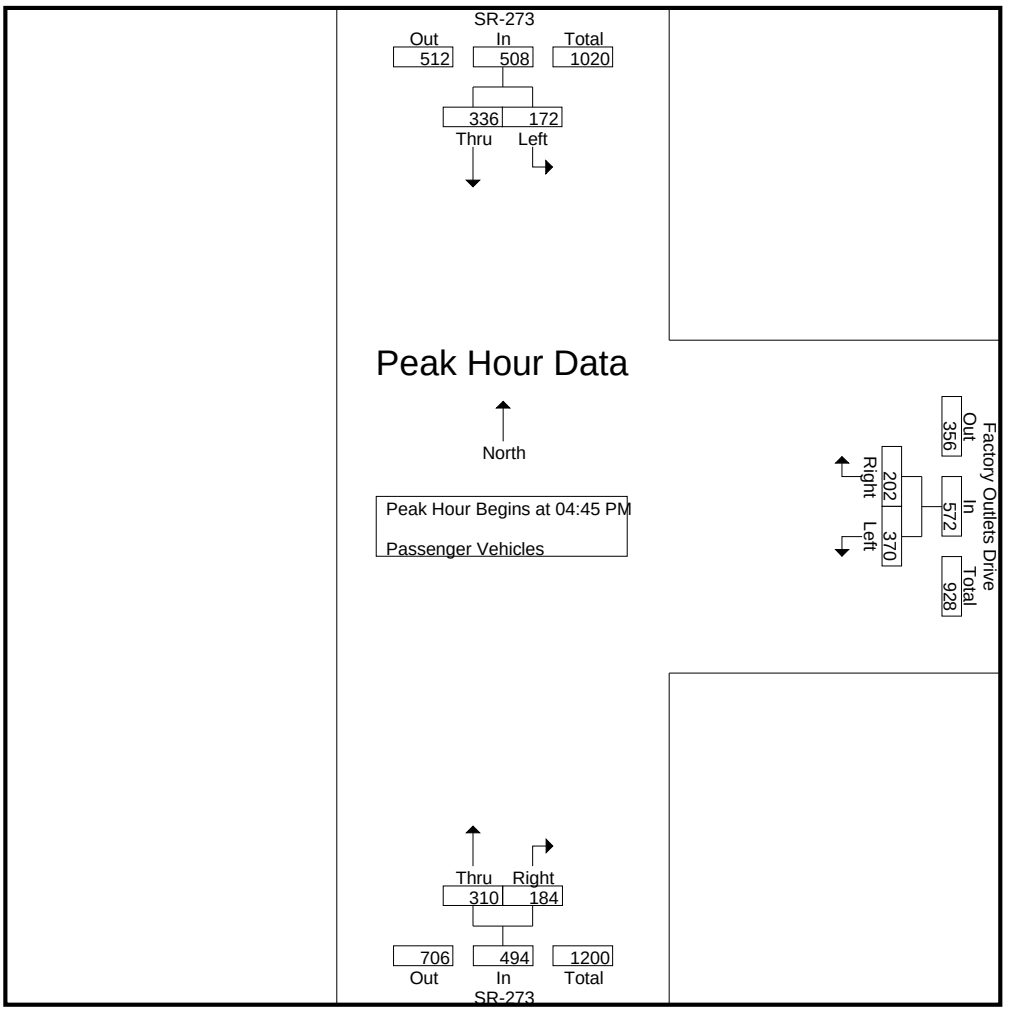
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	40	85	125	85	44	129	76	65	141	395
04:15 PM	44	69	113	98	46	144	71	41	112	369
04:30 PM	46	87	133	68	47	115	75	45	120	368
04:45 PM	44	89	133	86	49	135	80	43	123	391
Total	174	330	504	337	186	523	302	194	496	1523
05:00 PM	55	87	142	100	47	147	73	48	121	410
05:15 PM	38	71	109	91	53	144	96	48	144	397
05:30 PM	35	89	124	93	53	146	61	45	106	376
05:45 PM	34	66	100	70	48	118	73	48	121	339
Total	162	313	475	354	201	555	303	189	492	1522
Grand Total	336	643	979	691	387	1078	605	383	988	3045
Apprch %	34.3	65.7		64.1	35.9		61.2	38.8		
Total %	11	21.1	32.2	22.7	12.7	35.4	19.9	12.6	32.4	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	44	**89**	133	86	49	135	80	43	123	391
05:00 PM	**55**	87	**142**	**100**	47	**147**	73	**48**	121	**410**
05:15 PM	38	71	109	91	**53**	144	**96**	48	**144**	397
05:30 PM	35	89	124	93	53	146	61	45	106	376
Total Volume	172	336	508	370	202	572	310	184	494	1574
% App. Total	33.9	66.1		64.7	35.3		62.8	37.2		
PHF	.782	.944	.894	.925	.953	.973	.807	.958	.858	.960

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	44	**89**	133	86	49	135	80	43	123
+15 mins.	**55**	87	**142**	**100**	47	**147**	73	**48**	121
+30 mins.	38	71	109	91	**53**	144	**96**	48	**144**
+45 mins.	35	89	124	93	53	146	61	45	106
Total Volume	172	336	508	370	202	572	310	184	494
% App. Total	33.9	66.1		64.7	35.3		62.8	37.2	
PHF	.782	.944	.894	.925	.953	.973	.807	.958	.858

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Groups Printed- Large 2 Axle Vehicles

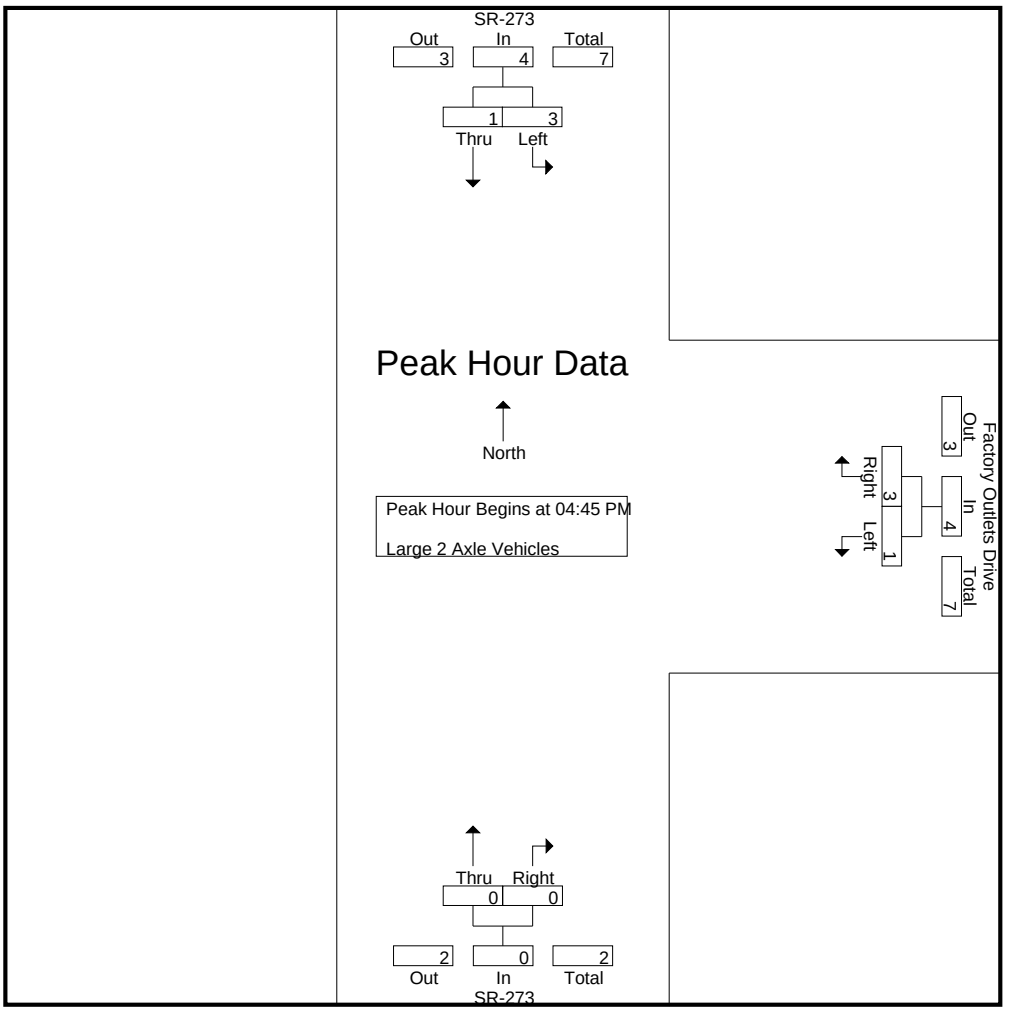
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	1	1	0	0	0	2	0	2	3
04:45 PM	1	1	2	0	2	2	0	0	0	4
Total	1	4	5	0	2	2	3	2	5	12
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	1	1	2	0	0	0	2
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	2	0	2	1	1	2	0	0	0	4
Grand Total	3	4	7	1	3	4	3	2	5	16
Apprch %	42.9	57.1		25	75		60	40		
Total %	18.8	25	43.8	6.2	18.8	25	18.8	12.5	31.2	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	1	**1**	**2**	0	**2**	**2**	0	0	0	**4**
05:00 PM	**2**	0	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	**1**	1	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	1	3	4	0	0	0	8
% App. Total	75	25		25	75		0	0		
PHF	.375	.250	.500	.250	.375	.500	.000	.000	.000	.500

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	**1**	**2**	0	**2**	**2**	0	0	0
+15 mins.	**2**	0	2	0	0	0	0	0	0
+30 mins.	0	0	0	**1**	1	2	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	1	3	4	0	0	0
% App. Total	75	25		25	75		0	0	
PHF	.375	.250	.500	.250	.375	.500	.000	.000	.000

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

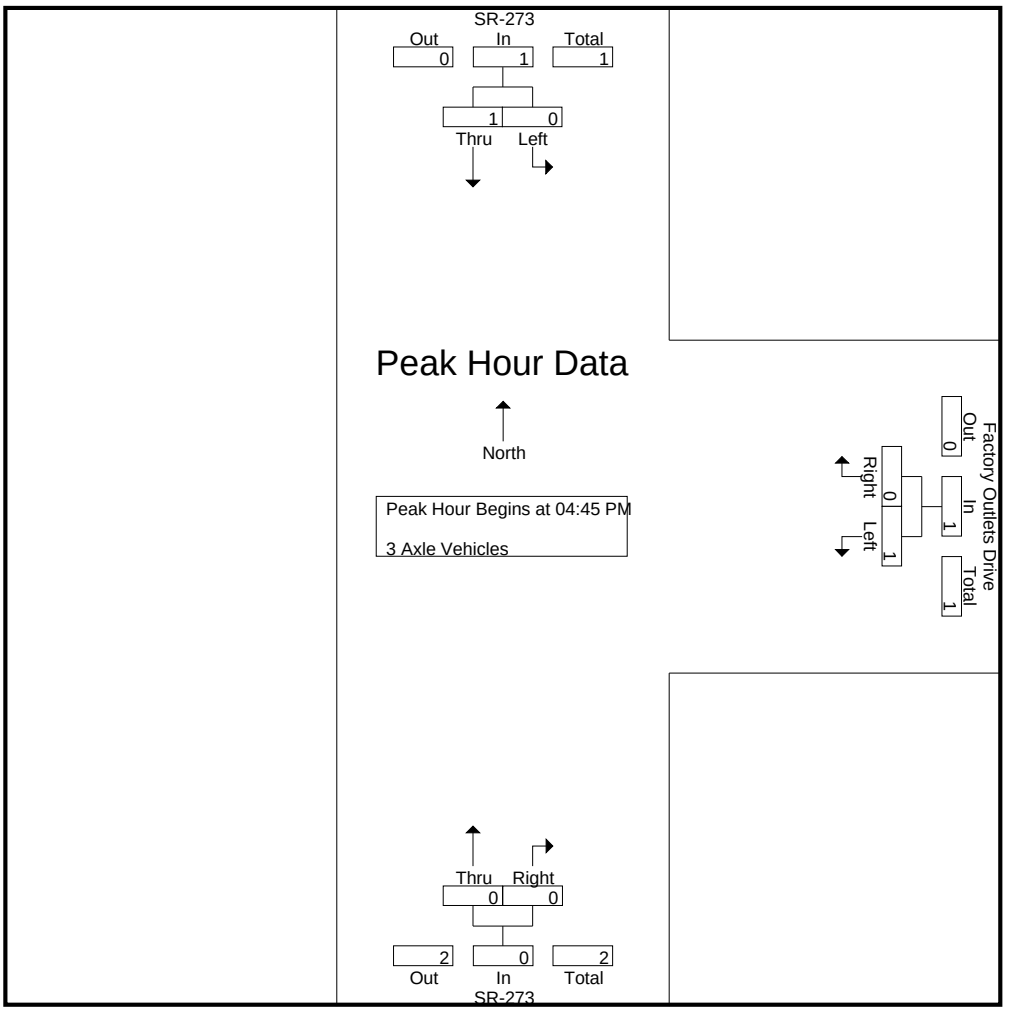
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	3	0	3	0	0	0	3
04:15 PM	0	0	0	1	1	2	1	0	1	3
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	1	6	1	0	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	1	0	1	0	0	0	2
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	1	1	1	0	1	0	0	0	2
Grand Total	0	1	1	6	1	7	1	0	1	9
Apprch %	0	100		85.7	14.3		100	0		
Total %	0	11.1	11.1	66.7	11.1	77.8	11.1	0	11.1	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	**1**	**1**	0	**1**	0	0	0	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	0	0	0	2
% App. Total	0	100		100	0		0	0		
PHF	.000	.250	.250	.250	.000	.250	.000	.000	.000	.250

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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:

	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	**1**	**1**	**1**	0	**1**	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.250	.250	.250	.000	.250	.000	.000	.000

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

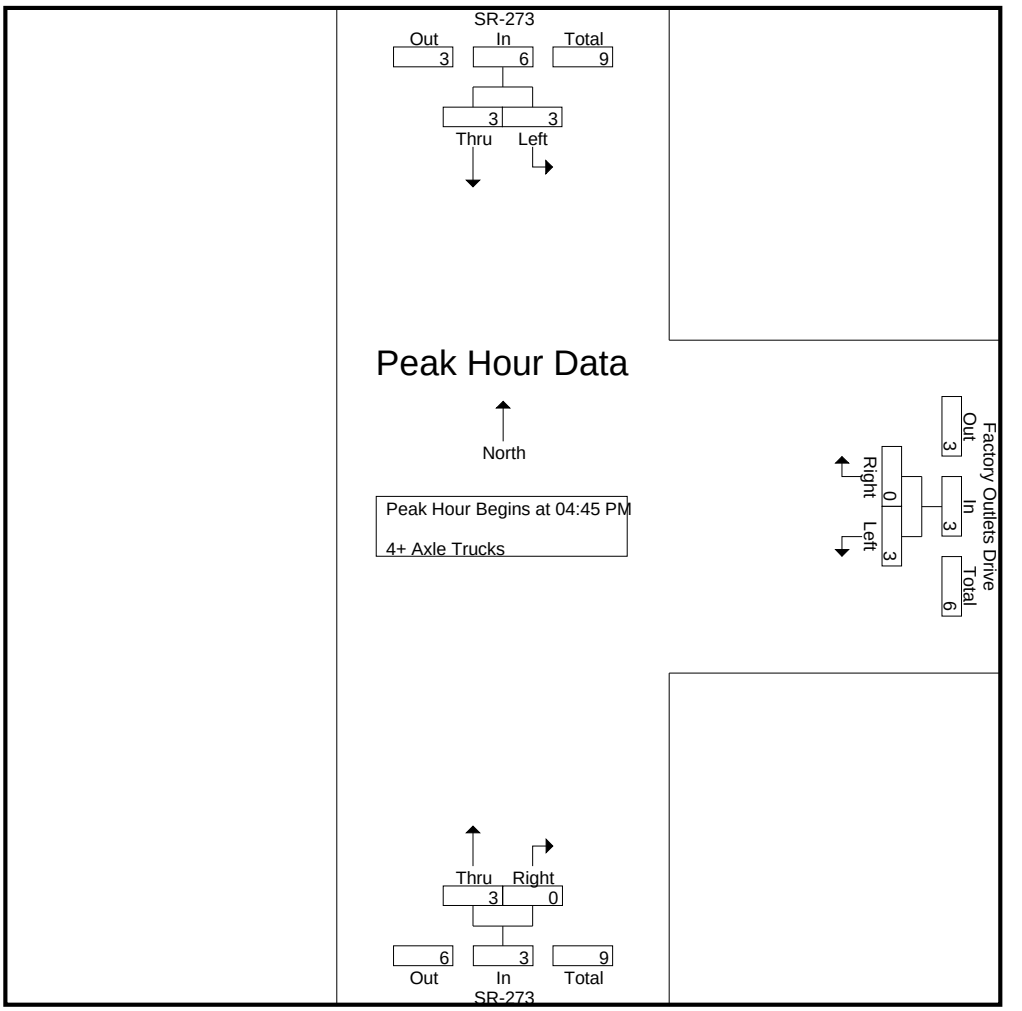
	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	3	4	2	0	2	6
04:15 PM	1	1	2	2	0	2	0	1	1	5
04:30 PM	0	1	1	0	0	0	1	0	1	2
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	2	4	3	3	6	3	1	4	14
05:00 PM	2	1	3	0	0	0	0	0	0	3
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	2	2	1	0	1	3	0	3	6
05:45 PM	0	0	0	3	0	3	0	0	0	3
Total	2	3	5	6	0	6	3	0	3	14
Grand Total	4	5	9	9	3	12	6	1	7	28
Apprch %	44.4	55.6		75	25		85.7	14.3		
Total %	14.3	17.9	32.1	32.1	10.7	42.9	21.4	3.6	25	

	SR-273 Southbound			Factory Outlets Drive Westbound			SR-273 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	1	0	1	0	0	0	0	0	0	1
05:00 PM	**2**	1	**3**	0	0	0	0	0	0	3
05:15 PM	0	0	0	**2**	0	**2**	0	0	0	2
05:30 PM	0	**2**	2	1	0	1	**3**	0	**3**	**6**
Total Volume	3	3	6	3	0	3	3	0	3	12
% App. Total	50	50		100	0		100	0		
PHF	.375	.375	.500	.375	.000	.375	.250	.000	.250	.500

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City of Anderson
N/S: SR-273
E/W: Factory Outlets Drive
Weather: Clear

File Name : 02_ADS_273_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	0	1	0	0	0	0	0	0
+15 mins.	**2**	1	**3**	0	0	0	0	0	0
+30 mins.	0	0	0	**2**	0	**2**	0	0	0
+45 mins.	0	**2**	2	1	0	1	**3**	0	**3**
Total Volume	3	3	6	3	0	3	3	0	3
% App. Total	50	50		100	0		100	0	
PHF	.375	.375	.500	.375	.000	.375	.250	.000	.250

Location: Anderson
N/S: SR-273
E/W: Factory Outlets Drive

Date: 5/20/2025
Day: Tuesday

PEDESTRIANS

	North Leg SR-273	East Leg Factory Outlets Drive	South Leg SR-273	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg SR-273	East Leg Factory Outlets Drive	South Leg SR-273	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	2	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	3	3	7

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Location: Anderson
N/S: SR-273
E/W: Factory Outlets Drive

Date: 5/20/2025
Day: Tuesday

BICYCLES

	Southbound SR-273			Westbound Factory Outlets Drive			Northbound SR-273			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound SR-273			Westbound Factory Outlets Drive			Northbound SR-273			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

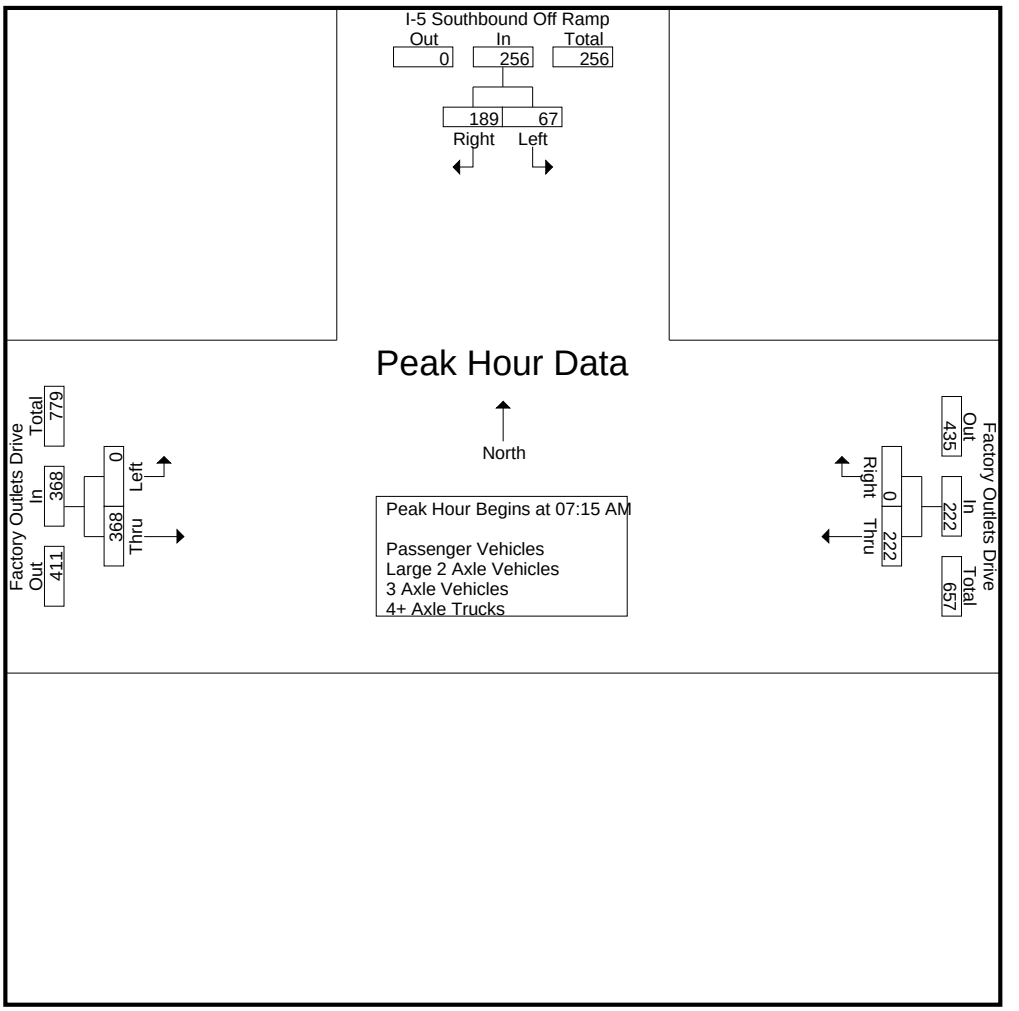
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	16	28	44	51	0	51	0	71	71	166
07:15 AM	25	39	64	56	0	56	0	99	99	219
07:30 AM	14	49	63	53	0	53	0	117	117	233
07:45 AM	13	47	60	59	0	59	0	79	79	198
Total	68	163	231	219	0	219	0	366	366	816
08:00 AM	15	54	69	54	0	54	0	73	73	196
08:15 AM	21	62	83	50	0	50	0	66	66	199
08:30 AM	25	32	57	42	0	42	0	57	57	156
08:45 AM	24	53	77	53	0	53	0	54	54	184
Total	85	201	286	199	0	199	0	250	250	735
Grand Total	153	364	517	418	0	418	0	616	616	1551
Apprch %	29.6	70.4		100	0		0	100		
Total %	9.9	23.5	33.3	27	0	27	0	39.7	39.7	
Passenger Vehicles	126	359	485	396	0	396	0	598	598	1479
% Passenger Vehicles	82.4	98.6	93.8	94.7	0	94.7	0	97.1	97.1	95.4
Large 2 Axle Vehicles	7	3	10	4	0	4	0	11	11	25
% Large 2 Axle Vehicles	4.6	0.8	1.9	1	0	1	0	1.8	1.8	1.6
3 Axle Vehicles	5	1	6	1	0	1	0	3	3	10
% 3 Axle Vehicles	3.3	0.3	1.2	0.2	0	0.2	0	0.5	0.5	0.6
4+ Axle Trucks	15	1	16	17	0	17	0	4	4	37
% 4+ Axle Trucks	9.8	0.3	3.1	4.1	0	4.1	0	0.6	0.6	2.4

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**25**	39	64	56	0	56	0	99	99	219
07:30 AM	14	49	63	53	0	53	0	**117**	**117**	**233**
07:45 AM	13	47	60	**59**	0	**59**	0	79	79	198
08:00 AM	15	**54**	**69**	54	0	54	0	73	73	196
Total Volume	67	189	256	222	0	222	0	368	368	846
% App. Total	26.2	73.8		100	0		0	100		
PHF	.670	.875	.928	.941	.000	.941	.000	.786	.786	.908

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:15 AM			07:15 AM		
+0 mins.	15	54	69	56	0	56	0	99	99
+15 mins.	21	**62**	**83**	53	0	53	0	**117**	**117**
+30 mins.	**25**	32	57	**59**	0	**59**	0	79	79
+45 mins.	24	53	77	54	0	54	0	73	73
Total Volume	85	201	286	222	0	222	0	368	368
% App. Total	29.7	70.3		100	0		0	100	
PHF	.850	.810	.861	.941	.000	.941	.000	.786	.786

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- Passenger Vehicles

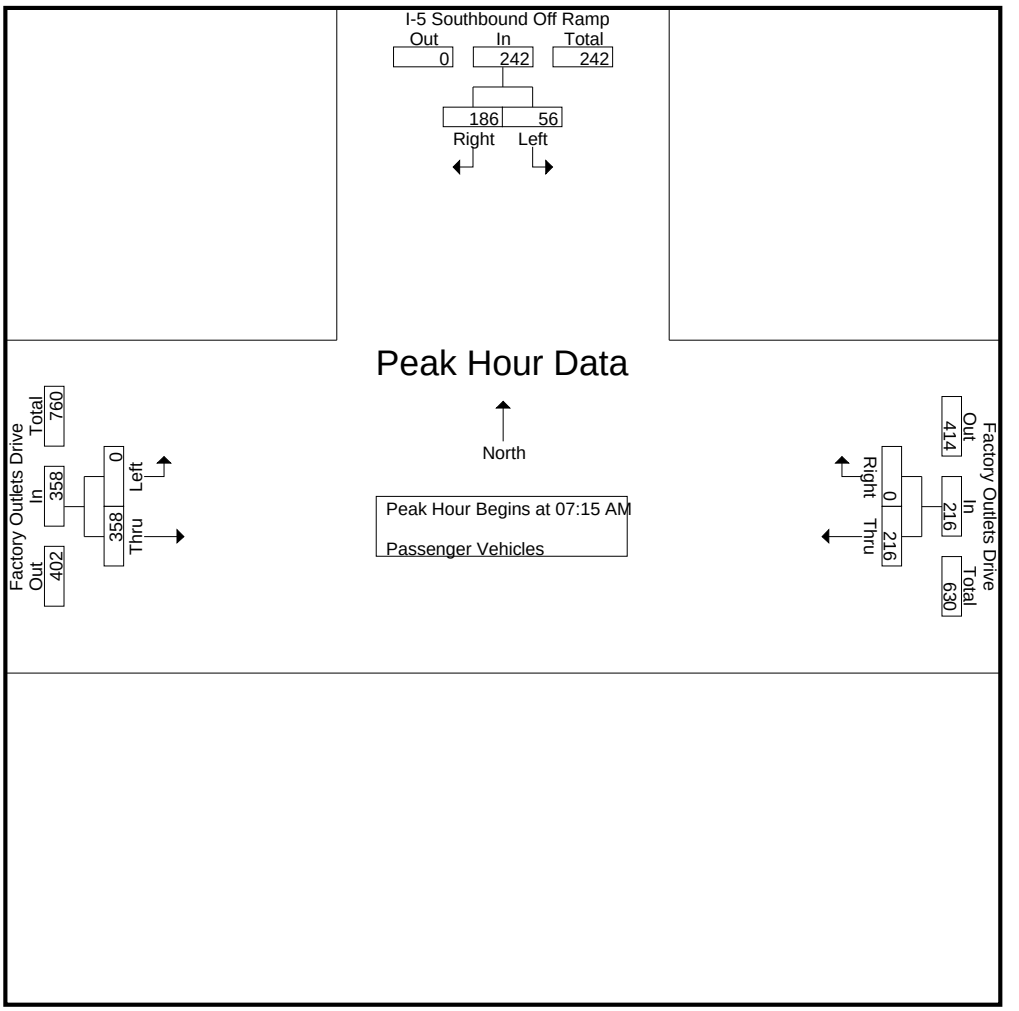
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	13	28	41	44	0	44	0	69	69	154
07:15 AM	22	39	61	53	0	53	0	96	96	210
07:30 AM	13	48	61	52	0	52	0	116	116	229
07:45 AM	10	47	57	58	0	58	0	74	74	189
Total	58	162	220	207	0	207	0	355	355	782
08:00 AM	11	52	63	53	0	53	0	72	72	188
08:15 AM	17	62	79	49	0	49	0	63	63	191
08:30 AM	20	32	52	39	0	39	0	55	55	146
08:45 AM	20	51	71	48	0	48	0	53	53	172
Total	68	197	265	189	0	189	0	243	243	697
Grand Total	126	359	485	396	0	396	0	598	598	1479
Apprch %	26	74		100	0		0	100		
Total %	8.5	24.3	32.8	26.8	0	26.8	0	40.4	40.4	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**22**	39	61	53	0	53	0	96	96	210
07:30 AM	13	48	61	52	0	52	0	**116**	**116**	**229**
07:45 AM	10	47	57	**58**	0	**58**	0	74	74	189
08:00 AM	11	**52**	**63**	53	0	53	0	72	72	188
Total Volume	56	186	242	216	0	216	0	358	358	816
% App. Total	23.1	76.9		100	0		0	100		
PHF	.636	.894	.960	.931	.000	.931	.000	.772	.772	.891

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**22**	39	61	53	0	53	0	96	96
+15 mins.	13	48	61	52	0	52	0	**116**	**116**
+30 mins.	10	47	57	**58**	0	**58**	0	74	74
+45 mins.	11	**52**	**63**	53	0	53	0	72	72
Total Volume	56	186	242	216	0	216	0	358	358
% App. Total	23.1	76.9		100	0		0	100	
PHF	.636	.894	.960	.931	.000	.931	.000	.772	.772

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

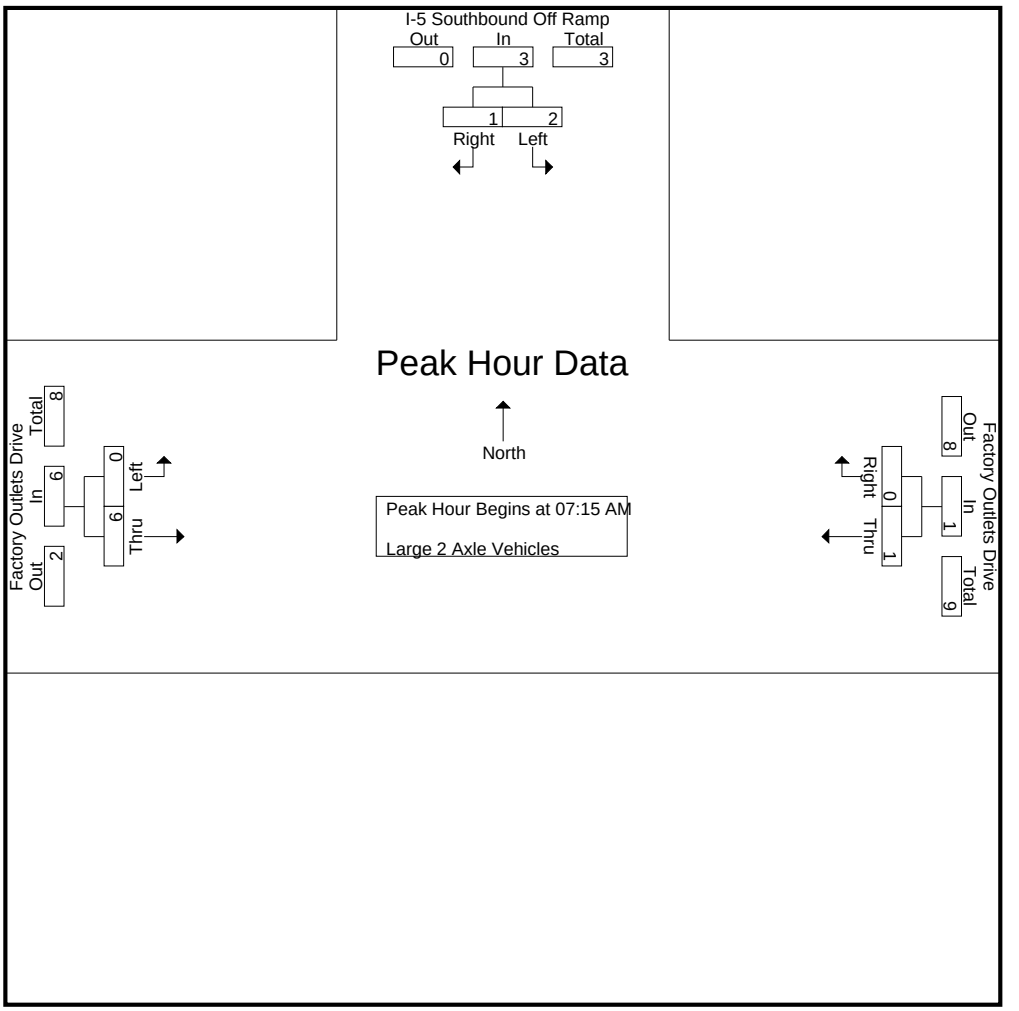
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	2	2	4
07:15 AM	1	0	1	1	0	1	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	3	3	3
Total	1	0	1	3	0	3	0	7	7	11
08:00 AM	1	1	2	0	0	0	0	1	1	3
08:15 AM	1	0	1	0	0	0	0	3	3	4
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	3	2	5	1	0	1	0	0	0	6
Total	6	3	9	1	0	1	0	4	4	14
Grand Total	7	3	10	4	0	4	0	11	11	25
Apprch %	70	30		100	0		0	100		
Total %	28	12	40	16	0	16	0	44	44	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	0	1	**1**	0	**1**	0	1	1	**3**
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	**3**	**3**	3
08:00 AM	1	**1**	**2**	0	0	0	0	1	1	3
Total Volume	2	1	3	1	0	1	0	6	6	10
% App. Total	66.7	33.3		100	0		0	100		
PHF	.500	.250	.375	.250	.000	.250	.000	.500	.500	.833

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	0	1	**1**	0	**1**	0	1	1
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	**3**	**3**
+45 mins.	1	**1**	**2**	0	0	0	0	1	1
Total Volume	2	1	3	1	0	1	0	6	6
% App. Total	66.7	33.3		100	0		0	100	
PHF	.500	.250	.375	.250	.000	.250	.000	.500	.500

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- 3 Axle Vehicles

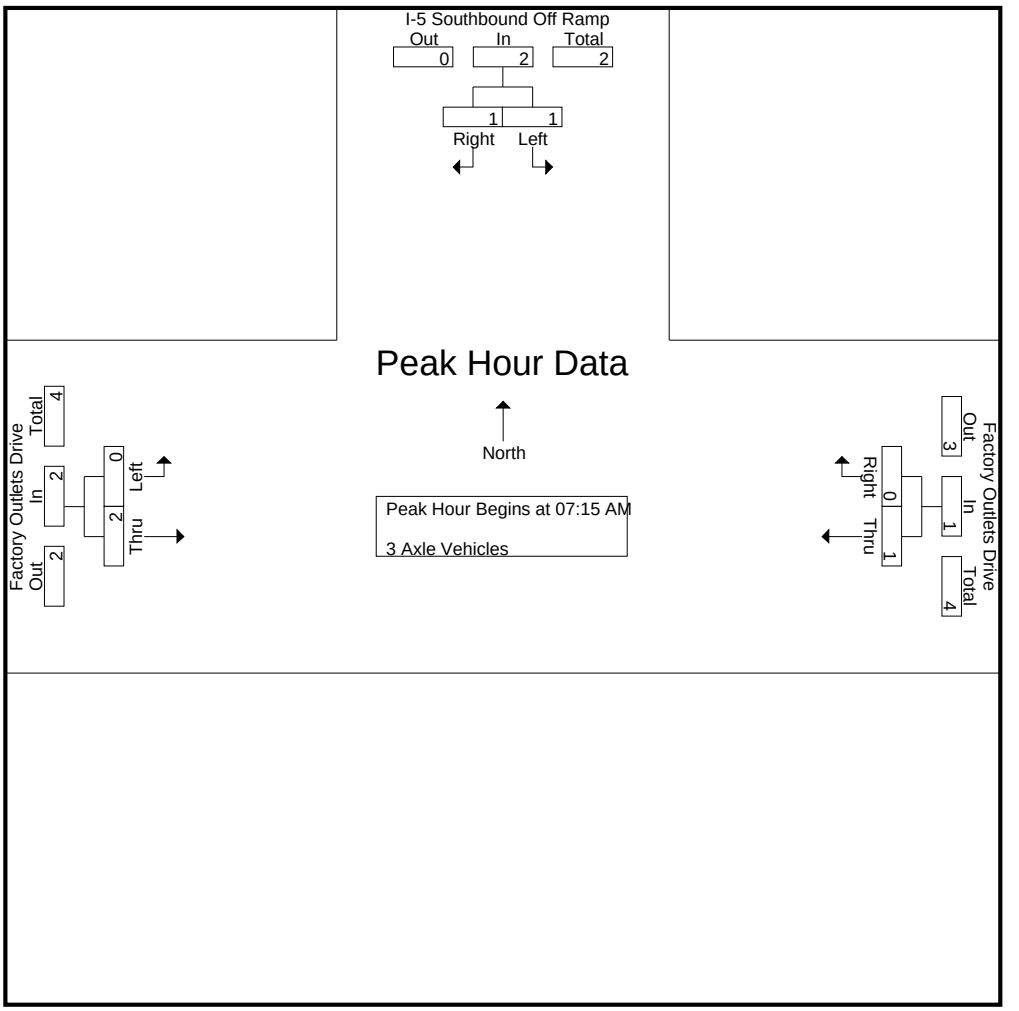
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	2	0	2	0	0	0	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	1	1	2
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	3	0	3	1	0	1	0	2	2	6
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	2	0	0	0	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	1	3	0	0	0	0	1	1	4
Grand Total	5	1	6	1	0	1	0	3	3	10
Apprch %	83.3	16.7		100	0		0	100		
Total %	50	10	60	10	0	10	0	30	30	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	0	**1**	0	0	0	0	**1**	**1**	**2**
07:30 AM	0	0	0	**1**	0	**1**	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	**1**	1	0	0	0	0	0	0	1
Total Volume	1	1	2	1	0	1	0	2	2	5
% App. Total	50	50		100	0		0	100		
PHF	.250	.250	.500	.250	.000	.250	.000	.500	.500	.625

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City of Anderson
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E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	**1**	0	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	**1**	1	0	0	0	0	0	0
Total Volume	1	1	2	1	0	1	0	2	2
% App. Total	50	50		100	0		0	100	
PHF	.250	.250	.500	.250	.000	.250	.000	.500	.500

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- 4+ Axle Trucks

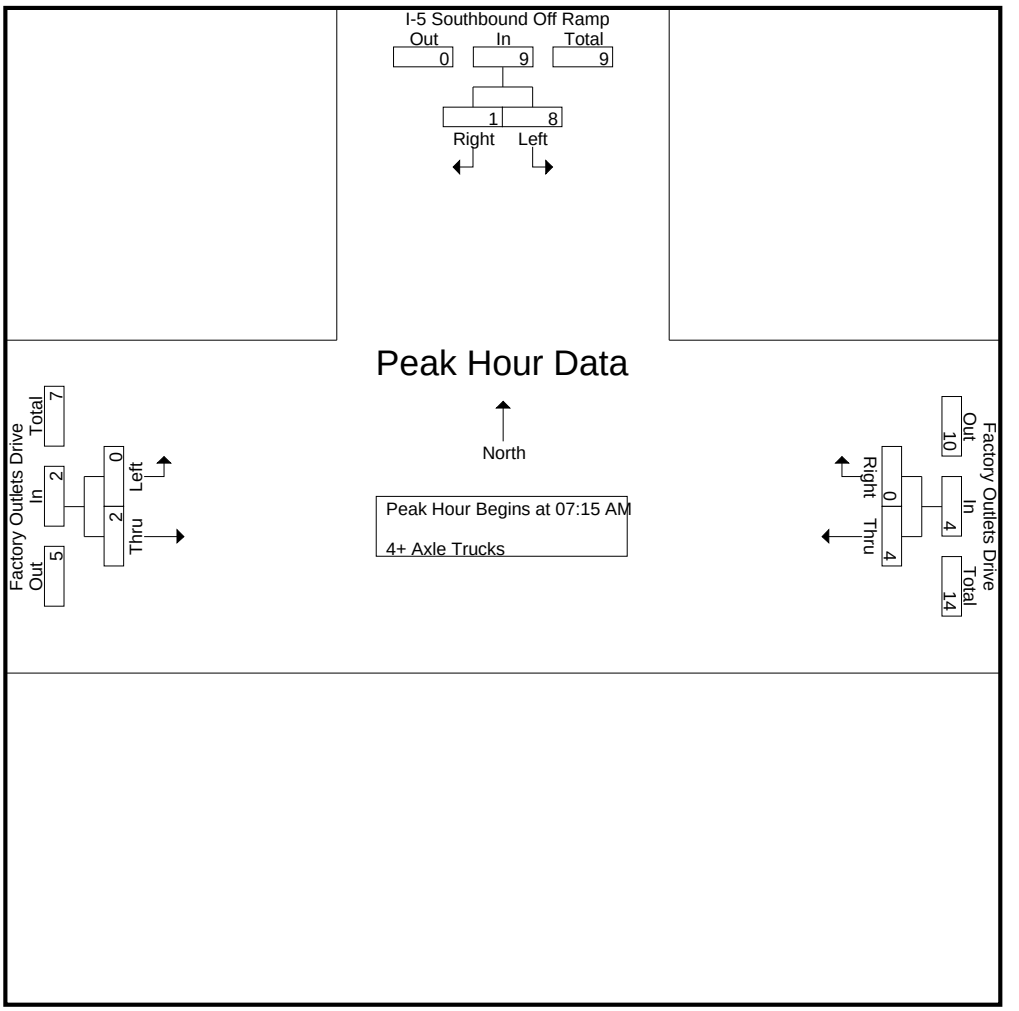
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	0	1	5	0	5	0	0	0	6
07:15 AM	1	0	1	2	0	2	0	1	1	4
07:30 AM	1	1	2	0	0	0	0	0	0	2
07:45 AM	3	0	3	1	0	1	0	1	1	5
Total	6	1	7	8	0	8	0	2	2	17
08:00 AM	3	0	3	1	0	1	0	0	0	4
08:15 AM	3	0	3	1	0	1	0	0	0	4
08:30 AM	2	0	2	3	0	3	0	1	1	6
08:45 AM	1	0	1	4	0	4	0	1	1	6
Total	9	0	9	9	0	9	0	2	2	20
Grand Total	15	1	16	17	0	17	0	4	4	37
Apprch %	93.8	6.2		100	0		0	100		
Total %	40.5	2.7	43.2	45.9	0	45.9	0	10.8	10.8	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	**2**	0	**2**	0	**1**	**1**	4
07:30 AM	1	**1**	2	0	0	0	0	0	0	2
07:45 AM	**3**	0	**3**	1	0	1	0	1	1	**5**
08:00 AM	3	0	3	1	0	1	0	0	0	4
Total Volume	8	1	9	4	0	4	0	2	2	15
% App. Total	88.9	11.1		100	0		0	100		
PHF	.667	.250	.750	.500	.000	.500	.000	.500	.500	.750

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City of Anderson
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E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	**2**	0	**2**	0	**1**	**1**
+15 mins.	1	**1**	2	0	0	0	0	0	0
+30 mins.	**3**	0	**3**	1	0	1	0	1	1
+45 mins.	3	0	3	1	0	1	0	0	0
Total Volume	8	1	9	4	0	4	0	2	2
% App. Total	88.9	11.1		100	0		0	100	
PHF	.667	.250	.750	.500	.000	.500	.000	.500	.500

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

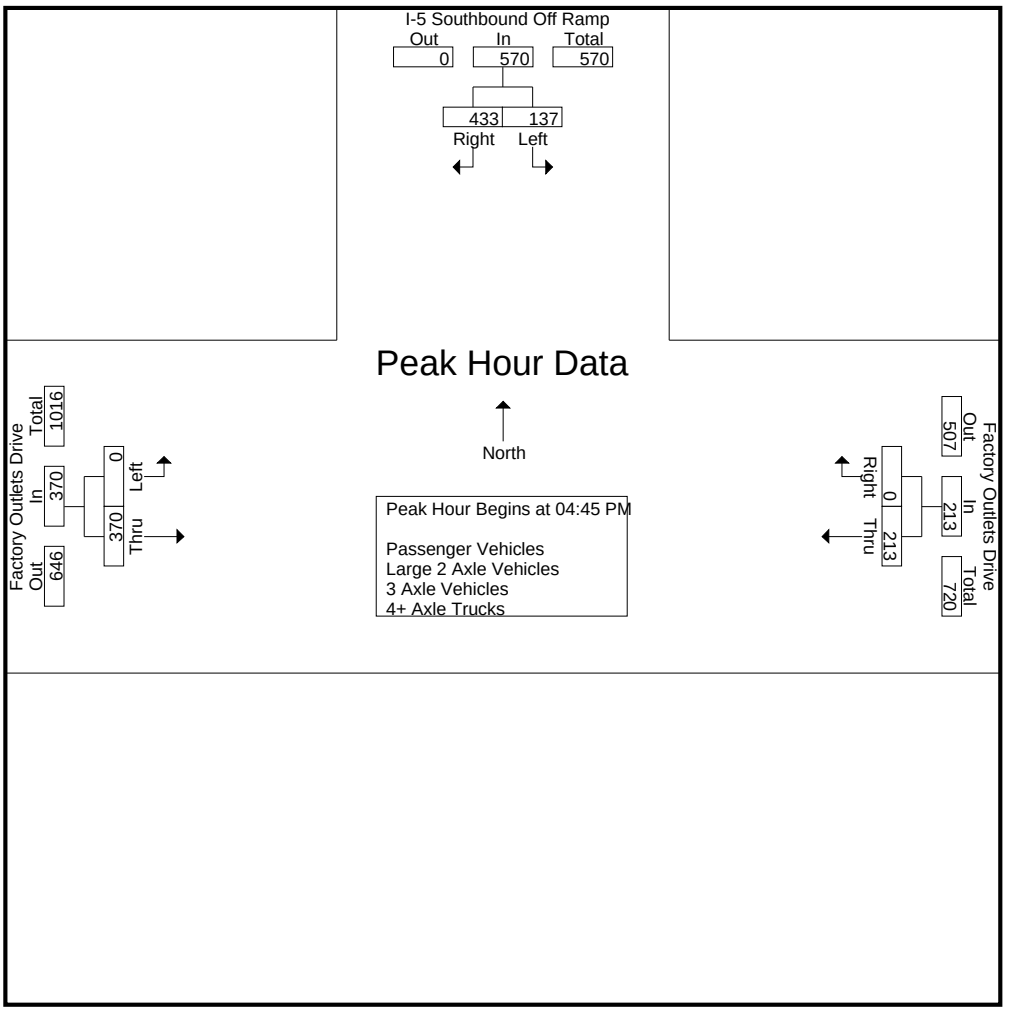
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	32	84	116	53	0	53	0	107	107	276
04:15 PM	28	89	117	67	0	67	0	88	88	272
04:30 PM	25	80	105	45	0	45	0	91	91	241
04:45 PM	36	109	145	48	0	48	0	89	89	282
Total	121	362	483	213	0	213	0	375	375	1071
05:00 PM	33	106	139	54	0	54	0	109	109	302
05:15 PM	37	115	152	57	0	57	0	86	86	295
05:30 PM	31	103	134	54	0	54	0	86	86	274
05:45 PM	21	96	117	34	0	34	0	86	86	237
Total	122	420	542	199	0	199	0	367	367	1108
Grand Total	243	782	1025	412	0	412	0	742	742	2179
Apprch %	23.7	76.3		100	0		0	100		
Total %	11.2	35.9	47	18.9	0	18.9	0	34.1	34.1	
Passenger Vehicles	227	780	1007	394	0	394	0	733	733	2134
% Passenger Vehicles	93.4	99.7	98.2	95.6	0	95.6	0	98.8	98.8	97.9
Large 2 Axle Vehicles	3	1	4	3	0	3	0	6	6	13
% Large 2 Axle Vehicles	1.2	0.1	0.4	0.7	0	0.7	0	0.8	0.8	0.6
3 Axle Vehicles	0	0	0	3	0	3	0	0	0	3
% 3 Axle Vehicles	0	0	0	0.7	0	0.7	0	0	0	0.1
4+ Axle Trucks	13	1	14	12	0	12	0	3	3	29
% 4+ Axle Trucks	5.3	0.1	1.4	2.9	0	2.9	0	0.4	0.4	1.3

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	36	109	145	48	0	48	0	89	89	282
05:00 PM	33	106	139	54	0	54	0	**109**	**109**	**302**
05:15 PM	**37**	**115**	**152**	**57**	0	**57**	0	86	86	295
05:30 PM	31	103	134	54	0	54	0	86	86	274
Total Volume	137	433	570	213	0	213	0	370	370	1153
% App. Total	24	76		100	0		0	100		
PHF	.926	.941	.938	.934	.000	.934	.000	.849	.849	.954

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:15 PM		
+0 mins.	36	109	145	**67**	0	**67**	0	88	88
+15 mins.	33	106	139	45	0	45	0	91	91
+30 mins.	**37**	**115**	**152**	48	0	48	0	89	89
+45 mins.	31	103	134	54	0	54	0	**109**	**109**
Total Volume	137	433	570	214	0	214	0	377	377
% App. Total	24	76		100	0		0	100	
PHF	.926	.941	.938	.799	.000	.799	.000	.865	.865

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- Passenger Vehicles

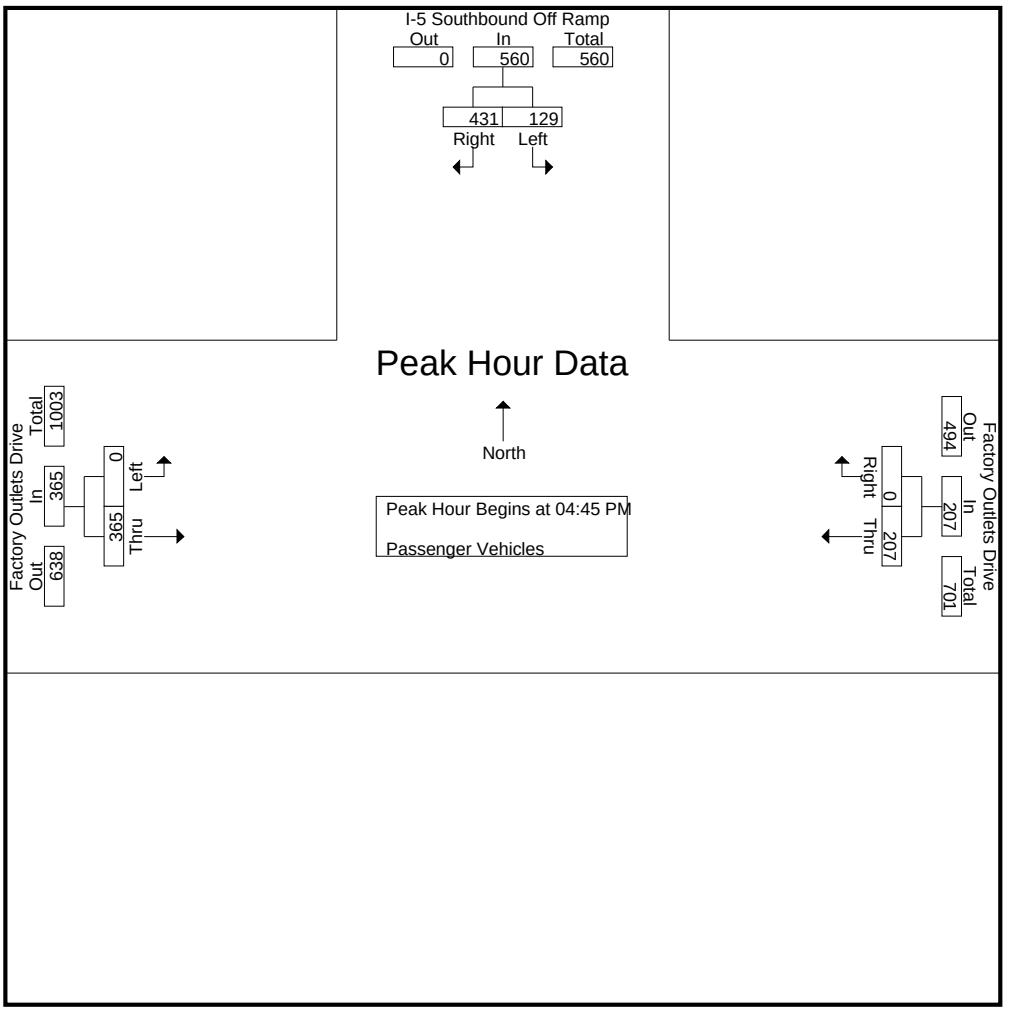
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	29	84	113	49	0	49	0	106	106	268
04:15 PM	25	89	114	63	0	63	0	85	85	262
04:30 PM	24	80	104	44	0	44	0	91	91	239
04:45 PM	33	109	142	46	0	46	0	88	88	276
Total	111	362	473	202	0	202	0	370	370	1045
05:00 PM	31	106	137	54	0	54	0	105	105	296
05:15 PM	36	113	149	54	0	54	0	86	86	289
05:30 PM	29	103	132	53	0	53	0	86	86	271
05:45 PM	20	96	116	31	0	31	0	86	86	233
Total	116	418	534	192	0	192	0	363	363	1089
Grand Total	227	780	1007	394	0	394	0	733	733	2134
Apprch %	22.5	77.5		100	0		0	100		
Total %	10.6	36.6	47.2	18.5	0	18.5	0	34.3	34.3	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	33	109	142	46	0	46	0	88	88	276
05:00 PM	31	106	137	**54**	0	**54**	0	**105**	**105**	**296**
05:15 PM	**36**	**113**	**149**	54	0	54	0	86	86	289
05:30 PM	29	103	132	53	0	53	0	86	86	271
Total Volume	129	431	560	207	0	207	0	365	365	1132
% App. Total	23	77		100	0		0	100		
PHF	.896	.954	.940	.958	.000	.958	.000	.869	.869	.956

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City of Anderson
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E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	33	109	142	46	0	46	0	88	88
+15 mins.	31	106	137	**54**	0	**54**	0	**105**	**105**
+30 mins.	**36**	**113**	**149**	54	0	54	0	86	86
+45 mins.	29	103	132	53	0	53	0	86	86
Total Volume	129	431	560	207	0	207	0	365	365
% App. Total	23	77		100	0		0	100	
PHF	.896	.954	.940	.958	.000	.958	.000	.869	.869

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
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Groups Printed- Large 2 Axle Vehicles

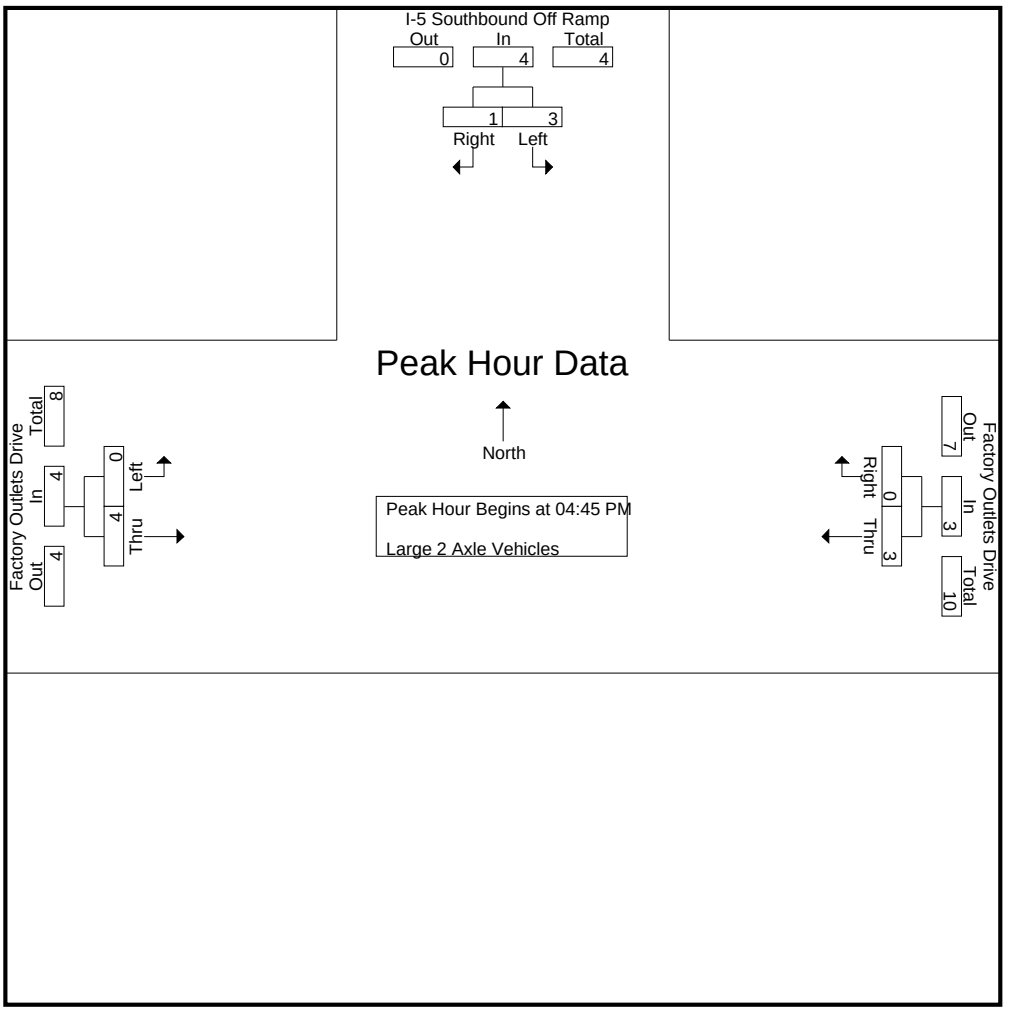
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	2	0	2	2	0	2	0	0	0	4
Total	2	0	2	2	0	2	0	2	2	6
05:00 PM	1	0	1	0	0	0	0	4	4	5
05:15 PM	0	1	1	1	0	1	0	0	0	2
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	1	1	2	1	0	1	0	4	4	7
Grand Total	3	1	4	3	0	3	0	6	6	13
Apprch %	75	25		100	0		0	100		
Total %	23.1	7.7	30.8	23.1	0	23.1	0	46.2	46.2	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**2**	0	**2**	**2**	0	**2**	0	0	0	4
05:00 PM	1	0	1	0	0	0	0	**4**	**4**	**5**
05:15 PM	0	**1**	1	1	0	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	3	0	3	0	4	4	11
% App. Total	75	25		100	0		0	100		
PHF	.375	.250	.500	.375	.000	.375	.000	.250	.250	.550

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City of Anderson
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E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**2**	0	**2**	**2**	0	**2**	0	0	0
+15 mins.	1	0	1	0	0	0	0	**4**	**4**
+30 mins.	0	**1**	1	1	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	3	0	3	0	4	4
% App. Total	75	25		100	0		0	100	
PHF	.375	.250	.500	.375	.000	.375	.000	.250	.250

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City of Anderson
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File Name : 03_ADS_5S_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- 3 Axle Vehicles

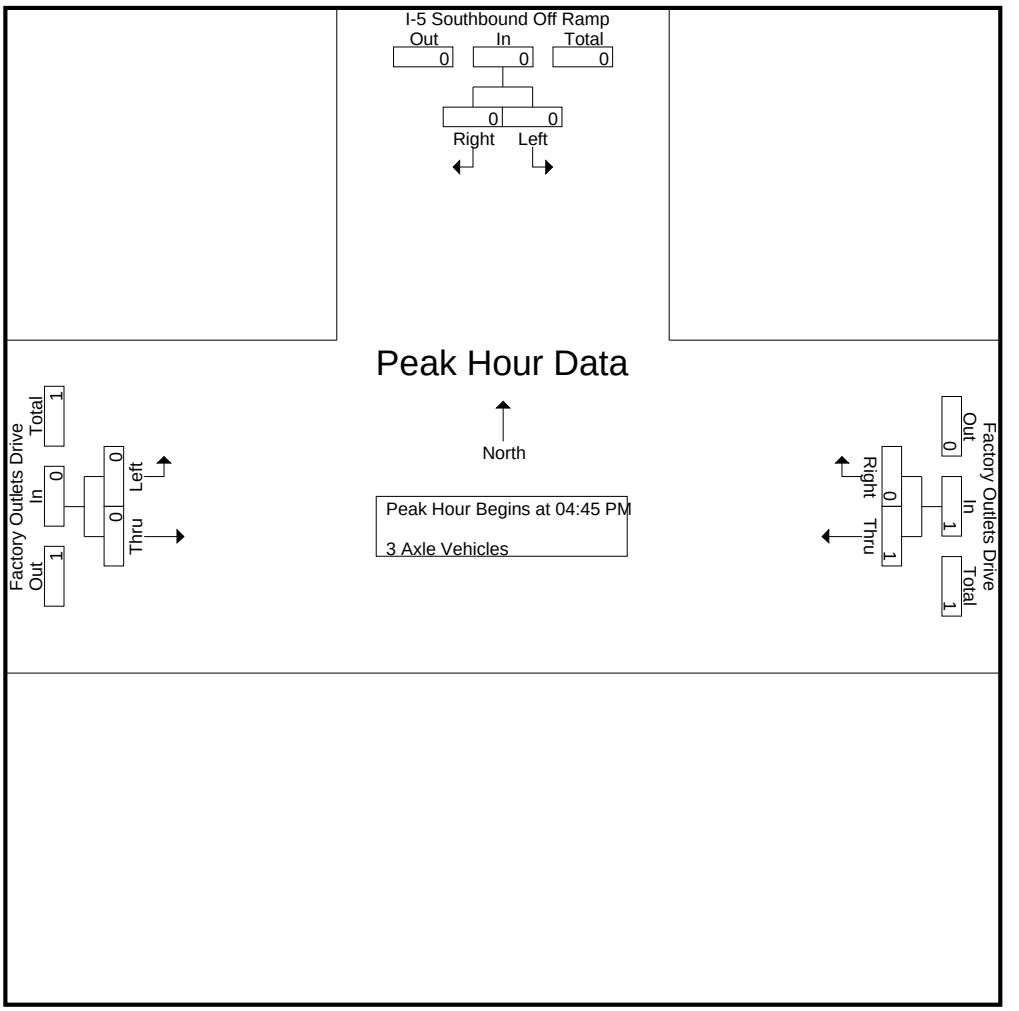
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	1
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	1	0	1	0	0	0	1
Grand Total	0	0	0	3	0	3	0	0	0	3
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	**1**	0	**1**	0	0	0	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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:

	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	**1**	0	**1**	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

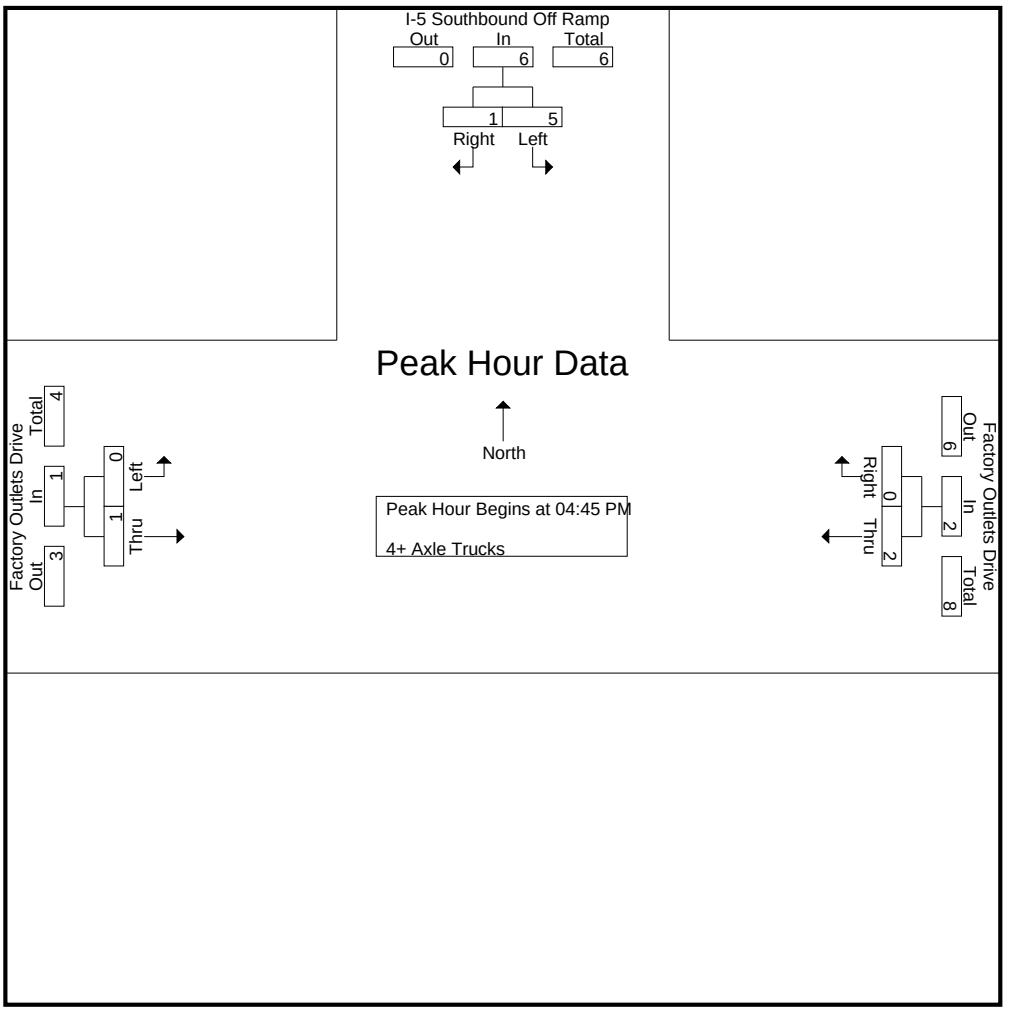
	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	0	3	4	0	4	0	0	0	7
04:15 PM	3	0	3	2	0	2	0	2	2	7
04:30 PM	1	0	1	1	0	1	0	0	0	2
04:45 PM	1	0	1	0	0	0	0	1	1	2
Total	8	0	8	7	0	7	0	3	3	18
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	1	1	2	1	0	1	0	0	0	3
05:30 PM	2	0	2	1	0	1	0	0	0	3
05:45 PM	1	0	1	3	0	3	0	0	0	4
Total	5	1	6	5	0	5	0	0	0	11
Grand Total	13	1	14	12	0	12	0	3	3	29
Apprch %	92.9	7.1		100	0		0	100		
Total %	44.8	3.4	48.3	41.4	0	41.4	0	10.3	10.3	

	I-5 Southbound Off Ramp Southbound			Factory Outlets Drive Westbound			Factory Outlets Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	1	0	1	0	0	0	0	**1**	**1**	2
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	1	**1**	**2**	**1**	0	**1**	0	0	0	**3**
05:30 PM	**2**	0	2	1	0	1	0	0	0	3
Total Volume	5	1	6	2	0	2	0	1	1	9
% App. Total	83.3	16.7		100	0		0	100		
PHF	.625	.250	.750	.500	.000	.500	.000	.250	.250	.750

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City of Anderson
N/S: I-5 Southbound Off Ramp
E/W: Factory Outlets Drive
Weather: Clear

File Name : 03_ADS_5S_FO PM
Site Code : 00325525
Start Date : 5/20/2025
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:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	0	1	0	0	0	0	**1**	**1**
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	1	**1**	**2**	**1**	0	**1**	0	0	0
+45 mins.	**2**	0	2	1	0	1	0	0	0
Total Volume	5	1	6	2	0	2	0	1	1
% App. Total	83.3	16.7		100	0		0	100	
PHF	.625	.250	.750	.500	.000	.500	.000	.250	.250

Location: Anderson
N/S: I-5 SB Off Ramp
E/W: Factory Outlets Drive

Date: 5/20/2025
Day: Tuesday

PEDESTRIANS

	North Leg I-5 SB Off Ramp	East Leg Factory Outlets Drive	South Leg Dead End	West Leg Factory Outlets Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	2	2

	North Leg I-5 SB Off Ramp	East Leg Factory Outlets Drive	South Leg Dead End	West Leg Factory Outlets Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Anderson
N/S: I-5 SB Off Ramp
E/W: Factory Outlets Drive

Date: 5/20/2025
Day: Tuesday

BICYCLES

	Southbound I-5 SB Off Ramp			Westbound Factory Outlets Drive			Northbound Dead End			Eastbound Factory Outlets Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-5 SB Off Ramp			Westbound Factory Outlets Drive			Northbound Dead End			Eastbound Factory Outlets Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	2	0	3

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

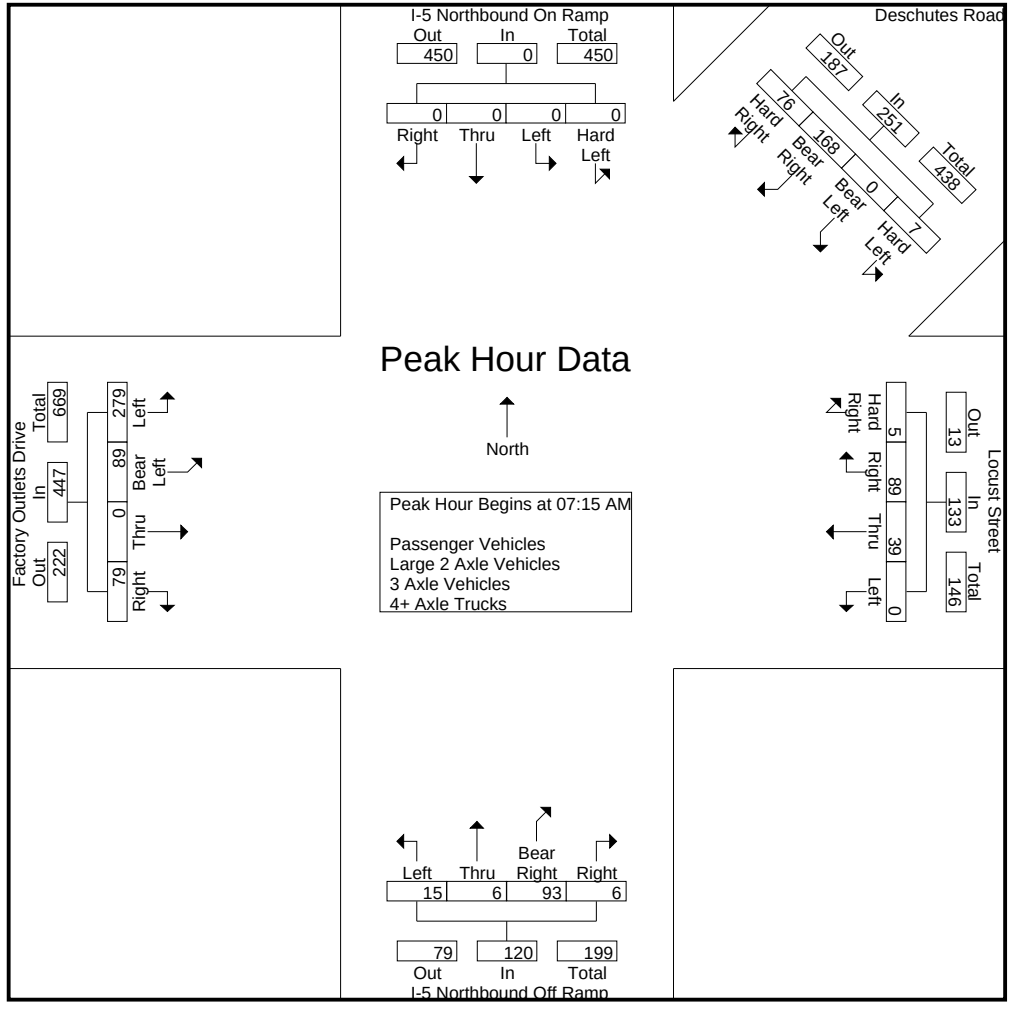
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	32	20	54	0	15	20	0	35	4	0	16	4	24	60	11	0	16	87	200
07:15 AM	0	0	0	0	0	2	0	42	16	60	0	13	22	0	35	1	1	24	2	28	73	23	0	32	128	251
07:30 AM	0	0	0	0	0	1	0	41	25	67	0	7	25	1	33	5	2	22	1	30	90	24	0	17	131	261
07:45 AM	0	0	0	0	0	4	0	46	18	68	0	10	20	2	32	4	0	21	0	25	66	19	0	15	100	225
Total	0	0	0	0	0	9	0	161	79	249	0	45	87	3	135	14	3	83	7	107	289	77	0	80	446	937
08:00 AM	0	0	0	0	0	0	0	39	17	56	0	9	22	2	33	5	3	26	3	37	50	23	0	15	88	214
08:15 AM	0	0	0	0	0	0	0	36	11	47	0	7	19	2	28	6	0	15	2	23	54	22	0	14	90	188
08:30 AM	0	0	0	0	0	3	0	31	18	52	0	10	12	0	22	5	0	15	5	25	44	18	0	18	80	179
08:45 AM	0	0	0	0	0	1	0	31	22	54	0	14	22	1	37	5	1	17	4	27	45	17	0	18	80	198
Total	0	0	0	0	0	4	0	137	68	209	0	40	75	5	120	21	4	73	14	112	193	80	0	65	338	779
Grand Total	0	0	0	0	0	13	0	298	147	458	0	85	162	8	255	35	7	156	21	219	482	157	0	145	784	1716
Apprch %	0	0	0	0		2.8	0	65.1	32.1		0	33.3	63.5	3.1		16	3.2	71.2	9.6		61.5	20	0	18.5		
Total %	0	0	0	0	0	0.8	0	17.4	8.6	26.7	0	5	9.4	0.5	14.9	2	0.4	9.1	1.2	12.8	28.1	9.1	0	8.4	45.7	
Passenger Vehicles	0	0	0	0	0	10	0	295	143	448	0	71	142	8	221	33	7	143	15	198	474	146	0	119	739	1606
% Passenger Vehicles	0	0	0	0	0	76.9	0	99	97.3	97.8	0	83.5	87.7	100	86.7	94.3	100	91.7	71.4	90.4	98.3	93	0	82.1	94.3	93.6
Large 2 Axle Vehicles	0	0	0	0	0	0	0	1	2	3	0	1	4	0	5	1	0	1	0	2	4	4	0	7	15	25
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0.3	1.4	0.7	0	1.2	2.5	0	2	2.9	0	0.6	0	0.9	0.8	2.5	0	4.8	1.9	1.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	1	0	1	2	0	3	0	0	0	1	1	1	2	0	6	9	14
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.7	0.2	0	1.2	1.2	0	1.2	0	0	0	4.8	0.5	0.2	1.3	0	4.1	1.1	0.8
4+ Axle Trucks	0	0	0	0	0	3	0	2	1	6	0	12	14	0	26	1	0	12	5	18	3	5	0	13	21	71
% 4+ Axle Trucks	0	0	0	0	0	23.1	0	0.7	0.7	1.3	0	14.1	8.6	0	10.2	2.9	0	7.7	23.8	8.2	0.6	3.2	0	9	2.7	4.1

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	0	0	0	2	0	42	16	60	0	**13**	22	0	**35**	1	1	24	2	28	73	23	0	**32**	128	251
07:30 AM	0	0	0	0	0	1	0	41	**25**	67	0	7	**25**	1	33	**5**	2	22	1	30	**90**	**24**	0	17	**131**	**261**
07:45 AM	0	0	0	0	0	**4**	0	**46**	18	**68**	0	10	20	**2**	32	4	0	21	0	25	66	19	0	15	100	225
08:00 AM	0	0	0	0	0	0	0	39	17	56	0	9	22	2	33	5	**3**	**26**	**3**	**37**	50	23	0	15	88	214
Total Volume	0	0	0	0	0	7	0	168	76	251	0	39	89	5	133	15	6	93	6	120	279	89	0	79	447	951
% App. Total	0	0	0	0		2.8	0	66.9	30.3		0	29.3	66.9	3.8		12.5	5	77.5	5		62.4	19.9	0	17.7		
PHF	.000	.000	.000	.000	.000	.438	.000	.913	.760	.923	.000	.750	.890	.625	.950	.750	.500	.894	.500	.811	.775	.927	.000	.617	.853	.911

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
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File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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 Each Approach Begins at:																										
	07:00 AM					07:15 AM					07:00 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	0	0	0	2	0	42	16	60	0	**15**	20	0	**35**	1	1	24	2	28	73	23	0	**32**	128	
+15 mins.	0	0	0	0	0	1	0	41	**25**	67	0	13	22	0	35	**5**	2	22	1	30	**90**	**24**	0	17	**131**	
+30 mins.	0	0	0	0	0	**4**	0	**46**	18	**68**	0	7	**25**	1	33	4	0	21	0	25	66	19	0	15	100	
+45 mins.	0	0	0	0	0	0	0	39	17	56	0	10	20	**2**	32	5	**3**	**26**	**3**	**37**	50	23	0	15	88	
Total Volume	0	0	0	0	0	7	0	168	76	251	0	45	87	3	135	15	6	93	6	120	279	89	0	79	447	
% App. Total	0	0	0	0		2.8	0	66.9	30.3		0	33.3	64.4	2.2		12.5	5	77.5	5		62.4	19.9	0	17.7		
PHF	.000	.000	.000	.000	.000	.438	.000	.913	.760	.923	.000	.750	.870	.375	.964	.750	.500	.894	.500	.811	.775	.927	.000	.617	.853	

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles

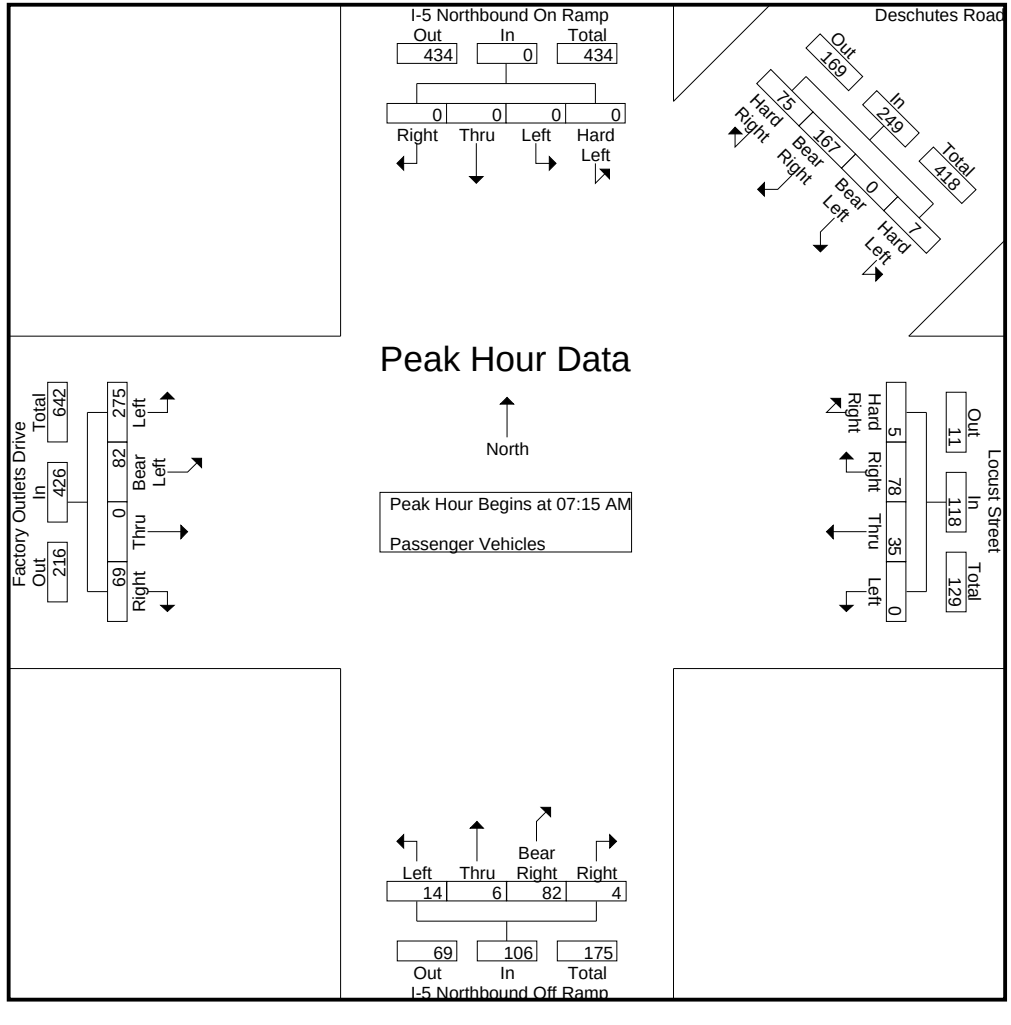
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	31	20	52	0	11	18	0	29	4	0	16	4	24	60	10	0	12	82	187
07:15 AM	0	0	0	0	0	2	0	42	16	60	0	10	19	0	29	0	1	20	2	23	72	23	0	26	121	233
07:30 AM	0	0	0	0	0	1	0	41	25	67	0	7	22	1	30	5	2	20	1	28	90	23	0	16	129	254
07:45 AM	0	0	0	0	0	4	0	46	18	68	0	9	18	2	29	4	0	19	0	23	63	16	0	13	92	212
Total	0	0	0	0	0	8	0	160	79	247	0	37	77	3	117	13	3	75	7	98	285	72	0	67	424	886
08:00 AM	0	0	0	0	0	0	0	38	16	54	0	9	19	2	30	5	3	23	1	32	50	20	0	14	84	200
08:15 AM	0	0	0	0	0	0	0	36	11	47	0	6	19	2	27	6	0	13	1	20	53	20	0	10	83	177
08:30 AM	0	0	0	0	0	2	0	31	17	50	0	7	12	0	19	4	0	15	4	23	42	17	0	14	73	165
08:45 AM	0	0	0	0	0	0	0	30	20	50	0	12	15	1	28	5	1	17	2	25	44	17	0	14	75	178
Total	0	0	0	0	0	2	0	135	64	201	0	34	65	5	104	20	4	68	8	100	189	74	0	52	315	720
Grand Total	0	0	0	0	0	10	0	295	143	448	0	71	142	8	221	33	7	143	15	198	474	146	0	119	739	1606
Apprch %	0	0	0	0		2.2	0	65.8	31.9		0	32.1	64.3	3.6		16.7	3.5	72.2	7.6		64.1	19.8	0	16.1		
Total %	0	0	0	0	0	0.6	0	18.4	8.9	27.9	0	4.4	8.8	0.5	13.8	2.1	0.4	8.9	0.9	12.3	29.5	9.1	0	7.4	46	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	0	0	0	2	0	42	16	60	0	**10**	19	0	29	0	1	20	**2**	23	72	**23**	0	**26**	121	233
07:30 AM	0	0	0	0	0	1	0	41	**25**	67	0	7	**22**	1	**30**	**5**	2	20	1	28	**90**	23	0	16	**129**	**254**
07:45 AM	0	0	0	0	0	**4**	0	**46**	18	**68**	0	9	18	**2**	29	4	0	19	0	23	63	16	0	13	92	212
08:00 AM	0	0	0	0	0	0	0	38	16	54	0	9	19	2	30	5	**3**	**23**	1	**32**	50	20	0	14	84	200
Total Volume	0	0	0	0	0	7	0	167	75	249	0	35	78	5	118	14	6	82	4	106	275	82	0	69	426	899
% App. Total	0	0	0	0		2.8	0	67.1	30.1		0	29.7	66.1	4.2		13.2	5.7	77.4	3.8		64.6	19.2	0	16.2		
PHF	.000	.000	.000	.000	.000	.438	.000	.908	.750	.915	.000	.875	.886	.625	.983	.700	.500	.891	.500	.828	.764	.891	.000	.663	.826	.885

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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Corona, CA 92878
(951) 268-6268

City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	0	0	0	2	0	42	16	60	0	**10**	19	0	29	0	1	20	**2**	23	72	**23**	0	**26**	121	
+15 mins.	0	0	0	0	0	1	0	41	**25**	67	0	7	**22**	1	**30**	**5**	2	20	1	28	**90**	23	0	16	**129**	
+30 mins.	0	0	0	0	0	**4**	0	**46**	18	**68**	0	9	18	**2**	29	4	0	19	0	23	63	16	0	13	92	
+45 mins.	0	0	0	0	0	0	0	38	16	54	0	9	19	2	30	5	**3**	**23**	1	**32**	50	20	0	14	84	
Total Volume	0	0	0	0	0	7	0	167	75	249	0	35	78	5	118	14	6	82	4	106	275	82	0	69	426	
% App. Total	0	0	0	0		2.8	0	67.1	30.1		0	29.7	66.1	4.2		13.2	5.7	77.4	3.8		64.6	19.2	0	16.2		
PHF	.000	.000	.000	.000	.000	.438	.000	.908	.750	.915	.000	.875	.886	.625	.983	.700	.500	.891	.500	.828	.764	.891	.000	.663	.826	

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

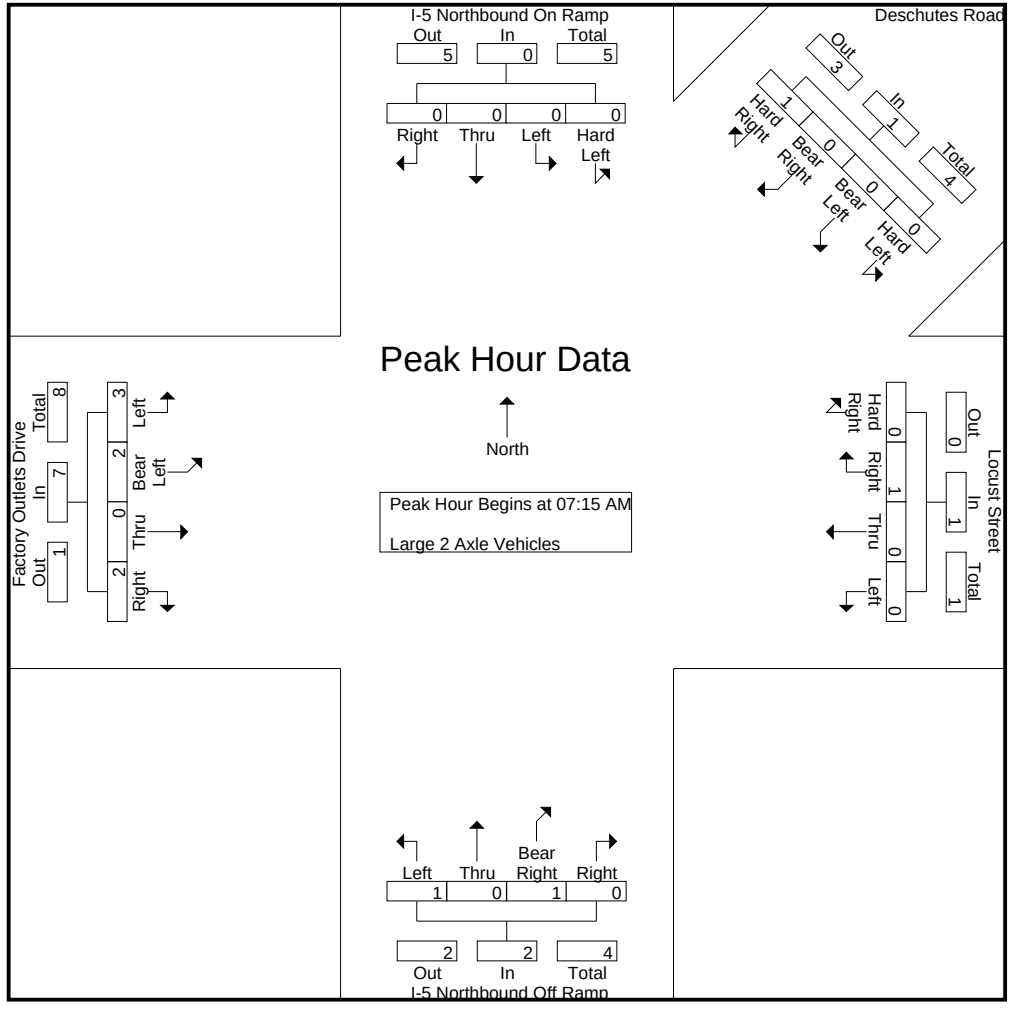
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	1	3	4
Total	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	1	0	2	3	2	0	3	8	12
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4	4
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	5
Total	0	0	0	0	0	0	0	0	2	2	0	1	3	0	4	0	0	0	0	0	1	2	0	4	7	13
Grand Total	0	0	0	0	0	0	0	1	2	3	0	1	4	0	5	1	0	1	0	2	4	4	0	7	15	25
Apprch %	0	0	0	0		0	0	33.3	66.7		0	20	80	0		50	0	50	0		26.7	26.7	0	46.7		
Total %	0	0	0	0	0	0	0	4	8	12	0	4	16	0	20	4	0	4	0	8	16	16	0	28	60	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	1	0	0	**1**	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	0	1	**3**	**4**
08:00 AM	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	1	0	1	0	2	3	2	0	2	7	11
% App. Total	0	0	0	0		0	0	0	100		0	0	100	0		50	0	50	0		42.9	28.6	0	28.6		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.000	.250	.250	.000	.250	.000	.500	.375	.500	.000	.500	.583	.688

Counts Unlimited, Inc.
PO Box 1178
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(951) 268-6268

City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Counts Unlimited, Inc.
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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	1	0	0	**1**	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	0	1	**3**	
+45 mins.	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	1	0	1	0	2	3	2	0	2	7	
% App. Total	0	0	0	0		0	0	0	100		0	0	100	0		50	0	50	0		42.9	28.6	0	28.6		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.000	.250	.250	.000	.250	.000	.500	.375	.500	.000	.500	.583	

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
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Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

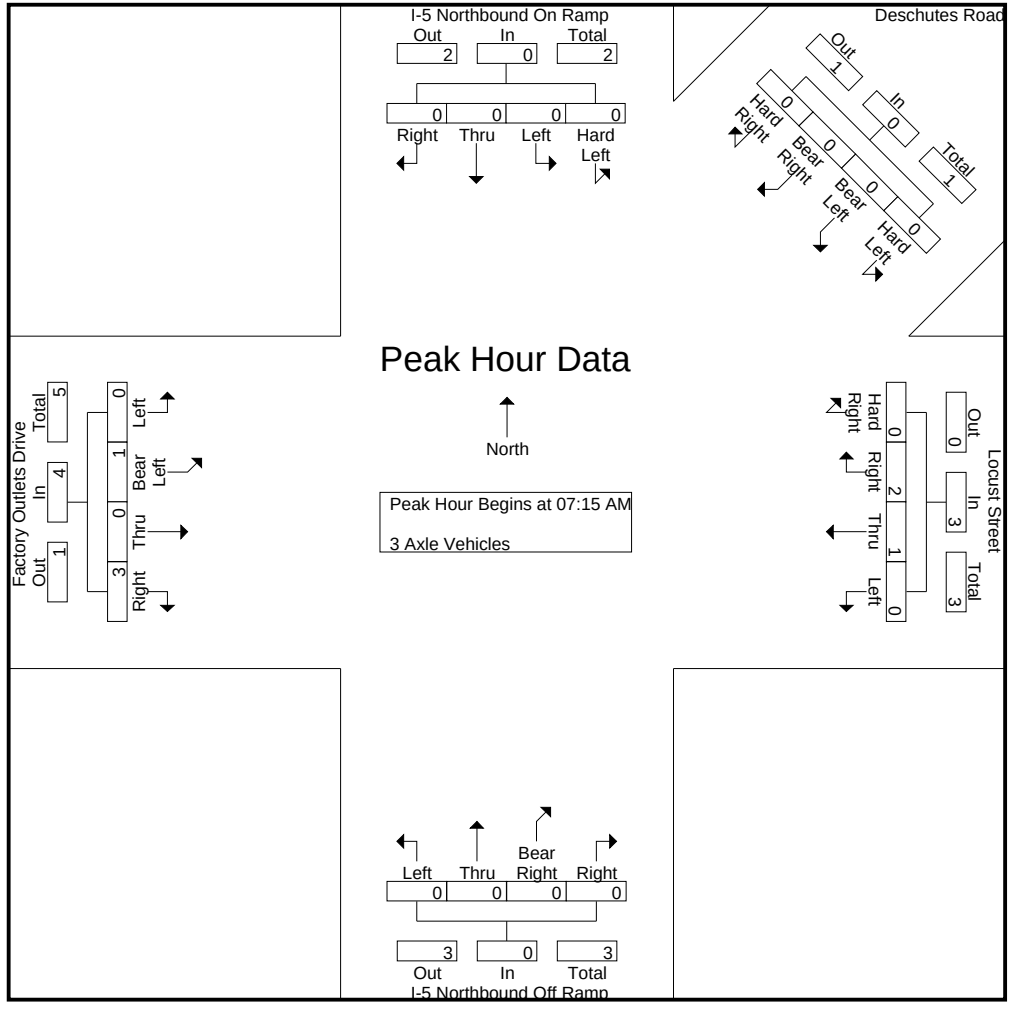
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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	0	0	0	0	0	0	2	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	5	6	9
08:00 AM	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
08:15 AM	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
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	3
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	1	0	1	3	5
Grand Total	0	0	0	0	0	0	0	0	1	1	0	1	2	0	3	0	0	0	1	1	1	2	0	6	9	14
Apprch %	0	0	0	0		0	0	0	100		0	33.3	66.7	0		0	0	0	100		11.1	22.2	0	66.7		
Total %	0	0	0	0	0	0	0	0	7.1	7.1	0	7.1	14.3	0	21.4	0	0	0	7.1	7.1	7.1	14.3	0	42.9	64.3	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**3**	**3**	**5**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	3	4	7
% App. Total	0	0	0	0		0	0	0	0		0	33.3	66.7	0		0	0	0	0		0	25	0	75		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.000	.250	.000	.250	.333	.350

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**3**	**3**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	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	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	3	4	
% App. Total	0	0	0	0		0	0	0	0		0	33.3	66.7	0		0	0	0	0		0	25	0	75		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.000	.250	.000	.250	.333	

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City of Anderson
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Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

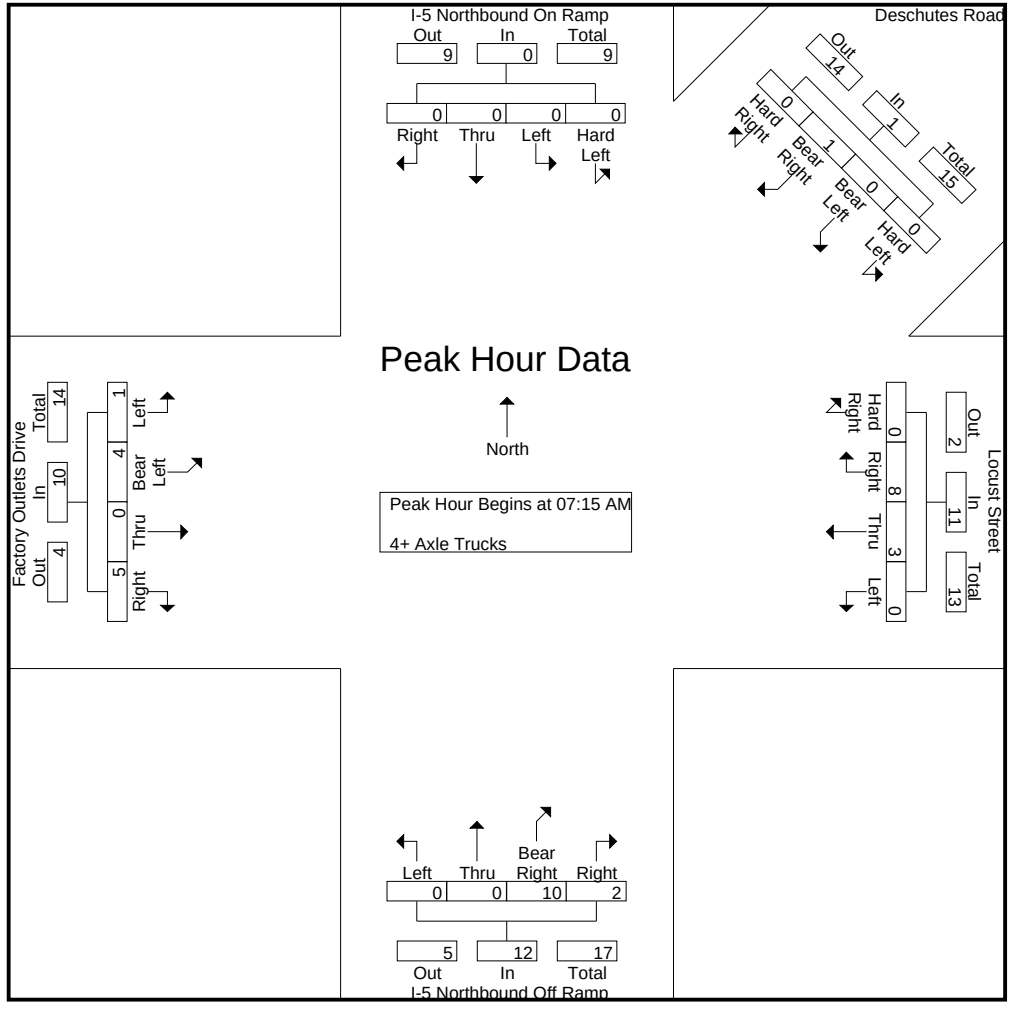
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	4	2	0	6	0	0	0	0	0	0	0	0	1	1	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	4	0	4	0	0	0	2	2	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	1	2	0	1	4	8
Total	0	0	0	0	0	1	0	0	0	1	0	7	7	0	14	0	0	7	0	7	1	2	0	5	8	30
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	0	0	3	2	5	0	2	0	1	3	12
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	3	0	1	0	2	3	7
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	1	0	0	1	2	1	0	0	3	4	9
08:45 AM	0	0	0	0	0	1	0	1	1	3	0	2	4	0	6	0	0	0	1	1	1	0	0	2	3	13
Total	0	0	0	0	0	2	0	2	1	5	0	5	7	0	12	1	0	5	5	11	2	3	0	8	13	41
Grand Total	0	0	0	0	0	3	0	2	1	6	0	12	14	0	26	1	0	12	5	18	3	5	0	13	21	71
Apprch %	0	0	0	0		50	0	33.3	16.7		0	46.2	53.8	0		5.6	0	66.7	27.8		14.3	23.8	0	61.9		
Total %	0	0	0	0	0	4.2	0	2.8	1.4	8.5	0	16.9	19.7	0	36.6	1.4	0	16.9	7	25.4	4.2	7	0	18.3	29.6	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	**2**	2	0	**4**	0	0	**4**	0	4	0	0	0	**2**	2	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	**1**	**2**	0	1	**4**	8
08:00 AM	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**3**	0	3	0	0	3	**2**	**5**	0	2	0	1	3	**12**
Total Volume	0	0	0	0	0	0	0	1	0	1	0	3	8	0	11	0	0	10	2	12	1	4	0	5	10	34
% App. Total	0	0	0	0		0	0	100	0		0	27.3	72.7	0		0	0	83.3	16.7		10	40	0	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.375	.667	.000	.688	.000	.000	.625	.250	.600	.250	.500	.000	.625	.625	.708

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO AM
Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	**2**	2	0	**4**	0	0	**4**	0	4	0	0	0	**2**	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	**1**	**2**	0	1	**4**	
+45 mins.	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**3**	0	3	0	0	3	**2**	**5**	0	2	0	1	3	
Total Volume	0	0	0	0	0	0	0	1	0	1	0	3	8	0	11	0	0	10	2	12	1	4	0	5	10	
% App. Total	0	0	0	0		0	0	100	0		0	27.3	72.7	0		0	0	83.3	16.7		10	40	0	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.375	.667	.000	.688	.000	.000	.625	.250	.600	.250	.500	.000	.625	.625	

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
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Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

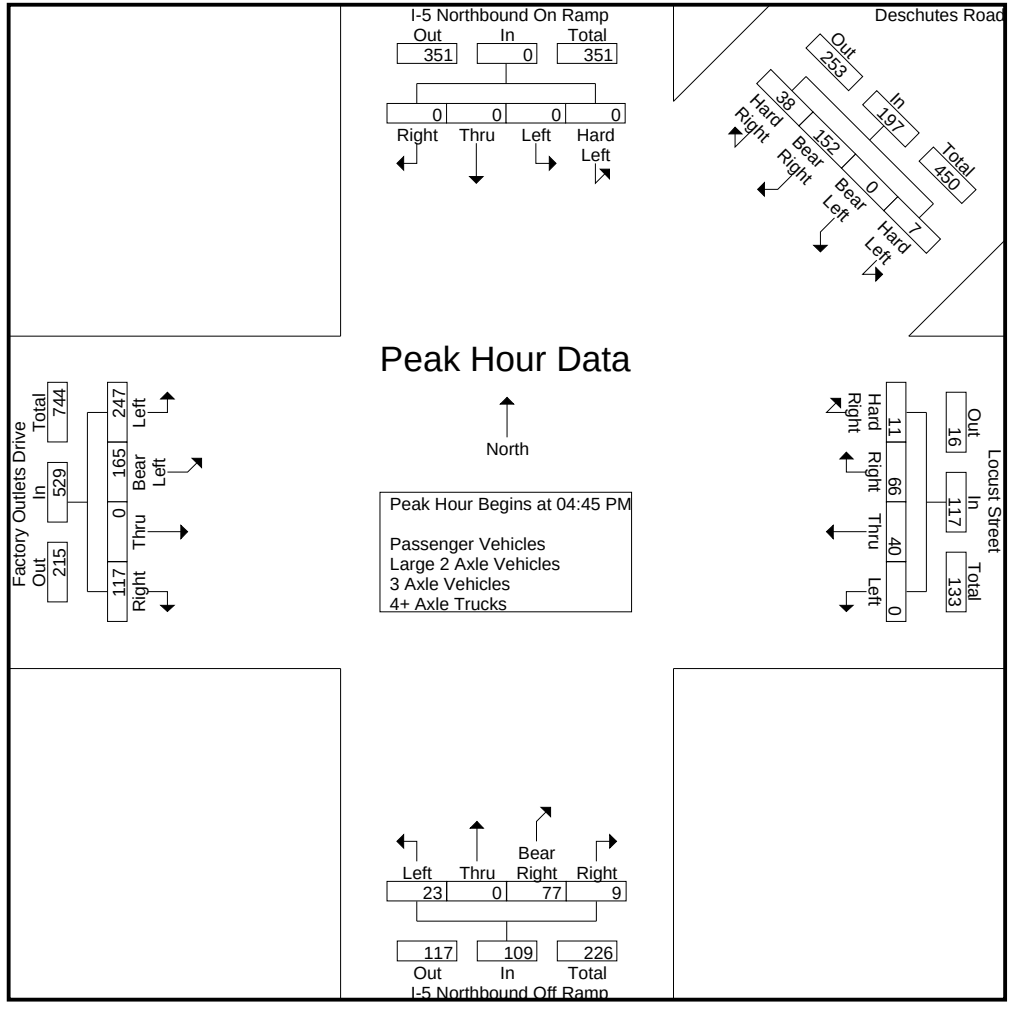
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	45	13	62	0	12	19	5	36	3	0	21	2	26	76	32	0	21	129	253
04:15 PM	0	0	0	0	0	0	0	41	10	51	0	12	14	2	28	7	0	20	0	27	56	23	0	34	113	219
04:30 PM	0	0	0	0	0	0	0	26	10	36	0	15	14	3	32	6	1	17	2	26	53	38	0	24	115	209
04:45 PM	0	0	0	0	0	2	0	33	10	45	0	8	11	4	23	7	0	19	3	29	60	36	0	35	131	228
Total	0	0	0	0	0	6	0	145	43	194	0	47	58	14	119	23	1	77	7	108	245	129	0	114	488	909
05:00 PM	0	0	0	0	0	2	0	30	11	43	0	16	24	1	41	8	0	22	4	34	67	51	0	35	153	271
05:15 PM	0	0	0	0	0	1	0	46	12	59	0	8	16	4	28	4	0	18	0	22	55	44	0	24	123	232
05:30 PM	0	0	0	0	0	2	0	43	5	50	0	8	15	2	25	4	0	18	2	24	65	34	0	23	122	221
05:45 PM	0	0	0	0	0	1	0	24	7	32	0	4	11	0	15	4	0	12	1	17	62	21	0	25	108	172
Total	0	0	0	0	0	6	0	143	35	184	0	36	66	7	109	20	0	70	7	97	249	150	0	107	506	896
Grand Total	0	0	0	0	0	12	0	288	78	378	0	83	124	21	228	43	1	147	14	205	494	279	0	221	994	1805
Apprch %	0	0	0	0		3.2	0	76.2	20.6		0	36.4	54.4	9.2		21	0.5	71.7	6.8		49.7	28.1	0	22.2		
Total %	0	0	0	0	0	0.7	0	16	4.3	20.9	0	4.6	6.9	1.2	12.6	2.4	0.1	8.1	0.8	11.4	27.4	15.5	0	12.2	55.1	
Passenger Vehicles	0	0	0	0	0	11	0	281	77	369	0	73	114	20	207	42	1	144	8	195	491	277	0	202	970	1741
% Passenger Vehicles	0	0	0	0	0	91.7	0	97.6	98.7	97.6	0	88	91.9	95.2	90.8	97.7	100	98	57.1	95.1	99.4	99.3	0	91.4	97.6	96.5
Large 2 Axle Vehicles	0	0	0	0	0	0	0	2	1	3	0	0	1	0	1	1	0	1	0	2	1	2	0	4	7	13
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0.7	1.3	0.8	0	0	0.8	0	0.4	2.3	0	0.7	0	1	0.2	0.7	0	1.8	0.7	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	2	0	2	0	1	1	1	3	0	0	0	1	1	0	0	0	2	2	8
% 3 Axle Vehicles	0	0	0	0	0	0	0	0.7	0	0.5	0	1.2	0.8	4.8	1.3	0	0	0	7.1	0.5	0	0	0	0.9	0.2	0.4
4+ Axle Trucks	0	0	0	0	0	1	0	3	0	4	0	9	8	0	17	0	0	2	5	7	2	0	0	13	15	43
% 4+ Axle Trucks	0	0	0	0	0	8.3	0	1	0	1.1	0	10.8	6.5	0	7.5	0	0	1.4	35.7	3.4	0.4	0	0	5.9	1.5	2.4

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	0	0	0	0	0	**2**	0	33	10	45	0	8	11	**4**	23	7	0	19	3	29	60	36	0	**35**	131	228
05:00 PM	0	0	0	0	0	2	0	30	11	43	0	**16**	**24**	1	**41**	**8**	0	**22**	**4**	**34**	**67**	**51**	0	35	**153**	**271**
05:15 PM	0	0	0	0	0	1	0	**46**	**12**	**59**	0	8	16	4	28	4	0	18	0	22	55	44	0	24	123	232
05:30 PM	0	0	0	0	0	2	0	43	5	50	0	8	15	2	25	4	0	18	2	24	65	34	0	23	122	221
Total Volume	0	0	0	0	0	7	0	152	38	197	0	40	66	11	117	23	0	77	9	109	247	165	0	117	529	952
% App. Total	0	0	0	0		3.6	0	77.2	19.3		0	34.2	56.4	9.4		21.1	0	70.6	8.3		46.7	31.2	0	22.1		
PHF	.000	.000	.000	.000	.000	.875	.000	.826	.792	.835	.000	.625	.688	.688	.713	.719	.000	.875	.563	.801	.922	.809	.000	.836	.864	.878

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	04:00 PM					04:45 PM					04:15 PM					04:15 PM					04:45 PM					
+0 mins.	0	0	0	0	0	**2**	0	33	10	45	0	12	14	2	28	7	0	20	0	27	60	36	0	**35**	131	
+15 mins.	0	0	0	0	0	2	0	30	11	43	0	15	14	3	32	6	**1**	17	2	26	**67**	**51**	0	35	**153**	
+30 mins.	0	0	0	0	0	1	0	**46**	**12**	**59**	0	8	11	**4**	23	7	0	19	3	29	55	44	0	24	123	
+45 mins.	0	0	0	0	0	2	0	43	5	50	0	**16**	**24**	1	**41**	**8**	0	**22**	**4**	**34**	65	34	0	23	122	
Total Volume	0	0	0	0	0	7	0	152	38	197	0	51	63	10	124	28	1	78	9	116	247	165	0	117	529	
% App. Total	0	0	0	0		3.6	0	77.2	19.3		0	41.1	50.8	8.1		24.1	0.9	67.2	7.8		46.7	31.2	0	22.1		
PHF	.000	.000	.000	.000	.000	.875	.000	.826	.792	.835	.000	.797	.656	.625	.756	.875	.250	.886	.563	.853	.922	.809	.000	.836	.864	

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File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles

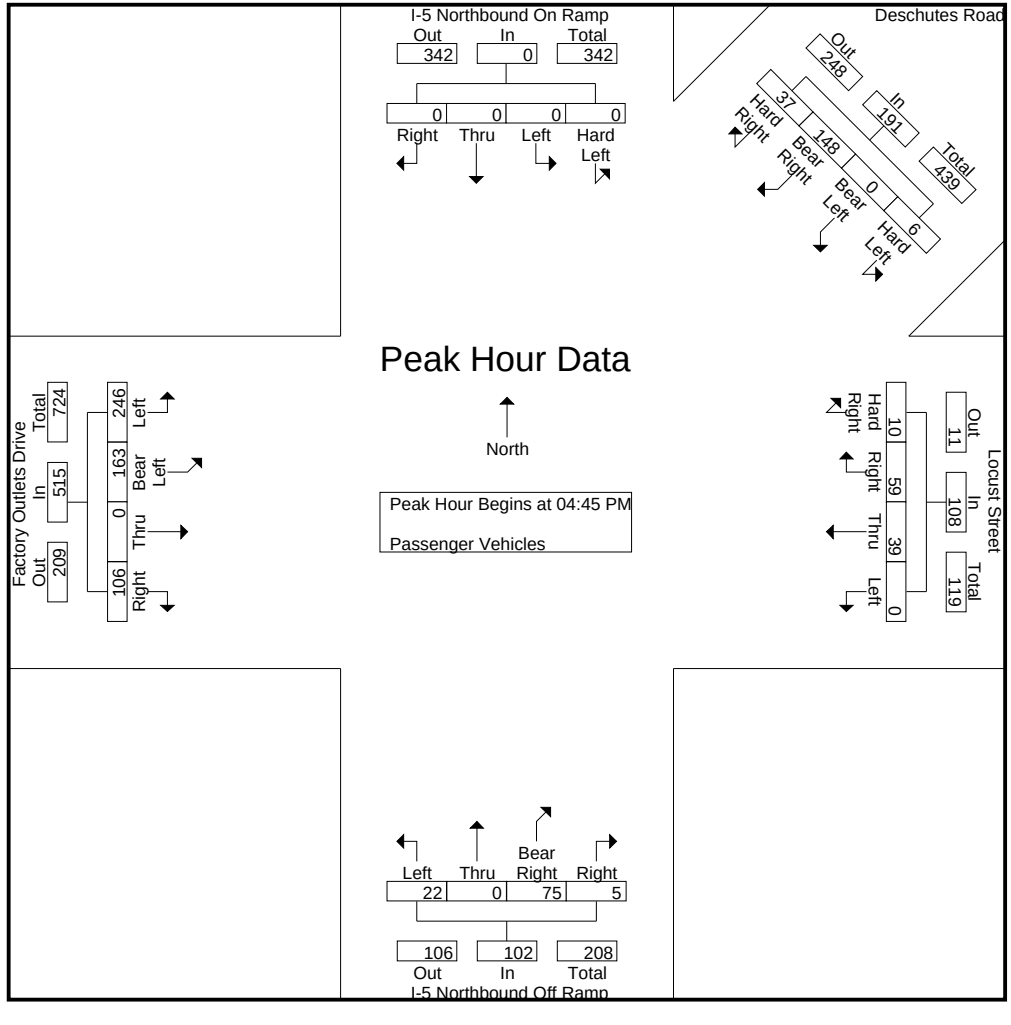
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	44	13	61	0	9	19	5	33	3	0	21	2	26	76	32	0	18	126	246
04:15 PM	0	0	0	0	0	0	0	40	10	50	0	9	13	2	24	7	0	20	0	27	54	23	0	30	107	208
04:30 PM	0	0	0	0	0	0	0	26	10	36	0	14	12	3	29	6	1	17	1	25	53	38	0	23	114	204
04:45 PM	0	0	0	0	0	2	0	32	10	44	0	8	9	3	20	6	0	19	2	27	60	36	0	30	126	217
Total	0	0	0	0	0	6	0	142	43	191	0	40	53	13	106	22	1	77	5	105	243	129	0	101	473	875
05:00 PM	0	0	0	0	0	1	0	30	11	42	0	16	22	1	39	8	0	21	2	31	66	49	0	32	147	259
05:15 PM	0	0	0	0	0	1	0	44	11	56	0	7	14	4	25	4	0	17	0	21	55	44	0	23	122	224
05:30 PM	0	0	0	0	0	2	0	42	5	49	0	8	14	2	24	4	0	18	1	23	65	34	0	21	120	216
05:45 PM	0	0	0	0	0	1	0	23	7	31	0	2	11	0	13	4	0	11	0	15	62	21	0	25	108	167
Total	0	0	0	0	0	5	0	139	34	178	0	33	61	7	101	20	0	67	3	90	248	148	0	101	497	866
Grand Total	0	0	0	0	0	11	0	281	77	369	0	73	114	20	207	42	1	144	8	195	491	277	0	202	970	1741
Apprch %	0	0	0	0		3	0	76.2	20.9		0	35.3	55.1	9.7		21.5	0.5	73.8	4.1		50.6	28.6	0	20.8		
Total %	0	0	0	0	0	0.6	0	16.1	4.4	21.2	0	4.2	6.5	1.1	11.9	2.4	0.1	8.3	0.5	11.2	28.2	15.9	0	11.6	55.7	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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	**2**	0	32	10	44	0	8	9	3	20	6	0	19	**2**	27	60	36	0	30	126	217
05:00 PM	0	0	0	0	0	1	0	30	**11**	42	0	**16**	**22**	1	**39**	**8**	0	**21**	2	**31**	**66**	**49**	0	**32**	**147**	**259**
05:15 PM	0	0	0	0	0	1	0	**44**	11	**56**	0	7	14	**4**	25	4	0	17	0	21	55	44	0	23	122	224
05:30 PM	0	0	0	0	0	2	0	42	5	49	0	8	14	2	24	4	0	18	1	23	65	34	0	21	120	216
Total Volume	0	0	0	0	0	6	0	148	37	191	0	39	59	10	108	22	0	75	5	102	246	163	0	106	515	916
% App. Total	0	0	0	0		3.1	0	77.5	19.4		0	36.1	54.6	9.3		21.6	0	73.5	4.9		47.8	31.7	0	20.6		
PHF	.000	.000	.000	.000	.000	.750	.000	.841	.841	.853	.000	.609	.670	.625	.692	.688	.000	.893	.625	.823	.932	.832	.000	.828	.876	.884

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Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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Page No : 3

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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 Each Approach Begins at:																										
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	0	0	0	0	0	**2**	0	32	10	44	0	8	9	3	20	6	0	19	**2**	27	60	36	0	30	126	
+15 mins.	0	0	0	0	0	1	0	30	**11**	42	0	**16**	**22**	1	**39**	**8**	0	**21**	2	**31**	**66**	**49**	0	**32**	**147**	
+30 mins.	0	0	0	0	0	1	0	**44**	11	**56**	0	7	14	**4**	25	4	0	17	0	21	55	44	0	23	122	
+45 mins.	0	0	0	0	0	2	0	42	5	49	0	8	14	2	24	4	0	18	1	23	65	34	0	21	120	
Total Volume	0	0	0	0	0	6	0	148	37	191	0	39	59	10	108	22	0	75	5	102	246	163	0	106	515	
% App. Total	0	0	0	0		3.1	0	77.5	19.4		0	36.1	54.6	9.3		21.6	0	73.5	4.9		47.8	31.7	0	20.6		
PHF	.000	.000	.000	.000	.000	.750	.000	.841	.841	.853	.000	.609	.670	.625	.692	.688	.000	.893	.625	.823	.932	.832	.000	.828	.876	

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File Name : 04_ADS_5N_FO PM
Site Code : 00325525
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

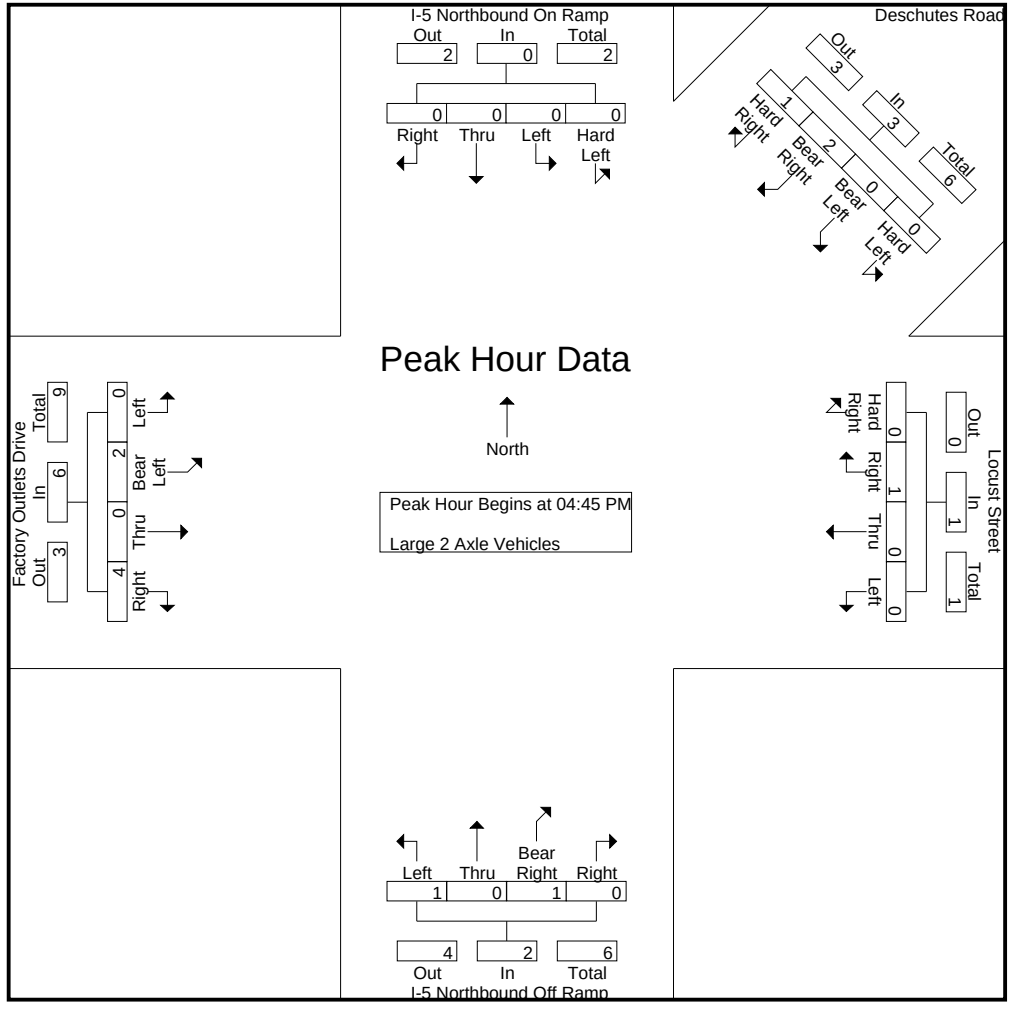
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	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
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	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
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	3	3	5
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	3	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	2	0	1	3	5
05:15 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	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	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	2	0	0	1	0	1	0	0	1	0	1	0	2	0	1	3	7
Grand Total	0	0	0	0	0	0	0	2	1	3	0	0	1	0	1	1	0	1	0	2	1	2	0	4	7	13
Apprch %	0	0	0	0		0	0	66.7	33.3		0	0	100	0		50	0	50	0		14.3	28.6	0	57.1		
Total %	0	0	0	0	0	0	0	15.4	7.7	23.1	0	0	7.7	0	7.7	7.7	0	7.7	0	15.4	7.7	15.4	0	30.8	53.8	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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	0	0	**1**	0	1	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	**3**	**3**	**5**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	0	1	0	**2**	0	1	3	5
05:15 PM	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	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	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	2	1	3	0	0	1	0	1	1	0	1	0	2	0	2	0	4	6	12
% App. Total	0	0	0	0		0	0	66.7	33.3		0	0	100	0		50	0	50	0		0	33.3	0	66.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.250	.000	.250	.250	.000	.250	.000	.500	.000	.250	.000	.333	.500	.600

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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Corona, CA 92878
(951) 268-6268

City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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 Each Approach Begins at:																										
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	**3**	**3**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	0	1	0	**2**	0	1	3	
+30 mins.	0	0	0	0	0	0	0	1	**1**	**2**	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	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	2	1	3	0	0	1	0	1	1	0	1	0	2	0	2	0	4	6	
% App. Total	0	0	0	0		0	0	66.7	33.3		0	0	100	0		50	0	50	0		0	33.3	0	66.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.250	.000	.250	.250	.000	.250	.000	.500	.000	.250	.000	.333	.500	

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

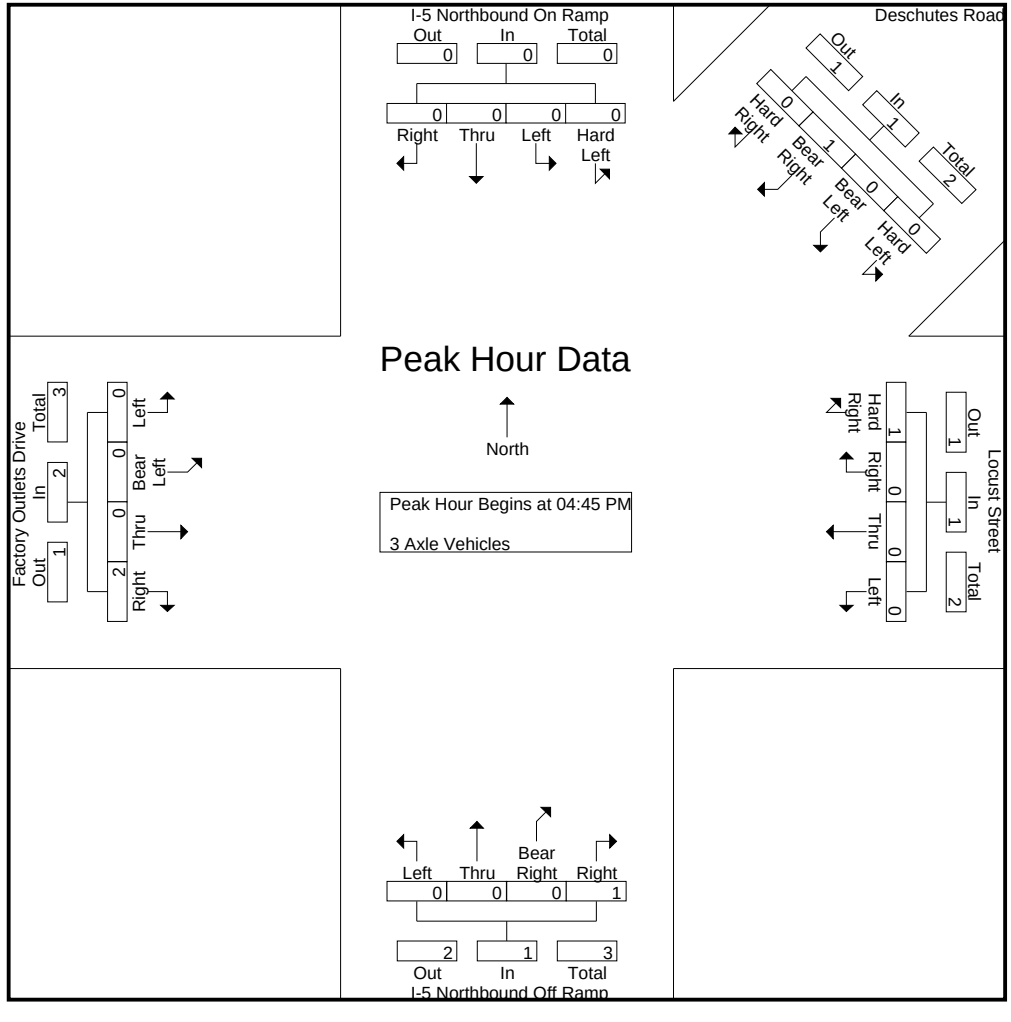
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	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
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	1	1	1	3	0	0	0	0	0	0	0	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	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	0	1	1	0	0	0	0	0	1
05:45 PM	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
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
Grand Total	0	0	0	0	0	0	0	2	0	2	0	1	1	1	3	0	0	0	1	1	0	0	0	2	2	8
Apprch %	0	0	0	0		0	0	100	0		0	33.3	33.3	33.3		0	0	0	100		0	0	0	100		
Total %	0	0	0	0	0	0	0	25	0	25	0	12.5	12.5	12.5	37.5	0	0	0	12.5	12.5	0	0	0	25	25	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	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	0	**1**	**1**	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	5
% App. Total	0	0	0	0		0	0	100	0		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.500	.500	.625

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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 Each Approach Begins at:																										
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	**1**	0	**1**	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	0	0	**1**	**1**	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	
% App. Total	0	0	0	0		0	0	100	0		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.500	.500	

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

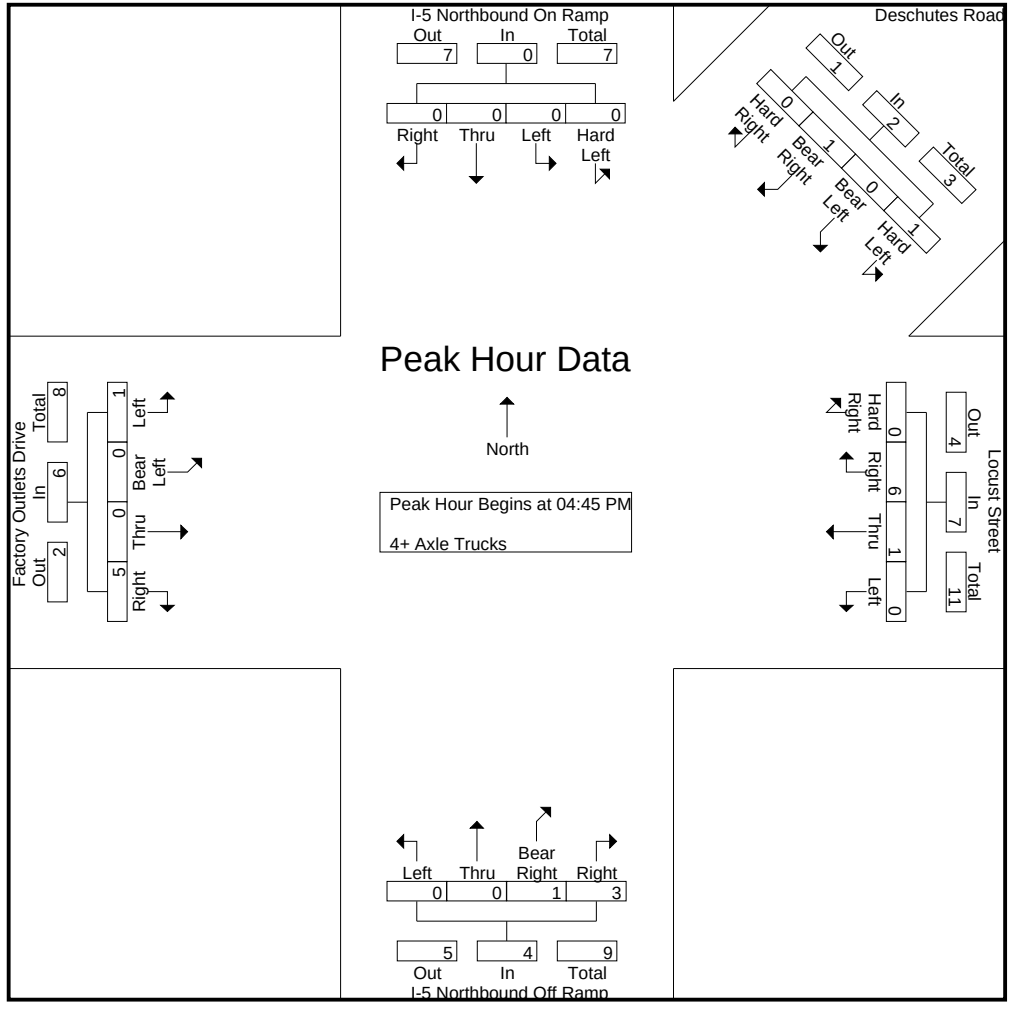
	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	3	3	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	0	4	5	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	1	1	0	0	0	1	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	0	0	1	1	4
Total	0	0	0	0	0	0	0	1	0	1	0	6	4	0	10	0	0	0	2	2	1	0	0	9	10	23
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	2	2	1	0	0	1	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	0	0	0	1	1	5
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	4
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	1	1	2	0	0	0	0	0	5
Total	0	0	0	0	0	1	0	2	0	3	0	3	4	0	7	0	0	2	3	5	1	0	0	4	5	20
Grand Total	0	0	0	0	0	1	0	3	0	4	0	9	8	0	17	0	0	2	5	7	2	0	0	13	15	43
Apprch %	0	0	0	0		25	0	75	0		0	52.9	47.1	0		0	0	28.6	71.4		13.3	0	0	86.7		
Total %	0	0	0	0	0	2.3	0	7	0	9.3	0	20.9	18.6	0	39.5	0	0	4.7	11.6	16.3	4.7	0	0	30.2	34.9	

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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	0	0	0	0	0	0	0	**2**	0	2	0	0	0	1	1	0	0	0	1	1	4
05:00 PM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	1	0	1	0	0	0	**2**	**2**	**1**	0	0	1	**2**	**6**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	**3**	0	0	**1**	0	1	0	0	0	1	1	5
05:30 PM	0	0	0	0	0	0	0	**1**	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	2	4
Total Volume	0	0	0	0	0	1	0	1	0	2	0	1	6	0	7	0	0	1	3	4	1	0	0	5	6	19
% App. Total	0	0	0	0		50	0	50	0		0	14.3	85.7	0		0	0	25	75		16.7	0	0	83.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.250	.750	.000	.583	.000	.000	.250	.375	.500	.250	.000	.000	.625	.750	.792

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City of Anderson
N/S: I-5 NB Ramp/Deschutes Road
E/W: Factory Outlets Drive/Locust Street
Weather: Clear

File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



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File Name : 04_ADS_5N_FO PM
Site Code : 00325525
Start Date : 5/20/2025

	I-5 Northbound On Ramp Southbound					Deschutes Road Southwestbound					Locust Street Westbound					I-5 Northbound Off Ramp Northbound					Factory Outlets Drive Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear 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 Each Approach Begins at:																										
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	1	1	0	0	0	1	1	
+15 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	0	1	0	1	0	0	0	**2**	**2**	**1**	0	0	1	**2**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	**3**	0	0	**1**	0	1	0	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	**1**	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	2	
Total Volume	0	0	0	0	0	1	0	1	0	2	0	1	6	0	7	0	0	1	3	4	1	0	0	5	6	
% App. Total	0	0	0	0		50	0	50	0		0	14.3	85.7	0		0	0	25	75		16.7	0	0	83.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.250	.750	.000	.583	.000	.000	.250	.375	.500	.250	.000	.000	.625	.750	

Location: Anderson
N/S: I-5 NB Ramps
E/W: Factory Outlets Drive

Date: 5/20/2025
Day: Tuesday

PEDESTRIANS

	North Leg I-5 NB Ramps Pedestrians	Northeast Leg Deschutes Road Pedestrians	East Leg Locust Street Pedestrians	South Leg I-5 NB Ramps Pedestrians	West Leg Factory Outlets Drive Pedestrians	
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	1
TOTAL VOLUMES:	0	0	2	0	0	2

	North Leg I-5 NB Ramps Pedestrians	Northeast Leg Deschutes Road Pedestrians	East Leg Locust Street Pedestrians	South Leg I-5 NB Ramps Pedestrians	West Leg Factory Outlets Drive Pedestrians	
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Anderson
N/S: I-5 NB Ramps
E/W: Factory Outlets Drive

Date: 5/20/2025
Day: Tuesday

BICYCLES

	Southbound I-5 NB Ramps				Southwestbound Deschutes Road				Westbound Locust Street				Northbound I-5 NB Ramps				Eastbound Factory Outlets Drive				
	H Left	Left	Thru	Right	H Left	B Left	B Right	H Right	Left	Thru	Right	H Right	Left	Thur	B Right	Right	Left	B Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-5 NB Ramps				Southwestbound Deschutes Road				Westbound Locust Street				Northbound I-5 NB Ramps				Eastbound Factory Outlets Drive				
	H Left	Left	Thru	Right	H Left	B Left	B Right	H Right	Left	Thru	Right	H Right	Left	Thur	B Right	Right	Left	B Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

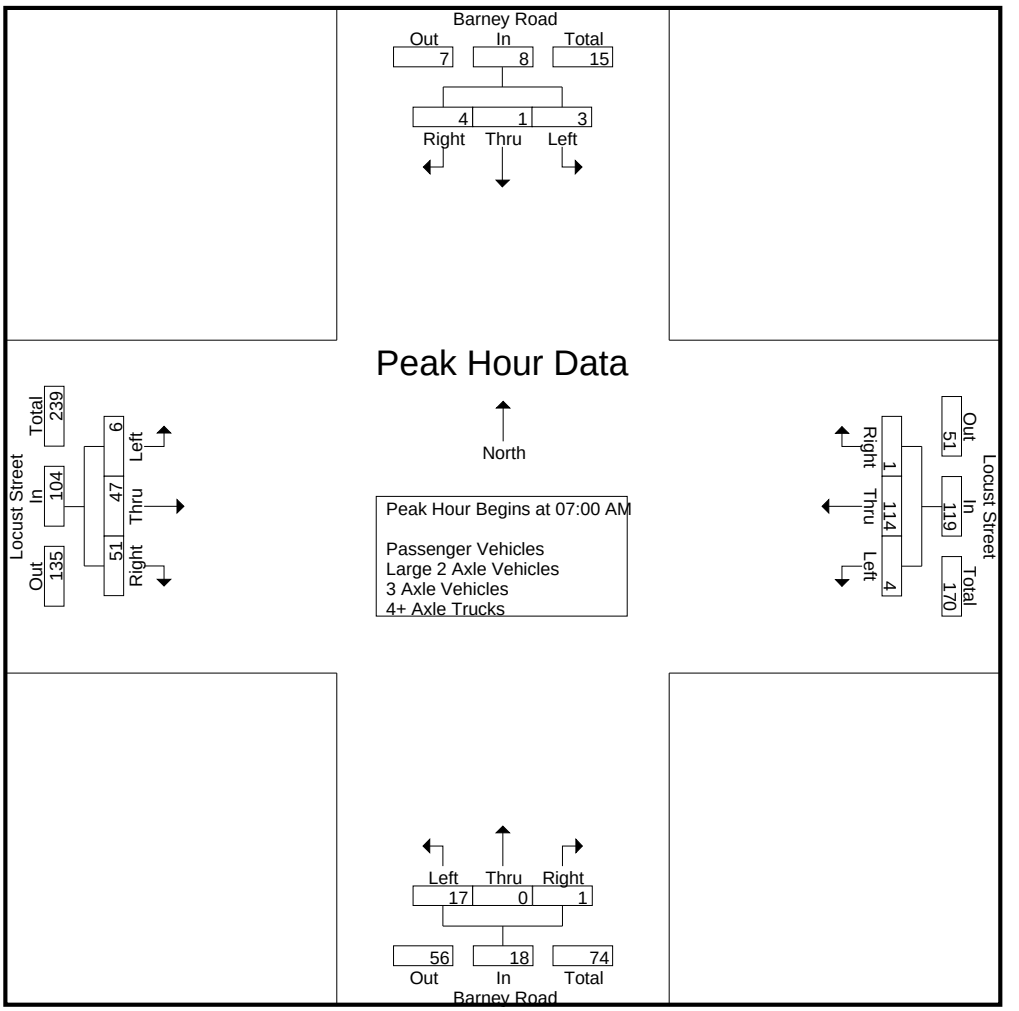
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	0	3	1	31	0	32	4	0	0	4	2	8	13	23	62
07:15 AM	0	0	0	0	1	30	1	32	4	0	0	4	2	15	24	41	77
07:30 AM	0	0	2	2	1	26	0	27	5	0	0	5	1	12	7	20	54
07:45 AM	1	0	2	3	1	27	0	28	4	0	1	5	1	12	7	20	56
Total	3	1	4	8	4	114	1	119	17	0	1	18	6	47	51	104	249
08:00 AM	0	0	1	1	0	17	0	17	15	0	0	15	1	16	2	19	52
08:15 AM	0	0	2	2	1	20	0	21	5	0	0	5	2	9	6	17	45
08:30 AM	0	0	0	0	0	7	0	7	15	1	0	16	3	15	6	24	47
08:45 AM	0	0	2	2	0	24	0	24	11	0	0	11	1	12	12	25	62
Total	0	0	5	5	1	68	0	69	46	1	0	47	7	52	26	85	206
Grand Total	3	1	9	13	5	182	1	188	63	1	1	65	13	99	77	189	455
Apprch %	23.1	7.7	69.2		2.7	96.8	0.5		96.9	1.5	1.5		6.9	52.4	40.7		
Total %	0.7	0.2	2	2.9	1.1	40	0.2	41.3	13.8	0.2	0.2	14.3	2.9	21.8	16.9	41.5	
Passenger Vehicles	3	0	9	12	5	157	1	163	52	1	1	54	13	76	67	156	385
% Passenger Vehicles	100	0	100	92.3	100	86.3	100	86.7	82.5	100	100	83.1	100	76.8	87	82.5	84.6
Large 2 Axle Vehicles	0	0	0	0	0	7	0	7	7	0	0	7	0	4	6	10	24
% Large 2 Axle Vehicles	0	0	0	0	0	3.8	0	3.7	11.1	0	0	10.8	0	4	7.8	5.3	5.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	3	2	5	6
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	1.6	0	0	1.5	0	3	2.6	2.6	1.3
4+ Axle Trucks	0	1	0	1	0	18	0	18	3	0	0	3	0	16	2	18	40
% 4+ Axle Trucks	0	100	0	7.7	0	9.9	0	9.6	4.8	0	0	4.6	0	16.2	2.6	9.5	8.8

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	**1**	0	**3**	**1**	**31**	0	**32**	4	0	0	4	**2**	8	13	23	62
07:15 AM	0	0	0	0	1	30	**1**	32	4	0	0	4	2	**15**	**24**	**41**	**77**
07:30 AM	0	0	**2**	2	1	26	0	27	**5**	0	0	**5**	1	12	7	20	54
07:45 AM	1	0	2	3	1	27	0	28	4	0	**1**	5	1	12	7	20	56
Total Volume	3	1	4	8	4	114	1	119	17	0	1	18	6	47	51	104	249
% App. Total	37.5	12.5	50		3.4	95.8	0.8		94.4	0	5.6		5.8	45.2	49		
PHF	.375	.250	.500	.667	1.00	.919	.250	.930	.850	.000	.250	.900	.750	.783	.531	.634	.808

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City of Anderson
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File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
Start Date : 5/20/2025
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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:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	**2**	**1**	0	**3**	**1**	**31**	0	**32**	**15**	0	0	15	**2**	8	13	23
+15 mins.	0	0	0	0	1	30	**1**	32	5	0	0	5	2	**15**	**24**	**41**
+30 mins.	0	0	**2**	2	1	26	0	27	15	**1**	0	**16**	1	12	7	20
+45 mins.	1	0	2	3	1	27	0	28	11	0	0	11	1	12	7	20
Total Volume	3	1	4	8	4	114	1	119	46	1	0	47	6	47	51	104
% App. Total	37.5	12.5	50		3.4	95.8	0.8		97.9	2.1	0		5.8	45.2	49	
PHF	.375	.250	.500	.667	1.000	.919	.250	.930	.767	.250	.000	.734	.750	.783	.531	.634

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City of Anderson
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File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
Start Date : 5/20/2025

Groups Printed- Passenger Vehicles

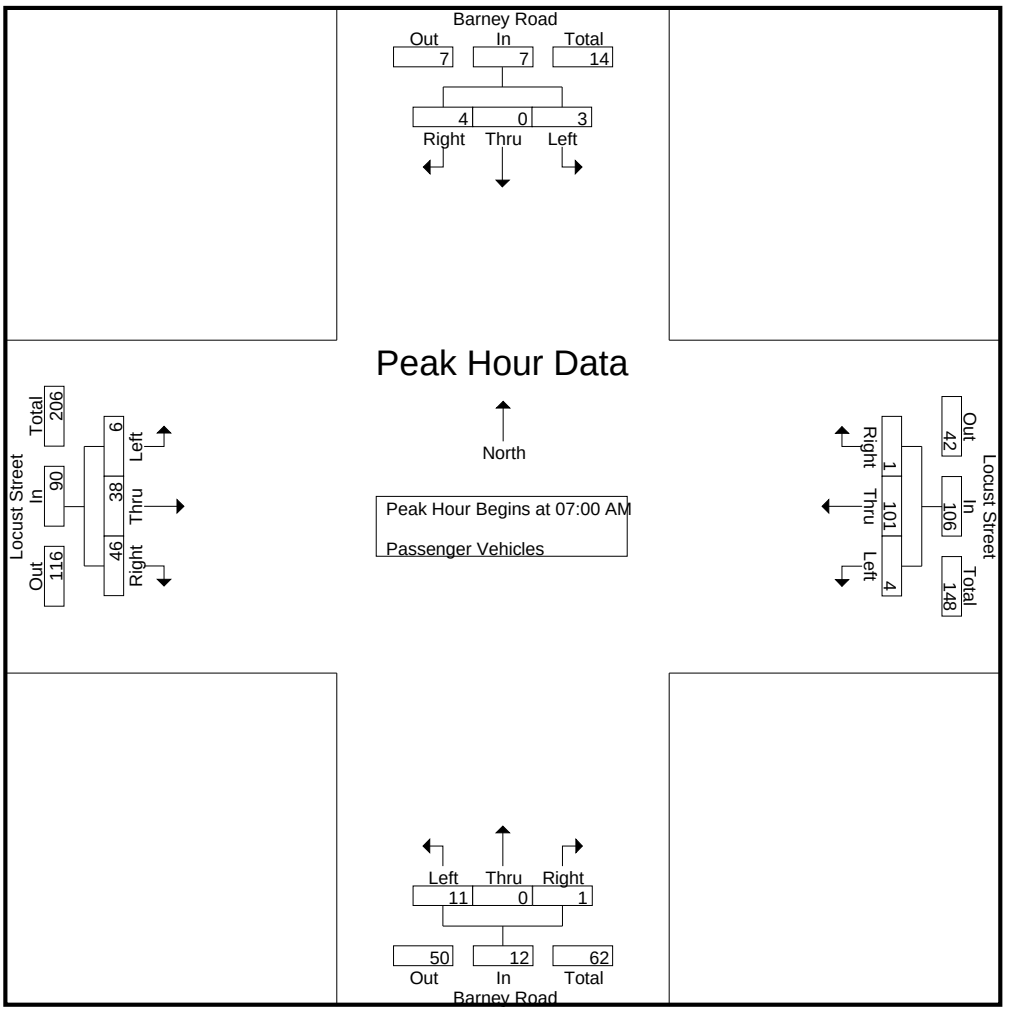
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	1	25	0	26	3	0	0	3	2	6	11	19	50
07:15 AM	0	0	0	0	1	26	1	28	2	0	0	2	2	12	21	35	65
07:30 AM	0	0	2	2	1	25	0	26	3	0	0	3	1	11	7	19	50
07:45 AM	1	0	2	3	1	25	0	26	3	0	1	4	1	9	7	17	50
Total	3	0	4	7	4	101	1	106	11	0	1	12	6	38	46	90	215
08:00 AM	0	0	1	1	0	15	0	15	14	0	0	14	1	13	2	16	46
08:15 AM	0	0	2	2	1	19	0	20	5	0	0	5	2	6	5	13	40
08:30 AM	0	0	0	0	0	5	0	5	14	1	0	15	3	10	5	18	38
08:45 AM	0	0	2	2	0	17	0	17	8	0	0	8	1	9	9	19	46
Total	0	0	5	5	1	56	0	57	41	1	0	42	7	38	21	66	170
Grand Total	3	0	9	12	5	157	1	163	52	1	1	54	13	76	67	156	385
Apprch %	25	0	75		3.1	96.3	0.6		96.3	1.9	1.9		8.3	48.7	42.9		
Total %	0.8	0	2.3	3.1	1.3	40.8	0.3	42.3	13.5	0.3	0.3	14	3.4	19.7	17.4	40.5	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	0	2	**1**	25	0	26	**3**	0	0	3	**2**	6	11	19	50
07:15 AM	0	0	0	0	1	**26**	**1**	**28**	2	0	0	2	2	**12**	**21**	**35**	**65**
07:30 AM	0	0	**2**	2	1	25	0	26	3	0	0	3	1	11	7	19	50
07:45 AM	1	0	2	**3**	1	25	0	26	3	0	**1**	**4**	1	9	7	17	50
Total Volume	3	0	4	7	4	101	1	106	11	0	1	12	6	38	46	90	215
% App. Total	42.9	0	57.1		3.8	95.3	0.9		91.7	0	8.3		6.7	42.2	51.1		
PHF	.375	.000	.500	.583	1.00	.971	.250	.946	.917	.000	.250	.750	.750	.792	.548	.643	.827

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City of Anderson
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File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
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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:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	0	2	**1**	25	0	26	**3**	0	0	3	**2**	6	11	19
+15 mins.	0	0	0	0	1	**26**	**1**	**28**	2	0	0	2	2	**12**	**21**	**35**
+30 mins.	0	0	**2**	2	1	25	0	26	3	0	0	3	1	11	7	19
+45 mins.	1	0	2	**3**	1	25	0	26	3	0	**1**	**4**	1	9	7	17
Total Volume	3	0	4	7	4	101	1	106	11	0	1	12	6	38	46	90
% App. Total	42.9	0	57.1		3.8	95.3	0.9		91.7	0	8.3		6.7	42.2	51.1	
PHF	.375	.000	.500	.583	1.000	.971	.250	.946	.917	.000	.250	.750	.750	.792	.548	.643

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City of Anderson
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Weather: Clear

File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- Large 2 Axle Vehicles

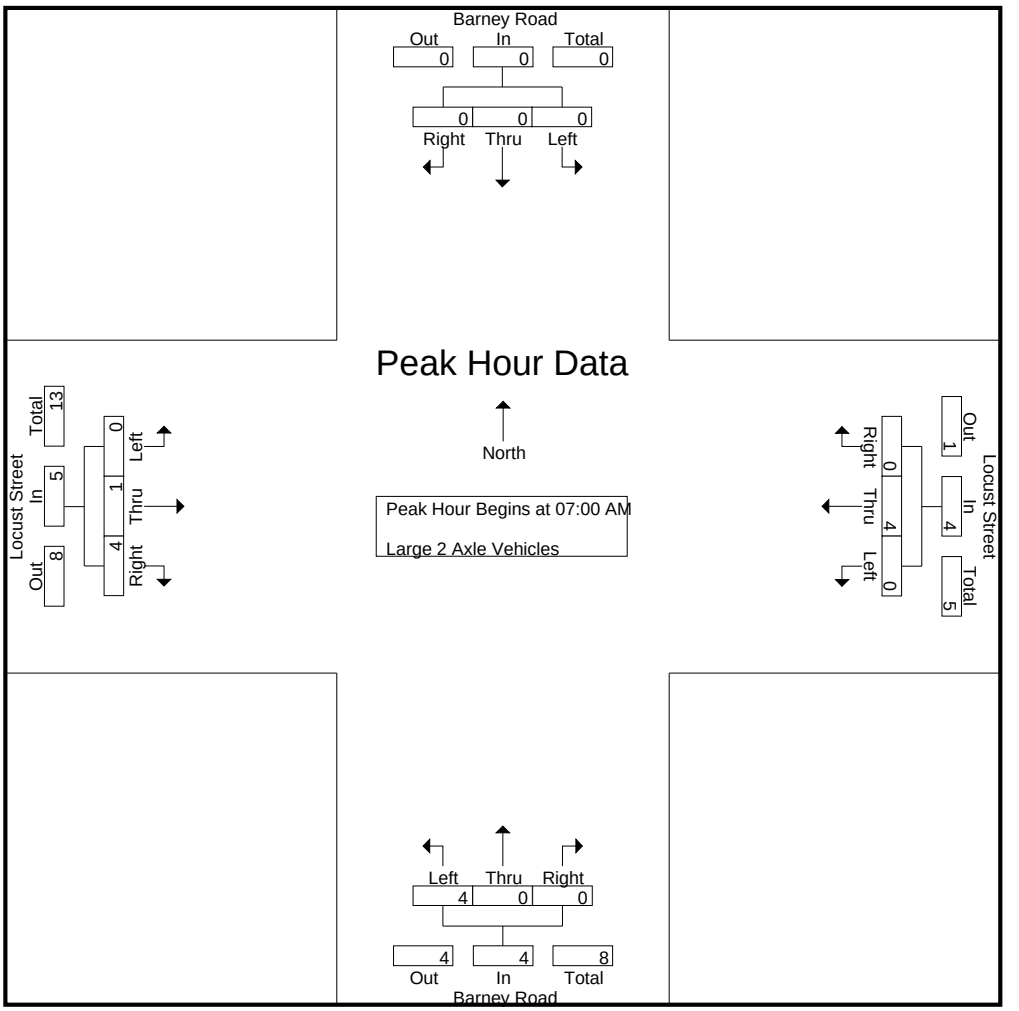
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	2	2	5
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
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	4	0	4	4	0	0	4	0	1	4	5	13
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
08:45 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	1	3	7
Total	0	0	0	0	0	3	0	3	3	0	0	3	0	3	2	5	11
Grand Total	0	0	0	0	0	7	0	7	7	0	0	7	0	4	6	10	24
Apprch %	0	0	0		0	100	0		100	0	0		0	40	60		
Total %	0	0	0	0	0	29.2	0	29.2	29.2	0	0	29.2	0	16.7	25	41.7	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**2**	0	**2**	1	0	0	1	0	0	**2**	**2**	**5**
07:15 AM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	2	2	4
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	1	3
Total Volume	0	0	0	0	0	4	0	4	4	0	0	4	0	1	4	5	13
% App. Total	0	0	0		0	100	0		100	0	0		0	20	80		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.250	.500	.625	.650

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Site Code : 00325525
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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:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	1	0	0	1	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	1
Total Volume	0	0	0	0	0	4	0	4	4	0	0	4	0	1	4	5
% App. Total	0	0	0		0	100	0		100	0	0		0	20	80	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.250	.500	.625

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File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
Start Date : 5/20/2025
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Groups Printed- 3 Axle Vehicles

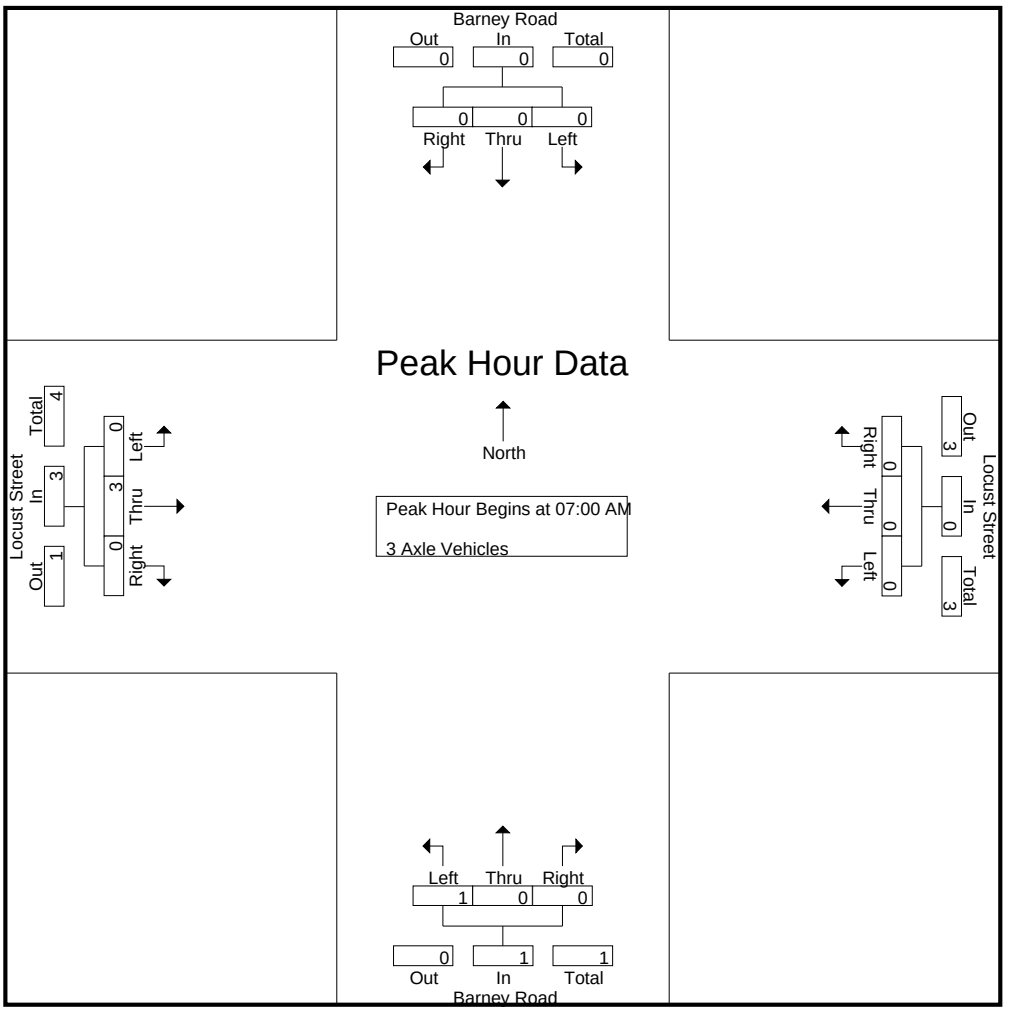
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	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	1	0	0	1	0	3	0	3	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	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	3	2	5	6
Apprch %	0	0	0		0	0	0		100	0	0		0	60	40		
Total %	0	0	0	0	0	0	0	0	16.7	0	0	16.7	0	50	33.3	83.3	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
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	**3**	0	**3**	**3**
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
07:45 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	0	0	0	1	0	0	1	0	3	0	3	4
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.333

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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:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+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	**3**	0	**3**
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	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	0	0	0	0	0	0	1	0	0	1	0	3	0	3
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250

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(951) 268-6268

City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

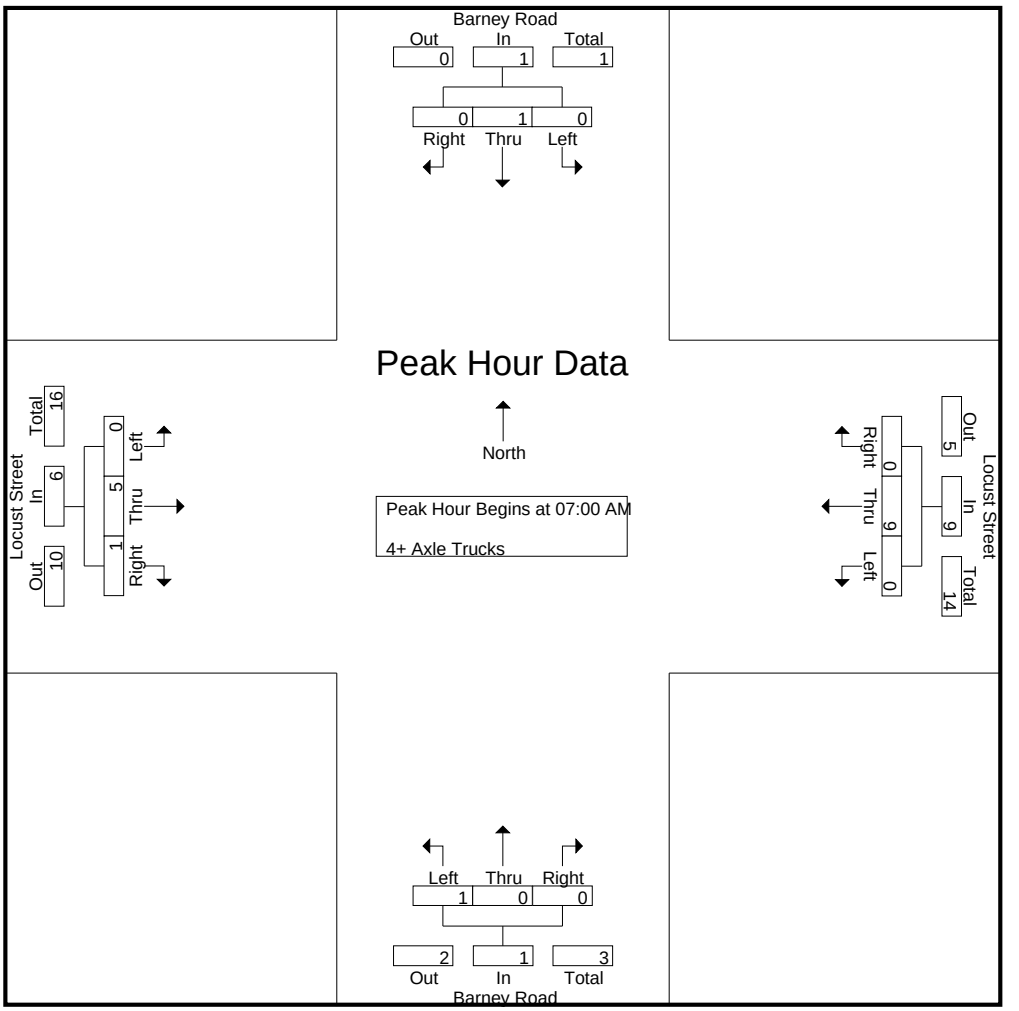
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
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	0	0	0	1	0	0	1	0	2	0	2	3
Total	0	1	0	1	0	9	0	9	1	0	0	1	0	5	1	6	17
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:45 AM	0	0	0	0	0	4	0	4	2	0	0	2	0	1	1	2	8
Total	0	0	0	0	0	9	0	9	2	0	0	2	0	11	1	12	23
Grand Total	0	1	0	1	0	18	0	18	3	0	0	3	0	16	2	18	40
Apprch %	0	100	0		0	100	0		100	0	0		0	88.9	11.1		
Total %	0	2.5	0	2.5	0	45	0	45	7.5	0	0	7.5	0	40	5	45	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	**4**	0	**4**	0	0	0	0	0	**2**	0	**2**	**7**
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	**1**	1	5
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	0	0	0	**1**	0	0	**1**	0	2	0	2	3
Total Volume	0	1	0	1	0	9	0	9	1	0	0	1	0	5	1	6	17
% App. Total	0	100	0		0	100	0		100	0	0		0	83.3	16.7		
PHF	.000	.250	.000	.250	.000	.563	.000	.563	.250	.000	.000	.250	.000	.625	.250	.750	.607

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc AM
Site Code : 00325525
Start Date : 5/20/2025
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:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	0	**4**	0	**4**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	**1**	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	0	0	0	**1**	0	0	**1**	0	2	0	2
Total Volume	0	1	0	1	0	9	0	9	1	0	0	1	0	5	1	6
% App. Total	0	100	0		0	100	0		100	0	0		0	83.3	16.7	
PHF	.000	.250	.000	.250	.000	.563	.000	.563	.250	.000	.000	.250	.000	.625	.250	.750

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

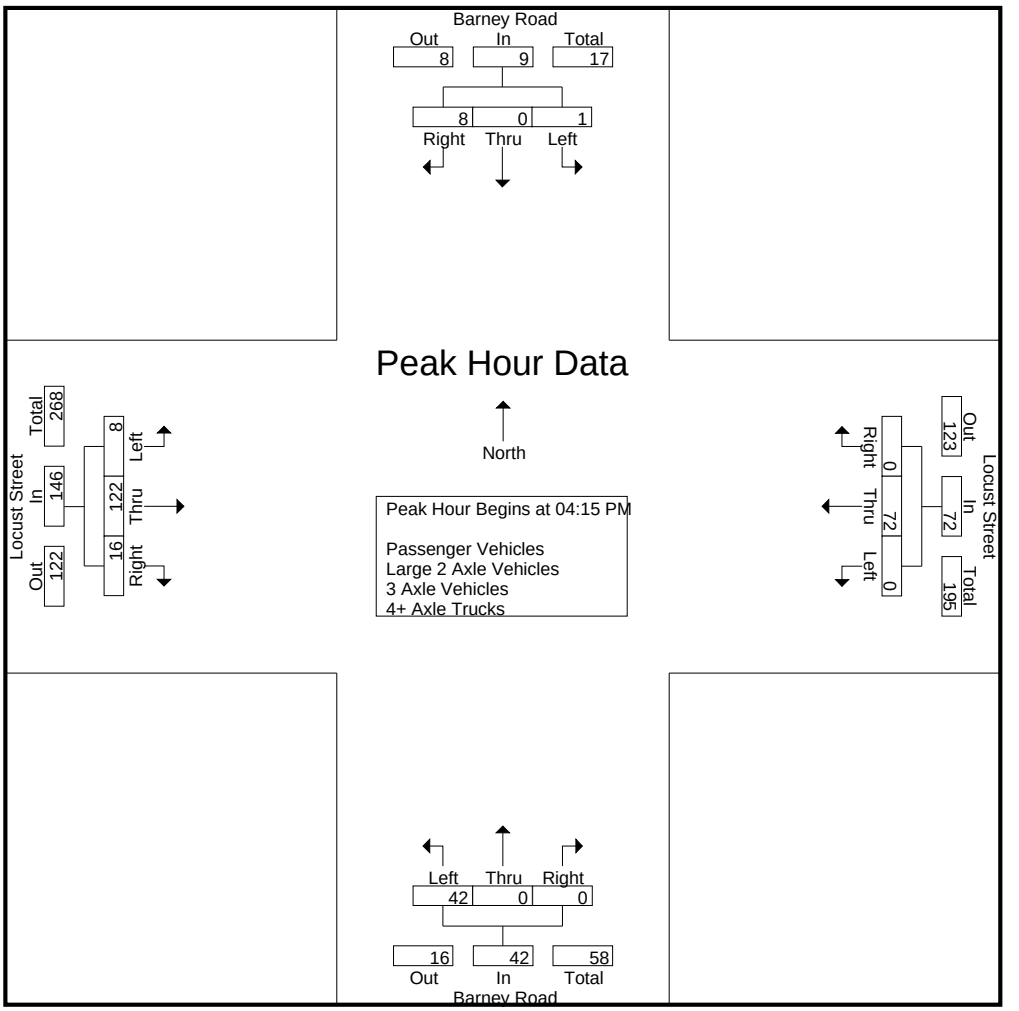
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	21	0	21	12	0	1	13	5	18	5	28	64
04:15 PM	0	0	1	1	0	18	0	18	8	0	0	8	2	25	8	35	62
04:30 PM	0	0	5	5	0	15	0	15	16	0	0	16	0	26	4	30	66
04:45 PM	1	0	0	1	0	16	0	16	7	0	0	7	3	33	2	38	62
Total	1	0	8	9	0	70	0	70	43	0	1	44	10	102	19	131	254
05:00 PM	0	0	2	2	0	23	0	23	11	0	0	11	3	38	2	43	79
05:15 PM	0	0	3	3	1	23	0	24	2	0	0	2	1	24	0	25	54
05:30 PM	1	0	6	7	0	17	1	18	3	0	0	3	2	23	2	27	55
05:45 PM	0	0	1	1	0	14	0	14	2	0	0	2	1	22	3	26	43
Total	1	0	12	13	1	77	1	79	18	0	0	18	7	107	7	121	231
Grand Total	2	0	20	22	1	147	1	149	61	0	1	62	17	209	26	252	485
Apprch %	9.1	0	90.9		0.7	98.7	0.7		98.4	0	1.6		6.7	82.9	10.3		
Total %	0.4	0	4.1	4.5	0.2	30.3	0.2	30.7	12.6	0	0.2	12.8	3.5	43.1	5.4	52	
Passenger Vehicles	2	0	20	22	1	129	1	131	58	0	1	59	17	184	23	224	436
% Passenger Vehicles	100	0	100	100	100	87.8	100	87.9	95.1	0	100	95.2	100	88	88.5	88.9	89.9
Large 2 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	8	1	9	10
% Large 2 Axle Vehicles	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0	3.8	3.8	3.6	2.1
3 Axle Vehicles	0	0	0	0	0	2	0	2	2	0	0	2	0	0	2	2	6
% 3 Axle Vehicles	0	0	0	0	0	1.4	0	1.3	3.3	0	0	3.2	0	0	7.7	0.8	1.2
4+ Axle Trucks	0	0	0	0	0	15	0	15	1	0	0	1	0	17	0	17	33
% 4+ Axle Trucks	0	0	0	0	0	10.2	0	10.1	1.6	0	0	1.6	0	8.1	0	6.7	6.8

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	18	0	18	8	0	0	8	2	25	**8**	35	62
04:30 PM	0	0	**5**	**5**	0	15	0	15	**16**	0	0	**16**	0	26	4	30	66
04:45 PM	**1**	0	0	1	0	16	0	16	7	0	0	7	**3**	33	2	38	62
05:00 PM	0	0	2	2	0	**23**	0	**23**	11	0	0	11	3	**38**	2	**43**	**79**
Total Volume	1	0	8	9	0	72	0	72	42	0	0	42	8	122	16	146	269
% App. Total	11.1	0	88.9		0	100	0		100	0	0		5.5	83.6	11		
PHF	.250	.000	.400	.450	.000	.783	.000	.783	.656	.000	.000	.656	.667	.803	.500	.849	.851

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	**1**	0	0	1	0	16	0	16	12	0	**1**	13	2	25	**8**	35
+15 mins.	0	0	2	2	0	**23**	0	23	8	0	0	8	0	26	4	30
+30 mins.	0	0	3	3	**1**	23	0	**24**	**16**	0	0	**16**	**3**	33	2	38
+45 mins.	1	0	**6**	**7**	0	17	**1**	18	7	0	0	7	3	**38**	2	**43**
Total Volume	2	0	11	13	1	79	1	81	43	0	1	44	8	122	16	146
% App. Total	15.4	0	84.6		1.2	97.5	1.2		97.7	0	2.3		5.5	83.6	11	
PHF	.500	.000	.458	.464	.250	.859	.250	.844	.672	.000	.250	.688	.667	.803	.500	.849

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City of Anderson
N/S: Barney Road
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File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Passenger Vehicles

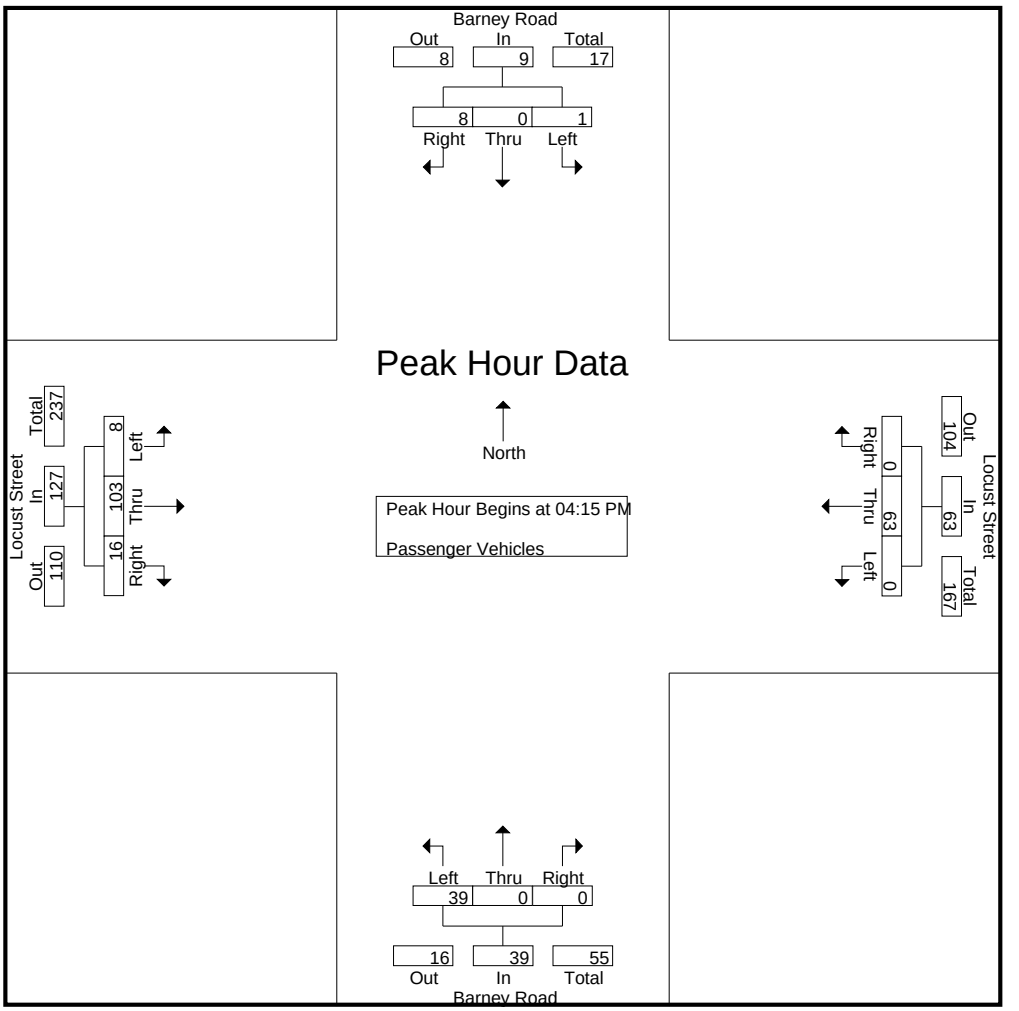
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	18	0	18	12	0	1	13	5	16	3	24	57
04:15 PM	0	0	1	1	0	15	0	15	7	0	0	7	2	21	8	31	54
04:30 PM	0	0	5	5	0	13	0	13	15	0	0	15	0	24	4	28	61
04:45 PM	1	0	0	1	0	14	0	14	6	0	0	6	3	27	2	32	53
Total	1	0	8	9	0	60	0	60	40	0	1	41	10	88	17	115	225
05:00 PM	0	0	2	2	0	21	0	21	11	0	0	11	3	31	2	36	70
05:15 PM	0	0	3	3	1	20	0	21	2	0	0	2	1	23	0	24	50
05:30 PM	1	0	6	7	0	16	1	17	3	0	0	3	2	21	1	24	51
05:45 PM	0	0	1	1	0	12	0	12	2	0	0	2	1	21	3	25	40
Total	1	0	12	13	1	69	1	71	18	0	0	18	7	96	6	109	211
Grand Total	2	0	20	22	1	129	1	131	58	0	1	59	17	184	23	224	436
Apprch %	9.1	0	90.9		0.8	98.5	0.8		98.3	0	1.7		7.6	82.1	10.3		
Total %	0.5	0	4.6	5	0.2	29.6	0.2	30	13.3	0	0.2	13.5	3.9	42.2	5.3	51.4	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	15	0	15	7	0	0	7	2	21	**8**	31	54
04:30 PM	0	0	**5**	**5**	0	13	0	13	**15**	0	0	**15**	0	24	4	28	61
04:45 PM	**1**	0	0	1	0	14	0	14	6	0	0	6	**3**	27	2	32	53
05:00 PM	0	0	2	2	0	**21**	0	**21**	11	0	0	11	3	**31**	2	**36**	**70**
Total Volume	1	0	8	9	0	63	0	63	39	0	0	39	8	103	16	127	238
% App. Total	11.1	0	88.9		0	100	0		100	0	0		6.3	81.1	12.6		
PHF	.250	.000	.400	.450	.000	.750	.000	.750	.650	.000	.000	.650	.667	.831	.500	.882	.850

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	1	1	0	15	0	15	7	0	0	7	2	21	**8**	31
+15 mins.	0	0	**5**	**5**	0	13	0	13	**15**	0	0	**15**	0	24	4	28
+30 mins.	**1**	0	0	1	0	14	0	14	6	0	0	6	**3**	27	2	32
+45 mins.	0	0	2	2	0	**21**	0	**21**	11	0	0	11	3	**31**	2	**36**
Total Volume	1	0	8	9	0	63	0	63	39	0	0	39	8	103	16	127
% App. Total	11.1	0	88.9		0	100	0		100	0	0		6.3	81.1	12.6	
PHF	.250	.000	.400	.450	.000	.750	.000	.750	.650	.000	.000	.650	.667	.831	.500	.882

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City of Anderson
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File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

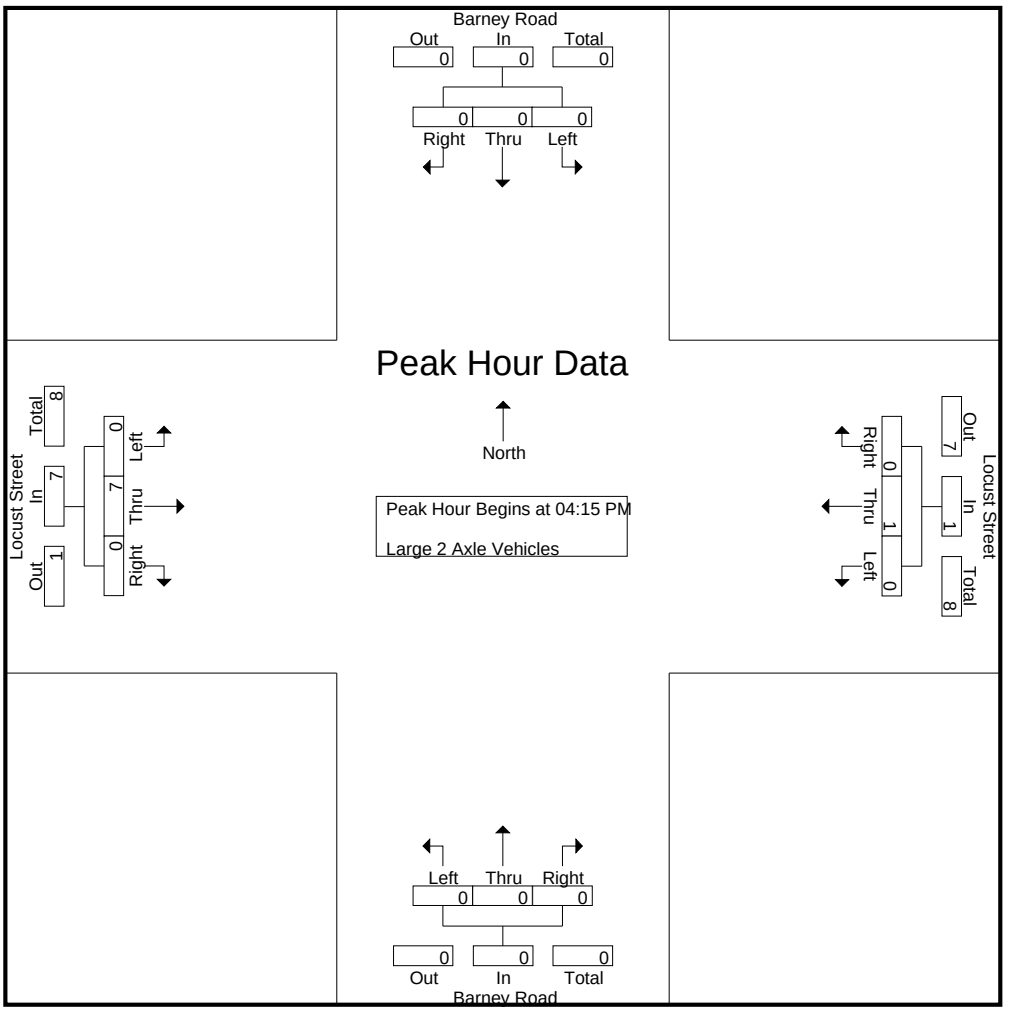
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	3	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
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	0	0	0	0	0	0	0	0	1	0	1	1
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	1	0	1	0	0	0	0	0	4	0	4	5
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	8	1	9	10
Apprch %	0	0	0		0	100	0		0	0	0		0	88.9	11.1		
Total %	0	0	0	0	0	10	0	10	0	0	0	0	0	80	10	90	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	**3**	0	**3**	3
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	3	0	3	**4**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.583	.500

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City of Anderson
N/S: Barney Road
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File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	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	**3**	0	**3**
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.583

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025

Groups Printed- 3 Axle Vehicles

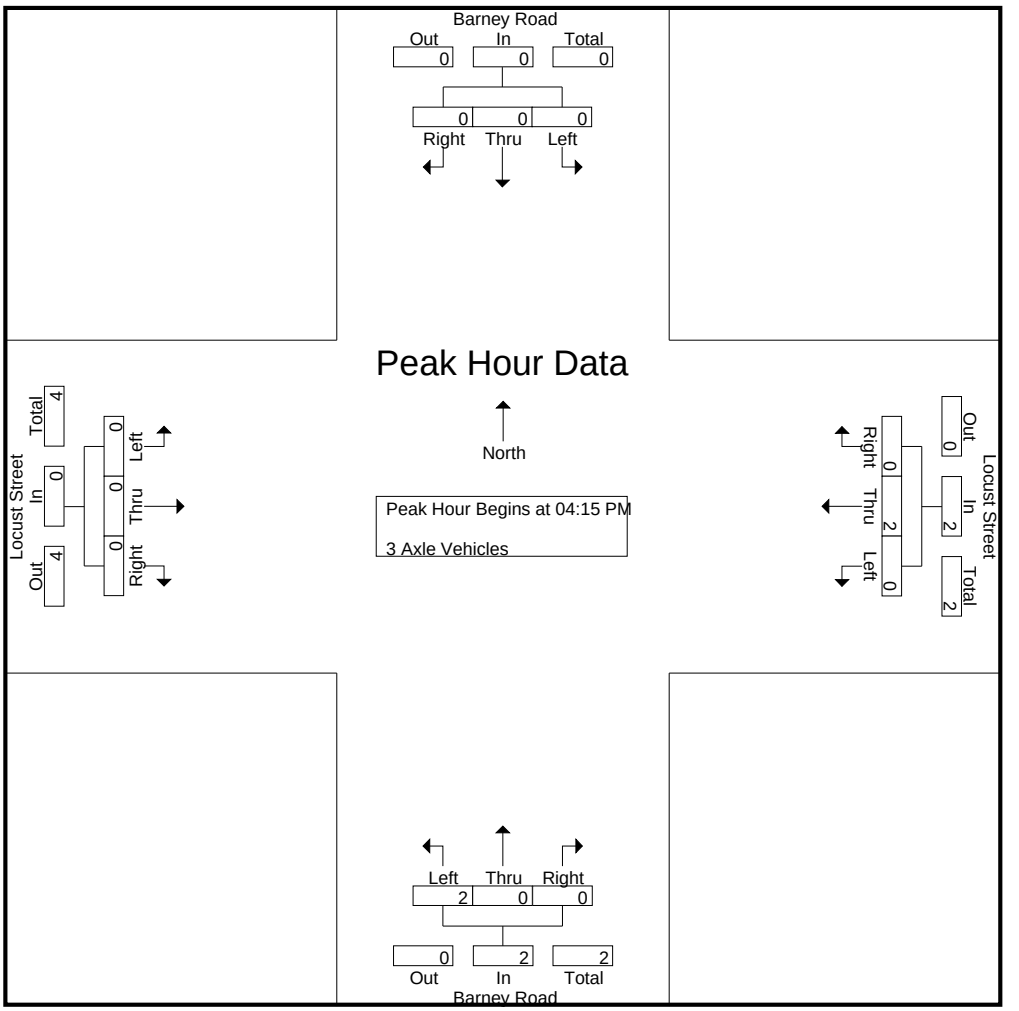
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	2	0	0	2	0	0	1	1	5
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
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	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	2	0	2	2	0	0	2	0	0	2	2	6
Apprch %	0	0	0		0	100	0		100	0	0		0	0	100		
Total %	0	0	0	0	0	33.3	0	33.3	33.3	0	0	33.3	0	0	33.3	33.3	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
04:30 PM	0	0	0	0	0	**1**	0	**1**	1	0	0	1	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	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	0	2	2	0	0	2	0	0	0	0	4
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000	.500

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	1	0	0	1	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	0	0	0
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

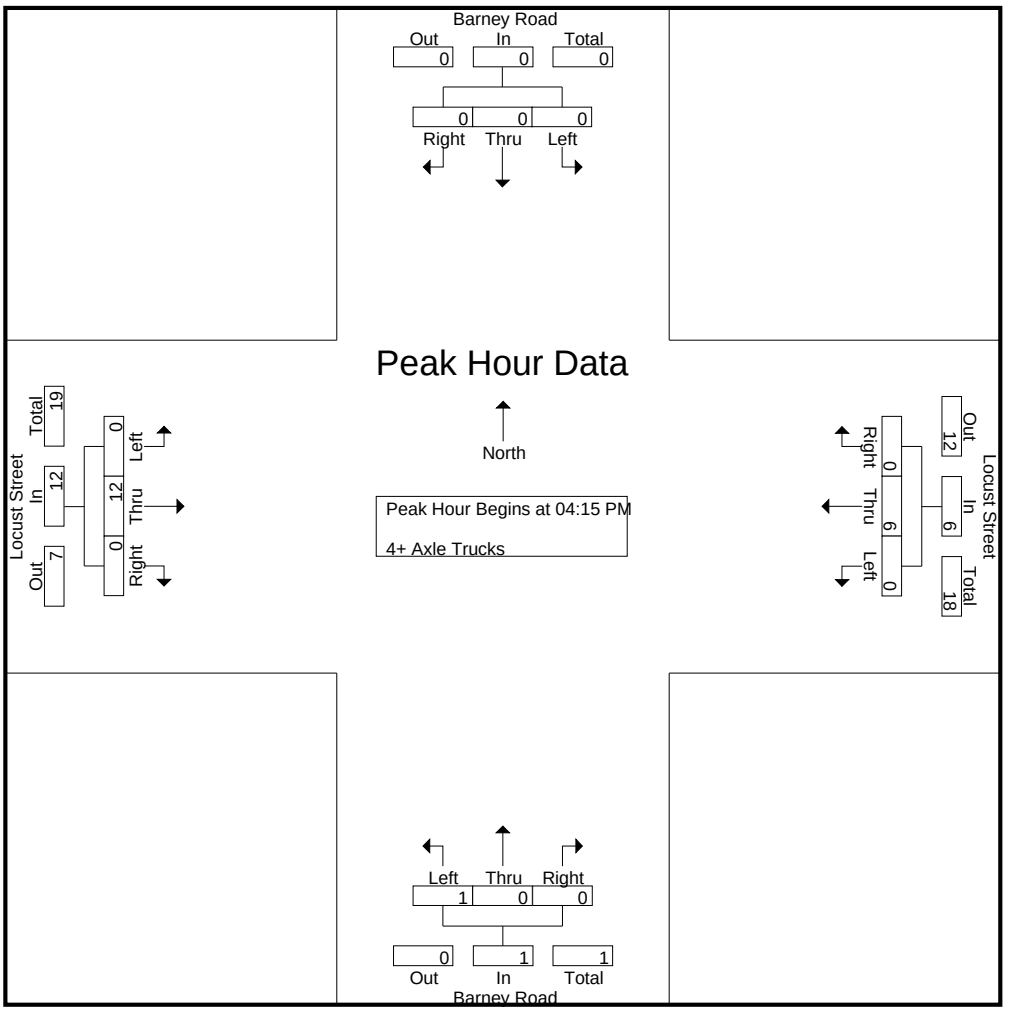
	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	0	3	5
Total	0	0	0	0	0	8	0	8	1	0	0	1	0	10	0	10	19
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
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	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
Grand Total	0	0	0	0	0	15	0	15	1	0	0	1	0	17	0	17	33
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	45.5	0	45.5	3	0	0	3	0	51.5	0	51.5	

	Barney Road Southbound				Locust Street Westbound				Barney Road Northbound				Locust Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3	**6**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	3	0	3	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
Total Volume	0	0	0	0	0	6	0	6	1	0	0	1	0	12	0	12	19
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.750	.000	.750	.792

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City of Anderson
N/S: Barney Road
E/W: Locust Street
Weather: Clear

File Name : 05_ADS_Bar_Loc PM
Site Code : 00325525
Start Date : 5/20/2025
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**
Total Volume	0	0	0	0	0	6	0	6	1	0	0	1	0	12	0	12
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.750	.000	.750

Location: Anderson
N/S: Barney Road
E/W: Locust Street

Date: 5/20/2025
Day: Tuesday

PEDESTRIANS

	North Leg Barney Road Pedestrians	East Leg Locust Street Pedestrians	South Leg Barney Road Pedestrians	West Leg Locust Street Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Barney Road Pedestrians	East Leg Locust Street Pedestrians	South Leg Barney Road Pedestrians	West Leg Locust Street Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Anderson
N/S: Barney Road
E/W: Locust Street

Date: 5/20/2025
Day: Tuesday

BICYCLES

	Southbound Barney Road			Westbound Locust Street			Northbound Barney Road			Eastbound Locust Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Barney Road			Westbound Locust Street			Northbound Barney Road			Eastbound Locust Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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Location: Pleasant Hills & 273 **Designed By:** B Paull

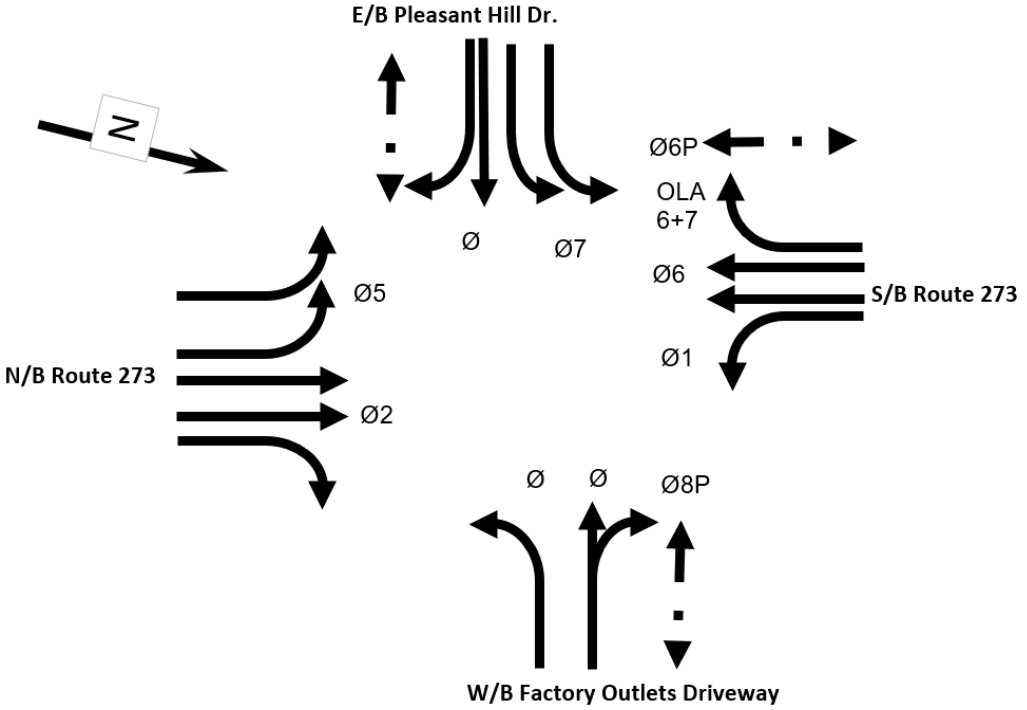
System: **District:** 02 **Installed By:** B Paull

Master At: **I/C:** **Service Info:**

Timing Change:	Date Start:	Date End:	Designed:	Installed:
6/11/2024				

		FLASH
PHASE	1) SB Left Turn	[ ]
	2) NB 273	[ ]
	3) WB Left Turn	[ ]
	4) EB Pleasant Hills Drive	[ ]
	5) NB Left Turn	[ ]
	6) SB 273	[ ]
	7) EB Left Turn	[ ]
	8) WB Factory Outlets Drive	[ ]
OVERLAP	A) SB 6+7 Right Turn	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout



Comments and Notes:

Installed Ped timing per 2012 MUTCD 11/1/2012
Installed min green for bicycle timing 11-1-2012
Updated Yellow timing 12-23-14
Removed startup yellow phases 2-8-2018

Activated LPI 12-13-2023
Activated IP Signal Comms 6-11-2024

RAM Checksum

Page 2: F090	Page 8: 85AF
Page 3: 167D	Page 9: 0FC4
Page 4: F29E	Page 10: 5305
Page 5: 191A	Page 11: CFD4
Page 6: 191A	Page 12: 6828
Page 7: 5B50	Page 13: 86F7

Post Mile: SHA-273-04.12 PLEASANT HILLS DRIVE

Printed: 6/11/2024

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. . . . . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlaps	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . . 6 7 .	. . . . . 6 . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	4	0	5
Flash Don't Walk	0	0	0	0	0	29	0	34
Minimum Green	10	10	11	12	13	10	12	11
Det Limit	0	25	0	0	0	25	0	0
Max Initial	0	20	0	0	0	20	0	0
Max Green 1	10	35	10	10	10	35	20	10
Max Green 2	0	55	0	0	0	55	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.5	6.0	2.5	3.5	2.5	6.0	3.0	3.5
Maximum Gap	2.5	6.0	2.5	3.5	2.5	6.0	3.0	3.5
Minimum Gap	2.5	4.0	2.5	3.5	2.5	4.0	3.0	3.5
Add Per Vehicle	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0
Reduce Gap By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
Yellow	4.1	6.0	4.1	4.1	4.1	6.0	4.1	4.1
All-Red	0.5	1.0	0.5	0.5	0.5	1.0	0.5	0.5
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.1	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	3
Gap Cnt	1

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)		*Plan: 1-29*
Plan	OffSet	*254 = Flash*
	A	*255 = Free*
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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DETECTORS

Detector Attributes (5-1)

Det	Type	Phases	Lock	Slot
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	CALL+EXTEND	. 2	NO	I3L
7	LIMITED	. 2	NO	I4U
8	LIMITED	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	CALL+EXTEND	. . . 4 . . .	NO	I7L
15	LIMITED	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	LIMITED	. . . . . 6 . .	NO	J4U
28	LIMITED	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	CALL+EXTEND	 8	NO	J7L
35	LIMITED	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)

Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7		1.0	10	2.1
8		1.0	10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12	10		10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27		1.0	10	2.2
28		1.0	10	7.3
29		1.0	10	3.3
30			10	7.5
31			10	1.4
32	10		10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)

Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

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TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enable	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	0001	2359	M T W T F S S	27	. 2 . . . 6 . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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COMMUNICATIONS

	C2 (6-1-1)	C20 (6-1-2)	C21 (6-1-3)
Address	1		
Baud	19200	1200	1200
Protocol	AB3418	AB3418	AB3418
Data Bits	8	8	8
Parity	NONE	NONE	NONE
Stop Bits	1	1	1
RTS On Time	20	20	20
RTS Off Time	20	20	20
Handshaking	NORMAL	NORMAL	NORMAL
Access Level	0	0	0

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)

Line Out			
Long Distance			
Local Toll			
Delay	10	10	10
Area Code			
Phone Number			

NETWORK

Network Parameters (6-4)

Address	
Protocol	AB3418
Port	27000
Type	STATIC
Central Acces	
Field Access	
ATSPM	OFF

IP Address	10	20	167	186
Netmask	255	255	255	248
Broadcast	10	20	167	191
Gateway	10	20	167	185

SPAT Network (6-5)

SPAT	1	2
Protocol	NONE	NONE
UDP Port	0	0

IP Address	0	0	0	0

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

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RAILROAD PREEMPTION

RR 1

Timing (3-1-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
1 . . 4 . . 7 8	. . . .	. . . .	. . . .	. . . 4 . . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .

Exit Parameters (3-1-5)

Phase Green	Ovrlap Green	Veh Permit/Call	Ped Permit/Call
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

	PR	XR	Gate	Isld	APP	Sign	Sign	Max On	Latching
1								5	NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

RR 2

Timing (3-2-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
1 2 3 . . 6 . .	. . . .	. . . .	. . . .	. 2 . . . 6 . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .

Exit Parameters (3-2-5)

Phase Green	Ovrlap Green	Veh Permit	Ped Permit
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-2-6)

	PR	XR	Gate	Isld	APP	Sign	Sign	Max On	Latching
1								5	NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	RR1		Free	
Max ON		RR2		D2	
Max OFF		RR3		D3	

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6	
Port C	Port D

OUTPUTS

Loadswitch Assignments (2-1-6)							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

INTERVAL CONTROL

Interval Control (3-3-1)	Time	Phase Control (3-3-2) Hold	Force	Advance	Phase Recall (3-3-3) Veh Call	Ped Call	Int Call	Phase Permitted (3-3-4) Phs Permit	Ped Permit	Ovrlap Permit
Step 1										
Step 2										
Step 3										
Step 4										
Step 5										
Step 6										
Step 7										
Step 8										

Configuration (3-3-5)			
Input	Port	Delay	HRI Cross
1			
2			

HRI

HRI Configuration (3-4)	
RailRoad	51
Line	
Group	

	WAYSIDE	ATC
Subnode		
Device		

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Enable in Local Plans (3-E-3)	
Plan 1-9	. . . . .
Plan 11-19	. . . . .

Queue Jump (3-E-4)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Input		Output	
Type	Port	Stop	Go
NONE	0.0	0	0
NONE	0.0	0	0

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

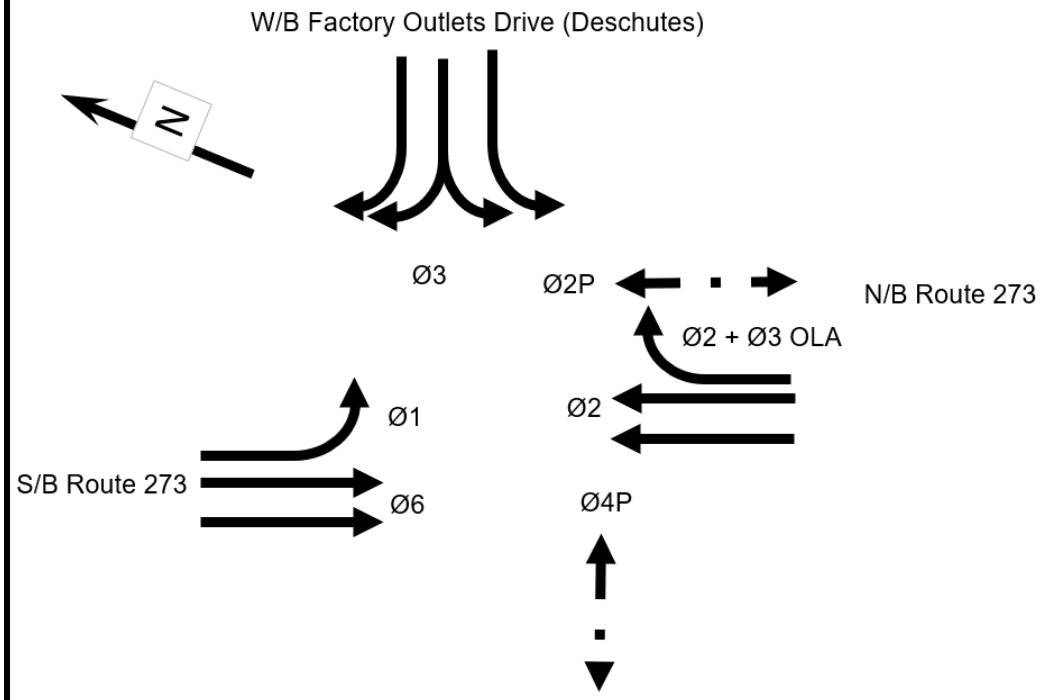
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Location: Factory Outlets Drive (Deschutes) & 273
System:
Master At:
District: 02
I/C:
Designed By: B. Paull
Installed By: B. Paull
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
6/11/2024	2/26/2021			

		FLASH
PHASE	1) SB Left Turn	[ ]
	2) NB 273	[ ]
	3) WB Factory Outlets Drive	[ ]
	4) E/W Ped	[ ]
	5)	[ ]
	6) SB 273	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A) NB 2+3 Right Turn	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout



Comments and Notes:
Installed Ped timing per 2012 MUTCD 11/1/2012
Installed min green for bicycle timing 11/1/2012
Removed startup yellow phases, increased startup all-red to 6.0s 7-30-2019

Activated LPI 12-12-2023
Activated IP Signal Comms 6-11-2024

RAM Checksum

Page 2: E032	Page 8: 85AF
Page 3: 6D53	Page 9: E841
Page 4: F29E	Page 10: 9A36
Page 5: 191A	Page 11: CFD4
Page 6: 191A	Page 12: 6828
Page 7: 5689	Page 13: 86F7

Post Mile: SHA-273-04.30 FACTORY OUTLETS DRIVE

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 . 6 . .
Pedestrian Calls	. 2 . 4 . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlaps	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. 2 . 4 . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. 2 3	. 2	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	5	0	4	0	0	0	0
Flash Don't Walk	0	35	0	30	0	0	0	0
Minimum Green	12	10	14	4	0	10	0	0
Det Limit	0	25	0	0	0	25	0	0
Max Initial	0	25	0	0	0	25	0	0
Max Green 1	15	35	20	37	0	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	3.0	5.0	3.5	0.0	0.0	5.0	0.0	0.0
Maximum Gap	3.0	5.0	3.5	0.0	0.0	5.0	0.0	0.0
Minimum Gap	3.0	3.0	3.5	0.0	0.0	3.0	0.0	0.0
Add Per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0
Reduce Gap By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
Yellow	3.7	5.0	4.1	3.0	3.0	5.0	3.0	3.0
All-Red	0.5	1.0	0.5	0.5	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	3	0	3	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.1	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)		*Plan: 1-29*
Plan	OffSet	*254 = Flash*
	A	*255 = Free*
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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DETECTORS

Detector Attributes (5-1)

Det	Type	Phases	Lock	Slot
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	LIMITED	. 2	NO	I3U
6	CALL+EXTEND	. 2	NO	I3L
7	LIMITED	. 2	NO	I4U
8	LIMITED	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	CALL+EXTEND	. . . 4 . . .	NO	I7L
15	LIMITED	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	1	NO	I9U
18	COUNT+CALL+EXTEND	. . 3	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L
27	LIMITED	. . . . . 6 . .	NO	J4U
28	LIMITED	. . . . . 6 . .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	. . 3	NO	J6U
32	COUNT+CALL+EXTEND	. . 3	NO	J6L
33	COUNT+CALL+EXTEND	. . 3	NO	J7U
34	CALL+EXTEND	. . 3	NO	J7L
35	CALL+EXTEND	. . 3	NO	J8U
36	COUNT+CALL+EXTEND	. . 3	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)

Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5		1.0	10	4.5
6			10	6.2
7		1.0	10	2.1
8		1.0	10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27		1.0	10	2.2
28		1.0	10	7.3
29			10	3.3
30			10	7.5
31	2		10	1.4
32	2		10	1.8
33			10	4.8
34	10		10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

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TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enable	YES		
		Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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COMMUNICATIONS

	C2 (6-1-1)	C20 (6-1-2)	C21 (6-1-3)
Address	2		
Baud	19200	1200	1200
Protocol	AB3418	AB3418	AB3418
Data Bits	8	8	8
Parity	NONE	NONE	NONE
Stop Bits	1	1	1
RTS On Time	20	20	20
RTS Off Time	20	20	20
Handshaking	NORMAL	NORMAL	NORMAL
Access Level	0	0	0

CALLBACK NUMBERS

Callback Numbers (6-3...3)

Line Out			
Long Distance			
Local Toll			
Delay	10	10	10
Area Code			
Phone Number			

NETWORK

Network Parameters (6-4)

Address	
Protocol	AB3418
Port	27000
Type	STATIC
Central Acces	
Field Access	
ATSPM	OFF

IP Address	10	20	167	194
Netmask	255	255	255	248
Broadcast	10	20	167	199
Gateway	10	20	167	193

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SPAT Network (6-5)

SPAT	1	2
Protocol	NONE	NONE
UDP Port	0	0

IP Address	0	0	0	0

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

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RAILROAD PREEMPTION

RR 1

Timing (3-1-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
1 . . 4 . . 7 8	. . . .	. . . .	. . . .	. . . 4 . . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .

Exit Parameters (3-1-5)			
Phase Green	Ovrlap Green	Veh Permit/Call	Ped Permit/Call
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)									
	PR	XR	Gate	Isld	APP	Sign	Sign	Max On	Latching
1								5	NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

RR 2

Timing (3-2-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
1 2 3 . . 6 . .	. . . .	. . . .	. . . .	. 2 . . . 6 . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .

Exit Parameters (3-2-5)			
Phase Green	Ovrlap Green	Veh Permit	Ped Permit
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-2-6)									
	PR	XR	Gate	Isld	APP	Sign	Sign	Max On	Latching
1								5	NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	RR1		Free	
Max ON		RR2		D2	
Max OFF		RR3		D3	

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6	
Port C	Port D

OUTPUTS

Loadswitch Assignments (2-1-6)							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

INTERVAL CONTROL

Interval Control (3-3-1)	Time	Phase Control (3-3-2) Hold	Force	Advance	Phase Recall (3-3-3) Veh Call	Ped Call	Int Call	Phase Permitted (3-3-4) Phs Permit	Ped Permit	Ovrlap Permit
Step 1										
Step 2										
Step 3										
Step 4										
Step 5										
Step 6										
Step 7										
Step 8										

Configuration (3-3-5)			
Input	Port	Delay	HRI Cross
1			
2			

HRI

HRI Configuration (3-4)	
RailRoad	51
Line	
Group	

	WAYSIDE	ATC
Subnode		
Device		

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Enable in Local Plans (3-E-3)	
Plan 1-9	. . . . .
Plan 11-19	. . . . .

Queue Jump (3-E-4)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Input		Output	
Type	Port	Stop	Go
NONE	0.0	0	0
NONE	0.0	0	0

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

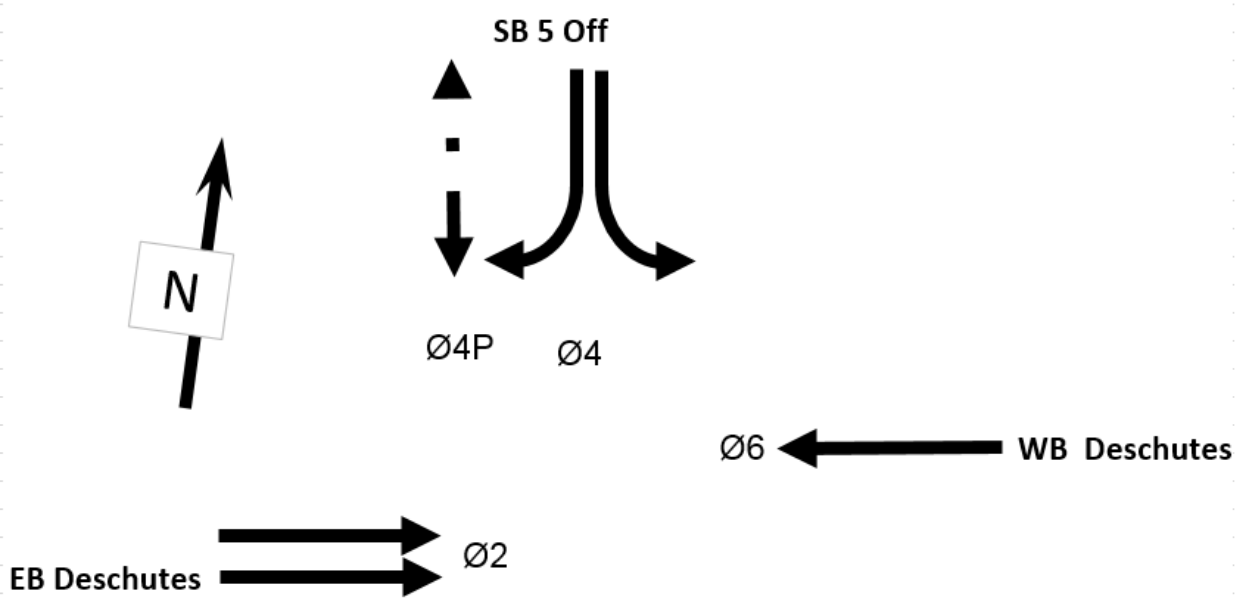
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Location: Deschutes & 5 SB Off Ramp
System:
Master At:
District: 02
I/C:
Designed By: B. Paull
Installed By: B. Paull
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
8/9/2023	2/2/2022			

		FLASH
PHASE	1)	[ ]
	2) EB Deschutes	[ ]
	3)	[ ]
	4) SB 5 Off	[ ]
	5)	[ ]
	6) WB Deschutes	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout



Comments and Notes:

** New cabinet Installed 12-1-2016 **
Updated TSCP to V2.20 10-22-2013
Activated Phase 4 ped facilities 12-20-2013
Initiate Leading Ped timing 12-7-17
Updated min. greens for bicycle timing 10-22-2013
Updated Yellow timing 2-3-2014
Activated IP Signal Comms 8-9-2023

RAM Checksum

Page 2: 15AE	Page 8: 85AF
Page 3: AC48	Page 9: E841
Page 4: F29E	Page 10: A739
Page 5: 191A	Page 11: CFD4
Page 6: 191A	Page 12: 6828
Page 7: 6072	Page 13: 86F7

Post Mile: SHA-5-04.29 DESCHUTES SB OFF

Printed: 8/9/2023

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . 4 . 6 . .
Pedestrian Calls	. . . 4 . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlaps	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . 4 . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	3	0	0	0	0
Flash Don't Walk	0	0	0	22	0	0	0	0
Minimum Green	0	10	0	4	0	10	0	0
Det Limit	0	25	0	0	0	25	0	0
Max Initial	0	20	0	0	0	20	0	0
Max Green 1	0	30	0	25	0	30	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	4.0	0.0	2.5	0.0	4.0	0.0	0.0
Maximum Gap	0.0	4.0	0.0	2.5	0.0	4.0	0.0	0.0
Minimum Gap	0.0	4.0	0.0	2.5	0.0	4.0	0.0	0.0
Add Per Vehicle	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.1	3.0	4.8	3.0	4.1	3.0	3.0
All-Red	0.0	1.0	0.0	0.5	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	4	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)		*Plan: 1-29*
Plan	OffSet	*254 = Flash*
	A	*255 = Free*
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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DETECTORS

Detector Attributes (5-1) / Detector Configuration (5-2)

Det	Type	Phases	Lock	Slot	Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	LIMITED	. 2	NO	I4U	7		2.0	10	2.1
8	LIMITED	. 2	NO	I4L	8		2.0	10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11	3	2.0	10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12	3	2.0	10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13	3		10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14	15		10	6.4
15	LIMITED	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J2U	23		2.0	10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 .	NO	J3L	26			10	6.3
27	LIMITED	. . . . . 6 .	NO	J4U	27		2.0	10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	LIMITED	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)

Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

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TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enable	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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COMMUNICATIONS

	C2 (6-1-1)	C20 (6-1-2)	C21 (6-1-3)
Address			
Baud	1200	1200	1200
Protocol	AB3418	AB3418	AB3418
Data Bits	8	8	8
Parity	NONE	NONE	NONE
Stop Bits	1	1	1
RTS On Time	20	20	20
RTS Off Time	20	20	20
Handshaking	NORMAL	NORMAL	NORMAL
Access Level	0	0	0

CALLBACK NUMBERS

Callback Numbers (6-3...3)			
Line Out			
Long Distance			
Local Toll			
Delay	10	10	10
Area Code			
Phone Number			

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

NETWORK

Network Parameters (6-4)	
Address	
Protocol	AB3418
Port	27000
Type	STATIC
Central Acces	
Field Access	
ATSPM	OFF

IP Address	10	20	165	162
Netmask	255	255	255	248
Broadcast	10	20	165	167
Gateway	10	20	165	161

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SPAT Network (6-5)		
SPAT	1	2
Protocol	NONE	NONE
UDP Port	0	0

IP Address	0	0	0	0

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RAILROAD PREEMPTION

RR 1

Timing (3-1-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
1 . . 4 . . 7 8	. . . .	. . . .	. . . .	. . . 4 . . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .

Exit Parameters (3-1-5)

Phase Green	Ovrlap Green	Veh Permit/Call	Ped Permit/Call
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

	PR	XR	Gate	Isld	APP	Sign	Sign	Max On	Latching
1								5	NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

RR 2

Timing (3-2-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . .	. . . . .	. . . . .
1 2 3 . . 6 . .	. . . .	. . . .	. . . .	. 2 . . . 6 . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .

Exit Parameters (3-2-5)

Phase Green	Ovrlap Green	Veh Permit	Ped Permit
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-2-6)

	PR	XR	Gate	Isld	APP	Sign	Sign	Max On	Latching
1								5	NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	RR1		Free	
Max ON		RR2		D2	
Max OFF		RR3		D3	

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6	
Port C	Port D

OUTPUTS

Loadswitch Assignments (2-1-6)							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

INTERVAL CONTROL

Interval Control (3-3-1)	
	Time
Step 1	
Step 2	
Step 3	
Step 4	
Step 5	
Step 6	
Step 7	
Step 8	

Phase Control (3-3-2)		
Hold	Force	Advance
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

Phase Recall (3-3-3)		
Veh Call	Ped Call	Int Call
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

Phase Permitted (3-3-4)		
Phs Permit	Ped Permit	Ovrlap Permit
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

Configuration (3-3-5)			
Input	Port	Delay	HRI Cross
1			
2			

HRI

HRI Configuration (3-4)	
RailRoad	51
Line	
Group	

	WAYSIDE	ATC
Subnode		
Device		

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Enable in Local Plans (3-E-3)	
Plan 1-9	. . . . .
Plan 11-19	. . . . .

Queue Jump (3-E-4)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Input		Output	
Type	Port	Stop	Go
NONE	0.0	0	0
NONE	0.0	0	0

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
1 State Route 273-Interstate 5 Ramps/Pleasant Hills Drive								
NBL	93	93	0	93	93	93	0	93
NBT	166	166	0	166	120	116	0	116
NBR	9	9	0	9	26	26	0	26
SBL	3	3	0	3	13	14	0	14
SBT	242	242	63	305	226	242	55	297
SBR	229	229	5	234	431	461	4	465
EBL	323	323	5	328	365	354	4	358
EBT	7	7	0	7	20	20	0	20
EBR	79	79	0	79	156	156	0	156
WBL	2	2	0	2	31	31	0	31
WBT	4	4	0	4	27	27	0	27
WBR	10	10	0	10	28	27	0	27
North Leg								
Approach	474	474	68	542	670	717	59	776
Departure	499	499	5	504	513	497	4	501
Total	973	973	73	1,046	1,183	1,214	63	1,277
South Leg								
Approach	268	268	0	268	239	235	0	235
Departure	323	323	63	386	413	429	55	484
Total	591	591	63	654	652	664	55	719
East Leg								
Approach	16	16	0	16	86	85	0	85
Departure	19	19	0	19	59	60	0	60
Total	35	35	0	35	145	145	0	145
West Leg								
Approach	409	409	5	414	541	530	4	534
Departure	326	326	5	331	551	581	4	585
Total	735	735	10	745	1,092	1,111	8	1,119
Total Approaches								
Approach	1,167	1,167	73	1,240	1,536	1,567	63	1,630
Departure	1,167	1,167	73	1,240	1,536	1,567	63	1,630
Total	2,334	2,334	146	2,480	3,072	3,134	126	3,260

LSA

Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
2 State Route 273/Factory Outlets Drive								
NBL	0	0	0	0	0	0	0	0
NBT	300	303	0	303	313	313	0	313
NBR	194	196	5	201	184	184	4	188
SBL	177	177	31	208	178	178	29	207
SBT	246	250	0	250	341	341	0	341
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	221	224	68	292	375	375	59	434
WBT	0	0	0	0	0	0	0	0
WBR	179	179	31	210	205	205	28	233
North Leg								
Approach	423	427	31	458	519	519	29	548
Departure	479	482	31	513	518	518	28	546
Total	902	909	62	971	1,037	1,037	57	1,094
South Leg								
Approach	494	499	5	504	497	497	4	501
Departure	467	474	68	542	716	716	59	775
Total	961	973	73	1,046	1,213	1,213	63	1,276
East Leg								
Approach	400	403	99	502	580	580	87	667
Departure	371	373	36	409	362	362	33	395
Total	771	776	135	911	942	942	120	1,062
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	1,317	1,329	135	1,464	1,596	1,596	120	1,716
Departure	1,317	1,329	135	1,464	1,596	1,596	120	1,716
Total	2,634	2,658	270	2,928	3,192	3,192	240	3,432

LSA

Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
3 Interstate 5 Southbound Off-Ramp/Factory Outlets Drive								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	67	70	43	113	137	146	40	186
SBT	0	0	0	0	0	0	0	0
SBR	189	189	0	189	433	433	0	433
EBL	0	0	0	0	0	0	0	0
EBT	368	387	36	423	370	394	33	427
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	222	223	99	322	213	217	87	304
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	256	259	43	302	570	579	40	619
Departure	0	0	0	0	0	0	0	0
Total	256	259	43	302	570	579	40	619
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	222	223	99	322	213	217	87	304
Departure	435	457	79	536	507	540	73	613
Total	657	680	178	858	720	757	160	917
West Leg								
Approach	368	387	36	423	370	394	33	427
Departure	411	412	99	511	646	650	87	737
Total	779	799	135	934	1,016	1,044	120	1,164
Total Approaches								
Approach	846	869	178	1,047	1,153	1,190	160	1,350
Departure	846	869	178	1,047	1,153	1,190	160	1,350
Total	1,692	1,738	356	2,094	2,306	2,380	320	2,700

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Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
4 Interstate 5 Northbound Ramps/Factory Outlet Drive/Locust Street/Deschutes Road								
NBL	15	15	0	15	23	23	0	23
NBT	6	6	0	6	0	0	0	0
NBBR	93	93	0	93	77	77	0	77
NBR	6	7	62	69	9	10	58	68
SBHL	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	279	279	0	279	247	247	0	247
EBBL	89	89	0	89	165	165	0	165
EBT	79	89	80	169	117	128	74	202
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	39	40	99	139	40	42	87	129
WBR	89	90	44	134	66	69	39	108
WBHR	5	5	8	13	11	11	7	18
SWBHL	7	8	8	16	7	8	7	15
SWBBL	0	0	0	0	0	0	0	0
SWBBR	168	168	0	168	152	152	0	152
SWBHR	76	76	0	76	38	38	0	38
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	450	451	44	495	351	354	39	393
Total	450	451	44	495	351	354	39	393
South Leg								
Approach	120	121	62	183	109	110	58	168
Departure	0	0	0	0	0	0	0	0
Total	120	121	62	183	109	110	58	168
East Leg								
Approach	133	135	151	286	117	122	133	255
Departure	92	104	23	254	133	146	139	285
Total	225	239	174	540	250	268	272	540
West Leg								
Approach	447	457	80	537	529	540	74	614
Departure	222	223	99	322	215	217	87	304
Total	669	680	179	859	744	757	161	918
Northeast Leg								
Approach	251	252	8	260	197	198	7	205
Departure	187	187	8	195	253	253	7	260
Total	438	439	16	455	450	451	14	465
Total Approaches								
Approach	951	965	301	1,266	952	970	272	1,242
Departure	951	965	174	1,266	952	970	272	1,242
Total	1,902	1,930	475	2,532	1,904	1,940	544	2,484

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Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
5 Barney Road/Locust Street								
NBL	17	17	76	93	42	42	69	111
NBT	0	0	0	0	0	0	0	0
NBR	1	1	3	4	0	0	3	3
SBL	3	3	0	3	1	1	0	1
SBT	1	1	0	1	0	0	0	0
SBR	4	4	0	4	8	8	0	8
EBL	6	6	0	6	8	8	0	8
EBT	47	47	3	50	122	122	3	125
EBR	51	51	58	109	16	16	62	78
WBL	4	4	13	17	0	0	11	11
WBT	114	114	(7)	107	72	72	(5)	67
WBR	1	1	0	1	0	0	0	0
North Leg								
Approach	8	8	0	8	9	9	0	9
Departure	7	7	0	7	8	8	0	8
Total	15	15	0	15	17	17	0	17
South Leg								
Approach	18	18	79	97	42	42	72	114
Departure	56	56	71	127	16	16	73	89
Total	74	74	150	224	58	58	145	203
East Leg								
Approach	119	119	6	125	72	72	6	78
Departure	51	51	6	57	123	123	6	129
Total	170	170	12	182	195	195	12	207
West Leg								
Approach	104	104	61	165	146	146	65	211
Departure	135	135	69	204	122	122	64	186
Total	239	239	130	369	268	268	129	397
Total Approaches								
Approach	249	249	146	395	269	269	143	412
Departure	249	249	146	395	269	269	143	412
Total	498	498	292	790	538	538	286	824

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Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
6 Project Driveway 1/Locust Street								
NBL	0	0	81	81	0	0	69	69
NBT	0	0	0	0	0	0	0	0
NBR	0	0	6	6	0	0	7	7
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	104	104	55	159	146	146	58	204
EBR	0	0	94	94	0	0	80	80
WBL	0	0	0	0	0	0	0	0
WBT	135	135	69	204	122	122	64	186
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	87	87	0	0	76	76
Departure	0	0	94	94	0	0	80	80
Total	0	0	181	181	0	0	156	156
East Leg								
Approach	135	135	69	204	122	122	64	186
Departure	104	104	61	165	146	146	65	211
Total	239	239	130	369	268	268	129	397
West Leg								
Approach	104	104	149	253	146	146	138	284
Departure	135	135	150	285	122	122	133	255
Total	239	239	299	538	268	268	271	539
Total Approaches								
Approach	239	239	305	544	268	268	278	546
Departure	239	239	305	544	268	268	278	546
Total	478	478	610	1,088	536	536	556	1,092

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Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
7 Barney Road/Project Driveway 2								
NBL	0	0	1	1	0	0	1	1
NBT	18	18	35	53	42	42	35	77
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	56	56	34	90	16	16	41	57
SBR	0	0	40	40	0	0	33	33
EBL	0	0	45	45	0	0	37	37
EBT	0	0	0	0	0	0	0	0
EBR	0	0	3	3	0	0	1	1
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	56	56	74	130	16	16	74	90
Departure	18	18	80	98	42	42	72	114
Total	74	74	154	228	58	58	146	204
South Leg								
Approach	18	18	36	54	42	42	36	78
Departure	56	56	37	93	16	16	42	58
Total	74	74	73	147	58	58	78	136
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
West Leg								
Approach	0	0	48	48	0	0	38	38
Departure	0	0	41	41	0	0	34	34
Total	0	0	89	89	0	0	72	72
Total Approaches								
Approach	74	74	158	232	58	58	148	206
Departure	74	74	158	232	58	58	148	206
Total	148	148	316	464	116	116	296	412

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Table C.1: Existing Peak Hour Volume Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project	Unadjusted Existing w/o Project	Balanced Existing w/o Project	Net Project Trips	Existing Plus Project
8 Barney Road/Project Driveway 3								
NBL	0	0	0	0	0	0	0	0
NBT	18	18	0	18	42	42	0	42
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	56	56	0	56	16	16	0	16
SBR	0	0	34	34	0	0	41	41
EBL	0	0	36	36	0	0	36	36
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	56	56	34	90	16	16	41	57
Departure	18	18	36	54	42	42	36	78
Total	74	74	70	144	58	58	77	135
South Leg								
Approach	18	18	0	18	42	42	0	42
Departure	56	56	0	56	16	16	0	16
Total	74	74	0	74	58	58	0	58
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
West Leg								
Approach	0	0	36	36	0	0	36	36
Departure	0	0	34	34	0	0	41	41
Total	0	0	70	70	0	0	77	77
Total Approaches								
Approach	74	74	70	144	58	58	77	135
Departure	74	74	70	144	58	58	77	135
Total	148	148	140	288	116	116	154	270

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Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
1 State Route 273-Interstate 5 Ramps/Pleasant Hills Drive										
NBL	93	0	93	0	93	93	0	93	0	93
NBT	166	0	166	0	166	116	0	116	0	116
NBR	9	0	9	0	9	26	0	26	0	26
SBL	3	0	3	0	3	14	0	14	0	14
SBT	242	6	248	63	317	242	24	266	55	321
SBR	229	0	229	5	234	461	0	461	4	465
EBL	323	0	323	5	328	354	0	354	4	358
EBT	7	0	7	0	7	20	0	20	0	20
EBR	79	0	79	0	79	156	0	156	0	156
WBL	2	0	2	0	2	31	0	31	0	31
WBT	4	0	4	0	4	27	0	27	0	27
WBR	10	0	10	0	10	27	0	27	0	27
North Leg										
Approach	474	6	480	68	554	717	24	741	59	800
Departure	499	0	499	5	504	497	0	497	4	501
Total	973	6	979	73	1,058	1,214	24	1,238	63	1,301
South Leg										
Approach	268	0	268	0	268	235	0	235	0	235
Departure	323	6	329	63	398	429	24	453	55	508
Total	591	6	597	63	666	664	24	688	55	743
East Leg										
Approach	16	0	16	0	16	85	0	85	0	85
Departure	19	0	19	0	19	60	0	60	0	60
Total	35	0	35	0	35	145	0	145	0	145
West Leg										
Approach	409	0	409	5	414	530	0	530	4	534
Departure	326	0	326	5	331	581	0	581	4	585
Total	735	0	735	10	745	1,111	0	1,111	8	1,119
Total Approaches										
Approach	1,167	6	1,173	73	1,252	1,567	24	1,591	63	1,654
Departure	1,167	6	1,173	73	1,252	1,567	24	1,591	63	1,654
Total	2,334	12	2,346	146	2,504	3,134	48	3,182	126	3,308

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Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
2 State Route 273/Factory Outlets Drive										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	303	0	303	0	303	313	0	313	0	313
NBR	196	0	196	5	201	184	0	184	4	188
SBL	177	27	204	31	262	178	11	189	29	218
SBT	250	0	250	0	250	341	0	341	0	341
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	224	6	230	68	304	375	24	399	59	458
WBT	0	0	0	0	0	0	0	0	0	0
WBR	179	7	186	31	224	205	25	230	28	258
North Leg										
Approach	427	27	454	31	512	519	11	530	29	559
Departure	482	7	489	31	527	518	25	543	28	571
Total	909	34	943	62	1,039	1,037	36	1,073	57	1,130
South Leg										
Approach	499	0	499	5	504	497	0	497	4	501
Departure	474	6	480	68	554	716	24	740	59	799
Total	973	6	979	73	1,058	1,213	24	1,237	63	1,300
East Leg										
Approach	403	13	416	99	528	580	49	629	87	716
Departure	373	27	400	36	463	362	11	373	33	406
Total	776	40	816	135	991	942	60	1,002	120	1,122
West 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
Total Approaches										
Approach	1,329	40	1,369	135	1,544	1,596	60	1,656	120	1,776
Departure	1,329	40	1,369	135	1,544	1,596	60	1,656	120	1,776
Total	2,658	80	2,738	270	3,088	3,192	120	3,312	240	3,552

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Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
3 Interstate 5 Southbound Off-Ramp/Factory Outlets Drive										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	70	24	94	43	161	146	9	155	40	195
SBT	0	0	0	0	0	0	0	0	0	0
SBR	189	0	189	0	189	433	0	433	0	433
EBL	0	0	0	0	0	0	0	0	0	0
EBT	387	27	414	36	477	394	11	405	33	438
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	223	14	237	99	350	217	49	266	87	353
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	259	24	283	43	350	579	9	588	40	628
Departure	0	0	0	0	0	0	0	0	0	0
Total	259	24	283	43	350	579	9	588	40	628
South 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
East Leg										
Approach	223	14	237	99	350	217	49	266	87	353
Departure	457	51	508	79	638	540	20	560	73	633
Total	680	65	745	178	988	757	69	826	160	986
West Leg										
Approach	387	27	414	36	477	394	11	405	33	438
Departure	412	14	426	99	539	650	49	699	87	786
Total	799	41	840	135	1,016	1,044	60	1,104	120	1,224
Total Approaches										
Approach	869	65	934	178	1,177	1,190	69	1,259	160	1,419
Departure	869	65	934	178	1,177	1,190	69	1,259	160	1,419
Total	1,738	130	1,868	356	2,354	2,380	138	2,518	320	2,838

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Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
4 Interstate 5 Northbound Ramps/Factory Outlet Drive/Locust Street/Deschutes Road										
NBL	15	0	15	0	15	23	0	23	0	23
NBT	6	0	6	0	6	0	0	0	0	0
NBBR	93	0	93	0	93	77	0	77	0	77
NBR	7	25	32	62	94	10	9	19	58	77
SBHL	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	279	0	279	0	279	247	0	247	0	247
EBBL	89	0	89	0	89	165	0	165	0	165
EBT	89	51	140	80	220	128	20	148	74	222
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	40	14	54	99	153	42	49	91	87	178
WBR	90	6	96	44	140	69	24	93	39	132
WBHR	5	5	10	8	18	11	15	26	7	33
SWBHL	8	16	24	8	32	8	7	15	7	22
SWBBL	0	0	0	0	0	0	0	0	0	0
SWBBR	168	0	168	0	168	152	0	152	0	152
SWBHR	76	0	76	0	76	38	0	38	0	38
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	451	6	457	44	501	354	24	378	39	417
Total	451	6	457	44	501	354	24	378	39	417
South Leg										
Approach	121	25	146	62	208	110	9	119	58	177
Departure	0	0	0	0	0	0	0	0	0	0
Total	121	25	146	62	208	110	9	119	58	177
East Leg										
Approach	135	25	160	151	311	122	88	210	133	343
Departure	104	92	196	150	346	146	36	182	139	321
Total	239	117	356	301	657	268	124	392	272	664
West Leg										
Approach	457	51	508	80	588	540	20	560	74	634
Departure	223	14	237	99	336	217	49	266	87	353
Total	680	65	745	179	924	757	69	826	161	987
Northeast Leg										
Approach	252	16	268	8	276	198	7	205	7	212
Departure	187	5	192	8	200	253	15	268	7	275
Total	439	21	460	16	476	451	22	473	14	487
Total Approaches										
Approach	965	117	1,082	301	1,383	970	124	1,094	272	1,366
Departure	965	117	1,082	301	1,383	970	124	1,094	272	1,366
Total	1,930	234	2,164	602	2,766	1,940	248	2,188	544	2,732

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Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
5 Barney Road/Locust Street										
NBL	17	23	40	76	116	42	76	118	69	187
NBT	0	0	0	0	0	0	0	0	0	0
NBR	1	0	1	3	4	0	0	0	3	3
SBL	3	0	3	0	3	1	0	1	0	1
SBT	1	0	1	0	1	0	0	0	0	0
SBR	4	0	4	0	4	8	0	8	0	8
EBL	6	0	6	0	6	8	0	8	0	8
EBT	47	12	59	3	74	122	3	125	3	128
EBR	51	79	130	58	267	16	34	50	62	112
WBL	4	0	4	13	17	0	0	0	11	11
WBT	114	2	116	(7)	111	72	12	84	(5)	79
WBR	1	0	1	0	1	0	0	0	0	0
North Leg										
Approach	8	0	8	0	8	9	0	9	0	9
Departure	7	0	7	0	7	8	0	8	0	8
Total	15	0	15	0	15	17	0	17	0	17
South Leg										
Approach	18	23	41	79	120	42	76	118	72	190
Departure	56	79	135	71	285	16	34	50	73	123
Total	74	102	176	150	405	58	110	168	145	313
East Leg										
Approach	119	2	121	6	129	72	12	84	6	90
Departure	51	12	63	6	81	123	3	126	6	132
Total	170	14	184	12	210	195	15	210	12	222
West Leg										
Approach	104	91	195	61	347	146	37	183	65	248
Departure	135	25	160	69	231	122	88	210	64	274
Total	239	116	355	130	578	268	125	393	129	522
Total Approaches										
Approach	249	116	365	146	604	269	125	394	143	537
Departure	249	116	365	146	604	269	125	394	143	537
Total	498	232	730	292	1,208	538	250	788	286	1,074

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Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
6 Project Driveway 1/Locust Street										
NBL	0	0	0	81	81	0	0	0	69	69
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	6	6	0	0	0	7	7
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	104	91	195	55	341	146	38	184	58	242
EBR	0	0	0	94	94	0	0	0	80	80
WBL	0	0	0	0	0	0	0	0	0	0
WBT	135	26	161	69	256	122	88	210	64	274
WBR	0	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	0	0	87	87	0	0	0	76	76
Departure	0	0	0	94	94	0	0	0	80	80
Total	0	0	0	181	181	0	0	0	156	156
East Leg										
Approach	135	26	161	69	256	122	88	210	64	274
Departure	104	91	195	61	347	146	38	184	65	249
Total	239	117	356	130	603	268	126	394	129	523
West Leg										
Approach	104	91	195	149	435	146	38	184	138	322
Departure	135	26	161	150	337	122	88	210	133	343
Total	239	117	356	299	772	268	126	394	271	665
Total Approaches										
Approach	239	117	356	305	778	268	126	394	278	672
Departure	239	117	356	305	778	268	126	394	278	672
Total	478	234	712	610	1,556	536	252	788	556	1,344

LSA

Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
7 Barney Road/Project Driveway 2										
NBL	0	0	0	1	1	0	0	0	1	1
NBT	18	23	41	35	99	42	76	118	35	153
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	56	79	135	34	248	16	34	50	41	91
SBR	0	0	0	40	40	0	0	0	33	33
EBL	0	0	0	45	45	0	0	0	37	37
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	3	3	0	0	0	1	1
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	56	79	135	74	288	16	34	50	74	124
Departure	18	23	41	80	144	42	76	118	72	190
Total	74	102	176	154	432	58	110	168	146	314
South Leg										
Approach	18	23	41	36	100	42	76	118	36	154
Departure	56	79	135	37	251	16	34	50	42	92
Total	74	102	176	73	351	58	110	168	78	246
East 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
West Leg										
Approach	0	0	0	48	48	0	0	0	38	38
Departure	0	0	0	41	41	0	0	0	34	34
Total	0	0	0	89	89	0	0	0	72	72
Total Approaches										
Approach	74	102	176	158	436	58	110	168	148	316
Departure	74	102	176	158	436	58	110	168	148	316
Total	148	204	352	316	872	116	220	336	296	632

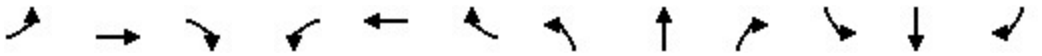
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Table C.2: Existing Plus Approved/Pending Projects Plus Project Peak Hour Volume Summary

	A.M. Peak Hour					P.M. Peak Hour				
	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project	Balanced Existing w/o Project	Pending Approved Project Trips	Existing w/ Pending + Approved	Net Project Trips	Existing Pending + Plus Project
8 Barney Road/Project Driveway 3										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	18	23	41	0	64	42	76	118	0	118
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	56	79	135	0	214	16	34	50	0	50
SBR	0	0	0	34	34	0	0	0	41	41
EBL	0	0	0	36	36	0	0	0	36	36
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	56	79	135	34	248	16	34	50	41	91
Departure	18	23	41	36	100	42	76	118	36	154
Total	74	102	176	70	348	58	110	168	77	245
South Leg										
Approach	18	23	41	0	64	42	76	118	0	118
Departure	56	79	135	0	214	16	34	50	0	50
Total	74	102	176	0	278	58	110	168	0	168
East 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
West Leg										
Approach	0	0	0	36	36	0	0	0	36	36
Departure	0	0	0	34	34	0	0	0	41	41
Total	0	0	0	70	70	0	0	0	77	77
Total Approaches										
Approach	74	102	176	70	348	58	110	168	77	245
Departure	74	102	176	70	348	58	110	168	77	245
Total	148	204	352	140	696	116	220	336	154	490

APPENDIX D

LEVEL OF SERVICE REPORTS



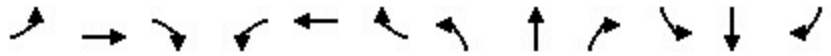
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	7	79	2	4	10	93	166	9	3	242	229
Future Volume (veh/h)	323	7	79	2	4	10	93	166	9	3	242	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1885	1885	1885	1811	1811	1811	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	340	7	83	2	4	11	98	175	9	3	255	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	6	6	6	3	3	3	3	3	3
Cap, veh/h	669	286	243	156	92	77	584	1466	654	14	894	700
Arrive On Green	0.19	0.15	0.15	0.09	0.05	0.05	0.17	0.42	0.42	0.01	0.25	0.25
Sat Flow, veh/h	3483	1885	1598	1725	1811	1530	3428	3526	1572	1767	3526	1571
Grp Volume(v), veh/h	340	7	83	2	4	11	98	175	9	3	255	241
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1725	1811	1530	1714	1763	1572	1767	1763	1571
Q Serve(g_s), s	5.5	0.2	1.8	0.1	0.1	0.4	1.5	1.9	0.1	0.1	3.6	6.3
Cycle Q Clear(g_c), s	5.5	0.2	1.8	0.1	0.1	0.4	1.5	1.9	0.1	0.1	3.6	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	669	286	243	156	92	77	584	1466	654	14	894	700
V/C Ratio(X)	0.51	0.02	0.34	0.01	0.04	0.14	0.17	0.12	0.01	0.21	0.29	0.34
Avail Cap(c_a), veh/h	1117	363	307	304	1133	957	715	3110	1387	283	3110	1687
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	22.6	22.5	9.2	25.8	28.2	28.3	22.1	11.2	3.0	30.7	18.7	11.3
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.0	0.2	1.0	0.1	0.1	0.0	5.2	0.6	1.1
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	2.2	0.1	1.1	0.0	0.1	0.2	0.6	0.6	0.1	0.1	1.4	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.2	22.5	10.2	25.8	28.4	29.3	22.2	11.3	3.0	36.0	19.4	12.4
LnGrp LOS	C	C	B	C	C	C	C	B	A	D	B	B
Approach Vol, veh/h		430			17			282			499	
Approach Delay, s/veh		20.7			28.7			14.8			16.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	32.9	10.2	14.1	15.2	22.8	16.6	7.8
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.1	3.9	2.1	3.8	3.5	8.3	7.5	2.4
Green Ext Time (p_c), s	0.0	2.9	0.0	0.2	0.1	7.4	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

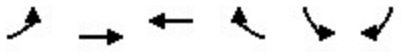


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	224	0	179	0	303	196	177	250	0
Future Volume (veh/h)	0	0	0	224	0	179	0	303	196	177	250	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.98	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1870	1870	1856	1856	0
Adj Flow Rate, veh/h				307	0	131	0	333	215	195	275	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				3	3	3	0	2	2	3	3	0
Cap, veh/h				940	0	418	0	842	788	380	1876	0
Arrive On Green				0.27	0.00	0.27	0.00	0.24	0.24	0.22	0.53	0.00
Sat Flow, veh/h				3534	0	1572	0	3647	1548	1767	3618	0
Grp Volume(v), veh/h				307	0	131	0	333	215	195	275	0
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1777	1548	1767	1763	0
Q Serve(g_s), s				3.7	0.0	3.5	0.0	4.1	4.2	5.1	2.1	0.0
Cycle Q Clear(g_c), s				3.7	0.0	3.5	0.0	4.1	4.2	5.1	2.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				940	0	418	0	842	788	380	1876	0
V/C Ratio(X)				0.33	0.00	0.31	0.00	0.40	0.27	0.51	0.15	0.00
Avail Cap(c_a), veh/h				1346	0	599	0	2706	1600	505	2349	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				15.5	0.0	15.4	0.0	16.9	7.5	18.2	6.2	0.0
Incr Delay (d2), s/veh				0.2	0.0	0.5	0.0	0.6	0.4	1.1	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.3	0.0	1.2	0.0	1.5	1.2	1.8	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				15.7	0.0	15.9	0.0	17.5	7.9	19.3	6.3	0.0
LnGrp LOS				B		B		B	A	B	A	
Approach Vol, veh/h					438			548			470	
Approach Delay, s/veh					15.8			13.8			11.7	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	15.5	18.4			33.9		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.0	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	17.1	6.2			4.1		5.7					
Green Ext Time (p_c), s	0.3	6.0			1.6		1.7					

Intersection Summary		
HCM 7th Control Delay, s/veh	13.7	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	387	223	0	70	189
Future Volume (veh/h)	0	387	223	0	70	189
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1826	1826
Adj Flow Rate, veh/h	0	425	245	0	77	208
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	5	5
Cap, veh/h	0	1387	730	0	343	305
Arrive On Green	0.00	0.39	0.39	0.00	0.20	0.20
Sat Flow, veh/h	0	3711	1856	0	1739	1547
Grp Volume(v), veh/h	0	425	245	0	77	208
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1739	1547
Q Serve(g_s), s	0.0	2.1	2.3	0.0	0.9	3.2
Cycle Q Clear(g_c), s	0.0	2.1	2.3	0.0	0.9	3.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1387	730	0	343	305
V/C Ratio(X)	0.00	0.31	0.34	0.00	0.22	0.68
Avail Cap(c_a), veh/h	0	4161	2190	0	1710	1522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	5.4	0.0	8.6	9.5
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	0.2	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.5	0.0	0.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	5.5	5.8	0.0	8.8	11.4
LnGrp LOS		A	A		A	B
Approach Vol, veh/h		425	245		285	
Approach Delay, s/veh		5.5	5.8		10.7	
Approach LOS		A	A		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.1	10.3	15.1
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	4.1	5.2	4.3
Green Ext Time (p_c), s	4.1	0.6	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.1
HCM 7th LOS	A

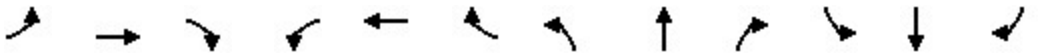
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	47	51	4	114	1	17	0	1	3	1	4
Future Vol, veh/h	6	47	51	4	114	1	17	0	1	3	1	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	13	13	13	11	11	11	33	33	33	13	13	13
Mvmt Flow	7	58	63	5	141	1	21	0	1	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	121	0	0	256	256	90	224	287	141
Stage 1	-	-	-	-	-	-	104	104	-	151	151	-
Stage 2	-	-	-	-	-	-	151	152	-	73	136	-
Critical Hdwy	4.23	-	-	4.21	-	-	7.43	6.83	6.53	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Follow-up Hdwy	2.317	-	-	2.299	-	-	3.797	4.297	3.597	3.617	4.117	3.417
Pot Cap-1 Maneuver	1376	-	-	1412	-	-	638	598	889	709	605	878
Stage 1	-	-	-	-	-	-	831	753	-	826	752	-
Stage 2	-	-	-	-	-	-	783	716	-	910	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	1412	-	-	627	592	889	701	599	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	627	592	-	701	599	-
Stage 1	-	-	-	-	-	-	826	748	-	823	749	-
Stage 2	-	-	-	-	-	-	774	714	-	903	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.44	0.25	10.85	9.79
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	94	-	-	60	-	-	762
HCM Lane V/C Ratio	0.035	0.005	-	-	0.003	-	-	0.013
HCM Ctrl Dly (s/v)	10.8	7.6	0	-	7.6	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



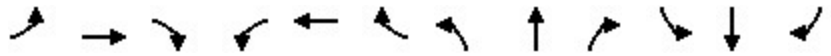
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	20	156	31	27	27	93	116	26	14	242	461
Future Volume (veh/h)	354	20	156	31	27	27	93	116	26	14	242	461
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	381	22	168	33	29	29	100	125	28	15	260	496
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, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	492	263	223	185	192	162	475	1686	752	63	1332	817
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.14	0.48	0.48	0.04	0.37	0.37
Sat Flow, veh/h	3483	1885	1598	1810	1900	1606	3428	3526	1572	1781	3554	1584
Grp Volume(v), veh/h	381	22	168	33	29	29	100	125	28	15	260	496
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1810	1900	1606	1714	1763	1572	1781	1777	1584
Q Serve(g_s), s	9.0	0.9	6.1	1.4	1.2	1.4	2.2	1.6	0.4	0.7	4.2	18.8
Cycle Q Clear(g_c), s	9.0	0.9	6.1	1.4	1.2	1.4	2.2	1.6	0.4	0.7	4.2	18.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	492	263	223	185	192	162	475	1686	752	63	1332	817
V/C Ratio(X)	0.77	0.08	0.75	0.18	0.15	0.18	0.21	0.07	0.04	0.24	0.20	0.61
Avail Cap(c_a), veh/h	820	266	226	234	872	737	524	2281	1018	210	2300	1249
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	35.2	31.8	17.9	34.9	34.9	35.0	32.5	12.0	3.5	39.9	17.9	14.5
Incr Delay (d2), s/veh	2.7	0.2	13.7	0.3	0.4	0.6	0.2	0.1	0.1	1.5	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	3.9	0.4	3.1	0.6	0.6	0.6	0.9	0.6	0.3	0.3	1.6	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	32.0	31.5	35.2	35.3	35.6	32.6	12.1	3.5	41.4	18.2	17.1
LnGrp LOS	D	C	C	D	D	D	C	B	A	D	B	B
Approach Vol, veh/h		571			91			253			771	
Approach Delay, s/veh		35.8			35.4			19.3			18.0	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	47.6	13.3	16.5	16.4	38.8	16.6	13.2
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.4	8.1	4.2	20.8	11.0	3.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.3	0.1	11.1	1.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



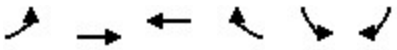
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	375	0	205	0	313	184	178	341	0
Future Volume (veh/h)	0	0	0	375	0	205	0	313	184	178	341	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h				458	0	143	0	326	192	185	355	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				1	1	1	0	1	1	2	2	0
Cap, veh/h				974	0	433	0	809	794	385	1860	0
Arrive On Green				0.27	0.00	0.27	0.00	0.23	0.23	0.22	0.52	0.00
Sat Flow, veh/h				3591	0	1598	0	3676	1598	1781	3647	0
Grp Volume(v), veh/h				458	0	143	0	326	192	185	355	0
Grp Sat Flow(s),veh/h/ln				1795	0	1598	0	1791	1598	1781	1777	0
Q Serve(g_s), s				5.5	0.0	3.7	0.0	4.0	3.5	4.7	2.7	0.0
Cycle Q Clear(g_c), s				5.5	0.0	3.7	0.0	4.0	3.5	4.7	2.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				974	0	433	0	809	794	385	1860	0
V/C Ratio(X)				0.47	0.00	0.33	0.00	0.40	0.24	0.48	0.19	0.00
Avail Cap(c_a), veh/h				1391	0	619	0	2776	1671	518	2410	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				15.7	0.0	15.1	0.0	17.0	7.4	17.7	6.5	0.0
Incr Delay (d2), s/veh				0.4	0.0	0.5	0.0	0.7	0.3	0.9	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.0	0.0	1.2	0.0	1.4	1.0	1.7	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.1	0.0	15.6	0.0	17.7	7.8	18.6	6.6	0.0
LnGrp LOS				B		B		B	A	B	A	
Approach Vol, veh/h					601			518			540	
Approach Delay, s/veh					16.0			14.0			10.7	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	15.4	17.7			33.0		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.0	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	16.7	6.0			4.7		7.5					
Green Ext Time (p_c), s	0.3	5.7			2.2		2.3					

Intersection Summary		
HCM 7th Control Delay, s/veh	13.7	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	394	217	0	146	433
Future Volume (veh/h)	0	394	217	0	146	433
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1885	1856	0	1870	1870
Adj Flow Rate, veh/h	0	415	228	0	154	456
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	0	2	2
Cap, veh/h	0	1119	580	0	646	575
Arrive On Green	0.00	0.31	0.31	0.00	0.36	0.36
Sat Flow, veh/h	0	3770	1856	0	1781	1585
Grp Volume(v), veh/h	0	415	228	0	154	456
Grp Sat Flow(s),veh/h/ln	0	1791	1856	0	1781	1585
Q Serve(g_s), s	0.0	2.9	3.1	0.0	1.9	8.2
Cycle Q Clear(g_c), s	0.0	2.9	3.1	0.0	1.9	8.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1119	580	0	646	575
V/C Ratio(X)	0.00	0.37	0.39	0.00	0.24	0.79
Avail Cap(c_a), veh/h	0	3357	1739	0	1391	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.6	8.6	0.0	7.1	9.1
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.0	0.1	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.9	0.0	0.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	8.8	9.2	0.0	7.3	11.0
LnGrp LOS		A	A		A	B
Approach Vol, veh/h		415	228		610	
Approach Delay, s/veh		8.8	9.2		10.1	
Approach LOS		A	A		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.1	16.9	15.1
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	4.9	10.2	5.1
Green Ext Time (p_c), s	3.9	1.4	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

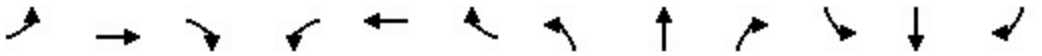
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	122	16	0	72	0	42	0	0	1	0	8
Future Vol, veh/h	8	122	16	0	72	0	42	0	0	1	0	8
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	13	13	13	13	13	7	7	7	0	0	0
Mvmt Flow	9	144	19	0	85	0	49	0	0	1	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	162	0	0	256	256	153	247	266	85
Stage 1	-	-	-	-	-	-	172	172	-	85	85	-
Stage 2	-	-	-	-	-	-	85	85	-	162	181	-
Critical Hdwy	4.23	-	-	4.23	-	-	7.17	6.57	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	2.317	-	-	3.563	4.063	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1445	-	-	1352	-	-	686	639	880	711	643	980
Stage 1	-	-	-	-	-	-	819	747	-	928	829	-
Stage 2	-	-	-	-	-	-	911	815	-	844	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1352	-	-	675	634	880	706	639	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	675	634	-	706	639	-
Stage 1	-	-	-	-	-	-	813	742	-	928	829	-
Stage 2	-	-	-	-	-	-	902	815	-	838	748	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.41	0	10.75	8.88
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	96	-	-	1352	-	-	939
HCM Lane V/C Ratio	0.073	0.007	-	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	10.8	7.5	0	-	0	-	-	8.9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0



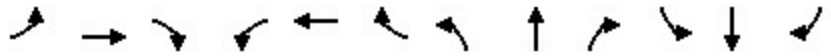
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	7	79	2	4	10	93	166	9	3	305	234
Future Volume (veh/h)	328	7	79	2	4	10	93	166	9	3	305	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1885	1885	1885	1811	1811	1811	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	345	7	83	2	4	11	98	175	9	3	321	246
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	6	6	6	3	3	3	3	3	3
Cap, veh/h	650	282	239	151	91	77	574	1517	677	14	956	720
Arrive On Green	0.19	0.15	0.15	0.09	0.05	0.05	0.17	0.43	0.43	0.01	0.27	0.27
Sat Flow, veh/h	3483	1885	1598	1725	1811	1529	3428	3526	1572	1767	3526	1571
Grp Volume(v), veh/h	345	7	83	2	4	11	98	175	9	3	321	246
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1725	1811	1529	1714	1763	1572	1767	1763	1571
Q Serve(g_s), s	5.7	0.2	1.9	0.1	0.1	0.4	1.6	1.9	0.1	0.1	4.7	6.5
Cycle Q Clear(g_c), s	5.7	0.2	1.9	0.1	0.1	0.4	1.6	1.9	0.1	0.1	4.7	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	282	239	151	91	77	574	1517	677	14	956	720
V/C Ratio(X)	0.53	0.02	0.35	0.01	0.04	0.14	0.17	0.12	0.01	0.21	0.34	0.34
Avail Cap(c_a), veh/h	1086	353	299	296	1101	930	695	3024	1349	276	3024	1641
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	23.5	23.3	9.9	26.7	29.0	29.1	22.9	10.9	2.9	31.6	18.7	11.2
Incr Delay (d2), s/veh	0.7	0.0	1.0	0.0	0.2	1.0	0.1	0.1	0.0	5.2	0.7	1.0
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	2.3	0.1	1.1	0.0	0.1	0.2	0.6	0.6	0.1	0.1	1.8	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	23.3	10.9	26.7	29.2	30.1	23.0	11.1	3.0	36.8	19.5	12.2
LnGrp LOS	C	C	B	C	C	C	C	B	A	D	B	B
Approach Vol, veh/h		435			17			282			570	
Approach Delay, s/veh		21.7			29.5			15.0			16.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	34.6	10.2	14.2	15.3	24.4	16.6	7.8
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.1	3.9	2.1	3.9	3.6	8.5	7.7	2.4
Green Ext Time (p_c), s	0.0	2.9	0.0	0.2	0.1	8.8	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.0
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



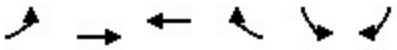
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	292	0	210	0	303	201	208	250	0
Future Volume (veh/h)	0	0	0	292	0	210	0	303	201	208	250	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.98	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1870	1870	1856	1856	0
Adj Flow Rate, veh/h				393	0	154	0	333	221	229	275	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				3	3	3	0	2	2	3	3	0
Cap, veh/h				932	0	415	0	849	788	386	1892	0
Arrive On Green				0.26	0.00	0.26	0.00	0.24	0.24	0.22	0.54	0.00
Sat Flow, veh/h				3534	0	1572	0	3647	1548	1767	3618	0
Grp Volume(v), veh/h				393	0	154	0	333	221	229	275	0
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1777	1548	1767	1763	0
Q Serve(g_s), s				4.9	0.0	4.2	0.0	4.2	4.4	6.2	2.1	0.0
Cycle Q Clear(g_c), s				4.9	0.0	4.2	0.0	4.2	4.4	6.2	2.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				932	0	415	0	849	788	386	1892	0
V/C Ratio(X)				0.42	0.00	0.37	0.00	0.39	0.28	0.59	0.15	0.00
Avail Cap(c_a), veh/h				1332	0	593	0	2678	1584	499	2325	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				16.2	0.0	15.9	0.0	17.0	7.7	18.6	6.2	0.0
Incr Delay (d2), s/veh				0.4	0.0	0.7	0.0	0.6	0.4	1.5	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	1.4	0.0	1.5	1.2	2.2	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.6	0.0	16.6	0.0	17.6	8.1	20.1	6.2	0.0
LnGrp LOS				B		B		B	A	C	A	
Approach Vol, veh/h					547			554			504	
Approach Delay, s/veh					16.6			13.8			12.5	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	15.8	18.7			34.5		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.6	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	18.2	6.4			4.1		6.9					
Green Ext Time (p_c), s	0.3	6.1			1.6		2.1					

Intersection Summary		
HCM 7th Control Delay, s/veh	14.3	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	423	322	0	113	189
Future Volume (veh/h)	0	423	322	0	113	189
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1826	1826
Adj Flow Rate, veh/h	0	465	354	0	124	208
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	5	5
Cap, veh/h	0	1369	721	0	361	321
Arrive On Green	0.00	0.39	0.39	0.00	0.21	0.21
Sat Flow, veh/h	0	3711	1856	0	1739	1547
Grp Volume(v), veh/h	0	465	354	0	124	208
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1739	1547
Q Serve(g_s), s	0.0	2.4	3.7	0.0	1.6	3.2
Cycle Q Clear(g_c), s	0.0	2.4	3.7	0.0	1.6	3.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1369	721	0	361	321
V/C Ratio(X)	0.00	0.34	0.49	0.00	0.34	0.65
Avail Cap(c_a), veh/h	0	4108	2162	0	1689	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.5	5.9	0.0	8.7	9.3
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.0	0.4	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.8	0.0	0.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	5.8	6.7	0.0	9.1	11.0
LnGrp LOS		A	A		A	B
Approach Vol, veh/h		465	354		332	
Approach Delay, s/veh		5.8	6.7		10.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.1	10.6	15.1
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	4.4	5.2	5.7
Green Ext Time (p_c), s	4.5	0.7	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	7.3
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	50	109	17	107	1	93	0	4	3	1	4
Future Vol, veh/h	6	50	109	17	107	1	93	0	4	3	1	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	13	13	13	11	11	11	33	33	33	13	13	13
Mvmt Flow	7	62	135	21	132	1	115	0	5	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	196	0	0	319	319	129	251	386	133
Stage 1	-	-	-	-	-	-	144	144	-	175	175	-
Stage 2	-	-	-	-	-	-	175	175	-	77	211	-
Critical Hdwy	4.23	-	-	4.21	-	-	7.43	6.83	6.53	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Follow-up Hdwy	2.317	-	-	2.299	-	-	3.797	4.297	3.597	3.617	4.117	3.417
Pot Cap-1 Maneuver	1386	-	-	1324	-	-	578	550	844	680	531	888
Stage 1	-	-	-	-	-	-	790	722	-	802	734	-
Stage 2	-	-	-	-	-	-	760	699	-	906	707	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1324	-	-	561	537	844	660	519	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	537	-	660	519	-
Stage 1	-	-	-	-	-	-	786	718	-	788	721	-
Stage 2	-	-	-	-	-	-	741	687	-	895	703	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.28	1.06	13.01	10.01
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	58	-	-	244	-	-	729
HCM Lane V/C Ratio	0.211	0.005	-	-	0.016	-	-	0.014
HCM Ctrl Dly (s/v)	13	7.6	0	-	7.8	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	159	94	0	204	81	6
Future Vol, veh/h	159	94	0	204	81	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	14	0	0
Mvmt Flow	173	102	0	222	88	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	275	0	446	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1300	-	574	821
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	574	821
Mov Cap-2 Maneuver	-	-	-	-	574	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	820	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	586	-	-	1300	-
HCM Lane V/C Ratio	0.161	-	-	-	-
HCM Ctrl Dly (s/v)	12.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	3	1	53	90	40
Future Vol, veh/h	45	3	1	53	90	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	33	11	0
Mvmt Flow	49	3	1	58	98	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	179	120	141	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	815	937	1454	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	814	937	1454	-	-	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.68	0.14	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	33	-	821	-	-
HCM Lane V/C Ratio	0.001	-	0.064	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

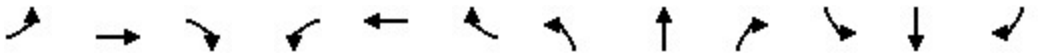
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	18	56	34
Future Vol, veh/h	36	0	0	18	56	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	0	33	11	100
Mvmt Flow	39	0	0	20	61	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	79	98	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	709	766	1508	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	766	1508	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.38	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1508	-	709	-	-
HCM Lane V/C Ratio	-	-	0.055	-	-
HCM Ctrl Dly (s/v)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



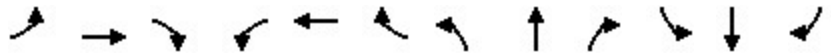
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	20	156	31	27	27	93	116	26	14	297	465
Future Volume (veh/h)	358	20	156	31	27	27	93	116	26	14	297	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	385	22	168	33	29	29	100	125	28	15	319	500
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, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	491	258	219	188	190	160	467	1709	762	62	1362	830
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.14	0.48	0.48	0.03	0.38	0.38
Sat Flow, veh/h	3483	1885	1598	1810	1900	1606	3428	3526	1572	1781	3554	1584
Grp Volume(v), veh/h	385	22	168	33	29	29	100	125	28	15	319	500
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1810	1900	1606	1714	1763	1572	1781	1777	1584
Q Serve(g_s), s	9.3	0.9	6.3	1.4	1.2	1.4	2.3	1.6	0.4	0.7	5.3	19.0
Cycle Q Clear(g_c), s	9.3	0.9	6.3	1.4	1.2	1.4	2.3	1.6	0.4	0.7	5.3	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	491	258	219	188	190	160	467	1709	762	62	1362	830
V/C Ratio(X)	0.78	0.09	0.77	0.18	0.15	0.18	0.21	0.07	0.04	0.24	0.23	0.60
Avail Cap(c_a), veh/h	803	261	221	229	854	722	514	2235	997	205	2252	1227
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	36.0	32.7	18.7	35.5	35.7	35.8	33.3	11.9	3.4	40.8	18.1	14.4
Incr Delay (d2), s/veh	2.8	0.2	15.4	0.3	0.4	0.6	0.2	0.1	0.1	1.5	0.3	2.5
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	4.1	0.4	3.2	0.7	0.6	0.6	0.9	0.6	0.3	0.3	2.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	32.9	34.0	35.8	36.2	36.5	33.5	12.0	3.5	42.2	18.4	16.9
LnGrp LOS	D	C	C	D	D	D	C	B	A	D	B	B
Approach Vol, veh/h		575			91			253			834	
Approach Delay, s/veh		37.2			36.1			19.6			17.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	49.1	13.6	16.5	16.4	40.3	16.8	13.3
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.4	8.3	4.3	21.0	11.3	3.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.3	0.1	12.2	1.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	25.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



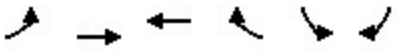
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	434	0	233	0	313	188	207	341	0
Future Volume (veh/h)	0	0	0	434	0	233	0	313	188	207	341	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h				528	0	162	0	326	196	216	355	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				1	1	1	0	1	1	2	2	0
Cap, veh/h				967	0	430	0	808	791	393	1873	0
Arrive On Green				0.27	0.00	0.27	0.00	0.23	0.23	0.22	0.53	0.00
Sat Flow, veh/h				3591	0	1598	0	3676	1598	1781	3647	0
Grp Volume(v), veh/h				528	0	162	0	326	196	216	355	0
Grp Sat Flow(s),veh/h/ln				1795	0	1598	0	1791	1598	1781	1777	0
Q Serve(g_s), s				6.6	0.0	4.3	0.0	4.0	3.7	5.6	2.7	0.0
Cycle Q Clear(g_c), s				6.6	0.0	4.3	0.0	4.0	3.7	5.6	2.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				967	0	430	0	808	791	393	1873	0
V/C Ratio(X)				0.55	0.00	0.38	0.00	0.40	0.25	0.55	0.19	0.00
Avail Cap(c_a), veh/h				1381	0	614	0	2755	1659	514	2392	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				16.3	0.0	15.5	0.0	17.2	7.6	18.0	6.5	0.0
Incr Delay (d2), s/veh				0.6	0.0	0.7	0.0	0.7	0.3	1.2	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	1.5	0.0	1.4	1.1	2.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.9	0.0	16.1	0.0	17.8	7.9	19.2	6.5	0.0
LnGrp LOS				B		B		B	A	B	A	
Approach Vol, veh/h					690			522			571	
Approach Delay, s/veh					16.7			14.1			11.3	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	15.7	17.7			33.4		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.0	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	17.6	6.0			4.7		8.6					
Green Ext Time (p_c), s	0.3	5.7			2.2		2.6					

Intersection Summary		
HCM 7th Control Delay, s/veh	14.2	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	427	304	0	186	433
Future Volume (veh/h)	0	427	304	0	186	433
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1885	1856	0	1870	1870
Adj Flow Rate, veh/h	0	449	320	0	196	456
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	0	2	2
Cap, veh/h	0	1115	578	0	650	578
Arrive On Green	0.00	0.31	0.31	0.00	0.36	0.36
Sat Flow, veh/h	0	3770	1856	0	1781	1585
Grp Volume(v), veh/h	0	449	320	0	196	456
Grp Sat Flow(s),veh/h/ln	0	1791	1856	0	1781	1585
Q Serve(g_s), s	0.0	3.2	4.6	0.0	2.5	8.2
Cycle Q Clear(g_c), s	0.0	3.2	4.6	0.0	2.5	8.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1115	578	0	650	578
V/C Ratio(X)	0.00	0.40	0.55	0.00	0.30	0.79
Avail Cap(c_a), veh/h	0	3346	1733	0	1387	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	9.2	0.0	7.3	9.1
Incr Delay (d2), s/veh	0.0	0.3	1.2	0.0	0.2	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.5	0.0	0.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.0	10.4	0.0	7.5	10.9
LnGrp LOS		A	B		A	B
Approach Vol, veh/h		449	320		652	
Approach Delay, s/veh		9.0	10.4		9.9	
Approach LOS		A	B		A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.1	17.0	15.1
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	5.2	10.2	6.6
Green Ext Time (p_c), s	4.3	1.5	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	125	78	11	67	0	111	0	3	1	0	8
Future Vol, veh/h	8	125	78	11	67	0	111	0	3	1	0	8
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	13	13	13	13	13	7	7	7	0	0	0
Mvmt Flow	9	147	92	13	79	0	131	0	4	1	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	239	0	0	316	316	193	271	362	79
Stage 1	-	-	-	-	-	-	212	212	-	105	105	-
Stage 2	-	-	-	-	-	-	105	105	-	166	258	-
Critical Hdwy	4.23	-	-	4.23	-	-	7.17	6.57	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	2.317	-	-	3.563	4.063	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1453	-	-	1266	-	-	627	591	836	686	568	987
Stage 1	-	-	-	-	-	-	779	718	-	906	812	-
Stage 2	-	-	-	-	-	-	889	799	-	841	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1453	-	-	1266	-	-	609	581	836	671	558	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	609	581	-	671	558	-
Stage 1	-	-	-	-	-	-	773	712	-	896	804	-
Stage 2	-	-	-	-	-	-	871	790	-	831	693	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.28	1.11	12.5	8.88
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	614	63	-	-	254	-	-	938
HCM Lane V/C Ratio	0.219	0.006	-	-	0.01	-	-	0.011
HCM Ctrl Dly (s/v)	12.5	7.5	0	-	7.9	0	-	8.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	204	80	0	186	69	7
Future Vol, veh/h	204	80	0	186	69	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	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, %	13	0	0	10	0	0
Mvmt Flow	222	87	0	202	75	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	309	0	467	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1263	-	558	778
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1263	-	558	778
Mov Cap-2 Maneuver	-	-	-	-	558	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	837	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.35
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1263	-
HCM Lane V/C Ratio	0.144	-	-	-	-
HCM Ctrl Dly (s/v)	12.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	1	1	77	57	33
Future Vol, veh/h	37	1	1	77	57	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	7	0	0
Mvmt Flow	40	1	1	84	62	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	166	80	98	0	-	0
Stage 1	80	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	829	986	1508	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	986	1508	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.55	0.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	23	-	832	-	-
HCM Lane V/C Ratio	0.001	-	0.05	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

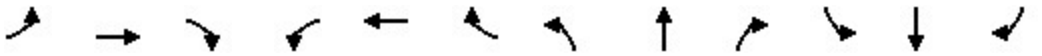
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	42	16	41
Future Vol, veh/h	36	0	0	42	16	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	0	7	0	100
Mvmt Flow	39	0	0	46	17	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	85	40	62	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	723	810	1554	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	723	810	1554	-	-	-
Mov Cap-2 Maneuver	723	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.26	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	723	-	-
HCM Lane V/C Ratio	-	-	0.054	-	-
HCM Ctrl Dly (s/v)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



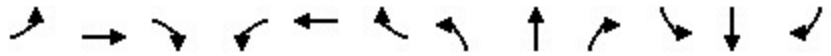
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	7	79	2	4	10	93	166	9	3	248	229
Future Volume (veh/h)	323	7	79	2	4	10	93	166	9	3	248	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1885	1885	1885	1811	1811	1811	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	340	7	83	2	4	11	98	175	9	3	261	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	6	6	6	3	3	3	3	3	3
Cap, veh/h	667	286	242	156	92	77	583	1470	656	14	899	702
Arrive On Green	0.19	0.15	0.15	0.09	0.05	0.05	0.17	0.42	0.42	0.01	0.25	0.25
Sat Flow, veh/h	3483	1885	1598	1725	1811	1530	3428	3526	1572	1767	3526	1571
Grp Volume(v), veh/h	340	7	83	2	4	11	98	175	9	3	261	241
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1725	1811	1530	1714	1763	1572	1767	1763	1571
Q Serve(g_s), s	5.5	0.2	1.8	0.1	0.1	0.4	1.5	1.9	0.1	0.1	3.7	6.3
Cycle Q Clear(g_c), s	5.5	0.2	1.8	0.1	0.1	0.4	1.5	1.9	0.1	0.1	3.7	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	667	286	242	156	92	77	583	1470	656	14	899	702
V/C Ratio(X)	0.51	0.02	0.34	0.01	0.04	0.14	0.17	0.12	0.01	0.21	0.29	0.34
Avail Cap(c_a), veh/h	1115	362	307	304	1130	955	713	3103	1384	283	3103	1684
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	22.6	22.6	9.3	25.9	28.2	28.4	22.2	11.2	3.0	30.8	18.7	11.3
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.0	0.2	1.0	0.1	0.1	0.0	5.2	0.6	1.1
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	2.2	0.1	1.1	0.0	0.1	0.2	0.6	0.6	0.1	0.1	1.4	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.2	22.6	10.3	25.9	28.5	29.4	22.3	11.3	3.0	36.0	19.4	12.4
LnGrp LOS	C	C	B	C	C	C	C	B	A	D	B	B
Approach Vol, veh/h		430			17			282			505	
Approach Delay, s/veh		20.7			28.7			14.8			16.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	33.0	10.2	14.1	15.2	22.9	16.6	7.8
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.1	3.9	2.1	3.8	3.5	8.3	7.5	2.4
Green Ext Time (p_c), s	0.0	2.9	0.0	0.2	0.1	7.5	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



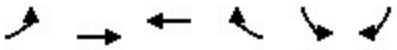
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	230	0	186	0	303	196	204	250	0
Future Volume (veh/h)	0	0	0	230	0	186	0	303	196	204	250	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.98	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1870	1870	1856	1856	0
Adj Flow Rate, veh/h				316	0	136	0	333	215	224	275	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				3	3	3	0	2	2	3	3	0
Cap, veh/h				936	0	416	0	840	785	386	1885	0
Arrive On Green				0.26	0.00	0.26	0.00	0.24	0.24	0.22	0.53	0.00
Sat Flow, veh/h				3534	0	1572	0	3647	1548	1767	3618	0
Grp Volume(v), veh/h				316	0	136	0	333	215	224	275	0
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1777	1548	1767	1763	0
Q Serve(g_s), s				3.8	0.0	3.7	0.0	4.2	4.3	6.0	2.1	0.0
Cycle Q Clear(g_c), s				3.8	0.0	3.7	0.0	4.2	4.3	6.0	2.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				936	0	416	0	840	785	386	1885	0
V/C Ratio(X)				0.34	0.00	0.33	0.00	0.40	0.27	0.58	0.15	0.00
Avail Cap(c_a), veh/h				1338	0	595	0	2691	1592	502	2336	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				15.7	0.0	15.6	0.0	17.0	7.6	18.5	6.2	0.0
Incr Delay (d2), s/veh				0.3	0.0	0.5	0.0	0.6	0.4	1.4	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	1.2	0.0	1.5	1.2	2.2	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				15.9	0.0	16.2	0.0	17.6	8.0	19.8	6.2	0.0
LnGrp LOS				B		B		B	A	B	A	
Approach Vol, veh/h					452			548			499	
Approach Delay, s/veh					16.0			13.9			12.3	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	15.8	18.5			34.2		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.6	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	18.0	6.3			4.1		5.8					
Green Ext Time (p_c), s	0.3	6.0			1.6		1.7					

Intersection Summary		
HCM 7th Control Delay, s/veh	14.0	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	414	237	0	94	189
Future Volume (veh/h)	0	414	237	0	94	189
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1826	1826
Adj Flow Rate, veh/h	0	455	260	0	103	208
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	5	5
Cap, veh/h	0	1377	725	0	354	315
Arrive On Green	0.00	0.39	0.39	0.00	0.20	0.20
Sat Flow, veh/h	0	3711	1856	0	1739	1547
Grp Volume(v), veh/h	0	455	260	0	103	208
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1739	1547
Q Serve(g_s), s	0.0	2.3	2.5	0.0	1.3	3.2
Cycle Q Clear(g_c), s	0.0	2.3	2.5	0.0	1.3	3.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1377	725	0	354	315
V/C Ratio(X)	0.00	0.33	0.36	0.00	0.29	0.66
Avail Cap(c_a), veh/h	0	4130	2174	0	1698	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.5	5.5	0.0	8.6	9.4
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	0.3	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.5	0.0	0.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	5.7	6.0	0.0	9.0	11.2
LnGrp LOS		A	A		A	B
Approach Vol, veh/h		455	260		311	
Approach Delay, s/veh		5.7	6.0		10.4	
Approach LOS		A	A		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.1	10.5	15.1
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	4.3	5.2	4.5
Green Ext Time (p_c), s	4.4	0.7	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

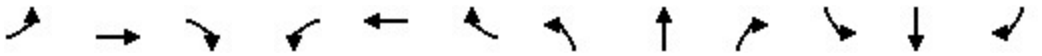
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	59	130	4	116	1	40	0	1	3	1	4
Future Vol, veh/h	6	59	130	4	116	1	40	0	1	3	1	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	13	13	13	11	11	11	33	33	33	13	13	13
Mvmt Flow	7	73	160	5	143	1	49	0	1	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	233	0	0	322	322	153	241	402	144
Stage 1	-	-	-	-	-	-	168	168	-	154	154	-
Stage 2	-	-	-	-	-	-	154	154	-	88	248	-
Critical Hdwy	4.23	-	-	4.21	-	-	7.43	6.83	6.53	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Follow-up Hdwy	2.317	-	-	2.299	-	-	3.797	4.297	3.597	3.617	4.117	3.417
Pot Cap-1 Maneuver	1373	-	-	1283	-	-	576	548	818	690	520	875
Stage 1	-	-	-	-	-	-	766	704	-	823	750	-
Stage 2	-	-	-	-	-	-	780	714	-	893	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1373	-	-	1283	-	-	565	542	818	682	515	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	542	-	682	515	-
Stage 1	-	-	-	-	-	-	762	700	-	820	747	-
Stage 2	-	-	-	-	-	-	772	711	-	886	677	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.23	0.26	11.94	9.98
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	49	-	-	59	-	-	733
HCM Lane V/C Ratio	0.089	0.005	-	-	0.004	-	-	0.013
HCM Ctrl Dly (s/v)	11.9	7.6	0	-	7.8	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0



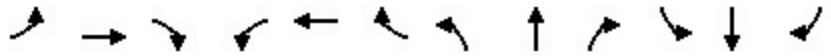
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	20	156	31	27	27	93	116	26	14	266	461
Future Volume (veh/h)	354	20	156	31	27	27	93	116	26	14	266	461
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	381	22	168	33	29	29	100	125	28	15	286	496
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, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	489	262	222	185	191	161	473	1696	756	62	1344	821
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.14	0.48	0.48	0.04	0.38	0.38
Sat Flow, veh/h	3483	1885	1598	1810	1900	1606	3428	3526	1572	1781	3554	1584
Grp Volume(v), veh/h	381	22	168	33	29	29	100	125	28	15	286	496
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1810	1900	1606	1714	1763	1572	1781	1777	1584
Q Serve(g_s), s	9.0	0.9	6.2	1.4	1.2	1.4	2.2	1.6	0.4	0.7	4.7	18.8
Cycle Q Clear(g_c), s	9.0	0.9	6.2	1.4	1.2	1.4	2.2	1.6	0.4	0.7	4.7	18.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	262	222	185	191	161	473	1696	756	62	1344	821
V/C Ratio(X)	0.78	0.08	0.76	0.18	0.15	0.18	0.21	0.07	0.04	0.24	0.21	0.60
Avail Cap(c_a), veh/h	814	264	224	233	866	732	521	2267	1011	208	2285	1241
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	35.5	32.1	18.1	35.1	35.1	35.2	32.7	11.9	3.4	40.2	18.0	14.4
Incr Delay (d2), s/veh	2.7	0.2	14.2	0.3	0.4	0.6	0.2	0.1	0.1	1.5	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	4.0	0.4	3.1	0.6	0.6	0.6	0.9	0.6	0.3	0.3	1.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	32.3	32.3	35.5	35.6	35.9	32.9	12.0	3.5	41.6	18.3	17.0
LnGrp LOS	D	C	C	D	D	D	C	B	A	D	B	B
Approach Vol, veh/h		571			91			253			797	
Approach Delay, s/veh		36.3			35.6			19.3			17.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	48.1	13.3	16.5	16.4	39.3	16.6	13.2
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.4	8.2	4.2	20.8	11.0	3.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.3	0.1	11.6	1.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



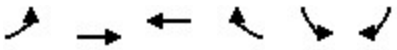
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	399	0	230	0	313	184	189	341	0
Future Volume (veh/h)	0	0	0	399	0	230	0	313	184	189	341	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h				491	0	160	0	326	192	197	355	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				1	1	1	0	1	1	2	2	0
Cap, veh/h				971	0	432	0	808	792	389	1865	0
Arrive On Green				0.27	0.00	0.27	0.00	0.23	0.23	0.22	0.52	0.00
Sat Flow, veh/h				3591	0	1598	0	3676	1598	1781	3647	0
Grp Volume(v), veh/h				491	0	160	0	326	192	197	355	0
Grp Sat Flow(s),veh/h/ln				1795	0	1598	0	1791	1598	1781	1777	0
Q Serve(g_s), s				6.0	0.0	4.2	0.0	4.0	3.6	5.0	2.7	0.0
Cycle Q Clear(g_c), s				6.0	0.0	4.2	0.0	4.0	3.6	5.0	2.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				971	0	432	0	808	792	389	1865	0
V/C Ratio(X)				0.51	0.00	0.37	0.00	0.40	0.24	0.51	0.19	0.00
Avail Cap(c_a), veh/h				1387	0	617	0	2768	1666	516	2403	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				16.0	0.0	15.3	0.0	17.1	7.5	17.8	6.5	0.0
Incr Delay (d2), s/veh				0.5	0.0	0.6	0.0	0.7	0.3	1.0	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	1.4	0.0	1.4	1.0	1.8	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.5	0.0	15.9	0.0	17.8	7.8	18.8	6.5	0.0
LnGrp LOS				B		B		B	A	B	A	
Approach Vol, veh/h					651			518			552	
Approach Delay, s/veh					16.3			14.1			10.9	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	15.5	17.7			33.2		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.0	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	17.0	6.0			4.7		8.0					
Green Ext Time (p_c), s	0.3	5.7			2.2		2.5					

Intersection Summary		
HCM 7th Control Delay, s/veh	13.9	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	405	266	0	155	433
Future Volume (veh/h)	0	405	266	0	155	433
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1885	1856	0	1870	1870
Adj Flow Rate, veh/h	0	426	280	0	163	456
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	0	2	2
Cap, veh/h	0	1118	579	0	647	575
Arrive On Green	0.00	0.31	0.31	0.00	0.36	0.36
Sat Flow, veh/h	0	3770	1856	0	1781	1585
Grp Volume(v), veh/h	0	426	280	0	163	456
Grp Sat Flow(s),veh/h/ln	0	1791	1856	0	1781	1585
Q Serve(g_s), s	0.0	3.0	3.9	0.0	2.1	8.2
Cycle Q Clear(g_c), s	0.0	3.0	3.9	0.0	2.1	8.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1118	579	0	647	575
V/C Ratio(X)	0.00	0.38	0.48	0.00	0.25	0.79
Avail Cap(c_a), veh/h	0	3355	1738	0	1390	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.6	8.9	0.0	7.2	9.1
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.2	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	1.2	0.0	0.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	8.9	9.8	0.0	7.3	11.0
LnGrp LOS		A	A		A	B
Approach Vol, veh/h		426	280		619	
Approach Delay, s/veh		8.9	9.8		10.0	
Approach LOS		A	A		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.1	16.9	15.1
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	5.0	10.2	5.9
Green Ext Time (p_c), s	4.0	1.4	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A

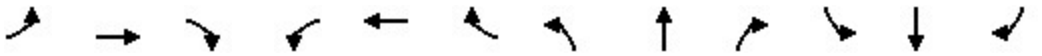
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	125	50	0	84	0	118	0	0	1	0	8
Future Vol, veh/h	8	125	50	0	84	0	118	0	0	1	0	8
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	13	13	13	13	13	7	7	7	0	0	0
Mvmt Flow	9	147	59	0	99	0	139	0	0	1	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	206	0	0	294	294	176	265	324	99
Stage 1	-	-	-	-	-	-	195	195	-	99	99	-
Stage 2	-	-	-	-	-	-	99	99	-	166	225	-
Critical Hdwy	4.23	-	-	4.23	-	-	7.17	6.57	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	2.317	-	-	3.563	4.063	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1428	-	-	1302	-	-	648	609	854	692	597	962
Stage 1	-	-	-	-	-	-	795	730	-	912	817	-
Stage 2	-	-	-	-	-	-	895	804	-	841	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1428	-	-	1302	-	-	637	604	854	687	593	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	604	-	687	593	-
Stage 1	-	-	-	-	-	-	789	724	-	912	817	-
Stage 2	-	-	-	-	-	-	887	804	-	835	716	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.33	0	12.22	8.95
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	637	74	-	-	1302	-	-	921
HCM Lane V/C Ratio	0.218	0.007	-	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	12.2	7.5	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	7	79	2	4	10	93	166	9	3	317	234
Future Volume (veh/h)	328	7	79	2	4	10	93	166	9	3	317	234
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	1885	1885	1885	1811	1811	1811	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	345	7	83	2	4	11	98	175	9	3	334	246
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	6	6	6	3	3	3	3	3	3
Cap, veh/h	647	281	238	150	91	77	572	1526	681	14	966	723
Arrive On Green	0.19	0.15	0.15	0.09	0.05	0.05	0.17	0.43	0.43	0.01	0.27	0.27
Sat Flow, veh/h	3483	1885	1598	1725	1811	1529	3428	3526	1572	1767	3526	1571
Grp Volume(v), veh/h	345	7	83	2	4	11	98	175	9	3	334	246
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1725	1811	1529	1714	1763	1572	1767	1763	1571
Q Serve(g_s), s	5.8	0.2	1.9	0.1	0.1	0.4	1.6	1.9	0.1	0.1	4.9	6.5
Cycle Q Clear(g_c), s	5.8	0.2	1.9	0.1	0.1	0.4	1.6	1.9	0.1	0.1	4.9	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	647	281	238	150	91	77	572	1526	681	14	966	723
V/C Ratio(X)	0.53	0.02	0.35	0.01	0.04	0.14	0.17	0.11	0.01	0.21	0.35	0.34
Avail Cap(c_a), veh/h	1081	351	298	294	1096	926	692	3009	1342	274	3009	1633
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	23.7	23.4	10.0	26.9	29.1	29.3	23.0	10.9	2.9	31.8	18.8	11.1
Incr Delay (d2), s/veh	0.7	0.0	1.1	0.0	0.2	1.0	0.1	0.1	0.0	5.2	0.8	1.0
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	2.3	0.1	1.1	0.0	0.1	0.2	0.6	0.6	0.1	0.1	1.8	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.4	23.5	11.0	26.9	29.4	30.3	23.1	11.0	2.9	37.0	19.5	12.1
LnGrp LOS	C	C	B	C	C	C	C	B	A	D	B	B
Approach Vol, veh/h		435			17			282			583	
Approach Delay, s/veh		21.8			29.7			15.0			16.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	34.9	10.2	14.2	15.4	24.7	16.6	7.8
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.1	3.9	2.1	3.9	3.6	8.5	7.8	2.4
Green Ext Time (p_c), s	0.0	2.9	0.0	0.2	0.1	9.1	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



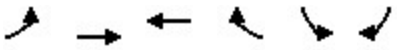
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	304	0	224	0	303	201	262	250	0
Future Volume (veh/h)	0	0	0	304	0	224	0	303	201	262	250	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.98	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1870	1870	1856	1856	0
Adj Flow Rate, veh/h				411	0	164	0	333	221	288	275	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				3	3	3	0	2	2	3	3	0
Cap, veh/h				927	0	413	0	848	785	392	1900	0
Arrive On Green				0.26	0.00	0.26	0.00	0.24	0.24	0.22	0.54	0.00
Sat Flow, veh/h				3534	0	1572	0	3647	1548	1767	3618	0
Grp Volume(v), veh/h				411	0	164	0	333	221	288	275	0
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1777	1548	1767	1763	0
Q Serve(g_s), s				5.2	0.0	4.6	0.0	4.2	4.4	8.1	2.1	0.0
Cycle Q Clear(g_c), s				5.2	0.0	4.6	0.0	4.2	4.4	8.1	2.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				927	0	413	0	848	785	392	1900	0
V/C Ratio(X)				0.44	0.00	0.40	0.00	0.39	0.28	0.73	0.14	0.00
Avail Cap(c_a), veh/h				1325	0	589	0	2664	1576	497	2313	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				16.4	0.0	16.2	0.0	17.1	7.8	19.3	6.1	0.0
Incr Delay (d2), s/veh				0.4	0.0	0.7	0.0	0.6	0.4	4.2	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	0.0	1.6	0.0	1.5	1.3	3.2	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.8	0.0	17.0	0.0	17.7	8.2	23.5	6.2	0.0
LnGrp LOS				B		B		B	A	C	A	
Approach Vol, veh/h					575			554			563	
Approach Delay, s/veh					16.9			13.9			15.0	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	16.0	18.7			34.8		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.8	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	10.1	6.4			4.1		7.2					
Green Ext Time (p_c), s	0.4	6.1			1.6		2.2					

Intersection Summary		
HCM 7th Control Delay, s/veh	15.3	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	477	350	0	161	189
Future Volume (veh/h)	0	477	350	0	161	189
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1826	1826
Adj Flow Rate, veh/h	0	524	385	0	177	208
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	5	5
Cap, veh/h	0	1354	713	0	377	335
Arrive On Green	0.00	0.38	0.38	0.00	0.22	0.22
Sat Flow, veh/h	0	3711	1856	0	1739	1547
Grp Volume(v), veh/h	0	524	385	0	177	208
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1739	1547
Q Serve(g_s), s	0.0	2.8	4.2	0.0	2.3	3.2
Cycle Q Clear(g_c), s	0.0	2.8	4.2	0.0	2.3	3.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1354	713	0	377	335
V/C Ratio(X)	0.00	0.39	0.54	0.00	0.47	0.62
Avail Cap(c_a), veh/h	0	4062	2138	0	1670	1486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.8	6.2	0.0	8.9	9.2
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.7	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.9	0.0	0.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	6.1	7.1	0.0	9.6	10.6
LnGrp LOS		A	A		A	B
Approach Vol, veh/h		524	385		385	
Approach Delay, s/veh		6.1	7.1		10.1	
Approach LOS		A	A		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.1	10.9	15.1
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	5.2	6.2
Green Ext Time (p_c), s	5.1	0.8	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	7.6
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	74	267	17	111	1	116	0	4	3	1	4
Future Vol, veh/h	6	74	267	17	111	1	116	0	4	3	1	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	13	13	13	11	11	11	33	33	33	13	13	13
Mvmt Flow	7	91	330	21	137	1	143	0	5	4	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	421	0	0	451	451	256	286	615	138
Stage 1	-	-	-	-	-	-	271	271	-	180	180	-
Stage 2	-	-	-	-	-	-	180	180	-	106	436	-
Critical Hdwy	4.23	-	-	4.21	-	-	7.43	6.83	6.53	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.23	5.63	-
Follow-up Hdwy	2.317	-	-	2.299	-	-	3.797	4.297	3.597	3.617	4.117	3.417
Pot Cap-1 Maneuver	1380	-	-	1091	-	-	470	460	713	645	392	882
Stage 1	-	-	-	-	-	-	672	632	-	797	730	-
Stage 2	-	-	-	-	-	-	755	695	-	873	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1091	-	-	453	447	713	623	381	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	447	-	623	381	-
Stage 1	-	-	-	-	-	-	667	628	-	781	715	-
Stage 2	-	-	-	-	-	-	734	681	-	861	558	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	1.1	16.56	10.47
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	458	27	-	-	237	-	-	668
HCM Lane V/C Ratio	0.323	0.005	-	-	0.019	-	-	0.015
HCM Ctrl Dly (s/v)	16.6	7.6	0	-	8.4	0	-	10.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	341	94	0	256	81	6
Future Vol, veh/h	341	94	0	256	81	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	14	0	0
Mvmt Flow	371	102	0	278	88	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	473	0	700	422
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1100	-	409	636
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1100	-	409	636
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	16.08
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	1100	-
HCM Lane V/C Ratio	0.226	-	-	-	-
HCM Ctrl Dly (s/v)	16.1	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	3	1	99	248	40
Future Vol, veh/h	45	3	1	99	248	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	33	11	0
Mvmt Flow	49	3	1	108	270	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	401	291	313	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	609	753	1259	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	753	1259	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	920	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.39	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	616	-	-
HCM Lane V/C Ratio	0.001	-	0.085	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

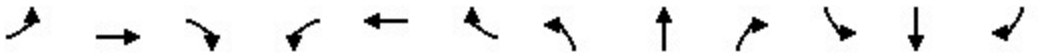
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	64	214	34
Future Vol, veh/h	36	0	0	64	214	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	0	33	11	100
Mvmt Flow	39	0	0	70	233	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	321	251	270	0	-	0
Stage 1	251	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	512	598	1306	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	512	598	1306	-	-	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.62	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1306	-	512	-	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Ctrl Dly (s/v)	0	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



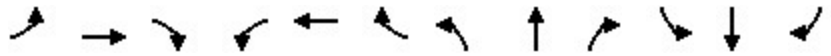
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	20	156	31	27	27	93	116	26	14	321	465
Future Volume (veh/h)	358	20	156	31	27	27	93	116	26	14	321	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	385	22	168	33	29	29	100	125	28	15	345	500
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, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	490	256	217	188	189	160	465	1717	766	62	1373	835
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.14	0.49	0.49	0.03	0.39	0.39
Sat Flow, veh/h	3483	1885	1598	1810	1900	1606	3428	3526	1572	1781	3554	1584
Grp Volume(v), veh/h	385	22	168	33	29	29	100	125	28	15	345	500
Grp Sat Flow(s),veh/h/ln	1742	1885	1598	1810	1900	1606	1714	1763	1572	1781	1777	1584
Q Serve(g_s), s	9.3	0.9	6.4	1.5	1.2	1.4	2.3	1.6	0.4	0.7	5.8	19.1
Cycle Q Clear(g_c), s	9.3	0.9	6.4	1.5	1.2	1.4	2.3	1.6	0.4	0.7	5.8	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	256	217	188	189	160	465	1717	766	62	1373	835
V/C Ratio(X)	0.79	0.09	0.77	0.18	0.15	0.18	0.22	0.07	0.04	0.24	0.25	0.60
Avail Cap(c_a), veh/h	797	259	219	228	848	717	510	2218	990	204	2236	1219
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	36.3	33.0	19.0	35.7	36.0	36.1	33.6	11.9	3.4	41.0	18.2	14.3
Incr Delay (d2), s/veh	2.8	0.2	16.0	0.3	0.5	0.7	0.2	0.1	0.1	1.5	0.3	2.5
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	4.1	0.4	3.3	0.7	0.6	0.6	0.9	0.6	0.3	0.3	2.2	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	33.2	35.0	36.1	36.4	36.7	33.8	12.0	3.5	42.5	18.6	16.8
LnGrp LOS	D	C	C	D	D	D	C	B	A	D	B	B
Approach Vol, veh/h		575			91			253			860	
Approach Delay, s/veh		37.7			36.4			19.7			17.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	49.6	13.7	16.5	16.5	40.8	16.9	13.3
Change Period (Y+Rc), s	4.6	7.0	4.6	4.6	4.6	7.0	4.6	4.6
Max Green Setting (Gmax), s	10.0	55.0	11.0	12.0	13.0	55.0	20.0	39.0
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.5	8.4	4.3	21.1	11.3	3.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.2	0.1	12.7	1.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



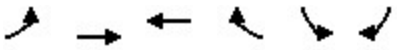
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	458	0	258	0	313	188	218	341	0
Future Volume (veh/h)	0	0	0	458	0	258	0	313	188	218	341	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h				561	0	179	0	326	196	227	355	0
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				1	1	1	0	1	1	2	2	0
Cap, veh/h				965	0	429	0	807	789	395	1875	0
Arrive On Green				0.27	0.00	0.27	0.00	0.23	0.23	0.22	0.53	0.00
Sat Flow, veh/h				3591	0	1598	0	3676	1598	1781	3647	0
Grp Volume(v), veh/h				561	0	179	0	326	196	227	355	0
Grp Sat Flow(s),veh/h/ln				1795	0	1598	0	1791	1598	1781	1777	0
Q Serve(g_s), s				7.1	0.0	4.8	0.0	4.0	3.7	5.9	2.7	0.0
Cycle Q Clear(g_c), s				7.1	0.0	4.8	0.0	4.0	3.7	5.9	2.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				965	0	429	0	807	789	395	1875	0
V/C Ratio(X)				0.58	0.00	0.42	0.00	0.40	0.25	0.57	0.19	0.00
Avail Cap(c_a), veh/h				1379	0	613	0	2750	1656	513	2388	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				16.5	0.0	15.7	0.0	17.2	7.6	18.1	6.5	0.0
Incr Delay (d2), s/veh				0.7	0.0	0.8	0.0	0.7	0.3	1.3	0.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.6	0.0	1.6	0.0	1.4	1.1	2.1	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				17.2	0.0	16.5	0.0	17.9	7.9	19.4	6.5	0.0
LnGrp LOS				B		B		B	A	B	A	
Approach Vol, veh/h					740			522			582	
Approach Delay, s/veh					17.0			14.2			11.5	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	15.8	17.7			33.5		18.6					
Change Period (Y+Rc), s	4.2	6.0			6.0		4.6					
Max Green Setting (Gmax), s	15.6	40.0			35.0		20.0					
Max Q Clear Time (g_c+I1), s	17.9	6.0			4.7		9.1					
Green Ext Time (p_c), s	0.3	5.7			2.2		2.7					

Intersection Summary		
HCM 7th Control Delay, s/veh	14.5	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	438	353	0	195	433
Future Volume (veh/h)	0	438	353	0	195	433
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1885	1856	0	1870	1870
Adj Flow Rate, veh/h	0	461	372	0	205	456
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	0	2	2
Cap, veh/h	0	1166	604	0	646	574
Arrive On Green	0.00	0.33	0.33	0.00	0.36	0.36
Sat Flow, veh/h	0	3770	1856	0	1781	1585
Grp Volume(v), veh/h	0	461	372	0	205	456
Grp Sat Flow(s),veh/h/ln	0	1791	1856	0	1781	1585
Q Serve(g_s), s	0.0	3.3	5.6	0.0	2.8	8.6
Cycle Q Clear(g_c), s	0.0	3.3	5.6	0.0	2.8	8.6
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1166	604	0	646	574
V/C Ratio(X)	0.00	0.40	0.62	0.00	0.32	0.79
Avail Cap(c_a), veh/h	0	3225	1671	0	1336	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	9.5	0.0	7.7	9.5
Incr Delay (d2), s/veh	0.0	0.3	1.5	0.0	0.2	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.8	0.0	0.7	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.0	10.9	0.0	7.9	11.4
LnGrp LOS		A	B		A	B
Approach Vol, veh/h		461	372		661	
Approach Delay, s/veh		9.0	10.9		10.3	
Approach LOS		A	B		B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	15.9	17.4	15.9
Change Period (Y+Rc), s	5.1	5.3	5.1
Max Green Setting (Gmax), s	30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	5.3	10.6	7.6
Green Ext Time (p_c), s	4.4	1.5	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	128	112	11	79	0	187	0	3	1	0	8
Future Vol, veh/h	8	128	112	11	79	0	187	0	3	1	0	8
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	13	13	13	13	13	7	7	7	0	0	0
Mvmt Flow	9	151	132	13	93	0	220	0	4	1	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	93	0	0	282	0	0	354	354	216	288	420	93
Stage 1	-	-	-	-	-	-	235	235	-	119	119	-
Stage 2	-	-	-	-	-	-	119	119	-	169	301	-
Critical Hdwy	4.23	-	-	4.23	-	-	7.17	6.57	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	2.317	-	-	3.563	4.063	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1435	-	-	1219	-	-	592	563	811	668	528	970
Stage 1	-	-	-	-	-	-	757	701	-	891	801	-
Stage 2	-	-	-	-	-	-	874	788	-	837	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1219	-	-	575	553	811	652	518	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	553	-	652	518	-
Stage 1	-	-	-	-	-	-	751	695	-	881	792	-
Stage 2	-	-	-	-	-	-	855	779	-	827	663	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.24	0.98	15.12	8.96
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	53	-	-	220	-	-	920
HCM Lane V/C Ratio	0.387	0.007	-	-	0.011	-	-	0.012
HCM Ctrl Dly (s/v)	15.1	7.5	0	-	8	0	-	9
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	242	80	0	274	69	7
Future Vol, veh/h	242	80	0	274	69	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	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, %	13	0	0	10	0	0
Mvmt Flow	263	87	0	298	75	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	350	0	604	307
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1220	-	465	738
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1220	-	465	738
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	-	-	1220	-
HCM Lane V/C Ratio	0.172	-	-	-	-
HCM Ctrl Dly (s/v)	14	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	1	1	153	91	33
Future Vol, veh/h	37	1	1	153	91	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	7	0	0
Mvmt Flow	40	1	1	166	99	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	285	117	135	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	709	941	1462	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	941	1462	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.36	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	12	-	713	-	-
HCM Lane V/C Ratio	0.001	-	0.058	-	-
HCM Ctrl Dly (s/v)	7.5	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	118	50	41
Future Vol, veh/h	36	0	0	118	50	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	0	7	0	100
Mvmt Flow	39	0	0	128	54	45

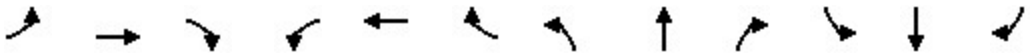
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	205	77	99	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	607	769	1507	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	607	769	1507	-	-	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.34	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	607	-	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Ctrl Dly (s/v)	0	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

APPENDIX E

INTERSECTION QUEUING REPORTS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	340	7	83	2	4	11	98	175	9	3	255	241
v/c Ratio	0.43	0.01	0.16	0.00	0.01	0.02	0.13	0.12	0.01	0.01	0.30	0.26
Control Delay (s/veh)	30.9	33.6	2.5	24.5	27.5	0.1	32.7	17.3	0.0	41.0	26.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.9	33.6	2.5	24.5	27.5	0.1	32.7	17.3	0.0	41.0	26.3	3.0
Queue Length 50th (ft)	48	2	0	1	1	0	12	12	0	1	35	0
Queue Length 95th (ft)	185	21	12	7	11	0	67	86	0	12	125	44
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1226	487	511	1288	1185	1038	781	2982	1351	309	2937	1059
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.01	0.16	0.00	0.00	0.01	0.13	0.06	0.01	0.01	0.09	0.23

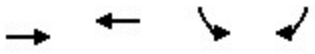
Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	155	148	140	333	215	195	275
v/c Ratio	0.33	0.30	0.27	0.36	0.22	0.53	0.15
Control Delay (s/veh)	23.2	12.3	6.6	19.3	1.2	31.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	12.3	6.6	19.3	1.2	31.2	7.0
Queue Length 50th (ft)	42	16	0	52	0	60	24
Queue Length 95th (ft)	142	89	48	85	16	#188	39
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	551	500	589	2345	1050	435	3263
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.30	0.24	0.14	0.20	0.45	0.08

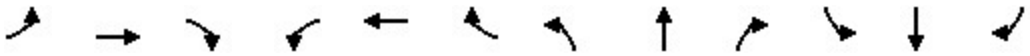
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	425	245	77	208
v/c Ratio	0.29	0.32	0.17	0.38
Control Delay (s/veh)	8.9	10.2	9.0	3.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.9	10.2	9.0	3.8
Queue Length 50th (ft)	18	21	8	0
Queue Length 95th (ft)	83	109	29	26
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	3027	1593	1333	1240
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.15	0.06	0.17

Intersection Summary



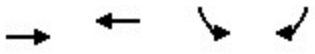
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	381	22	168	33	29	29	100	125	28	15	260	496
v/c Ratio	0.47	0.05	0.32	0.07	0.07	0.06	0.14	0.09	0.04	0.05	0.31	0.47
Control Delay (s/veh)	32.8	36.6	9.7	25.5	29.3	0.3	35.5	19.6	0.1	41.7	28.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.8	36.6	9.7	25.5	29.3	0.3	35.5	19.6	0.1	41.7	28.8	3.2
Queue Length 50th (ft)	80	6	0	13	12	0	20	16	0	6	54	0
Queue Length 95th (ft)	207	44	68	40	40	0	68	65	0	34	127	57
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1134	472	527	1254	1160	1024	723	2810	1280	289	2758	1125
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.05	0.32	0.03	0.03	0.03	0.14	0.04	0.02	0.05	0.09	0.44

Intersection Summary



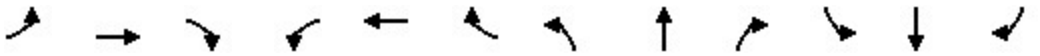
Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	211	206	188	326	192	185	355
v/c Ratio	0.42	0.38	0.32	0.36	0.17	0.51	0.19
Control Delay (s/veh)	24.0	15.0	6.0	19.4	1.0	30.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.0	15.0	6.0	19.4	1.0	30.7	7.5
Queue Length 50th (ft)	58	32	0	50	0	56	32
Queue Length 95th (ft)	188	136	54	85	15	168	52
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	554	541	624	2334	1149	433	3297
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.30	0.14	0.17	0.43	0.11

Intersection Summary



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	415	228	154	456
v/c Ratio	0.32	0.34	0.30	0.58
Control Delay (s/veh)	9.5	10.9	9.8	4.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	10.9	9.8	4.4
Queue Length 50th (ft)	20	22	17	0
Queue Length 95th (ft)	81	102	50	36
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	3275	1690	1454	1382
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.11	0.33

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	345	7	83	2	4	11	98	175	9	3	321	246
v/c Ratio	0.44	0.01	0.16	0.00	0.01	0.02	0.13	0.11	0.01	0.01	0.36	0.26
Control Delay (s/veh)	31.5	33.9	2.6	25.0	27.8	0.1	33.1	17.2	0.0	41.3	26.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.5	33.9	2.6	25.0	27.8	0.1	33.1	17.2	0.0	41.3	26.3	3.0
Queue Length 50th (ft)	50	2	0	1	1	0	12	12	0	1	45	0
Queue Length 95th (ft)	188	21	12	7	11	0	67	86	0	12	156	44
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1201	479	505	1270	1170	1026	765	2967	1345	303	2923	1068
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.01	0.16	0.00	0.00	0.01	0.13	0.06	0.01	0.01	0.11	0.23

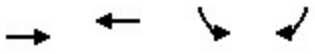
Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	193	186	173	333	221	229	275
v/c Ratio	0.41	0.37	0.32	0.37	0.23	0.60	0.14
Control Delay (s/veh)	24.6	14.8	6.4	19.8	1.8	33.5	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	14.8	6.4	19.8	1.8	33.5	7.0
Queue Length 50th (ft)	55	28	0	54	5	72	24
Queue Length 95th (ft)	173	119	53	86	22	#240	41
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	544	501	606	2315	1027	429	3240
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.37	0.29	0.14	0.22	0.53	0.08

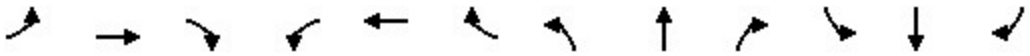
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	465	354	124	208
v/c Ratio	0.30	0.44	0.28	0.38
Control Delay (s/veh)	8.5	10.8	11.7	4.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	10.8	11.7	4.2
Queue Length 50th (ft)	22	35	15	0
Queue Length 95th (ft)	88	154	55	32
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	2949	1552	1250	1175
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.23	0.10	0.18

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	385	22	168	33	29	29	100	125	28	15	319	500
v/c Ratio	0.48	0.05	0.32	0.07	0.07	0.06	0.14	0.09	0.04	0.05	0.36	0.47
Control Delay (s/veh)	33.3	37.0	9.8	25.9	29.7	0.3	36.1	19.5	0.1	42.2	28.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.3	37.0	9.8	25.9	29.7	0.3	36.1	19.5	0.1	42.2	28.9	3.2
Queue Length 50th (ft)	83	6	0	14	12	0	20	17	0	6	68	0
Queue Length 95th (ft)	209	44	68	40	40	0	68	65	0	34	154	57
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1111	466	522	1236	1144	1012	708	2785	1269	283	2715	1131
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.05	0.32	0.03	0.03	0.03	0.14	0.04	0.02	0.05	0.12	0.44

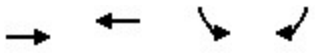
Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	240	239	216	326	196	216	355
v/c Ratio	0.48	0.45	0.36	0.36	0.18	0.57	0.19
Control Delay (s/veh)	25.4	16.9	6.0	19.8	1.1	32.6	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.4	16.9	6.0	19.8	1.1	32.6	7.4
Queue Length 50th (ft)	69	43	0	51	0	67	32
Queue Length 95th (ft)	213	165	58	85	15	#220	52
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	548	537	638	2309	1142	428	3271
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.45	0.34	0.14	0.17	0.50	0.11

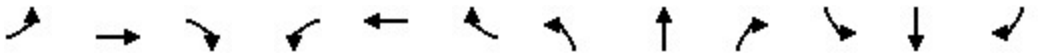
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	449	320	196	456
v/c Ratio	0.33	0.46	0.37	0.58
Control Delay (s/veh)	9.4	11.8	11.7	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.4	11.8	11.7	4.8
Queue Length 50th (ft)	23	34	24	1
Queue Length 95th (ft)	86	140	75	45
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	3167	1635	1376	1330
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.20	0.14	0.34

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	340	7	83	2	4	11	98	175	9	3	261	241
v/c Ratio	0.43	0.01	0.16	0.00	0.01	0.02	0.13	0.12	0.01	0.01	0.30	0.26
Control Delay (s/veh)	31.0	33.6	2.6	24.5	27.5	0.1	32.7	17.3	0.0	41.0	26.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	33.6	2.6	24.5	27.5	0.1	32.7	17.3	0.0	41.0	26.3	3.0
Queue Length 50th (ft)	48	2	0	1	1	0	12	12	0	1	36	0
Queue Length 95th (ft)	185	21	12	7	11	0	67	86	0	12	128	44
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1225	487	511	1286	1184	1037	780	2981	1351	309	2936	1060
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.01	0.16	0.00	0.00	0.01	0.13	0.06	0.01	0.01	0.09	0.23

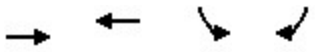
Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	159	153	145	333	215	224	275
v/c Ratio	0.34	0.31	0.28	0.36	0.22	0.59	0.14
Control Delay (s/veh)	23.6	12.9	6.6	19.6	1.6	33.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	12.9	6.6	19.6	1.6	33.0	7.0
Queue Length 50th (ft)	45	18	0	53	3	70	24
Queue Length 95th (ft)	145	92	49	85	20	#231	40
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	546	496	588	2320	1031	430	3244
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.31	0.25	0.14	0.21	0.52	0.08

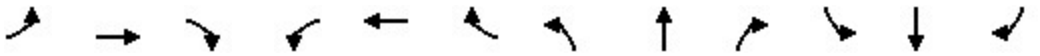
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	455	260	103	208
v/c Ratio	0.30	0.33	0.23	0.38
Control Delay (s/veh)	8.9	10.1	10.0	3.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.9	10.1	10.0	3.9
Queue Length 50th (ft)	21	23	11	0
Queue Length 95th (ft)	88	114	39	27
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	3006	1582	1355	1256
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.16	0.08	0.17

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	381	22	168	33	29	29	100	125	28	15	286	496
v/c Ratio	0.47	0.05	0.32	0.07	0.07	0.06	0.14	0.09	0.04	0.05	0.33	0.47
Control Delay (s/veh)	33.0	36.8	9.7	25.7	29.5	0.3	35.7	19.5	0.1	41.9	28.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	36.8	9.7	25.7	29.5	0.3	35.7	19.5	0.1	41.9	28.8	3.2
Queue Length 50th (ft)	81	6	0	13	12	0	20	16	0	6	61	0
Queue Length 95th (ft)	207	44	68	40	40	0	68	65	0	34	140	57
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1125	469	525	1247	1153	1019	717	2800	1275	287	2740	1127
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.05	0.32	0.03	0.03	0.03	0.14	0.04	0.02	0.05	0.10	0.44

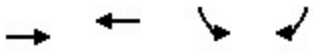
Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	229	223	204	326	192	197	355
v/c Ratio	0.46	0.41	0.34	0.36	0.17	0.54	0.19
Control Delay (s/veh)	24.8	16.0	6.0	19.5	1.0	31.5	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.8	16.0	6.0	19.5	1.0	31.5	7.5
Queue Length 50th (ft)	64	37	0	50	0	60	32
Queue Length 95th (ft)	204	151	57	85	15	#192	52
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	552	538	633	2324	1146	431	3284
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.41	0.32	0.14	0.17	0.46	0.11

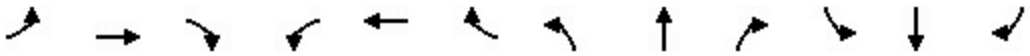
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	426	280	163	456
v/c Ratio	0.32	0.41	0.32	0.58
Control Delay (s/veh)	9.3	11.3	10.7	4.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	11.3	10.7	4.5
Queue Length 50th (ft)	21	28	19	0
Queue Length 95th (ft)	82	123	60	40
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	3226	1665	1426	1364
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.17	0.11	0.33

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	345	7	83	2	4	11	98	175	9	3	334	246
v/c Ratio	0.44	0.01	0.17	0.00	0.01	0.02	0.13	0.11	0.01	0.01	0.37	0.26
Control Delay (s/veh)	31.6	34.0	2.6	25.0	28.0	0.1	33.3	17.2	0.0	41.3	26.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.6	34.0	2.6	25.0	28.0	0.1	33.3	17.2	0.0	41.3	26.3	3.0
Queue Length 50th (ft)	51	2	0	1	1	0	12	12	0	1	47	0
Queue Length 95th (ft)	188	21	12	7	11	0	67	86	0	12	162	44
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1196	477	503	1266	1166	1023	763	2964	1343	302	2918	1069
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.01	0.17	0.00	0.00	0.01	0.13	0.06	0.01	0.01	0.11	0.23

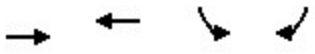
Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	200	198	182	333	221	288	275
v/c Ratio	0.44	0.40	0.34	0.37	0.24	0.69	0.14
Control Delay (s/veh)	25.5	15.8	6.3	20.4	3.1	36.5	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.5	15.8	6.3	20.4	3.1	36.5	6.9
Queue Length 50th (ft)	61	32	0	55	15	94	24
Queue Length 95th (ft)	178	131	54	86	33	#325	41
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	528	489	599	2248	977	417	3224
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.40	0.30	0.15	0.23	0.69	0.09

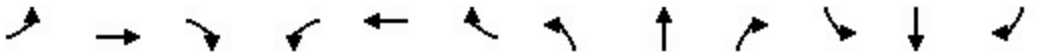
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	524	385	177	208
v/c Ratio	0.35	0.49	0.37	0.36
Control Delay (s/veh)	9.0	11.6	13.2	4.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.0	11.6	13.2	4.1
Queue Length 50th (ft)	28	43	23	0
Queue Length 95th (ft)	99	168	79	33
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	2982	1570	1237	1165
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.25	0.14	0.18

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	385	22	168	33	29	29	100	125	28	15	345	500
v/c Ratio	0.48	0.05	0.32	0.07	0.07	0.06	0.14	0.09	0.04	0.05	0.38	0.47
Control Delay (s/veh)	33.5	37.0	9.8	26.1	29.9	0.3	36.3	19.5	0.1	42.4	29.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.5	37.0	9.8	26.1	29.9	0.3	36.3	19.5	0.1	42.4	29.0	3.1
Queue Length 50th (ft)	84	6	0	14	12	0	21	17	0	6	75	0
Queue Length 95th (ft)	209	44	68	40	40	0	68	65	0	34	166	57
Internal Link Dist (ft)		473			204			3791			804	
Turn Bay Length (ft)	140			60			335		480	420		420
Base Capacity (vph)	1100	463	520	1228	1137	1006	701	2774	1265	280	2697	1133
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.05	0.32	0.03	0.03	0.03	0.14	0.05	0.02	0.05	0.13	0.44

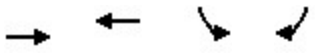
Intersection Summary



Lane Group	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	258	257	231	326	196	227	355
v/c Ratio	0.52	0.48	0.38	0.36	0.18	0.60	0.19
Control Delay (s/veh)	26.4	18.0	6.0	19.8	1.2	33.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.4	18.0	6.0	19.8	1.2	33.4	7.4
Queue Length 50th (ft)	77	50	0	52	2	71	32
Queue Length 95th (ft)	#234	183	60	85	17	#236	52
Internal Link Dist (ft)		572		804			1990
Turn Bay Length (ft)			330		435	150	
Base Capacity (vph)	546	534	647	2300	1135	427	3271
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.48	0.36	0.14	0.17	0.53	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	461	372	205	456
v/c Ratio	0.33	0.51	0.39	0.62
Control Delay (s/veh)	9.0	12.1	13.0	6.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.0	12.1	13.0	6.8
Queue Length 50th (ft)	25	42	27	9
Queue Length 95th (ft)	87	163	88	67
Internal Link Dist (ft)	572	452	1471	
Turn Bay Length (ft)			560	
Base Capacity (vph)	3054	1576	1318	1276
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.24	0.16	0.36

Intersection Summary

APPENDIX F

COLLISION REPORTS

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation
a California Way of Life

To: David Hines
David.Hines@lsa.net

Date: June 12, 2025
File: Sha 5/273 VAR
CPRA: R041444-052925

From: Jeanetta Lopez
District 2, Traffic Safety
jeanetta.lopez@dot.gov.ca

Subject: **CRASH ANALYSIS FOR CPRA R041444-052925**

Table 1A summarizes the crash rates on Northbound I-5 to SR-273 ramp in Shasta County for the post miles limits of R3.365/R4.131. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1A

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA I-5 PM R3.365/R4.131 Northbound Offramp to 273	3	0.000	0.28	0.84	0.005	0.17	0.51

(1) All reported crashes (includes Property Damage Only (PDO) Crashes)

There were no Fatal crashes reported within the requested limits.
The Actual Fatal & Injury rate is above the average for similar facilities statewide.
The Actual Total rate is above the average for similar facilities statewide.

There are three reported crashes within the requested limits, and it is summarized as follows:

PM 3.393 Hit Object (Guardrail) PDO Improper Turn
P-1 was driving V-1 north on the northbound I-5 offramp to northbound SR-273, north of Cottonwood Hill. P-1 traveled onto the right shoulder of the roadway and made a turn to the left, traveling across both lanes and colliding into the metal guardrail.

PM 3.393 Hit Object (Guardrail) PDO Improper Turn
P-1 was driving northbound on I-5 on the SR-273 offramp. P-1 made an improper turn to the right, left the east roadway edge of the offramp, and collided into the metal guardrail. After impact V-1 traveled back across both lanes causing V-1 to collide into the concrete wall off the west roadway edge of the offramp.

PM 3.393 Rear End Injury Other Violations
P-1 was driving northbound on the I-5 offramp to SR-273. P-2 was riding V-2 northbound on the northbound I-5 offramp to SR-273 next to V-2. V-2 began to make an evasive maneuver and V-1 steered suddenly back to the right directly into V-2's path. P-2 was unable to avoid collision with the side rear of V-1. P-2 and V-2 overturned and slid off the roadway onto the east shoulder of the offramp.

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Table 1B summarizes the crash rates on Northbound SR-273 in Shasta County for the post miles limits of 4.131/4.293. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1B

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 273 PM 4.131/4.293 Northbound	2	0.000	0.46	0.46	0.007	0.22	0.47

(2) All reported crashes (includes Property Damage Only (PDO) Crashes)

There were no Fatal crashes reported within the requested limits.
The Actual Fatal & Injury rate is above the average for similar facilities statewide.
The Actual Total rate is below the average for similar facilities statewide.

There are two reported crashes within the requested limits, and it is summarized as follows:

PM 4.140 Head-On Injury DUI
P-1 was driving V-1 northbound on SR-273 approaching the intersection with Pleasant Hills Drive in Anderson. P-2 was driving V-2 south on SR-273 and stopped in the left turn pocket at a solid red light. P-1 drifted to the left and V-1 began driving into the oncoming turn pocket lane where V-2 was stopped. P-2 realized V-1 was approaching in a head-on manner and began moving out of the way. P-2 tried to turn right to drive out of V-1's path but V-1 impacted the driver side front area of V-2 while V-2 was in the turn pocket. V-2 was pushed backwards. V-1 began sliding north and V-1's front passenger wheel dug into the asphalt, causing V-1 to roll towards the passenger side of the vehicle. V-1 rolled multiples times and came to rest facing west in the middle of the two southbound lanes of SR-273. P-1 was ejected from the vehicle after the initial collision.

PM 4.290 Rear End Injury Speeding
P-1 was driving V-1 northbound on SR-273 from Pleasant Hills Drive approaching the stop-light controlled intersection of factory Outlets Drive in Anderson. P-2 was driving V-2 and was stopped in the northbound lane of SR-273 at Factory Outlets Drive behind V-3, which was also stopped at the light. P-1 failed to stop at the red light behind traffic in front of V-1 and collided with V-2 and V-2 collided with V-3.

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Table 1C summarizes the crash rates on Southbound SR-273 in Shasta County for the post miles limits of 4.131/4.292. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1C

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 273 PM 4.131/4.292 Southbound	0	0.000	0.00	0.00	0.007	0.22	0.47

(3) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 no reported crashes within the requested limits.

Table 1D summarizes the crash rates on Northbound SR-273 in Shasta County for the post miles limits of 4.293/4.430. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1D

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 273 PM 4.293/4.430 Northbound	0	0.000	0.00	0.00	0.007	0.22	0.47

(4) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 no reported crashes within the requested limits.

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Table 1E summarizes the crash rates on Southbound SR-273 in Shasta County for the post miles limits of 4.293/4.431. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1E

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 273 PM 4.293/4.431 Southbound	2	0.000	0.00	0.48	0.007	0.22	0.47

(5) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 above for similar facilities statewide.

There are two reported crashes within the requested limits, and it is summarized as follows:

PM 4.310 Rear End PDO DUI
3 vehicles driving southbound involved in a rear end accident due to influence of alcohol.

PM 4.320 Rear End PDO Following Too Close
P-1 was driving southbound on highway 273 closely behind P-2, P-2 hit the brakes due to another vehicle stopped ahead at a red light and P-1 collided with the rear of P-2.

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Table 1F summarizes the crash rates on Southbound onramp from Route 273 in Shasta County for the post miles limits of R3.537/4.131. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE F

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 5 PM R3.537/4.131 Southbound Onramp from Route 273	0	0.000	0.00	0.00	0.005	0.15	0.46

(6) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 no reported crashes within the requested limits.

Table 1G summarizes the crash rates on Northbound I-5 in Shasta County for the post miles limits of R3.366/R4.109. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1G

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 5 R3.366/R4.109 Northbound	6	0.000	0.10	0.29	0.007	0.30	0.90

(7) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 are six reported crashes within the requested limits, and it is summarized as follows:

PM 3.440 Hit Object (Sign Post) PDO Improper Turn
P-1 was driving northbound on I-5 and made an unsafe turning movement to the right, leaving the east roadway edge of I-5 northbound. V-1 traveled onto the dirt portion of the gore point and struck two freeway signs/posts.

PM 3.520 Hit Object (Electric Advisory Sign) PDO DUI
P-1 was driving northbound on I-5, south of the SR-273 offramp and south of an electronic advisory sign P-1 was under the influence and drifted to the right, across the lanes and onto the east shoulder. The

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right front of V-1 collided with the electronic advisory sign. V-1 continued northbound and drove down the dirt embankment.

PM 3.540 Hit Object (Center Divider) Injury DUI
P-1 was driving V-1 northbound on I-5 south of Deschutes Road at a high rate of speed and under the influence. P-2 was driving V-2 northbound on I-5, to the south of V-1. P-3 was driving V-3 northbound on I-5, south of Deschutes Road to the rear of V-2. Due to P-1's unsafe turning movement P-1 veered to the left, crossing all lanes and impacting the concrete center divider of northbound I-5. V-1 then rolled backwards in an easterly direction, down the center median and into the northbound lane of I-5. V-2 and V-3 impacted V-1.

PM 3.740 Hit Object (Asphalt Roadway) Injury Speeding
P-1 was driving V-1 northbound on I-5, south of SR-273 and observed a vehicle in front. P-1 applied V-1's brakes and due to speed, lost control and was ejected from V-1, hitting the roadway asphalt.

PM 3.760 Hit Object (Unknown Debris) PDO Other Than Driver
P-1 was driving V-1 northbound on I-5 when an unknown object became airborne and collided with V-1's windshield.

PM 3.910 Hit Object (Guardrail) PDO Improper Turn
P-1 was traveling northbound on I-5, south of Deschutes Road and made an unsafe turning movement to the right causing V-1 to spin out of control. V-1 collided into the metal guardrail off the east roadway edge of I-5 northbound.

Table 1H summarizes the crash rates on I-5 Northbound in Shasta County for the post miles limits of R4.109/4.593. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1H
TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 5 R4.109/4.593 Northbound	5	0.000	0.14	0.18	0.003	0.18	0.55

(8) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 are five reported crashes within the requested limits, and it is summarized as follows:

PM 4.250 Sideswipe Injury DUI
P-1 was driving V-1 northbound on I-5, south of Deschutes Road. P-2 was driving a motorhome, towing V-2 on I-5 northbound slightly ahead of V-1. P-1 made an unsafe turning movement and due to level of intoxication struck V-2's left rear side as it was in tow with the motorhome. After the collision, V-1 continued towards the concrete barrier and its front collided with the wall.

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PM 4.270 Broadside Injury DUI
P-1 was driving V-1 on I-5 northbound, and P-2 was driving V-2 on I-5 northbound. Due to P-1 being under the influence and driving at excessive speeds for traffic conditions, P-1 was unable to slow or stop V-1 behind V-2 when changing lanes. The left front of V-1 collided into the rear of V-2. After this collision, both vehicles collided into the guardrail coming to a rest.

PM 4.440 Hit Object (Concrete Median Barrier) Injury Improper Turn
P-1 was driving V-1 northbound on I-5 and diverted their attention from the road ahead, looking down at the floorboard. As P-1 reached for an object on the floorboard, V-1 was steered to the left and caused a sharp swerve to the left towards the median wall. The left front end of V-1 collided with the concrete median barrier. Due to the impact, V-1 spun out of control and crossed all lanes, the front end of V-1 then collided with the guardrail on the east side of I-5 northbound.

PM 4.490 Rear End Injury Improper Turn
P-1 was driving V-1 northbound on I-5 northbound while P-2 was driving ahead. P-1 made an improper turning movement as it began to hydroplane. The right front of V-1 collided into the rear of V-2 and caused it to veer to the right. V-2 then collided into the guardrail along the right shoulder.

PM 4.490 Hit Object (Concrete Median Barrier) PDO Other Than Driver
P-1 was driving V-1 on northbound I-5, north of Factory Outlets Drive under crossing. P-1 sustained a medically induced seizure and drifted to the left. The left front of V-1 collided with the center median.

Table 1I summarizes the crash rates on Northbound I-5 in Shasta County for the post miles limits of R4.593/R4.877. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1I

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 5 R4.593/R4.877 Northbound	2	0.000	0.00	0.07	0.002	0.16	0.49

(9) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 are two reported crashes within the requested limits, and it is summarized as follows:

PM 4.600 Sideswipe PDO Other Violations
P-1 was driving V-1 on I-5 northbound, and P-2 was driving V-2 in the opposing lane. P-1 or P-2 made an improper lane change. The right side of V-1 collided with the left side of V-2

PM 4.770 Rear End PDO Speeding
P-2 was driving V-2 on I-5 northbound, north of Deschutes Road. P-1 was approaching the rear of V-2. P-3 was driving V-3 to the rear of V-1 and V-2. P-1 failed to observe V-2 in the lane ahead, applied brakes, and swerved to the left but didn't have enough time or distance to stop before the right front of V-1 struck the left rear of V-2's trailer loading tools and equipment. The impact forced V-2's trailer

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out of control and into the guardrail. The tools and equipment became airborne, striking the right side of V-3 as it passed the collision.

Table 1J summarizes the crash rates on Southbound I-5 in Shasta County for the post miles limits of R4.536/R4.817. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1J

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 5 R4.536/R4.817 Southbound	2	0.000	0.03	0.07	0.002	0.16	0.49

(10) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 are two reported crashes within the requested limits, and it is summarized as follows:

PM 4.680 Sideswipe PDO Other Violations
P-2 was driving V-2 southbound on I-5, north of Deschutes Road, to the right of V-1. P-1 was driving V-1 southbound on I-5, north of Deschutes Road, to the left of V-2. P-1 began to make a lane change to the right while P-2 began to make a lane change at the same time. Due to unsafe lane changes by P-1 and P-2, the left side of V-2 and right side of V-1 collided.

PM 4.770 Overturn Injury Speeding
P-1 was driving V-1 on southbound I-5, north of Deschutes Road and lost control of V-1, rolled over and was ejected from V-1.

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Table 1K summarizes the crash rates on Southbound I-5 in Shasta County for the post miles limits of R3.538/R4.536. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1K

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 5 R3.538/R4.536 Southbound	10	0.000	0.07	0.36	0.006	0.33	1.00

(11) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 are ten reported crashes within the requested limits, and it is summarized as follows:

PM 3.720 Sideswipe PDO Other Violations
P-1 was driving V-1 on southbound I-5, south of Factory Outlets Drive. P-2 was driving V-2 on southbound I-5, south of Factory Outlets Dr and to the right of V-1. P-1 turned to the right, where V-2 was already occupied. Due to V-1's lane change, the right rear of V-1 collided into the left front corner of V-2.

PM 3.750 Hit Object (Concrete Median Barrier) PDO Improper Turn
P-1 was driving V-1 southbound on I-5, south of Deschutes Road and rapidly changed lanes. Due to V-1's speed, V-1 lost traction and veered east, striking the concrete barrier. Due to the force of impact, V-1 then rotated several times in a westerly direction and came to rest on the right-hand shoulder of southbound I-5.

PM 4.090 Auto-Pedestrian PDO Other Than Driver
P-1 was driving V-1 southbound on I-5 when the left wheel came off the 30-foot mobile sawmill that V-1 was towing. The wheel continued westbound into the Factory Outlets parking lot and collided into V-2's roof, the left front of V-3, and the glass door to the Bargain Bins business. There were no Pedestrians involved

PM 4.320 Rear End PDO Other Violations
P-2 was driving V-2 southbound on I-5, north of Deschutes Rd. P-1 was driving southbound on I-5, north of Deschutes Road, approaching the rear of V-2. As P-1 began to make an improper lane change, the front of V-1 collided to the rear of V-2. P-1 lost control of V-1 and fishtailed then overturned.

PM 4.330 Hit Object (Guardrail) PDO Speeding
P-1 was driving V-1 southbound on I-5 approaching Deschutes Road and due to speed for rainy conditions, lost control of V-1 and went off the west side of I-5 and struck the guardrail.

PM 4.360 Sideswipe PDO Speeding
P-1 was driving V-1 southbound on I-5, north of Deschutes Road. P-2 was driving southbound on I-5, north of Deschutes Road, directly to the right of V-1. Due to P-1's speed in the heavy rain, P-1's rear wheels slid out due to the water on the roadway and P-1 lost control of V-1. P-1 veered to the right and impacted V-2. P-1 then swerved back to the left and impacted the concrete median barrier.

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PM 4.370 Hit Object (Guardrail) PDO Improper Turn
P-1 was driving V-1 on I-5 southbound, north of Deschutes Road. P-2 was driving V-2 on I-5 southbound slightly behind V-1. The roadway surface was wet as it was raining, and V-1 slid out of control in a westerly direction and crashed into the metal guardrail. P-2 attempted to steer to the left to miss V-1 but was unsuccessful as V-1 bounced off the guardrail and crashed into V-2.

PM 4.390 Hit Object (Guardrail) Injury Speeding
P-1 was driving V-1 southbound on I-5, north of Deschutes Road. The roadway was wet and due to excessive speed, V-1's rear wheels slid out and P-1 lost control of V-1. V-1 swerved to the right and collided into a guardrail along the west roadway edge of southbound I-5.

PM 4.400 Hit Object (Guardrail) Injury Improper Turn
P-1 was driving V-1 southbound on I-5 and due to making an improper turning movement, P-1 lost control of V-1, veering to the right. The front of V-1 collided into the metal guardrail. V-1 then came to rest on the shoulder against the guardrail.

PM 4.400 Hit Object (Concrete Median Barrier) PDO Speeding
P-1 was driving southbound on I-5, north of Deschutes Road during rainy weather conditions, V-1's tires lost traction and hydroplaned. V-1 fishtailed and was unable to gain control, striking the concrete center median.

Table 1L summarizes the crash rates on Southbound I-5 in Shasta County for the post miles limits of R3.251/R3.538. The Table B report was generated on **06/03/25** and it depicts existing crash rates per million vehicles for the most recent 36-month period from **10/01/21** to **09/30/24** from the Traffic accident Surveillance and Analysis System (TASAS).

TABLE 1L

TASAS Table B Crash Rates

Segment	TOTAL No. of Crashes	ACTUAL RATES (per million vehicles)			AVERAGE RATES (per million vehicles)		
		Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)
SHA 5 R3.251/R3.538 Southbound	4	0.000	0.00	0.13	0.004	0.14	0.40

(12) All reported crashes (includes Property Damage Only (PDO) Crashes)

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 are four reported crashes within the requested limits, and it is summarized as follows:

PM 3.310 Hit Object (Wooden Sign Post) PDO Improper Turn
P-1 was driving V-1 southbound on I-5, south of Deschutes Road and made an improper turning movement. P-1 left the roadway, collided with a wooden sign post followed by a metal lamp post on the shoulder of southbound I-5.

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PM 3.390 Hit Object (Concrete Median Barrier) PDO DUI
P-1 was driving V-1 southbound on I-5, north of the off ramp to Main Street. Due to P-1's intoxication, V-1 veered to the left, across the solid painted yellow lines, and across the asphalt center divide. The left front wheel, left front fender, and left rear fender collided with the concrete barrier.

PM 3.400 Sideswipe PDO Other Violations
P-2 was driving southbound on I-5. P-1 was driving southbound on I-5, south of the SR-273 onramp approaching the rear of V-2. P-1 observed traffic merging onto southbound I-5 from SR-273 and began to change lanes into the other lane to pass or go around. While P-1 changed lanes, they failed to observe an unknown vehicle in the other lane. P-1 overcorrected back to the right and lost control of V-1 and allowed the right side of V-1 to collide into the left side of V-2's trailer.

PM 3.470 Sideswipe PDO DUI
P-1 was driving V-1 southbound on I-5 and due to alcohol impairment made an improper turning movement. As V-1 veered to the left into the center median, it sideswiped the concrete barrier.

You can reach me at jeanetta.lopez@dot.ca.gov if you have any questions or need any additional information.

Jeanetta Lopez

Jeanetta Lopez,
Traffic Safety, District 2

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.

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Appendix K

Native American Heritage Commission List of Tribal Contacts

Tribe	Contact
Alturas Rancheria of Pit River Indians	Wendy Del Rosa, Chairperson P.O. Box 340 Alturas, CA 96101
Estom Yumeka Maidu Tribe of the Enterprise Rancheria	Glenda Nelson, Chairperson 2133 Monte Vista Ave. Oroville, CA 95966
Greenville Rancheria of Maidu Indians	Kyle Self, Chairperson P.O. Box 279 Greenville, CA 95947
Grindstone Rancheria of Wintun-Wailaki	Ronald Kirk, Chairperson P.O. Box 63 Elk Creek, CA 95939
Honey Lake Maidu	Paul Garcia, Chairperson 7029 Polvadero Drive San Jose, CA 95119 Ron Morales, Chairperson 1101 Arnold St Susanville, CA 96130
Mooretown Rancheria of Maidu Indians	Benjamin Clark, Chairperson #1 Alverda Drive Oroville, CA 95966
Nor-Rel-Muk Wintu Nation	John Hayward, Chairperson P.O. Box 117 Trinity Center, CA 96091 Tracy Foster-Olstad, Cultural Resources Officer 2955 Red Bud Ln Anderson, CA 96007 Cyndie Childress, Tribal Secretary/Administrative Manager 3341 Rupert Rd Anderson, CA 96007
Pakan'yani Maidu of Strawberry Valley Rancheria	Tina Goodwin, Chairperson P.O. Box 984 Marysville, CA 95901
Paskenta Band of Nomlaki Indians	Andrew Alehandre, Chairperson 22580 Olivewood Ave Corning, CA 96021 Laverne, Bill, THPO 22580 Olivewood Ave Corning, CA 96021

Pit River Tribe of California	Agnez Gonzalez, Tribal Administrator 36970 Park Ave Burney, CA 96013 Natalie Forrest-Perrez, THPO Coordinator 36970 Park Ave Burney, CA 96013
Redding Rancheria	Lillie Lucero, Tribal Historic Preservation Agent 2000 Redding Rancheria Rd Redding, CA 96001 Jack Potter, Chairperson 2000 Redding Rancheria Rd Redding, CA 96001 Tracey Edwards, Chief Executive Officer 2000 Redding Rancheria Rd Redding, CA 96001
Round Valley Preservation/Covelo Indian Community	James Russ, President 77826 Covelo Rd Covelo, CA 95428
Shasta Indian Nation	Sami Jo Difuntorum, Cultural Preservation Officer P.O. Box 634 Newport, OR 97365 Roy Hall, Chairperson 10808 Quartz Valley Rd Fort Jones, CA 96032
Susanville Indian Rancheria	Deana Bovee, Chairperson 745 Joaquin St Susanville, CA 96130
Winnemem Wintu Tribe	Caleen Sisk, Chief 14840 Bear Mountain Rd Redding, CA 96003
Wintu Tribe of Northern California	Cindy Hogue, Secretary Councilwoman P.O. Box 732 Anderson, CA 96007 Jeremy Hogue, Youth Council P.O. Box 732 Anderson, CA 96007 Gary Rickard, Chairperson 6914 Haas Rd Anderson, CA 96007

Wintu Tribe of Northern California (continued)	Melissa Rogers, Treasurer Councilwoman P.O. Box 995 Shasta Lake, CA 96019 Shawna Garcia, Councilwoman 2109 Penn Dr Redding, CA 96002

Native American Heritage Commission
Native American Contact List
Shasta County
5/19/2025

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Shasta	Nor-Rel-Muk Wintu Nation	N	Tracy Foster-Olstad, Cultural Resources Officer	2955 Red Bud Lane Anderson, CA, 96007	(530) 215-8285		tfoster-olstad@ncidc.org	Wintu	Shasta,Siskiyou,Tehama,Trinity	3/20/2023
	Nor-Rel-Muk Wintu Nation	N	John Hayward, Chairperson	P.O. Box 117 Trinity Center, CA, 96091	(530) 410-1125		cybersonnyhayward@icloud.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	3/20/2023
	Nor-Rel-Muk Wintu Nation	N	Cyndie Childress, Tribal Secretary/Administrative Manager	3341 Rupert Road Anderson, CA, 96007	(530) 227-1721		NRMWintu@gmail.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	3/20/2023
	Paskenta Band of Nomlaki Indians	F	Rachel Vansickle, Tribal Council Member at Large	22580 Olivewood Avenue Corning, CA, 96021	(530) 670-1750		rvansickle@paskenta.org	Nomlaki Wintun	Glenn,Lake,Shasta,Tehama	5/7/2025
	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	Tracy Edwards, Chief Executive Officer	2000 Redding Rancheria Road Redding, CA, 96001	(530) 225-8979	(530) 241-1879	Tracy.Edwards@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
	Round Valley Reservation/ Covelo Indian Community	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 Yuki	Butte,Colusa,Glenn,Humboldt,Lake,Lassen,Mendocino,Modoc,Plumas,Shasta,Siskiyou,Sonoma,Sutter,Tehama,Trinity,Yuba	
	Shasta Nation	N	Roy Hall, Chairperson	10808 Quartz Valley Road Fort Jones, CA, 96032	(530) 468-2314			Shasta	Del Norte,Humboldt,Modoc,Shasta,Siskiyou,Tehama,Trinity	
	Winnemem Wintu Tribe	N	Caleen Sisk, Chief	14840 Bear Mountain Road Redding, CA, 96003	(530) 229-4096		caleenwintu@gmail.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	
	Wintu Tribe of Northern California	N	Shawna Garcia, Councilwoman	2109 Penn Dr Redding, CA, 96002	(530) 921-5317		garciawintu@gmail.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	4/14/2023
	Wintu Tribe of Northern California	N	Melissa Rogers, Treasurer Councilwoman	P.O. Box 995 Shasta Lake, CA, 96019	(530) 921-4863		norcalmelissa@hotmail.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	4/14/2023
	Wintu Tribe of Northern California	N	Gary Rickard, Chairperson	6914 Haas Rd Anderson, CA, 96007	(530) 510-1318	(530) 605-1727	wintun1@hotmail.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	4/14/2023
	Wintu Tribe of Northern California	N	Jeremy Hogue, Youth Council	P.O. Box 732 Anderson, CA, 96007	(530) 638-1154		jhogue1999@gmail.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	4/14/2023
	Wintu Tribe of Northern California	N	Cindy Hogue, Secretary Councilwoman	P.O. Box 732 Anderson, CA, 96007	(530) 949-4580		Hogue1hogue@gmail.com	Wintu	Shasta,Siskiyou,Tehama,Trinity	4/14/2023

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 Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed AnthRx2025-16_7-Eleven Project, Shasta County.

Record: PROJ-2025-002715
Report Type: AB52 GIS
Counties: Shasta
NAHC Group: All