City of Wheatland
Community Development Department

507 State Route 65 Gas Station Project

Initial Study/Mitigated Negative Declaration

April 2026

Prepared by

RANEY PLANNING & MANAGEMENT, INC. 25 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

TABLE OF CONTENTS

A. BACKGROUND 1
B. SOURCES 2
C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 4
D. DETERMINATION 5
E. BACKGROUND AND INTRODUCTION 6
F. PROJECT DESCRIPTION 6
G. ENVIRONMENTAL CHECKLIST 17

I. AESTHETICS. 18
II. AGRICULTURE AND FORESTRY RESOURCES. 21
III. AIR QUALITY. 22
IV. BIOLOGICAL RESOURCES. 33
V. CULTURAL RESOURCES. 43
VI. ENERGY. 47
VII. GEOLOGY AND SOILS. 50
VIII. GREENHOUSE GAS EMISSIONS. 55
IX. HAZARDS AND HAZARDOUS MATERIALS. 59
X. HYDROLOGY AND WATER QUALITY. 64
XI. LAND USE AND PLANNING. 70
XII. MINERAL RESOURCES. 72
XIII. NOISE. 73
XIV. POPULATION AND HOUSING. 89
XV. PUBLIC SERVICES. 90
XVI. RECREATION. 92
XVII. TRANSPORTATION. 93
XVIII. TRIBAL CULTURAL RESOURCES. 99
XIX. UTILITIES AND SERVICE SYSTEMS. 101
XX. WILDFIRE. 105
XXI. MANDATORY FINDINGS OF SIGNIFICANCE. 107

APPENDICES:

Appendix A: Air Quality and Greenhouse Gas Modeling Results
Appendix B: Environmental Noise Assessment
Appendix C: Traffic Impact Study

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION APRIL 2026

A. BACKGROUND

1. Project Title: 507 State Route 65 Gas Station Project

2. Lead Agency Name and Address: City of Wheatland
Community Development Department
Planning Division
111 C Street
Wheatland, CA 95692

3. Contact Person and Phone Number: Kevin Valente
Principal Planner
(916) 372-6100

4. Project Location: 507 State Route (SR) 65
Wheatland, CA 95692
Assessor's Parcel Number (APN): 015-490-018

5. Project Sponsor's Name and Address: Shanif Merchant
Wheatland Simba Petroleum, LLC
518 Preakness Court
Danville, CA 94506

6. General Plan Designation: Commercial (COM)

7. Zoning Designation: Heavy Commercial (C-3)

8. Required Approvals from Other Public Agencies: California Department of Transportation (Caltrans)

9. Surrounding Land Uses and Setting:

The approximately 1.85-acre project site, identified by APN 015-490-018, is located at 507 SR 65 in the City of Wheatland, California, and is currently undeveloped with scattered trees. Surrounding existing uses include single-family residences and Union Pacific Railroad (UPPR) tracks to the north and northeast, across SR 65; undeveloped land to the southeast; single-family residences to the southwest, across Malone Avenue; single-family residences to the west; and single-family residences and commercial uses further west, across Main Street. The City of Wheatland General Plan designates the site as COM and the project site is zoned C-3.

10. Project Description Summary:

    The 507 State Route 65 Gas Station Project (proposed project) would include the development of the project site with a 4,816 sf gas station fuel canopy; a 6,400-square foot (sf) commercial building, including a 4,000-sf convenience store (Suite "A") and a 2,400-sf quick-serve restaurant (QSR) suite with a drive-through (Suite "B"); and a 1,680-sf carwash and vacuums. Suite "B" would include two suites, Suite "B.1" and Suite "B.2", at 800-sf each. The drive-through would be associated with Suite "B.2". The gas station would include six fuel islands with 12 pump stations. A total of 58 parking spaces would be included throughout the site and site access would be provided by a new driveway from SR 65 and emergency vehicle access (EVA) from Malone Avenue. In addition, the proposed project would include landscaping and utilities improvements. The proposed project would require City approval of a Conditional Use Permit and a Site Plan and Design Review.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), project notification letters were distributed to the United Auburn Indian Community of Auburn Rancheria (UAIC) and the Enterprise Rancheria on March 28, 2025. Responses requesting formal AB 52 or consultation have not been received to date.

B. SOURCES

The following documents are referenced information sources used for the analysis:

1. California Air Pollution Control Officers Association. *Gasoline Service Station Industrywide Risk Assessment Guidelines*. November 1997.
2. California Air Resources Board. *Inhalable Particulate Matter and Health ($PM_{2.5}$ and PM_{10})*. Available at: https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health. Accessed February 2026.
3. California Air Resources Board. *Overview: Diesel Exhaust & Health*. Available at: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed February 2026.
4. California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.
5. California Building Standards Commission. *California Green Building Standards Code*. Available at: https://codes.iccsafe.org/content/CAGBC2022P1. Accessed February 2026.
6. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed January 2026.
7. California Department of Fish and Wildlife. *CNDDB Maps and Data*. Available at: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed January 2026.
8. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed February 2026.
9. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Recology Ostrom Road LF Inc. (58-AA-0011)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/733?siteID=4075. Accessed February 2026.

10. California Department of Transportation. *Scenic Highways*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed January 2026.
11. California Environmental Protection Agency. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/wp-content/uploads/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed February 2026.
12. California Health and Safety Code: Division 104. Environmental Health, Part 7. *California Retail Food Code*. January 1, 2020.
13. City of Wheatland. *City of Wheatland Bikeway Master Plan*. October 2014.
14. City of Wheatland. *City of Wheatland General Plan Background Report*. Adopted July 11, 2006.
15. City of Wheatland. *City of Wheatland General Plan Draft Environmental Impact Report*. December 2005.
16. City of Wheatland. *Wheatland Fire Authority*. Available at: https://www.wheatland.ca.gov/fire-authority. Accessed February 2026.
17. City of Wheatland. *Wheatland Regional Sewer Pipeline Project Draft Environmental Impact Report*. December 2022.
18. City of Wheatland Fire Authority. *2024 Annual Report*. 2024.
19. Cordua Irrigation District, Yuba Water Agency, City of Marysville. *Yuba Subbasins Water Management Plan: A Groundwater Sustainability Plan*. December 2019.
20. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. Available at: https://calepa.ca.gov/SiteCleanup/CorteseList/. Accessed February 2026.
21. Feather River Air Quality Management District. *Facility Prioritization and Risk Assessment Thresholds*. May 2017.
22. Federal Emergency Management Agency. *Flood Insurance Rate Map 11-09-0886P*. Effective February 22, 2011.
23. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts In CEQA*. December 2018.
24. North Central Information Center. *Records Search Results for 507 State Rote 65 Gas Station Project*. March 10, 2025.
25. Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments*. February 2015.
26. Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017.
27. Sacramento Area Council of Governments. *Beale Air Force Base Land Use Compatibility Plan*. September 2010.
28. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.
29. San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.
30. Saxelby Acoustics. *Environmental Noise Assessment, 507 SR 65 Simba Gas Station*. February 13, 2026.
31. State of California Department of Finance. *Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024 and 2025*. Available at: https://dof.ca.gov/forecasting/demographics/estimates-e1/. Accessed February 2026.
32. State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/search?CMD=search&case_number=&business_

name=&main_street_name=&city=&zip=&county=&SITE_TYPE=LUFT&oilfield=&STATUS=&BRANCH=&MASTER_BASE=&Search=Search. Accessed February 2026.
33. TJKM. *Traffic Impact Study, 507 SR 65 Gas Station, City of Wheatland, CA*. January 22, 2026.
34. U.S. Department of Agriculture. *Web Soil Survey*. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed February 2026.
35. U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.
36. U.S. Fish and Wildlife Service. *IPaC Information for Planning and Consultation*. Available at: https://ipac.ecosphere.fws.gov/. Accessed January 2026.
37. U.S. Fish and Wildlife Service. *National Wetlands Inventory*. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed January 2026.
38. Wheatland Police Department. *2023 Annual Report*. 2023.
39. Yuba County. *County of Yuba Emergency Operations Plan: All-Hazards*. Adopted August 2015.
40. Yuba-Sutter Transit. *NextGen Transit Plan*. Adopted May 18, 2023.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "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

D. DETERMINATION

On the basis of this initial study:

☐ 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 applicant. 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" on the environment, but at least one effect 1) 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Kevin Valente, Principal Planner	City of Wheatland
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA. The mitigation measures would be incorporated into the project through Conditions of Approval. The City would adopt findings and a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project in conjunction with approval of the project.

In 2006, the City of Wheatland adopted the City's General Plan and adopted an Environmental Impact Report (EIR) for the General Plan. The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR] Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan. Consistent with Section 15150 of the CEQA Guidelines, applicable portions of the General Plan and General Plan EIR are incorporated by reference as part of this IS/MND.

F. PROJECT DESCRIPTION

The following provides a description of the current location and setting of the site, as well as the proposed project components and the anticipated discretionary actions required for the project.

Project Location and Setting

The approximately 1.85-acre project site, identified by APN 015-490-018, is located at 507 SR 65 in the City of Wheatland, California, and is currently undeveloped with scattered trees (see Figure 1). Surrounding existing uses include single-family residences and UPPR tracks to the north and northeast, across SR 65; undeveloped land to the southeast; single-family residences to the southwest, across Malone Avenue; single-family residences to the west; and single-family residences and commercial uses further west, across Main Street. (see Figure 2). The City of Wheatland General Plan designates the site as COM and the project site is zoned C-3.

Project Components

The proposed project would include the development of the project site with commercial uses, including a gas station, convenience store, and QSR (see Figure 3). The 4,816-sf gas station would include a fuel canopy with six fuel islands and 12 pump stations. The fuel canopy would be centrally located on the project site, allowing for traffic to flow in a circular fashion. A 6,400-sf commercial building, including a 4,000-sf convenience store associated with the gas station (Suite "A") and a 2,400-sf QSR suite with a drive-through (Suite "B"), would be located in the western portion of the project site (see Figure 4). Suite "B" would include two suites, Suite "B.1" and Suite "B.2", at 800-sf each. The drive-through would be associated with Suite "B.2". The future tenants of the suites are not currently known. Additionally, a 625-sf trellis with outdoor seating would be located at the entrance of the commercial building.

Figure 1
Regional Project Location



*Figure not OCR compatible

Figure 2
Project Location

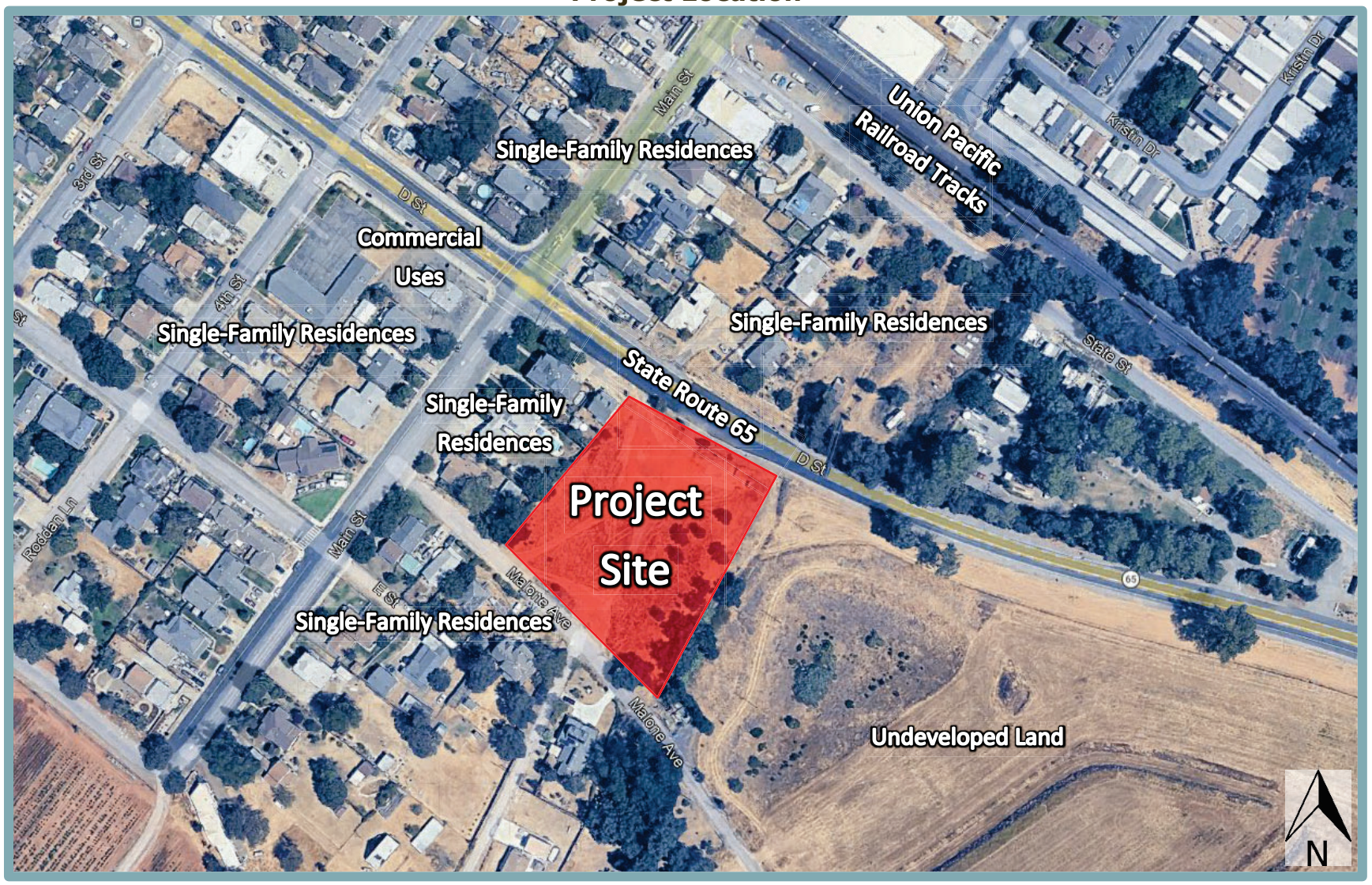


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Figure 3
Site Plan

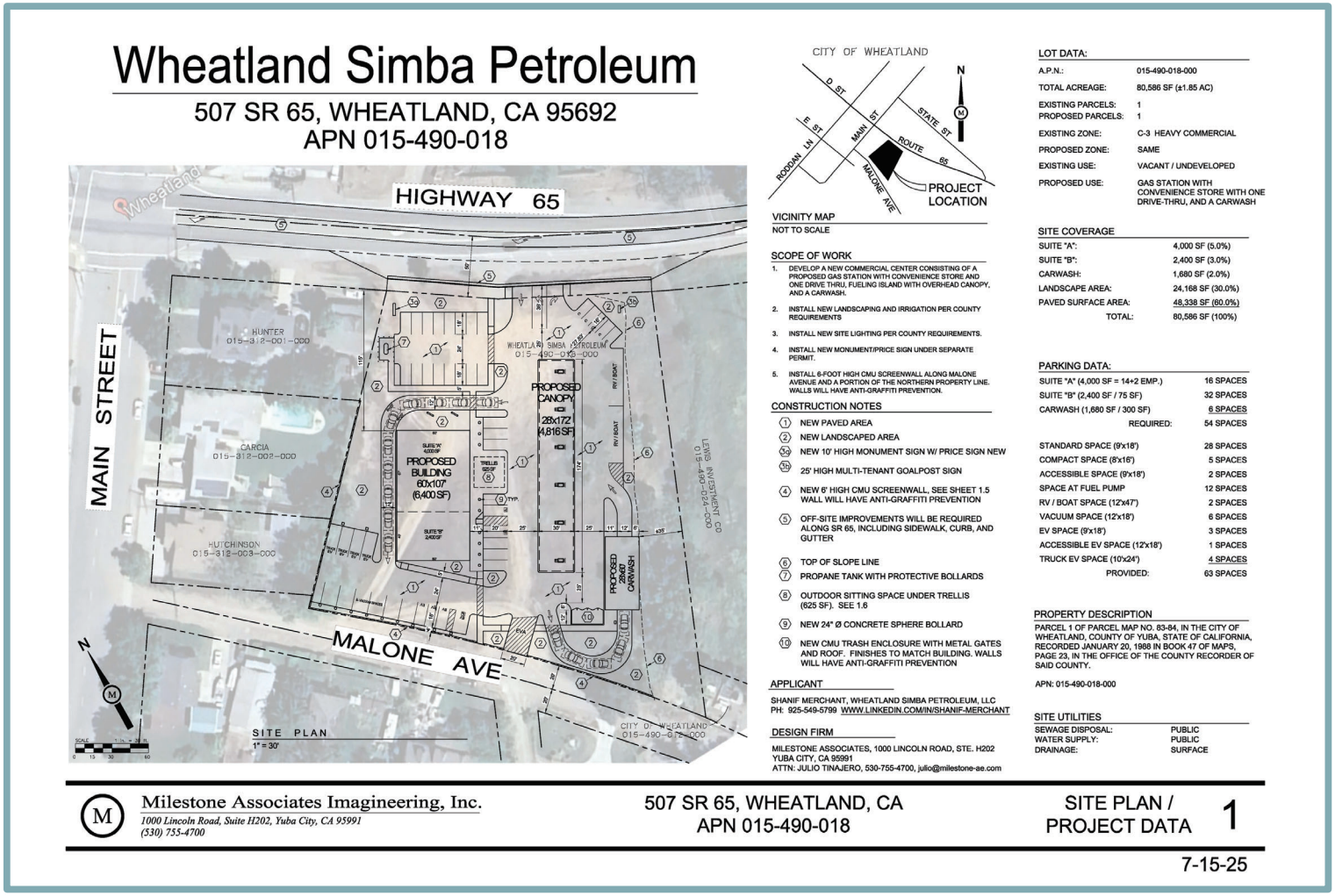


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Figure 4
Building Floor Plan

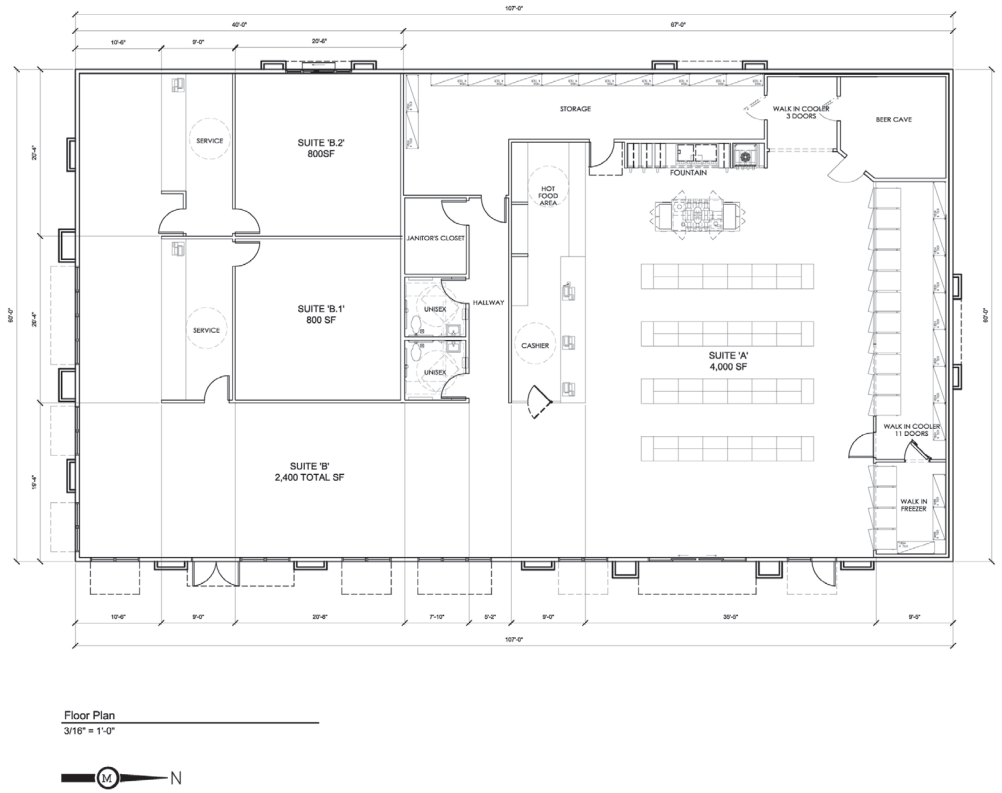


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A 1,680-sf carwash and an associated drive-through lane would be included in the southeast portion of the project site. The drive-through lane would start in the southeastern corner of the project site. Car wash vacuums would be located in the northwestern corner of the project site.

The proposed project would include 24,168 sf of new landscaping, 48,338 sf of paved surface area, and utilities improvements.

The proposed project would require City approval of a Conditional Use Permit and a Site Plan and Design Review. The following sections provide a discussion of the project components, including access, circulation, and parking, utilities, landscaping, and the required approvals.

Access, Circulation, and Parking

Access to the project site would be provided by a new driveway located off of SR 65 at the northern edge of the site. Under a separate approval from Caltrans, frontage and off-site improvements to SR 65 would occur within the Caltrans right-of-way (ROW) along the northeast frontage of the project site, including sidewalk, curb, and gutter improvements. The off-site improvements would include a proposed 12-foot-wide, two-way turn lane extending from the existing turn lane, providing left-turn access to the project site from the northbound lane on SR 65. In addition, off-site improvements would include a 12-foot southbound lane and eight-foot shoulder in order to provide space for the above-mentioned proposed 12-foot two-way turn lane into the project site (see Figure 5). The project site would include one entry lane from SR 65 and two exit lanes, consisting of one right-only exit lane and one left-only exit lane.

The 2,400-sf QSR Suite “B” would include a drive-through lane associated with Suite “B.2” starting after the proposed parking area to the west of the entrance to the project site and ending in the proposed parking area at the southern end of the site. The 1,680-sf car wash would include a queuing lane along the southeastern corner of the project site, providing entry into the car-wash. Cars would exit the car wash along the eastern side of the site. The fueling island with overhead canopy would be centrally located in the project site, with surrounding driving aisles allowing for vehicle circulation. A 20-foot wide EVA would be provided on the southern boundary of the project site, connecting to Malone Avenue.

The proposed project would include a total of 58 parking spaces, including 23 standard spaces, five compact spaces, two accessible spaces, 12 spaces at fuel pumps, two recreational vehicle (RV)/boat spaces, six spaces at the vacuum area in the northwestern corner of the project site, three electric vehicle (EV) spaces, one accessible EV space, and four truck EV spaces.

Utilities

Water and sanitary sewer services would be provided by the City of Wheatland. The City of Wheatland Public Works Department operates the City’s water system and provides water to the entire City solely from groundwater. The City of Wheatland Public Works Department also operates the City’s sanitary sewer collection system and wastewater treatment plant (WWTP).

The proposed project would include new connections to existing utility infrastructure in the vicinity of the project site (see Figure 6). The proposed water lines would connect to the existing water main in Malone Avenue to the south of the project site, in conformance with City standards.

Figure 5
State Route 65 Improvements Plan

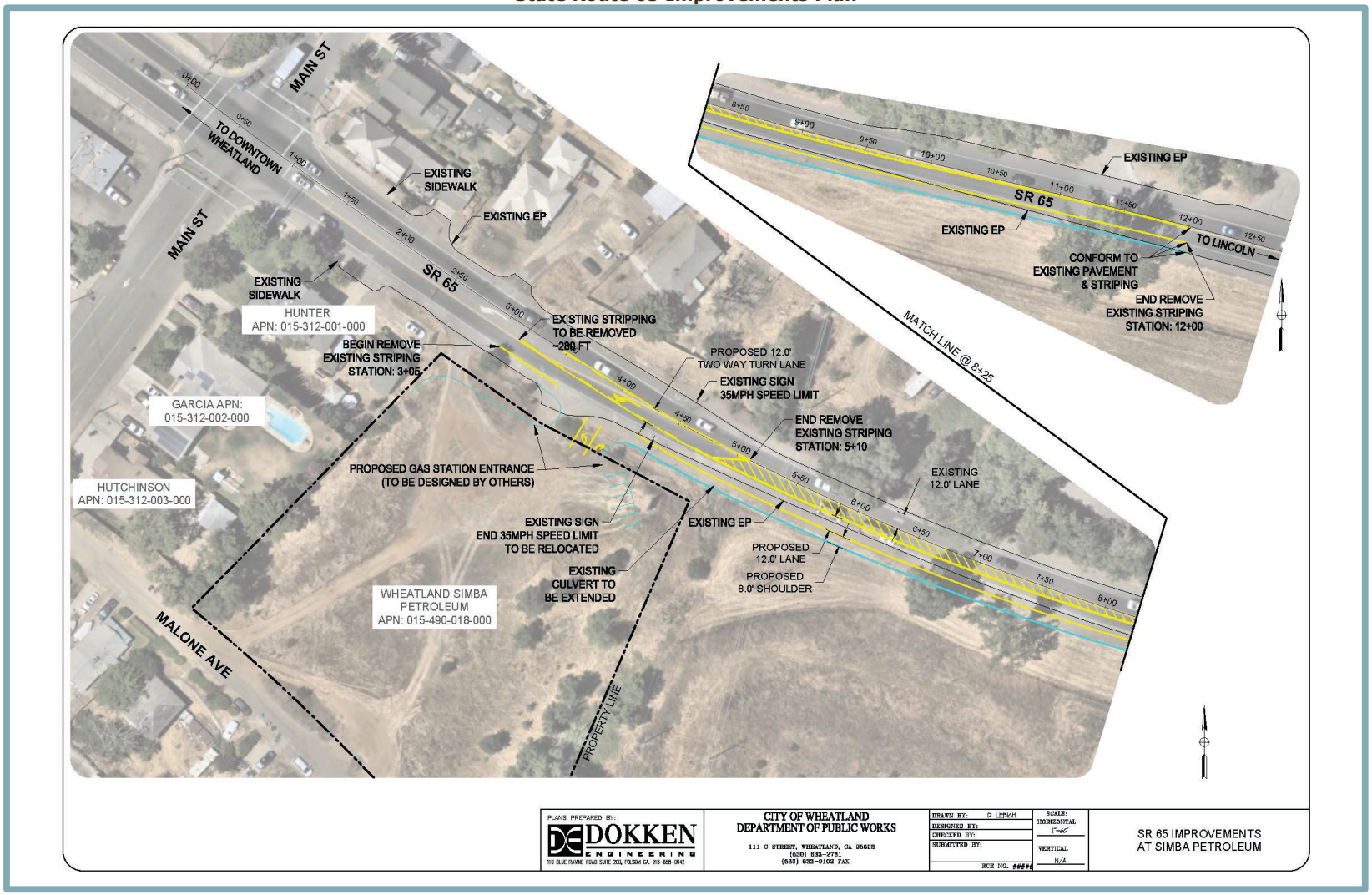


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Figure 6
Conceptual Utility Plan

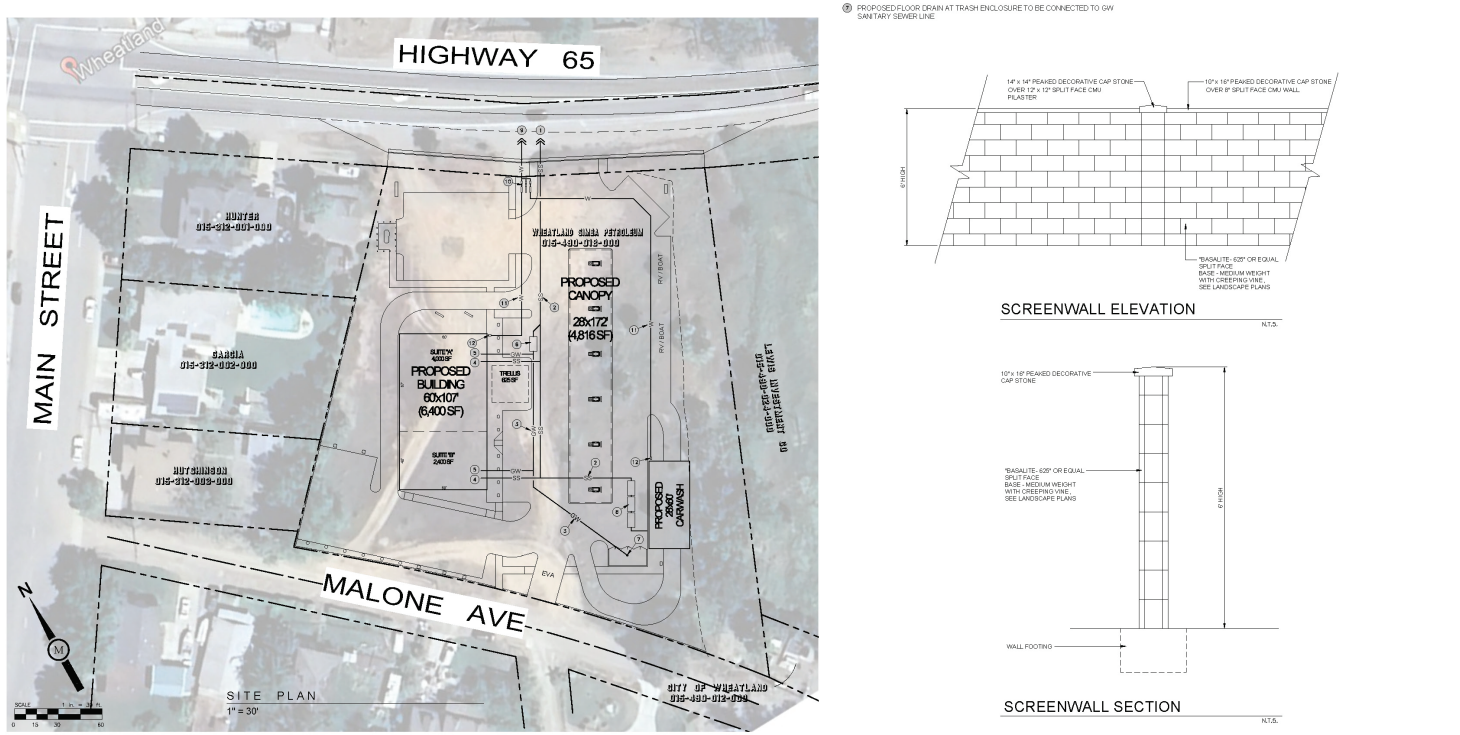


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In addition, the proposed sanitary sewer line would connect to the existing sanitary sewer main in Malone Avenue to the south of the project site, in conformance with City standards. The sanitary sewer line would connect to the proposed commercial building and to water reclaim tanks located adjacent to the car wash. The reclaim tanks would store and treat wastewater from the car wash before discharge into the on-site sanitary sewer line.

The proposed project would also include a grease waste sanitary sewer line connecting the on-site sanitary sewer line to the proposed commercial building and floor drain at the trash enclosure located adjacent to the car wash. The grease waste sanitary sewer line would connect to a grease interceptor located adjacent to the commercial building before connecting to the on-site sanitary sewer line.

The project site would be divided into 11 drainage management areas (DMAs) (see Figure 7). Stormwater runoff from the on-site impervious surfaces would be collected through 11 stormwater inlets, with one stormwater inlet in each DMA, with connections to the on-site storm drain line. The storm drain line would connect to the underground Stormtech chambers located in the northern portion of the project site, which would provide on-site retention for stormwater runoff from the project site prior to off-site discharge.

Gas and electricity services would be provided by the Pacific Gas and Electric Company (PG&E). Solid waste collection services for City residents is provided by Recology Yuba-Sutter, formerly Yuba-Sutter Disposal, Inc. (YSDI). Recology Yuba-Sutter has a franchise agreement with the City to collect residential and commercial refuse, and dispose of the refuse at the Ostrom Road Sanitary Landfill at 5900 Ostrom Road.

Landscaping

All existing on-site trees would be removed from the project site. The proposed project would incorporate approximately 24,168-sf of on-site landscaped areas, equal to 30 percent of the project site, which would include various trees, shrubs, and groundcover (see Figure 8). Plants would be grouped according to water requirements in hydrozones in order to maximize the efficient use of irrigation water and plant species listed by the California Invasive Plant Council would not be included. Plants would be selected for their water-conserving characteristics, adaptations to the local climate, disease and pest resistance, and appropriateness for the project. Landscaped areas would be developed primarily along the perimeter of the site in order to shield the proposed project from views of the existing roadways. In addition, the proposed project would include a six-foot Concrete Masonry Unit (CMU) screenwall along Malone Avenue and a portion of the northern property line. All landscaping would be implemented pursuant to the current City of Wheatland Municipal Code Section 18.60.130 landscape design requirements, as well as the Model Water Efficient Landscape Ordinance (MWELO).

The installation of a new monument/price sign on the northern corner of the project site, along SR 65, is anticipated and would be processed separately under a future permit.

Conditional Use Permit

Chapter 18.36 of the Wheatland Municipal Code sets forth the allowed uses within the C-3 zoning district. Pursuant to Section 18.36.020 of the Wheatland Municipal Code, a gas station, car wash, and convenient market exceeding 3,000 sf requires approval of a Conditional Use Permit in the C-3 zoning district.

Figure 7
Stormwater Control Plan

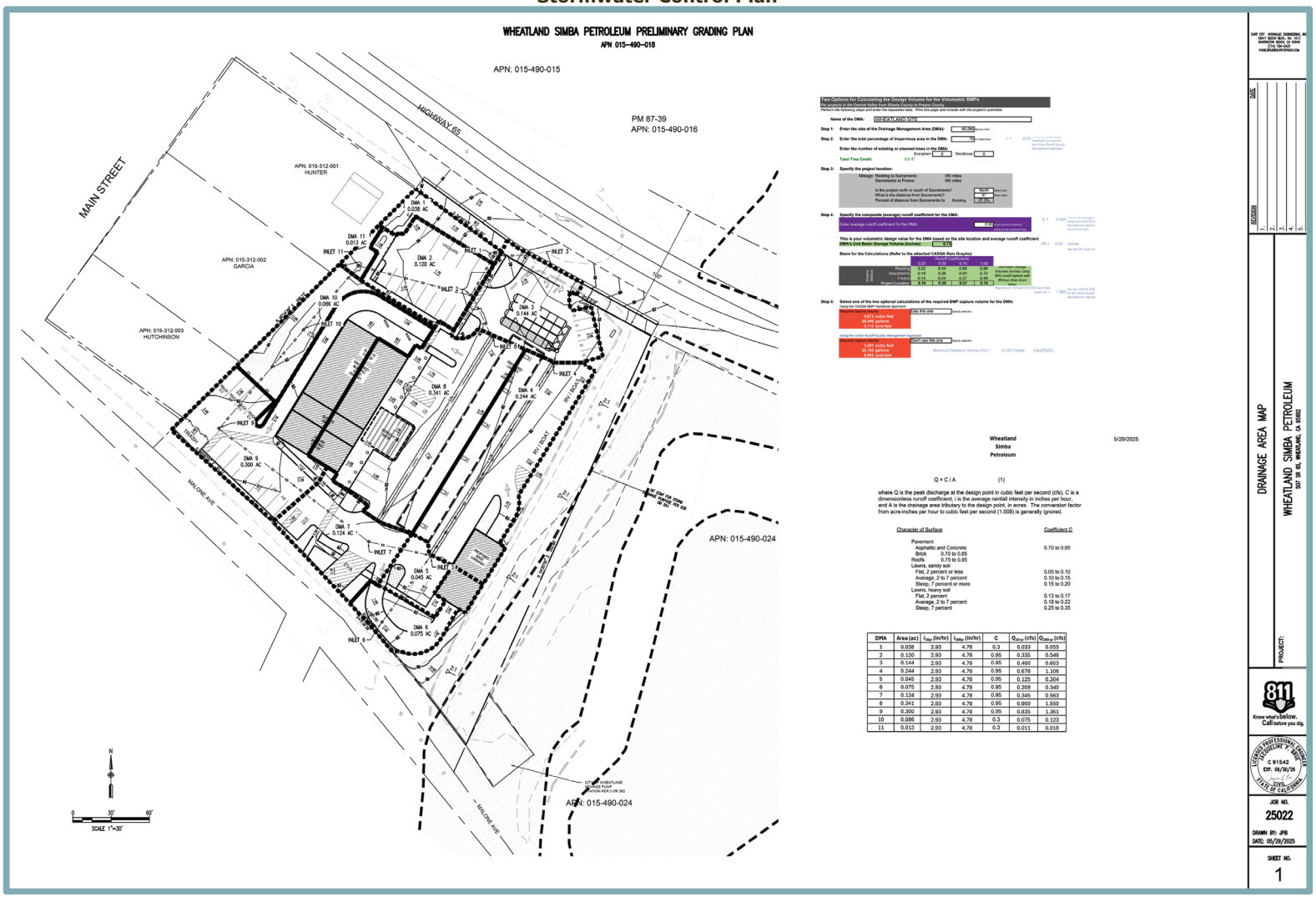
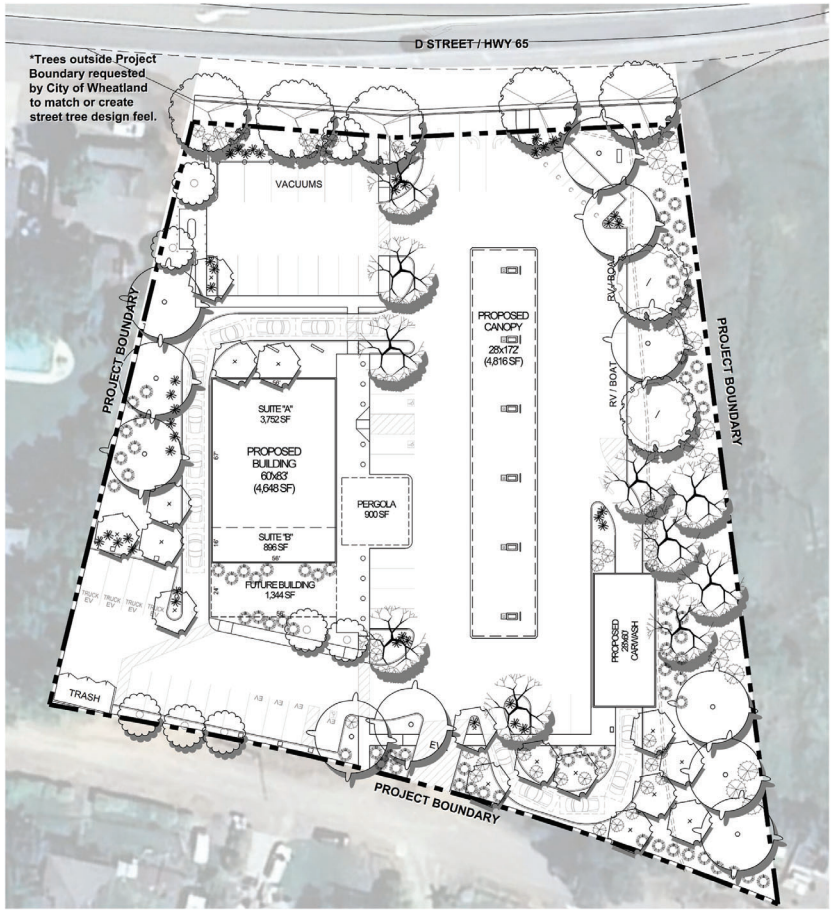


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Figure 8
Landscaping Plan



PROPOSED PLANTING LEGEND

TREE SPECIES SYM	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
	PLATANUS X ACERFOLIA (D) 'BLOODGOOD'	LONDON PLANE TREE	15 GAL	5	MED
	QUERCUS LOBATA (D)	VALLEY OAK	24" BOX	11	LOW
	ULMUS WILISONIANA (E) 'PROSPECTOR'	PROSPECTOR ELM	24 " BOX	2	LOW
	ARBUTUS UNEDO (E)	ARBUTUS STANDARD	15 GAL	8	LOW
	PISTACIA CHINENSIS (D) 'KEITH DAVEY'	CHINESE PISTACHE	15 GAL	10	LOW
	LAGERSTROEMIA INDICA x. (D) FAURIEI 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	15 GAL	17	LOW

SHRUB SPECIES SYM.	BOTANICAL NAME	COMMON NAME	SIZE	WATER USAGE
	ARCTOSTAPHYLOS 'JOHN DOURLEY' FEIJOA SELLOWIANA LANTANA MONTEVIDENSIS ACACIA REDOLENS 'LOW BOY' COTONEASTER D. 'LOWFAST'	LOW GROWING MANZANITA PINEAPPLE GUAVA TRAILING LANTANA LOW BOY PROSTRATE ACACIA COTONEASTER	5 GAL	LOW/ V.LOW
	DIETES BICOLOR HESPERALOE PARVIFLORA AGAVE 'BLUE FLAME'	FORTNITE LILY RED YUCCA BLUE FLAME AGAVE	5 GAL	LOW/ V.LOW
	EPILOBIUM CANUM LAVANDULA S. 'OTTO QUAST' NANDINA D. 'NANA' CALLISTEMON 'LITTLE JOHN'	CALIFORNIA FUCHSIA SPANISH LAVENDER DWARF HEAVENLY BAMBOO DWARF BOTTLEBRUSH	5 GAL	LOW
	LEUCOPHYLLUM F.'COMPACTUM' ROSMARINUS O. 'COLLINGWOOD INGRAM'	COMPACT TEXAS RANGER DWARF ROSEMARY	5 GAL	LOW

NOTES & DESIGN GUIDELINE NOTES:
CITY OF WHEATLAND MUNICIPAL CODE:

§ 18.36.070 OTHER CONDITIONS: ALL PORTIONS OF THE FRONT YARD NOT USED FOR ACCESS SHALL BE LANDSCAPED IN ACCORDANCE WITH 18.60.130, 18.63.100, AND 18.63.110
IN A SHOPPING CENTER, NOT LESS THAN 2% OF THE PARKING AREA SHALL BE LANDSCAPED AND MAINTAINED, OF WHICH NOT MORE THAN ONE PERCENT MAY BE PLACED AT ANY ONE LOCATION.

§18.60.130 LANDSCAPING AND SCREENING: B. LANDSCAPE SHALL BE A COMBINATION OF SHRUBS, TREES, VINES AND GROUNDCOVER. TREES SHALL BE SELECTED FROM A LIST OF ACCEPTABLE TREES MEETING APPROVAL OF THE CITY. C. SCREENING SHALL NOT BE LESS THAN 6', OR ADJACENT TO ZONE R OR NEAR DRIVEWAYS OR INTERSECTIONS NOT <30' NOR >42" TALL.

E. MWELO: (1) SOIL AMENDMENTS INCORPORATED PER SOIL MANAGEMENT REPORT
(2) COMPOST SHALL BE INSTALLED AT A MIN. RATE OF 4 CUBIC YARDS PER 1,000 SQUARE FEET, INCORPORATED AT A DEPTH OF 6".
(3) MIN 3" MULCH LAYER APPLIED TO ALL EXPOSED SOIL SURFACES.

§18.63.100 BORDER BARRICADES. PARKING LOTS W/ MORE THAN 4 SPACES SHALL BE PROVIDED WITH 6" WHEEL STOPS.

§18.63.110 SCREENING. PARKING LOTS W/ MORE THAN 4 SPACES SHALL BE SEPARATED AND SCREENED FROM STREET VIEW.

PRELIMINARY DESIGN NOTES:
THE LANDSCAPE SHALL BE CAREFULLY DESIGNED AND PLANNED FOR THE INTENDED FUNCTION OF THE PROJECT. PLANT MATERIAL SELECTED CONSIDERS THE ETWU AND DOES NOT CAUSE THE PROJECT TO EXCEED MAWA. PLANTS HAVE BEEN SELECTED FOR THEIR WATER-CONSERVING CHARACTERISTICS, ADAPTATIONS TO THE LOCAL CLIMATE, DISEASE AND PEST RESISTANCE, AND APPROPRIATENESS FOR PROJECT SITUATION.

THE LANDSCAPE DESIGN SHALL BE COMPOSED OF A THREE-TIERED DESIGN: TREES, SHRUBS, AND GROUNDCOVER, AND IS DESIGNED TO ACHIEVE AN AESTHETICALLY PLEASING LANDSCAPE THAT IS COMPLIANT WITH PROJECT REQUIREMENTS AND FUNCTIONALITY.

PLANT MASSINGS HAVE BEEN GROUPED ACCORDING TO WATER REQUIREMENTS IN HYDROZONES, TO MAXIMIZE THE EFFICIENT USE OF IRRIGATION WATER. PLANTS LISTED BY THE CALIFORNIA INVASIVE PLANT COUNCIL HAVE BEEN AVOIDED IN THE DESIGN.

THE SOIL SHALL BE PREPARED AND TRANSFORMED TO A FRIABLE CONDITION. SOIL AMENDMENTS SHALL BE INCORPORATED ACCORDING TO RECOMMENDATIONS OF THE ACCOMPANYING SOILS REPORT (PREPARED BY OTHERS). NO LANDSCAPE SHALL BE LEFT BARE.

PROJECT STATS:

TOTAL PROJECT AREA: 80,586 SF (+/- 1.85 AC)
TOTAL LANDSCAPE AREA: 24,168 SF
30.0% OF TOTAL AREA OF PARCELS

ETo RATE: WHEATLAND, CA. YUBA COUNTY = 54.3
WUCOLS REGION: CENTRAL VALLEY #2; SUNSET CLIMATE ZONE 8.
CITY OF WHEATLAND, CA MUNICIPAL CODE

CITY OF WHEATLAND



VICINITY MAP
N.T.S.

Milestone Associates Imagineering, Inc.
1000 Lincoln Road, Suite H262,
Yuba City, CA 95991
(530) 755-4700

WPLA WATKINS PLANNING & LANDSCAPE ARCHITECTURE, INC.
ERIK WATKINS, PLA
CA #5753
(707) 628-3326

507 SR 65, WHEATLAND, CA
APN 015-490-018

PRELIMINARY EXHIBIT
NOT FOR CONSTRUCTION

5-30-25

*Figure not OCR compatible

Section 18.60.290 of the Wheatland Municipal Code defines the development standards that service stations must conform to when considered a conditional use. Upon satisfaction of the outlined regulations, a Conditional Use Permit would allow for the development of the proposed project.

Site Plan and Design Review

Pursuant to City of Wheatland Municipal Code Chapter 18.67, all development projects in the C-3 zoning district are subject to the City's Site Plan and Design Review process. The City's Site Plan and Design Review process allows various City departments or public agencies, such as the fire district, engineer, police department, building department, public works, planning director, and any other affected departments or public agencies, to evaluate the proposed project's compliance with the City of Wheatland's standards and regulations. The proposed project would be subject to the City's Site Plan and Design Review process to ensure consistency with all applicable requirements.

Project Entitlements

The entitlements requested with the application for the proposed project include the following:

- Conditional Use Permit; and
- Site Plan and Design Review.

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less-Than-Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other areas designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. The City's General Plan does not designate official scenic view corridors.

According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, the project site is not within the vicinity of an officially designated State scenic highway.[1] The nearest State highway eligible for designation is a stretch of SR 49, located approximately 17 miles to the east of the project site, and the nearest officially designated State scenic highways are located even further from the project site. In addition, scenic resources, such as rock outcroppings or historically significant buildings, do not exist within the project site or vicinity.

Based on the above information, the proposed project would not have a substantial adverse effect on a scenic vista and would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Therefore, the project would result in a ***less-than-significant*** impact.

c. The project site is located within the City boundaries and is surrounded by low-density residential and commercial uses to the north, northeast, southwest, and west. While the project site is bordered by undeveloped land to the southeast, the project site is bordered by land developed with residential and commercial uses on all other sides. Therefore, the project site is considered to be located in an urbanized area, and the applicable threshold is whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

The project site is currently zoned C-3 and, thus, has been anticipated for development with commercial uses by the City. According to Chapter 18.36, C-3 Heavy Commercial District, of the City's Municipal Code, the purpose of the C-3 district is to provide for retail, wholesale, and highway and heavy commercial uses, along with amusement, transient

[1] California Department of Transportation. *Scenic Highways*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed January 2026.

residential, warehousing and distribution, maintenance, and repair and servicing activities. Consistent with the intent of the C-3 zoning district, the proposed project would include a Conditional Use Permit for development of the proposed gas station, car wash, and convenience market. The proposed project would comply with existing design standards and guidelines required for commercial development in the City of Wheatland. Pursuant to Chapter 18.67 of the City's Municipal Code, the project would be required to undergo a Site Plan and Design Review, which is a City regulation related to scenic quality. The Design Review process would ensure that the aesthetic and architectural design of the development be compatible with surrounding development. Furthermore, the proposed project would include a maximum building height of 26 feet, which would comply with the maximum allowable height of 48 feet in the C-3 zone as determined in the City's Municipal Code Section 18.36.050. While the proposed project would include the installation of a new monument/price sign on the northern corner of the project site along SR 65 under a future separate permit, the monument/price sign would be consistent with Title 19, Signs, of the City of Wheatland Municipal Code.

Based on the above, the proposed project would not conflict with regulations governing scenic quality, and impacts would be considered ***less-than-significant***.

d. The project site is currently undeveloped. Therefore, the project site does not currently contain any sources of light. Commercial development of the project site with a gas station fuel canopy, a 6,400-sf commercial building with a drive-through, and a carwash would add new sources of light to the site. The proposed project is anticipated to include lighting throughout the project site and along the project site frontage, as well as interior lights spilling from the windows of the future commercial suites. In addition, the proposed project would generate vehicle trips which, in turn, would create sources of light from vehicle headlights. Thus, new sources of light and glare on the project site as a result of the proposed project would be more intensive than what currently occurs within the site.

The proposed project would be required to comply with the City's Community Design Standards document, which includes goals, objectives, and standards to guide the design of new projects within the City, as well as all General Plan policies related to light and glare. For example, COM Standard 4.3.6 of the Community Design Standards requires commercial light fixtures to be the appropriate scale, location, and shielded to avoid spillover or glare into surrounding areas. Compliance with applicable policies, regulations, and standards would help to ensure that all new sources of light and glare indirectly facilitated by the proposed project are minimized to the extent feasible. In addition, development of the project site with the proposed uses would be subject to Site Plan and Design Review, as established by Wheatland Municipal Code Chapter 18.67, which would ensure that potential impacts related to light and glare are evaluated prior to project approval, and if necessary, mitigated to the extent feasible.

As part of demonstrating compliance with applicable lighting standards, a Photometric Study was prepared for the proposed project, which shows that the estimated light intensity at the boundaries of the project site would be negligible (see Figure 9). As shown in the Photometric Study, the lighting intensity at the areas immediately outside the boundaries of the project site would reach zero or near-zero. Thus, the nearest sensitive receptors to the project site would not be exposed to substantial light or glare.

Based on the above, the proposed project would not introduce new sources of substantial light or glare to the site which would adversely affect daytime or nighttime views in the area, and a ***less-than-significant*** impact would occur.

Figure 9
Photometric Study

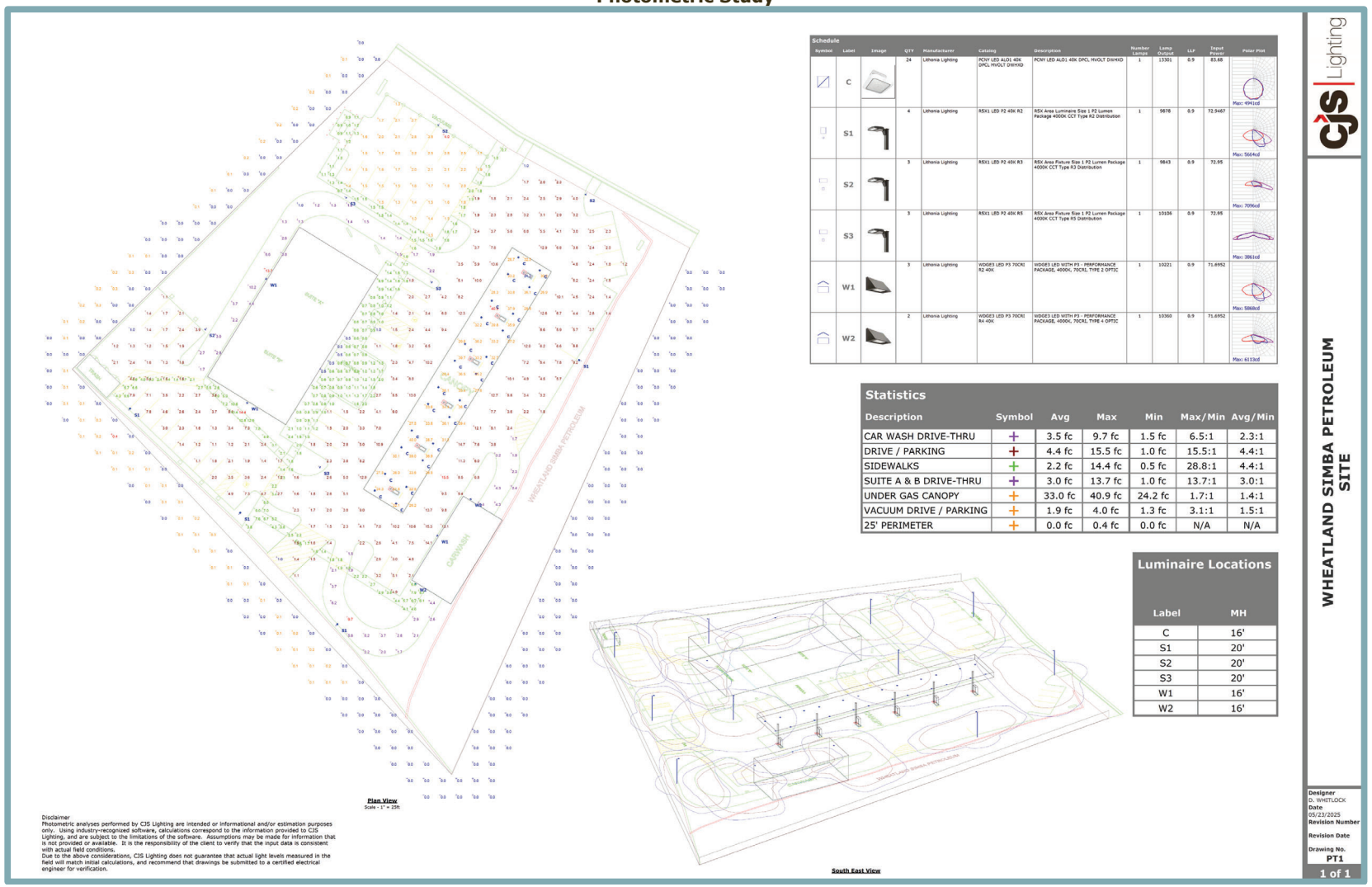


*Figure not OCR compatible

II. AGRICULTURE AND FORESTRY RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

a,e. The project site is currently undeveloped. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is identified as Grazing Land.[2] The project site does not contain, and is not located adjacent to, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the General Plan EIR, the General Plan Update includes goals and policies aimed at seeking to maintain agricultural uses as long as possible to protect adjacent agricultural lands from the negative effects of continued urban development within the City. The General Plan EIR states that urban development may not occur on lands designated Urban Reserve before the General Plan is amended. The project site is zoned and designated for commercial use and, thus, is not designated Urban Reserve by the City and is not currently used for agricultural purposes. Due to the lack of Farmland or designated agricultural areas on-site, a ***less-than-significant*** impact related to the conversion of Farmland to a non-agricultural use would occur.

b. The project site is not under a Williamson Act contract. In addition, the project site is zoned C-3. Therefore, the project would have ***no impact*** with respect to conflicting with agricultural zoning or Williamson Act contracts.

c,d. The project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

[2] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed January 2026.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

a,b. The City of Wheatland is located within the Feather River Air Quality Management District (FRAQMD). The FRAQMD is part of the Sacramento Valley Air Basin (SVAB) that includes Butte, Colusa, Glen, Tehama, Shasta, Yolo, Sacramento, Yuba, Sutter, and parts of Placer and Solano counties. Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone precursors (reactive organic gasses [ROG] and nitrogen oxides [NO_X]), carbon monoxide (CO), sulfur oxides, and lead. At the federal level, the South Sutter portion of the FRAQMD's jurisdiction has been designated as severe nonattainment under the 1997 and 2008 National AAQS for eight-hour ozone, as well as nonattainment under the 2015 National AAQS for eight-hour ozone. Aside from the South Sutter portion of the FRAQMD's jurisdiction, the remaining areas are designated as attainment for the federal eight-hour ozone standard. The Yuba City-Marysville portion of the FRAQMD's jurisdiction is designated as a maintenance area under the National AAQS for PM with diameters less than 2.5 microns ($PM_{2.5}$). Under the California AAQS designations, the South Sutter portion of the FRAQMD's jurisdiction is under nonattainment for the one-hour ozone standard, while the remaining portion of the jurisdiction is classified as nonattainment-transitional. FRAQMD's entire jurisdiction is designated as nonattainment-transitional for eight-hour ozone under the California AAQS, and as nonattainment for PM with diameters less than 10 microns (PM_{10}). FRAQMD's jurisdictional area is designated as attainment or unclassified for all other National and California AAQS.

Due to the nonattainment designations, FRAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State AAQS for ozone and particulate matter. The attainment plans currently in effect for the FRAQMD are the 2017 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2017 Ozone Attainment Plan) with an additional update prepared and adopted by CARB on October 15, 2018, known as the 2018 Updates to the California SIP, and the 2023 Yuba City-Marysville Planning Area $PM_{2.5}$ Maintenance Plan. In addition to the foregoing plans related to attainment statuses in the SVAB, the FRAQMD is also party to the Northern Sacramento Valley Planning Area 2024 Triennial Air Quality Attainment Plan, which was specifically developed to cover the Planning Areas of Shasta, Tehama, Glenn, Butte, Colusa, and Feather River. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the

plans include the estimated future levels of pollution to ensure that the area would meet air quality goals.

Nearly all development projects in the SVAB region have the potential to generate air pollutants that may increase the difficultly of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, FRAQMD has developed the Indirect Source Review Guidelines, which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors and PM_{10}, as the area is under nonattainment for ozone and PM_{10}.

The FRAQMD's recommended thresholds of significance for ROG, NO_X, and PM_{10} are summarized in Table 1 below.

Table 1
FRAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	25 lbs/day multiplied by the project length, not to exceed 4.5 tons/year	25 lbs/day
NO_X	25 lbs/day multiplied by the project length, not to exceed 4.5 tons/year	25 lbs/day
PM_{10}	80 lbs/day	80 lbs/day

Note: Construction-related ROG and NO_X emissions may be averaged over the life of the project, but may not exceed 4.5 tons/year.

Source: FRAQMD, June 7, 2010.

As shown in the table, the FRAQMD's recommended threshold for construction-related emissions of ROG and NO_X is 25 lbs/day multiplied by the total length of the construction period of a project, not to exceed 4.5 tons/year. Based on applicant provided information, construction of the proposed project is anticipated to occur over approximately 230 days; thus, the maximum allowable total construction-related emissions of ROG and NO_X pursuant to the FRAQMD thresholds of significance would be 5,750 lbs over the entire construction period (230 days X 25 lbs/day = 5,750 lbs). The maximum allowable total construction emissions of 5,750 lbs would equate to 2.9 tons/year, which would be below the annual threshold of 4.5 tons/year. Therefore, this analysis applies 2.9 tons/year as the threshold of significance for construction-related ROG and NO_X emissions. If the proposed project's emissions exceed the aforementioned pollutant thresholds, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2022.1.1.41 web-based software, which is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model.

Accordingly, the proposed project's modeling assumes the following project and/or site-specific information:

- Construction would begin in August 2026 and occur over an approximately 11-month period;
- Approximately 1,766.28 cubic yards (CY) of soil would be exported during site preparation and approximately 12 CY of soil would be imported during grading; and
- The proposed project's trip generation has been updated to be consistent with the project-specific trip generation provided in the Traffic Impact Study prepared for the proposed project by TJKM.[3]

The proposed project's estimated emissions associated with construction and operations are provided below. All CalEEMod results are included as Appendix A to this IS/MND.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2.

Table 2
Maximum Unmitigated Construction Emissions

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	0.12 tons/year	2.9 tons/year	**NO**
NO_X	0.56 tons/year	2.9 tons/year	**NO**
PM_{10}	7.77 lbs/day	80 lbs/day	**NO**

Source: CalEEMod, March 2026 (see Appendix A).

As shown in the table, the proposed project's maximum unmitigated construction emissions would be below the applicable thresholds of significance. The proposed project is required to comply with all FRAQMD rules and regulations, including Rule 3.0 related to visible emissions and Rule 3.2 related to PM concentration. In addition, all projects under the jurisdiction of the FRAQMD are recommended to implement the following Standard Construction Mitigation Measures provided in the FRAQMD's Indirect Source Review Guidelines:

1. Implement the Fugitive Dust Control Plan.
2. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).
3. The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.
4. Limiting idling time to 5 minutes - saves fuel and reduces emissions. (State idling rule: commercial diesel vehicles- 13 CCR Chapter 10 Section 2485 effective 02/01/2005; off road diesel vehicles- 13 CCR Chapter 9 Article 4.8 Section 2449 effective 05/01/2008)
5. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.

[3] TJKM. *Traffic Impact Study, 507 SR 65 Gas Station, City of Wheatland, CA*. January 22. 2026.

6. Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
7. Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (ARB) Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with the ARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

The City would require that the foregoing Standard Construction Mitigation Measures be implemented during construction, and be included in all construction contracts, which would help reduce criteria pollutant emissions during project construction.

Considering that construction emissions would be below FRAQMD's threshold of significance, construction of the proposed project would not have the potential to contribute to the FRAQMD's nonattainment status for ozone or PM and a less-than-significant impact would occur.

Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

Table 3
Maximum Unmitigated Operational Emissions

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	16.54 lbs/day	25 lbs/day	**NO**
NO_X	22.00 lbs/day	25 lbs/day	**NO**
PM_{10}	28.01 lbs/day	80 lbs/day	**NO**

Source: CalEEMod, March 2026 (see Appendix A).

As shown in the table, the proposed project's operational emissions would be below the applicable thresholds of significance for ROG, NO_X, and PM_{10}. Accordingly, operations of the proposed project would not violate any AAQS or contribute substantially to an existing or projected air quality violation, and a less-than-significant impact would occur associated with operations.

Cumulative Emissions

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of ambient air quality standards (AAQS). Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, FRAQMD

considered the emission levels for which a project's individual emissions would be cumulatively considerable.

The thresholds of significance presented in Table 1 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SVAB's existing air quality conditions. If a project exceeds the significance thresholds presented in Table 1, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions.

Because the proposed project would result in construction-related and operational emissions below the applicable thresholds of significance, construction and operation of the project would not be expected to result in a cumulatively considerable contribution to the region's existing air quality conditions.

Conclusion

Based on the above, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, violate any air quality standards or contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria air pollutant, and impacts would be considered ***less than significant***.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. In the project vicinity, sensitive land uses include existing single-family residences located to the north, west, and south of the project site. The nearest sensitive receptors are the existing single-family residences located approximately 15 feet from the western boundary of the project site on Main Street.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and TACs, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. CO emissions are particularly related to traffic levels.

The FRAQMD does not recommend specific methodologies for use in the analysis of localized CO emissions. However, several nearby air districts maintain recommended screening protocols to determine whether a proposed project would have the potential to result in excess concentrations of CO. The Sacramento Metropolitan Air Quality Management District (SMAQMD), which has jurisdiction over a portion of the SVAB, has

CEQA Guidelines which state emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO.[4] Additionally, the Placer County Air Pollution Control District (PCAPCD), which has jurisdiction over a portion of the SVAB, has a screening level for localized CO impacts. According to the PCAPCD screening levels, a project could result in a significant impact if the project would result in CO emissions from vehicle operations in excess of 550 lbs/day.[5] Based on the CalEEMod results, the proposed project would result in a maximum of 157.82 lbs/day of CO emissions from mobile sources, and, thus, would not result in CO emissions that exceed the PCAPCD screening level. The City of Wheatland has determined that the SMAQMD and PCAPCD guidelines are the appropriate thresholds of significance for the proposed project.

Therefore, based on the guidance of the SMAQMD and PCAPCD, which both have authority over a portion of the SVAB, are adjacent to the FRAQMD, and generally have similar land use and topography patterns to the FRAQMD, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.

TAC Emissions

Another category of environmental concern is TACs. The CARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, gas dispensing facilities, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. As noted above, the nearest existing sensitive receptors to the project site are the existing single-family residences located approximately 15 feet from the western boundary of the project site.

The proposed project would result in TAC emissions related to project construction and operations of the proposed gasoline dispensing facility (GDF). Each source of TACs is discussed in further depth in the sections below.

Construction Emissions

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to approximately 11 months. Furthermore, construction would be limited

[4] Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

[5] Placer County Air Pollution Control District. *CEQA Air Quality Handbook* [pg. 38]. November 21, 2017.

to weekdays between 7:00 AM and 10:00 PM, pursuant to Section 8.04.030(H) of the City's Municipal Code.

All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable FRAQMD rules and regulations, including Rule 3.0 related to visible emissions and Rule 3.2 related to particulate matter concentration, and the Standard Construction Mitigation Measures provided in the FRAQMD's Indirect Source Review Guidelines. In addition, only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. Operation of construction equipment within portions of the development area would allow for the dispersal of emissions and would ensure that construction activity is not continuously occurring in the portions of the project site closest to existing receptors. Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low.

Furthermore, as discussed above, the proposed project's construction-related emissions would be below the applicable mass emissions thresholds of significance for PM_{10}. According to CARB, more than 90 percent of DPM is less than one micrometer in diameter,[6] and, thus, DPM is a subset of $PM_{2.5}$, which comprises a portion of PM_{10}. As a California statewide average, DPM comprises about eight percent of $PM_{2.5}$ in outdoor air,[7] and would represent an even smaller percentage of PM_{10} emissions. Considering that the proposed project's construction-related PM_{10} emissions, which include emissions of DPM, would be below the FRAQMD's thresholds of significance, construction of the proposed project would not be expected to generate substantial DPM emissions such that a substantial increase in cancer risk levels would occur.

GDF Operations

As noted previously, GDFs are considered sources of various types of TACs. To address potential health impacts that could result from the proposed GDF operations upon the nearby residences surrounding the project site, a detailed health risk assessment (HRA) was performed and is discussed in further detail below.

To assess the potential impacts of TACs, the FRAQMD establishes thresholds of significance for the review and permitting of sources of TACs. Based on the FRAQMD thresholds, the proposed project would result in a significant impact related to TACs if, due to the exposure of sensitive receptors to TACs related to operations of the GDF, nearby sensitive receptors would experience an increased cancer risk of greater than or

[6] California Air Resources Board. *Inhalable Particulate Matter and Health ($PM_{2.5}$ and PM_{10})*. Available at: https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health. Accessed February 2026.

[7] California Air Resources Board. *Overview: Diesel Exhaust & Health*. Available at: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed February 2026.

equal to 10 in one million people, or experience a chronic or acute hazard index of greater than or equal to 1.0.[8]

Following the guidance within the FRAQMD's Facility Prioritization and Risk Assessment Thresholds,[9] as well as guidance from other air districts within California such as the San Joaquin Valley Air Pollution Control District,[10] the concentrations of pollutants from operation of the GDF were calculated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model. The associated cancer risk and non-cancer (chronic and acute) hazard index were calculated using the CARB's Hotspot Analysis and Reporting Program 2 Risk Assessment Standalone Tool (HARP 2 RAST),[11] which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.[12] In addition to the guidance provided by the FRAQMD, further modeling guidance was obtained through the California Air Pollution Control Officers Association's (CAPCOA) Guidance document, Gasoline Service Station Industrywide Risk Assessment Guidelines, as well as the USEPA's User's Guide for the AMS/EPA Regulatory Model – AERMOD,[13] and the 2015 OEHHA Guidance Manual.

Considering that GDFs result in the emission of various TACs, potential risks related to the exposure of receptors to benzene, ethyl benzene, toluene, and xylene were considered, consistent with the California Air Pollution Control Officers Association (CAPCOA) Gasoline Service Station Industrywide Risk Assessment Guidelines.[14] As discussed above, the project site is in proximity to various sensitive receptors. Thus, pollutant concentrations at all nearby receptors were estimated. Although pollutant concentrations at all nearby receptors were estimated, for the purpose of determining potential health risks, only the highest estimated pollutant concentrations were used in calculating cancer risk and hazard indices. The receptor experiencing the highest estimated pollutant concentrations was considered to be the maximally exposed receptor and would experience the highest potential health risks. Health risks to all other receptors would be lower than the health risks to the maximally exposed receptor, because all other receptors would be exposed to lower concentrations of GDF-related pollutants as compared to the maximally exposed receptor. In addition, the estimation of health risks conservatively assumed that nearby receptors would be continuously exposed to pollutants from the GDF at the maximum estimated concentrations. By using the maximum estimated concentrations and assuming continuous exposure to pollutants, the estimated health risks are considered a worst-case estimate of potential health risks, and actual health risks to receptors in the project area would likely be lower than the levels presented within this analysis.

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8 Feather River Air Quality Management District. *Facility Prioritization and Risk Assessment Thresholds*. May 2017.
9 *Ibid.*
10 San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.
11 California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.
12 Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.
13 U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.
14 California Air Pollution Control Officers Association. *Gasoline Service Station Industrywide Risk Assessment Guidelines*. November 1997.

According to project specific information provided by the applicant, the proposed GDF would have a maximum throughput of approximately 420,000 gallons/year and would contain six Multiple Product Dispensers (MPDs) (i.e., 12 pumps). Thus, the cancer risk and non-cancer hazard indices were calculated and are presented in Table 4 below. The cancer risks and non-cancer hazard indexes presented below represent the risks over a 30-year exposure period.

Table 4
Maximum Cancer Risk and Hazard Index Associated with the Proposed GDF Operations

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Proposed Project	1.18	0.03	0.004
Thresholds of Significance	*10*	*1.0*	*1.0*
Exceed Thresholds?	**NO**	**NO**	**NO**

Sources: AERMOD and HARP 2 RAST, February 2026 (see Appendix A).

As shown in Table 4 above, the TAC emissions associated with the proposed project would not result in health risks to the maximally exposed receptor in excess of the FRAQMD's thresholds for cancer risk and/or non-cancer hazard index. Thus, impacts would be less than significant.

Conclusion

Based on the above analysis, the proposed project would not be anticipated to result in the production of substantial concentrations of localized CO or TACs. Consequently, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Emissions such as those leading to odors have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and hours of operation for construction equipment would be restricted to the hours of 7:00 AM and 10:00 PM pursuant to Wheatland Municipal Code Section 8.04.030. Project construction would also be required to comply with all applicable FRAQMD rules and regulations and Standard Construction Measures, listed under Item 'a' above. The aforementioned regulations would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

Buildout of the proposed project would include operations of a fast-food restaurant, which would include a commercial kitchen. Operations of the commercial kitchen would have the potential to result in emissions of odors related to food preparation and disposal. In particular, preparation of oily food, some baking processes, and cooking using charbroiling grills may create odorous emissions. However, commercial kitchens and cooking areas are required to comply with State and local regulations associated with cooking equipment and controls, such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the hood systems, through air cleaning equipment, and then outdoors. Such equipment would ensure that pollutants associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. For instance, Article 2, Ventilation, and Article 4, Refuse, of the California Retail Food Code, set standards for mechanical exhaust ventilation equipment and waste management to reduce the emissions of odors.[15] In addition, the disposal of solid waste, including food waste, is regulated under Chapter 8.14, Mandatory Refuse Collection, of the Wheatland Municipal Code.

Furthermore, operations of the proposed GDF would result in gasoline odors that could be considered objectionable. The fueling stations are proposed to be located in the eastern portion of the site, approximately 150 feet from the nearest sensitive receptor, and would be separated from the sensitive receptor by the proposed convenience store and fast-food restaurant. The distance would allow for some dispersal of odors. Overall, the proposed project would not expose nearby receptors to substantial odors.

Dust

As noted previously, the proposed project would be required to implement the FRAQMD's standard mitigation measures, including implementation of a Fugitive Dust Control Plan. Measures included in the Fugitive Dust Control Plan would act to reduce construction-related dust and could include: ensuring that haul trucks with loose material are covered, reducing vehicle dirt track-out, and limiting vehicle speeds within project site. In addition, the FRAQMD rules and regulations would act to reduce construction-related dust, which would ensure that construction of the proposed project does not result in substantial emissions of dust. Following project construction, the project site would not include any exposed topsoil. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

[15] California Health and Safety Code: Division 104. Environmental Health, Part 7. *California Retail Food Code*. January 1, 2020.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions, such as those leading to odors and/or dust, that would adversely affecting a substantial number of people, and a ***less-than-significant*** impact would occur.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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, and 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 resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of 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 Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	✖

Discussion

a. Special-status species include those plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed and proposed species. In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, sensitive species included in USFWS Recovery Plans, and CDFW special-status invertebrates are all considered special-status species. Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

The project site is currently undeveloped with scattered trees. Raney Planning and Management, Inc. conducted a search of published records of special-status plant and wildlife species for the Wheatland United States Geological Survey (USGS) 7.5" quadrangle, in which the project site is located, and for the eight surrounding quadrangles, using the California Natural Diversity Data Base (CNDDB) Rarefind 5 application. In addition, an analysis of the USFWS Information for Planning and Conservation (IPaC) query was conducted for the proposed project. The intent of the database review was to

identify documented occurrences of special-status species in the vicinity of the project area, to determine their locations relative to the project site, and to evaluate whether the site meets the habitat requirements of such species. Based on the results of the CNDDB query, several special-status plant and wildlife species are known to occur within the project region.[16] However, the majority of species are not expected to occur on-site due to the lack of suitable habitat. Critical habitats were not identified by IPaC in the proposed project area.[17] The potential for special-status species to occur on the project site is discussed in further detail below.

Special-Status Plants

The project site is currently undeveloped and consists entirely of ruderal grasses, which are regularly mowed for weed abatement. The project site is located within the City boundaries and is surrounded by low-density residential uses to the north, northeast, southwest, and west, and undeveloped land to the southeast.

Special-status plants generally occur in relatively undisturbed areas within vegetation communities such as vernal pools, marshes and swamps, chenopod scrub, seasonal wetlands, riparian scrub, chaparral, alkali playa, dunes, and areas with unusual soil characteristics, such as the serpentine soils. Based on the results of the CNDDB search, a total of 13 special-status plant species have been recorded within the project region. However, due to the project site's routine disturbance associated with weed abatement activities, and development to the north, northeast, southwest, and west that has occurred as part of the buildout of the project area, none of the identified special-status plant species with potential to occur in the surrounding environs would occur on-site, as the site lacks suitable aquatic habitats (such as marshes or vernal pools) to accommodate such species. Therefore, the proposed project would not substantially degrade the quality of the environment and reduce habitat in a manner that would reduce a threatened or endangered plant species' population to below self-sustaining levels.

Special-Status Wildlife

According to the CNDDB results, 30 special-status wildlife species have previously been documented within the region. Of the 30 special-status wildlife species, the majority of the species would not have the potential to occur on-site due to the lack of suitable habitat (i.e., aquatic, riparian, woodland, and/or coastal habitat) or distance from identified occurances. For example, due to the lack of on-site aquatic resources, potential impacts as a result of the proposed project would not occur to green sturgeon, vernal pool fairy shrimp, conservancy fairy shrimp, vernal pool tadpole shrimp, steelhead, chinook salmon, or Sacramento splittail, as the project site does not contain requisite flowing waters or vernal pools. In addition, while unlikely to occur on the project site due to the lack of on-site aquatic resources, northwestern pond turtle, western spadefoot, foothill yellow-legged frog, and giant gartersnake could have the potential to occur in the riparian habitat located 0.03-mile to the south of the project site. However, according to the CNDDB Biographic Information and Observation System (BIOS), occurrences of the western spadefoot, foothill yellow-legged frog, and giant gartersnake do not occur within five miles of the project site. As a result, due to the lack of known occurrences in the region and lack of on-site suitable habitat, the western spadefoot, foothill yellow-legged frog, and giant

[16] California Department of Fish and Wildlife. CNDDB Maps and Data. Available at: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed January 2026.

[17] U.S. Fish and Wildlife Service. IPaC Information for Planning and Consultation. Available at: https://ipac.ecosphere.fws.gov/. Accessed January 2026.

gartersnake are not anticipated to occur within the project site. In addition, the project site's surrounding development further reduces the likelihood of wildlife species, including those with special status, to occur on-site. Furthermore, the project site is undeveloped with ruderal grassland and has undergone substantial disturbance due to previous mowing and/or disking activities. Thus, the site's ability to accommodate special-status wildlife species is limited. Although identified in the CNDDB query conducted as part of this IS/MND, the majority of the special-status species previously recorded in the region are not anticipated to be present on the project site.

Of the special-status wildlife species identified by CNDDB, only Crotch's bumblebee, pallid bat, western red bat, Swainson's hawk, burrowing owl, and northwestern pond turtle have marginal potential to occur on-site due to the presence of limited habitats, such as on-site and nearby trees and ruderal grassland, and the nearby riparian habitat located south of the project site. Crotch's bumblebee is unlikely to occur or nest at the project site due to the lack of high-quality floral resources on the project site. Nevertheless, Crotch's bumblebee has the potential to occasionally occur and nest on the site. The trees located on the project site and in the surrounding area could provide suitable roosting and nesting habitat for pallid bat, western red bat, and Swainson's hawk. In addition, the ruderal grasses on the project site could provide suitable foraging habitat for Swainson's hawk. The burrowing owl, which is a Species of Special Concern under the California Fish and Game Code (CFGC), typically occupies abandoned ground burrows created by California ground squirrels. As such, while the potential for burrowing owls to occur on-site is unlikely due to the routine mowing of the project site for weed abatement and the adjacent existing development, the potential exists for the species to be present prior to project construction.

According to the CNDDB BIOS, occurrences of northwestern pond turtle have been recorded within five miles of the project site. The nearby riparian habitat located to the south of the project site could provide suitable aquatic habitat for the species, and the upland habitat adjacent to the riparian habitat represents suitable dispersal lands and potential nesting habitat for the species. Therefore, the potential exists for northwestern pond turtle to be present within the project site, and the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on northwestern pond turtle.

Trees on the project site and in the project vicinity have the potential to provide nesting habitat for migratory birds and raptors protected under the CFGC Section 3503 and the federal MBTA of 1918 (Title 16 of U.S.C. Sections 703-711). Both the CFGC and MBTA prohibit the intentional killing, collecting, or trapping of covered species, including their active nests (those with eggs or young). Therefore, in the event that project construction activities occur during the nesting season, the proposed project could potentially cause nest abandonment due to tree removal and construction noise, and a potentially significant impact could occur.

Conclusion

Based on the above, implementation of the proposed project could potentially affect Crotch's bumble, pallid bat, western red bat, Swainson's hawk, burrowing owl, northwestern pond turtle, and other nesting migratory birds and raptors. Thus, the proposed project could have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans,

policies, or regulations, or by the CDFW or the USFWS, and a ***potentially significant*** impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

Crotch's Bumblebee

IV-1. *The provisions contained herein only apply if Crotch's bumble bee remains a candidate species or is listed under CESA at the commencement of construction. Following CDFW's status report on Crotch's bumble bee, if the California Fish and Game Commission finds that the petitioned action is not warranted, the provisions contained herein shall not be required.*

If feasible, initial ground-disturbing activities associated with the proposed project (e.g., grading, vegetation removal, staging) shall take place between September 1 and March 31 (i.e., outside the colony active period) to avoid potential impacts on special-status bumble bees. If completing all initial ground-disturbing activities between September 1 and March 31 is not feasible, then at a maximum of 14 days prior to the commencement of construction activities, a qualified biologist with 10 or more years of experience conducting biological resource surveys within California or previously approved by CDFW, and familiar with Crotch's bumble bee life history, shall conduct a preconstruction survey for special-status bumble bees in the area(s) proposed for impact.

The survey shall occur during the period from one hour after sunrise to two hours before sunset, with temperatures between 65 degrees Fahrenheit and 90 degrees Fahrenheit, with low wind and zero rain. If the timing of the start of construction makes the survey infeasible due to the temperature requirements, the surveying biologist shall select the most appropriate days based on the National Weather Service seven-day forecast and shall survey at a time of day that is closest to the temperature range stated above. The survey duration shall be commensurate with the extent of suitable floral resources (which represent foraging habitat) present within the area proposed for impact, and the level of effort shall be based on the metric of a minimum of one person-hour of searching per three acres of suitable floral resources/foraging habitat. A meandering pedestrian survey shall be conducted throughout the area proposed for impact in order to identify patches of suitable floral resources. Suitable floral resources for Crotch's bumble bee include species in the following families: Apocynaceae, Asteraceae, Boraginaceae, Fabaceae, and Lamiaceae. Suitable floral resources for western bumble bee include species in the following families: Asteraceae, Fabaceae, Rhamnaceae, and Rosaceae, as well as plants in the genera Eriogonum and Penstemon.

At a minimum, preconstruction survey methods shall include the following:

- *Search areas with floral resources for foraging bumble bees. Observed foraging activity may indicate a nest is nearby, and*

therefore, the survey duration shall be increased when foraging bumble bees are present;

- *If special-status bumble bees are observed, watch any special-status bumble bees present and observe their flight patterns. Attempt to track their movements between foraging areas and the nest;*
- *Visually look for nest entrances. Observe burrows, any other underground cavities, logs, or other possible nesting habitat;*
- *If floral resources or other vegetation preclude observance of the nest, small areas of vegetation may be removed via hand removal, line trimming, or mowing to a height of a minimum of four inches to assist with locating the nest;*
- *Look for concentrated special-status bumble bee activity;*
- *Listen for the humming of a nest colony; and*
- *If bumble bees are observed, attempt to photograph the individual and identify it to species.*

The biologist conducting the survey shall record when the survey was conducted, a general description of any suitable foraging habitat/floral resources present, a description of observed bumble bee activity, a list of bumble bee species observed, a description of any vegetation removed to facilitate the survey, and their determination of if survey observations suggest a special-status bumble bee nest(s) may be present or if construction activities could result in take of special-status bumble bees. The report shall be submitted to the City of Wheatland Community Development Department prior to the commencement of construction activities.

If bumble bees are not located during the preconstruction survey or the bumble bees located are definitively identified as a common species (i.e., not special-status species), then further mitigation or coordination with the CDFW is not required.

If any sign(s) of a bumble bee nest is observed, and if the species present cannot be established as a common bumble bee, then construction shall not commence until either (1) the bumble bees present are positively identified as common (i.e., not a special-status species), or (2) the completion of coordination with CDFW to identify appropriate mitigation measures, which may include, but not be limited to, waiting until the colony active season ends, establishment of nest buffers, or obtaining an Incidental Take Permit (ITP) from CDFW.

If special-status bees are located, and after coordination with CDFW take of special-status bumble bees cannot be avoided, the project proponent shall obtain an ITP from CDFW, and the project proponent shall implement all conditions identified in the ITP. Mitigation required by the ITP may include, but not be limited to, the project proponent translocating nesting substrate in accordance with the latest scientific research to another suitable location (i.e., a location that supports similar or better floral resources as the impact area), enhancing floral resources on areas of the

project site that will remain appropriate habitat, worker awareness training, and/or other measures specified by CDFW.

Pallid Bat

IV-2. *Prior to any construction activities that may impact pallid bat habitat (e.g., mature trees), a qualified biologist shall conduct a bat habitat assessment for suitable bat roosting habitat. The results of the survey shall be submitted to the City of Wheatland Community Development Department. If suitable roosting habitat is not identified, further measures are unnecessary. If suitable roosting habitat and/or signs of bat use are identified during the assessment, the roosting habitat shall be avoided to the extent possible, and the following measures shall be implemented:*

- *If suitable roosting habitat and/or signs of bat use are identified in a tree or other habitat structure that must be removed, a qualified biologist shall conduct a night emergence survey within 14 days prior to habitat removal to determine if bats are roosting. Visual emergence surveys shall be conducted 45 minutes prior to sunset and continue for two hours. The qualified biologist shall observe potential roosting features using ambient light conditions and/or night observation devices, when applicable, to determine the presence of roosting bats. Acoustic monitoring shall be conducted to collect bat echolocation calls to facilitate species identification. Emergence surveys shall not be conducted during the bat hibernation period (typically October 15 through March 1, or when nighttime low temperatures are 45°F or lower and rain is not over 0.5 inch in 24 hours), as bats are not detectable using emergence survey methods during their inactive period.*
- *If occupied roosting habitat is found within 50 feet of proposed construction activities, a qualified biologist shall prepare a Bat Management Plan for CDFW's review and approval prior to removing suitable bat trees. The Bat Management Plan shall include specific methods and materials for passive exclusion of bats and/or two-step tree removal process, species-specific habitat replacement mitigation, and/or post-construction mitigation monitoring. If a maternity roost is located, that roost shall remain undisturbed until after the maternity season or until a qualified biologist has determined the roost is no longer active. If bat roost mitigation is required, roost mitigation shall be installed as far in advance of the bat maternity season as possible, but no less than 30 days prior to roost removal.*

Western Red Bat

IV-3. *If the shrubs or trees proposed to be removed or trimmed are determined by a qualified bat biologist to be suitable day-roosting habitat for western red bat, then a qualified bat biologist shall prepare a Bat Management Plan. The Bat Management Plan shall include specific avoidance and minimization measures to reduce impacts to roosting western red bats, including requiring preconstruction acoustic surveys for western red bats, a preconstruction survey report including methods, results, and*

recommendations based on the acoustic survey, roost removal timing outside of the maternity and hibernation seasons, non-disturbance buffers, methods and materials for bat deterrents, and/or species-specific habitat replacement mitigation as necessary and appropriate. The Bat Management Plan shall be submitted to CDFW and the Wheatland Community Development Department for approval prior to the removal of trees and shrubs.

Swainson's Hawk

IV-4. *Pursuant to CDFW guidelines, the project applicant shall preserve an equal acreage of Swainson's hawk foraging habitat as is proposed for development (approximately 1.85 acres) (i.e., a 1:1 ratio). The preserved habitat shall be at a location approved by the CDFW. Preservation may occur through either:*

- *Payment of a mitigation fee to an established mitigation bank, or similar habitat development and management company, or the City of Wheatland through a negotiated agreement (subject to approval by CDFW) between the City and the applicant. The monies shall be held in a trust fund, and used to purchase mitigation credits to offset the loss of suitable foraging habitat for Swainson's hawk. The credits would become incorporated into the mitigation bank, owned and operated by the habitat development and management company, and protected in perpetuity (consistent with CDFW guidelines); or*
- *Purchase of conservation easements or fee title of lands with suitable Swainson's hawk foraging habitat (consistent with CDFW guidelines).*

If mitigation lands or a conservation easement have not been acquired prior to issuance of the building permit or grading permits, whichever occurs first, the City shall hold the applicant's contribution in a separate, interest-bearing account until the appropriate lands are identified (through consultation with CDFW and the City) and acquired by the City or preserved through other methods acceptable to the CDFW. The foregoing funds shall be used to compensate for the loss of Swainson's hawk foraging habitat.

IV-5. *Within 14 days prior to the start of ground- or vegetation-disturbing activities, if construction activities occur between March 1 to August 31, a qualified biologist shall conduct a preconstruction survey for Swainson's hawks' nests on-site and in a 0.25-mile buffer around the project site. The results of the survey shall be submitted to the City of Wheatland Community Development Department. Any active nests shall be designated a sensitive area and a non-disturbance buffer of 500 feet for Swainson's hawk shall be established, or as otherwise prescribed by a qualified biologist. The buffer shall be demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer shall be postponed until a qualified biologist has determined that the young have fledged or the nest is otherwise no longer occupied.*

Burrowing Owl

IV-6. *Prior to the commencement of ground-disturbing activities, a qualified biologist shall conduct a take avoidance preconstruction survey according to CDFW guidelines. The results of the survey shall be submitted to the City of Wheatland Community Development Department. If no burrowing owls or evidence are detected, no further measures are necessary.*

If active or occupied burrows are detected during the breeding season (February 1-August 31), a minimum buffer of 164 feet shall be established and maintained around the occupied burrow throughout construction. The actual buffer size shall be determined by a qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation and may be as large as 1,640 feet. Construction activities shall not take place within the buffer, and the no-disturbance buffer shall be marked on-site. The buffer may be removed once a qualified biologist determines that the burrow is no longer occupied.

Northwestern Pond Turtle

IV-7. *Ten days prior to the start of ground- or vegetation-disturbing activities, a qualified biologist shall conduct a focused survey for northwestern pond turtle nests within all suitable habitat in the vicinity of the project site. The results of the survey shall be submitted to the City of Wheatland Community Development Department. Any discovered nests shall remain undisturbed until eggs have hatched.*

IV-8. *Forty-eight hours prior to the start of ground- or vegetation-disturbing activities, a qualified biologist shall conduct a preconstruction survey for northwestern pond turtle within all suitable habitat in the vicinity of the project site. The results of the survey shall be submitted to the City of Wheatland Community Development Department. Any individual northwestern pond turtles discovered on-site immediately prior to or during construction of the proposed project shall be allowed to move out of the work area of their own volition. If leaving the species to evacuate the project site voluntarily is not feasible, the on-site individuals shall be captured by a qualified biologist and relocated out of harm's way to the nearest suitable habitat at least 100 feet from the on-site location where they were found.*

Nesting Raptors and Migratory Birds

IV-9. *Within 14 days prior to the start of ground- or vegetation-disturbing activities, if construction activities begin during February 1 to September 30, a qualified biologist shall conduct a preconstruction nesting bird survey on-site and within a 500-foot buffer (for raptors) and a 100-foot buffer (for other non-raptor migratory birds) around the project site. The results of the survey shall be submitted to the City of Wheatland Community Development Department. If any active nests are observed, these nests shall be designated a sensitive area and protected by an avoidance buffer established in coordination with CDFW until a qualified biologist has determined that the young have fledged or the nest is otherwise no longer occupied.*

b, c. Riparian habitats are lands that occur along watercourses and water bodies, with typical examples including streambanks and floodplains. Riparian habitats are distinctly different from surrounding lands, due to a riparian habitat's unique soil and vegetation characteristics, which are strongly influenced by the presence of water. With respect to State or federally protected wetlands, wetlands are generally considered to be areas that are periodically or permanently inundated by surface or groundwater, and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a regional and national level due to their high inherent value to fish and wildlife, use as storage areas for storm and flood waters, and water recharge, filtration, and purification functions.

The project site consists of undeveloped land, and is surrounded by existing development to the north, northeast, southwest, and west. Aquatic features are not located on-site. While the closest riparian habitat or wetlands to the project site is riverine habitat located south of the project site, the proposed project would fully avoid the riverine habitat and would not result in any modifications to the habitat. According to the National Wetlands Inventory, the project site does not contain any existing wetlands or other waters of the U.S. or State, or any riparian habitat or sensitive natural communities.[18] Additionally, the Wheatland General Plan EIR identifies the project site as crop/orchard land, and does not identify any pond, riverine, or wetland habitat within the project site. Therefore, the proposed project would not have a substantial adverse effect on riparian habitat or another sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS, or on State- and federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Thus, a ***less-than-significant*** impact would occur.

d. Movement corridors or landscape linkages are usually linear habitats that connect two or more habitat patches, providing assumed benefits to wildlife species by reducing inbreeding depression and increasing the potential for recolonization of habitat patches. The project site is surrounded by low-density residential uses to the north, northeast, southwest, and west, and is bordered by undeveloped land to the southeast. The project site supports disturbed ruderal grassland vegetation and has been subject to regular mowing and/or disking for years, presumably for weed abatement purposes. As such, the surrounding area of the project site and the project site itself has been subject to disturbance, decreasing the opportunity for wildlife to use the site for movement. Additionally, the site does not contain any waterways that could function as wildlife movement corridors. As discussed above, while riverine habitat is located south of the project site, the proposed project would fully avoid the habitat and would not result in any modifications to the habitat. Therefore, development of the proposed project would not interfere with species using the riverine habitat for movement. Therefore, the proposed project would not interfere substantially with the movement of any native resident, migratory fish/wildlife species, established native resident, or migratory wildlife corridors, nor impede the use of native wildlife nursery sites, and a ***less-than-significant*** impact would occur.

e. The City's Municipal Code does not contain specific policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. However, development of the proposed project would result in removal of the existing on-site trees.

[18] U.S. Fish and Wildlife Service. National Wetlands Inventory. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed January 2026.

As such, because the species of the on-site trees have not been identified, the proposed project could impact valley oak trees that are subject to regulation under the Oak Woodlands Conservation Act (PRC 21083.4). The Oak Woodlands Conservation Act assists Counties in determining whether a project would result in significant impacts associated with the conversion of oak woodlands. Given that the proposed project would result in the removal of the existing on-site trees, impacts to protected oak trees could occur, which would conflict with the Oak Woodlands Conservation Act and cause a ***potentially significant*** impact to occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

IV-10. *Prior to commencement of ground-disturbing activities, including tree removal, a certified arborist shall prepare an arborist report documenting all trees with a diameter at breast height (DBH) of five inches or greater within the project site. The results of the arborist report shall be submitted to the City of Wheatland Community Development Department for review and approval. If such oak trees are identified as a result of the arborist report, further measures shall be taken according to the Oak Woodlands Conservation Law, including the creation of an Oak Woodlands Management Plan, dedication of easements, or other measures developed by the City of Wheatland, such as long-term cost-sharing incentive payments.*

f. Yuba County is currently in the process of drafting a Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) with Sutter County. However, the HCP/NCCP has not yet been adopted and the City of Wheatland is not a participant. Therefore, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan, and ***no impact*** would occur.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	✖	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

a-c. Section 15064.5 of the CEQA Guidelines provides instructions for a lead agency to consider the effects of projects on historical resources. A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (PRC Section 21084.1), a resource included in a local register of historical resources (PRC Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (PRC Section 15064.5[a][3]).

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state or national level under one or more of the following four criteria traits:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California, or national history;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics. Pursuant to the National Register of Historic Places (NRHP) eligibility criteria, a resource must be at least 50 years old in order to be considered historic, except in exceptional circumstances. In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance.

In order to determine whether the site contains significant historical resources, a record search of the California Historic Resources Information System (CHRIS) was performed on March 10, 2025 by the North Central Information Center (NCIC) for cultural resource

site records and survey reports in Yuba County within 0.25-mile of the project area.[19] The NCIC concluded that one cultural resource study encompassing the project site was previously conducted in 1987. According to the NCIC records search, the project site does not contain any recorded precontact archaeological sites or historic archaeological resources. While 22 recorded historic-period cultural resources were found to be within a 0.25-mile radius of the project site, the recorded historic-period cultural resources include historic buildings, Yuba Railroad, Malone Avenue, and historic streets, none of which occur on the project site. While Malone Avenue is located immediately to the south of the project site, the segment of Malone Avenue recorded as a historic-period cultural resource is not located in the vicinity of the project site and would not be improved as part of the proposed project. Therefore, development of the proposed project would not impact any identified historical resources.

According to the NCIC records search, the 1947 Wheatland 7.5' USGS topographical map shows a building at the location of the proposed project area. Historic aerial imagery shows that the building was demolished by 1958. In addition, the 1987 survey of the proposed project area located glass, metal, ceramic, asphalt, and concrete materials, which may be related to the building that was previously located on the project site. However, the surveyor determined that the materials were insignificant.

In addition, a search request of the Sacred Lands File was submitted to the Native American Heritage Commission (NAHC) on March 28, 2025. The search of the Sacred Lands File conducted by the NAHC returned negative results, indicating that the presence of known Native American cultural resources within the project area is not likely. However, according to the CHRIS search results, the proposed project area is potentially sensitive for indigenous-period cultural resources due to the project region being known as the ethnographic-period territory of the Nisenan, also called the Southern Maidu.

As previously discussed, the project site is undeveloped and has undergone substantial disturbance due to previous mowing and/or disking activities. While historic resources have not been recorded at the project site, the potential exists for resources to occur, and ground-disturbing activity related to project construction could encounter such resources. Therefore, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of formal cemeteries during construction, and impacts could be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

V-1. *The following requirements shall be included through a notation on all project improvement plans prior to the issuance of grading permits and shall be implemented during project construction, to the satisfaction of the City Engineer:*

> *In the event subsurface deposits believed to be cultural or human in origin are discovered during construction, all work shall halt within a*

[19] North Central Information Center. *Records Search Results for 507 State Route 65 Gas Station Project.* March 10, 2025.

100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for precontact and historic archaeologists, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- *If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and agency notifications are not required.*
- *If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of Wheatland and applicable landowner. The Office of Historic Preservation (OHP) shall be consulted on a finding of eligibility and appropriate treatment measures shall be implemented, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Appropriate treatment measures that preserve or restore the character and integrity of a find may be, but are not limited to, processing materials for reburial, minimizing handling of historical objects, leaving objects in place within the landscape, construction monitoring of further construction activities, and/or returning objects to a location within the project area where they will not be subject to future impacts. Work shall not resume within the no-work radius until the determination is made through consultation, as appropriate, that the site either: 1) is not a historical resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to the City's satisfaction.*
- *If the find includes human remains, or remains that are potentially human, the professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The archaeologist shall notify the City of Wheatland and the Yuba County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner shall notify the NAHC, which then shall designate a Native American Most Likely Descendant (MLD) for the proposed project (Section 5097.98 of the PRC). The designated MLD shall have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC shall mediate (Section 5097.94 of the PRC). If an agreement is not reached, the landowner shall rebury the remains where they shall not be*

further disturbed (Section 5097.98 of the PRC). The burial shall also include either recording the site with the NAHC or the appropriate information center, using an open space or conservation zoning designation or easement, or recording a reinternment document with Yuba County (AB 2641). Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2025 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2025 California Green Building Standards Code, otherwise known as the CALGreen Code (California Code of Regulations [CCR] Title 24, Part 11) is a portion of the 2025 California Building Standards Code (CBSC), which became effective on January 1, 2026.[20] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of EV charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar photovoltaic (PV) system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

[20] California Building Standards Commission. *California Green Building Standards Code*. Available at: https://codes.iccsafe.org/content/CAGBC2022P1. Accessed February 2026.

Building Energy Efficiency Standards

The 2025 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2022 Building Energy Efficiency Standards, and went into effect starting January 1, 2026. The 2025 standards provide for additional efficiency improvements beyond the 2022 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated pursuant to the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, PG&E would provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project would be typical of commercial uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation

energy use associated with vehicle trips generated by the proposed commercial development.

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the CALGreen Code and the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. As such, required compliance with the CBSC would ensure that the building energy use associated with future permitted uses on-site would not be wasteful, inefficient, or unnecessary.

Additionally, the proposed project would be consistent with the goals of the General Plan, such as Policy 8.G.1, which in addition to energy regulations encourages energy efficiency of new development in the City with energy efficient design techniques. The proposed project would also comply with the latest CBSC standards regarding energy conservation, renewable energy resources, and green building standards.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. Furthermore, the proposed project would include three EV spaces, one accessible EV space, and four truck EV spaces.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 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 18-1B 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion.

ai-ii. According to the City's General Plan EIR, active faults have not been identified in the region surrounding the City, and historical records verify the lack of earth movement in the area. From 1900 to 1976, five events with a Richter magnitude of five or greater occurred in the region, but structural damage was not observed in any event. In addition, surface faulting and rupture exposure in the area appears remote by virtue of the absence of identified faults and depth of alluvial deposits above bedrock-like material. Ground shaking, both in terms of recurrence and severity, appears to be similarly low, due to the distance from the relatively few moderate or greater earthquakes experienced within the past 75 years. The majority of significant, historic faulting (and ground shaking) within the City has been generated along distant faults, within a 100-mile radius of the City limits. The City, located within the northeastern portion of the Sacramento Valley within the Great Valley geomorphic province, is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo fault zone is the Bangor Quadrangle, located approximately 27 miles north of the City limits. The City is located in an area rated as a low-intensity earthquake zone (Seismic Zone II), defined by the U.S. Geological Survey (USGS) as an area likely to experience an earthquake measuring a maximum of 5.0 to 5.9 in magnitude on the Richter scale, and a maximum intensity of VII or VIII on the Modified Mercalli scale. However, the City requires that all construction comply with applicable provisions of the California Building Code (CBC) (Title 24, Part 2 CBSC), which ensures that seismically induced ground shaking would not have an adverse effect on development. Through

compliance with all applicable design standards and regulations, the City's General Plan EIR concluded development associated with buildout of the General Plan would not expose people or structures to potential seismic events and ground shaking and a less-than-significant impact would occur.

Given the lack of active faults in the region, the proposed project would not be at risk of substantial adverse effects involving rupture of a known earthquake fault. In addition, the proposed project would be engineered in accordance with all applicable standards set forth by the CBSC, including those contained in the CBC. Conformance with the CBC would ensure that seismically induced ground shaking does not have an adverse effect on the proposed project.

Based on the above information, the proposed project would not directly or indirectly cause potential substantial adverse effects involving the rupture of a known earthquake fault or strong seismic ground shaking, and a ***less-than-significant*** impact would occur.

aiii,aiv, c, d. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Liquefaction is a phenomenon in which saturated, cohesionless soils are subject to a temporary total loss of shear strength due to buildup of pore pressure associated with seismic events. The transformation from solid state to liquid state ("quicksand"), as a response to seismically induced ground shaking, can cause structures supported on the soils to tilt or settle as the supporting capabilities of the soil diminish. Water-saturated, clay-free sediments are generally expected to have a high susceptibility to liquefaction. Notably, soils having a high clay content may also be considered to have moderate-to-high liquefaction potential. As identified in the City of Wheatland General Plan Background Report,[21] the portion of the County that includes the Wheatland area is potentially susceptible to liquefaction because the area is underlain by unconsolidated sands and finer grained materials. Areas found throughout the City could be more susceptible to liquefication during seismic events if perched groundwater conditions are present. Therefore, the potential exists for liquifiable soils to be located on-site, and a potentially significant impact could occur.

Landslides

Seismically induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. According to the City's General Plan EIR, land encompassed by the City limits is generally flat, and as such, would not be subject to landslides. Given that the project site is comprised of relatively flat terrain and that the potential for earthquakes is low, a less-than-significant impact associated with seismically induced landslides would occur.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the

[21] City of Wheatland. *City of Wheatland General Plan Background Report*. Adopted July 11, 2006.

bottom of the exposed slope. As previously mentioned, the Wheatland area is potentially susceptible to liquefaction, because the area is underlain by unconsolidated sands and finer grained materials. However, substantial slopes and/or open faces do not occur at the project site. Therefore, a less-than-significant impact would occur related to lateral spreading.

Subsidence/Settlement

Subsidence is downward settling of surface materials caused by natural or artificial removal of underlying support. Land subsidence could occur from one or more causes, including withdrawal of fluids (oil, gas, or water) or the application of water to moisture-deficient unconsolidated deposits. The potential for collapsible soils exists in areas underlain by silt and fine sand, particularly where such materials have been deposited solely, or in part, by wind. Additionally, settlement results when weak or porous soils (such as fill soils) are compressed as a result of construction activities. According to the City of Wheatland General Plan Background Report, the valley portion of the County, which includes the Wheatland area, has a low-to-moderate potential for ground surface subsidence due to the withdrawal and extraction of groundwater in the region surrounding the City. In addition, the potential for settlement is increased when the potential for liquefaction is high. Therefore, because the site presents a potential for liquefaction, the potential exists for seismically induced settlement to occur at the project site, and a potentially significant impact could occur.

Expansive Soils

Expansive soils can undergo significant volume changes with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. If structures are underlain by expansive soils, foundation systems must be capable of withstanding the potential damaging movements of the soil. As stated in the City's General Plan EIR, impacts related to expansive soils in parts of the planning area may be eliminated when specific development projects are proposed by conducting engineering tests to determine the proper design criteria. Roadways and sidewalks can be designed in areas of clayey soils to accept the estimated degree of soil contraction, expansion, and settlement potential determined from on-site soils testing, according to standards provided by the CBSC. Pursuant to the City of Wheatland General Plan Policy 9.B.1, the proposed project would be required to prepare a soils engineering and geologic-seismic analysis prior to development.

According to the U.S. Department of Agriculture (USDA) Web Soil Survey, the project site's near-surface soil generally consists of Redding gravelly loam, with layers of loam, clay, and gravelly material, which display variable ability to transmit water.[22] Therefore, a potentially significant impact could occur related to proposed structures being located on expansive soil, thereby creating substantial direct or indirect risks to life or property.

Conclusion

Based on the above discussion, further analysis of on-site soil conditions is necessary to ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects involving liquefaction or landslides, be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, potentially result

[22] U.S. Department of Agriculture. *Web Soil Survey*. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed February 2026.

in on or off-site lateral spreading, subsidence, liquefaction, or collapse, or be located on expansive soil, thereby creating substantial direct or indirect risks to life and property. Therefore, absent further analysis, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VII-1. *Prior to final design and start of construction, the project applicant shall submit to the City of Wheatland Engineer, for review and approval, a design-level geotechnical investigation produced by a California Registered Civil Engineer or Geotechnical Engineer that identifies grading and building practices necessary to achieve compliance with the latest adopted edition of the California Building Standards Code's geologic, soils, and seismic requirements. The design-level geotechnical investigation shall include additional soil borings and sampling, laboratory testing. The final report shall present the geotechnical engineering conclusions and specific recommendations for site preparation, foundation design, slab support, sound-wall foundations, site drainage, and pavement design. Proof of compliance with all recommendations specified in the Geotechnical Investigation shall be subject to review and approval by the City Engineer.*

b. Development of the proposed project would cause ground disturbance of topsoil related to construction activity. Following development of the site, all exposed soils would be covered with impervious surfaces or landscaping and, thus, the potential for erosion to occur would not exist long-term.

According to the City of Wheatland General Plan EIR, preparation of a Stormwater Pollution Prevention Plan (SWPPP) and Erosion Control Plan prior to construction activities and implementation of Best Management Practices (BMPs) during construction is required. For further discussion of SWPPP and Erosion Control Plan requirements, please see Section X, Hydrology and Water Quality, of this IS/MND. The erosion control measures required by both the SWPPP and Erosion Control Plan would ensure that the proposed project would not result in substantial erosion or the loss of topsoil. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and a ***less-than-significant*** impact would occur.

e. The proposed project would connect to existing City sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems would not be included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. Paleontological resources (fossils) are the remains or traces of prehistoric animals and plants. The potential paleontological importance of a site can be assessed by identifying the paleontological importance of exposed rock units within an area. According to the City's General Plan EIR, because only a portion of the City's General Plan planning area has been surveyed, unknown significant paleontological resources could be disturbed as future ground disturbance occurs in accordance with future development of the General Plan's proposed land uses. Considering that the proposed project would be constructed

in areas where surveys have not taken place, impacts to unidentified paleontological resources during ground-disturbing activities associated with the proposed project could occur.

Based on the above information, the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-2. *Should paleontological resources be discovered during ground-disturbing activities, work shall be halted in the area within 50 feet of the find. The City of Wheatland Community Development Department shall be notified and a qualified paleontologist shall be retained to inspect the discovery. If deemed significant under criteria established by the Society for Vertebrate Paleontology with respect to authenticity, completeness, preservation, and identification, the resource(s) shall then be salvaged and deposited in an accredited and permanent scientific institution (e.g., University of California Museum of Paleontology [UCMP]), where the discovery would be properly curated and preserved for the benefit of current and future generations. Construction may continue in areas outside of the buffer zone. The language of this mitigation measure shall be included on any future grading plans, utility plans, and improvement plans approved by the City of Wheatland Community Development Department for the proposed project, where ground-disturbing work would be required.*

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✖	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✖	☐

Discussion

a,b. GHG emissions contribute to global climate change and are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHGs are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the project would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

Recognizing the global scale of climate change, California has enacted several pieces of legislation in an attempt to address GHG emissions. Specifically, AB 32, and more recently Senate Bill (SB) 32 and Executive Order (EO) B-55-18, have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was approved in 2008, and most recently updated in 2022. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by the aforementioned regulations. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve reductions in line with the Scoping Plan and emissions reductions targets, including AB 32, SB 32, and EO B-55-18.

The FRAQMD has not yet adopted thresholds of significance to assess potential impacts resulting from project-related GHG emissions. Consistent with FRAQMD guidance, GHG emissions associated with the proposed project have been quantified and included herein for informational purposes. Based on the modeling conducted for the proposed project, as described in the Section III, Air Quality, of this IS/MND, construction of the project was estimated to generate maximum unmitigated GHG emissions of 110.97 $MTCO_2e$/yr. The total unmitigated annual operational GHG emissions are presented in Table 5.

Table 5
Maximum Unmitigated Operational GHG Emissions

Source	Annual GHG Emissions ($MTCO_2e$/yr)
Mobile	5,166.99
Area	0.12
Energy	59.43
Water	1.72
Waste	12.22
Refrigerants	137.92
Total Annual GHG Emissions	**5,378.40**

Note: Rounding may result in slight differences in summation.

Source: CalEEMod, March 2026 (see Appendix A).

Although FRAQMD has not adopted threshold of significance for GHG emissions, on December 11, 2018, the City of Wheatland City Council adopted a Climate Action Plan (CAP) to establish consistency between the City of Wheatland's policies and the State's GHG reduction requirements mandated by AB 32 and SB 32.[23] The ultimate goal of the CAP is to achieve the identified reductions in emissions by the target years 2030 and 2050. Based upon the aforementioned GHG reduction goals, the City of Wheatland has identified and quantified GHG emissions reduction strategies, which include climate change adaptation strategies, measures, and actions. The reduction strategies include strategies to be implemented by new development, the municipal government, and existing development to meet the reduction goals. Projects showing consistency with the CAP reduction strategies are considered to have a less-than-significant GHG emissions impact. The CAP also creates a framework for documenting, coordinating, measuring, and adapting efforts moving forward.

The proposed project is evaluated for impacts related to GHG emissions using the sustainability checklist adopted as part of the City's CAP. If the project is determined to meet the requirements of the sustainability checklist, then the project would result in less-than-significant impacts related to GHG emissions. The proposed project's consistency with the reduction strategy actions in the CAP is assessed in Table 6 below.

Table 6
CAP Consistency Checklist

Sustainability Checklist Requirements	Project Consistency
Does the project include bicycle, pedestrian, and/or transit infrastructure?	Given the nature of the proposed project, the proposed project would not be expected to generate any substantial increase in transit ridership. Additionally, as discussed in Section XVII, Transportation, of this IS/MND, the existing Yuba-Sutter Transit bus services would be able to easily accommodate any additional transit trips resulting from the proposed project. Similarly, substantial pedestrian and bicycle trips associated with the proposed project are not anticipated to occur. The proposed

(Continues on next page)

[23] City of Wheatland. *City of Wheatland Climate Action Plan*. October 2018.

Table 6
CAP Consistency Checklist

Sustainability Checklist Requirements	Project Consistency
	project would include construction of a sidewalk on the project site's frontage along SR 65, and Class II bike lanes currently exist on both sides of SR 65 from Hooper Street to Main Street. Thus, the proposed project would be generally consistent with this measure.
Are at least 25 percent of all proposed roadways and intersections designed with traffic calming and congestion management measures?	The proposed project does not propose any new roadways or intersections. Thus, this measure is not applicable to the proposed project.
Does the project include Electric Vehicle charging infrastructure and parking spaces as required by State or City standards?	The proposed project would be subject to the non-residential EV requirements included in the 2025 CALGreen Code. The proposed project would provide three EV spaces, one accessible EV space, and four truck EV spaces, which would be consistent with the mandatory non-residential requirements provided in Table 5.106.5.3.1 in the 2025 CALGreen Code. Thus, the proposed project would be consistent with this measure.
Does the project include landscaping meeting the City or State's requirements for water efficient landscaping, including the planting and maintenance of trees?	Pursuant to City of Wheatland Municipal Code Section 18.60.130(E), property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the city, who are constructing a new (single-family, multifamily, public, institutional, or commercial) project with a landscape area greater than 500 sf shall comply with the requirements of the MWELO, as contained in 23 CCR, Division 2, Chapter 2.7. Thus, the proposed project would be required to comply with the MWELO, and, therefore, would be consistent with this measure.
If the project is located within a designated safe route to school, does the project include infrastructure supporting alternative transportation to school? Such infrastructure may include bicycle infrastructure (i.e. bicycle parking, bicycle lanes, bicycle paths) sidewalks, raised or signalized cross-walks, or areas for school buses to stop.	The project site is not located within a designated safe route to school. Thus, this measure is not applicable to the proposed project.
Does the project meet the requirements of the California Building Energy Efficiency Standards?	The proposed project would be required to comply with the California Building Energy Efficiency Standards; thus, the proposed project would comply with this measure.
Does the project meet the requirements of the CALGreen Code?	The proposed project would be required to comply with the CALGreen Code; thus, the proposed project would comply with this measure.

(Continues on next page)

Table 6
CAP Consistency Checklist

Sustainability Checklist Requirements	Project Consistency
Does the project include high efficiency lighting, such as LED lighting in outdoor spaces?	The proposed project would be required to comply with the California Building Energy Efficiency Standards and the CALGreen Code, which require such high efficiency lighting. Thus, compliance with the California Building Energy Efficiency Standards and the CALGreen Code would ensure consistency with this measure.
Does the project include water efficient fixtures?	The proposed project would be required to comply with the California Building Energy Efficiency Standards and the CALGreen Code, which require water efficient fixtures. Thus, compliance with the California Building Energy Efficiency Standards and the CALGreen Code would ensure consistency with this measure.
Does the project include the provision of recycling and green waste service?	Pursuant to City of Wheatland Municipal Code Chapter 8.14, refuse pickup, including recyclables, lawn and garden refuse, and trimmings from trees or shrubs, plants, or similar materials, is mandatory. The owner of any property within the areas in or from which refuse is created, accumulated or produced shall subscribe to and pay for refuse collection service to be rendered to such property by the collector. Thus, the proposed project would be required to include the provision of recycling and green waste service, and would comply with this measure.

Source: City of Wheatland Climate Action Plan, October 2018.

As noted previously, the City's CAP was established to ensure the City's compliance with the statewide GHG reduction goals required by AB 32 and SB 32. As demonstrated in Table 6, the proposed project would be consistent with the applicable City CAP requirements. Thus, the proposed project would not conflict with the City's CAP. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, a ***less-than-significant*** impact would occur.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 likely 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 the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. The project contractor would be required to comply with all California Health and Safety Codes and local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b), the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, Yuba County Environmental Health [YCEH]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, City, or County fire, public health, or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractors are required to notify the YCEH in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

The proposed on-site commercial uses associated with the convenience store, QSR suites, car wash, and vacuums are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. Maintenance and operation of the proposed project may use commercial cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Similarly, the proposed car wash facility would include use of cleaning products that could contain hazardous chemicals, but such products would be expected to be handled in accordance with label instructions and applicable safety standards. Due to the regulations governing use of such products and the amount anticipated to be used associated with the proposed convenience store, QSR suites, carwash, and vacuums, routine use of such products would not represent a substantial risk to public health or the environment.

The proposed gas station would involve the routine transport and use of gasoline and diesel fuels. Pursuant to Title 23 of the CCR, new underground storage tanks (USTs), including tanks associated with gas stations, are subject to various safety requirements. Such measures include the requirement that all new USTs used for the storage of hazardous substances, including associated piping, must have primary and secondary containment systems. The primary containment system must be product-tight, and the secondary containment system must be designed and constructed such that the system can be periodically tested. The design and construction of all primary containment systems, including any integral secondary containment, must be approved by an independent testing organization, in accordance with industry codes and/or engineering standards. In addition, all new USTs are required by CCR Title 23 to include equipment capable of detecting a leak at the earliest possible opportunity. Any new USTs installed as part of the proposed project would be subject to all applicable regulations set forth by Title 23 of the CCR, including the aforementioned requirements pertaining to primary and secondary containment systems, as well as leak-detection equipment.

In addition, the proposed project would include a propane tank with protective bollards in the northwestern corner of the project site. Above-ground propane storage tanks would be required to comply with the building setback requirements in California Fire Code Table 6104.3 and applicable regulations related to avoiding the accidental upset or release of stored materials. Table 6104.3 of the California Fire Code sets forth requirements for storage of liquid petroleum gas (LPG) in above-ground vessels. As articulated in the California Fire Code, 500-gallon storage vessels can be set back a minimum of 10 feet from public ways and building walls with a fire resistance of at least one hour, provided that the 500-gallon storage vessel is at least three feet from other LPG storage containers of more than 125-gallon capacities.

The proposed project, including the proposed gas station, would also be subject to regulations established Yuba County Environmental Health, which is the Certified Unified Program Agency (CUPA) for all cities and unincorporated areas within the County. The Unified Program is a statewide program overseen by the California Environmental Protection Agency (CalEPA) that delegates the responsibility of applying regulatory standards established by State agencies to local agencies through inspections, permitting, and enforcement activities. The Unified Program encompasses regulatory standards from the Governor's Office of Emergency Services (OES), Department of Toxic Substances Control (DTSC), Office of the State Fire Marshal (OSFM), the State Water Resources Control Board (SWRCB), and CalEPA. Yuba County Environmental Health regulates all

of the program elements in the County by issuing permits, inspecting facilities, investigating complaints, and performing enforcement, as necessary.

Based on the above, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

b,d. Based on a review of historic aerial photographs, the project site has remained as undeveloped land from at least 1985, without any agricultural activities present on the site. As a result, organochlorine and arsenic pesticide residues associated with agricultural activities, which could cause potential health hazards during project construction, are unlikely to be present on the project site. However, the records search of the CHRIS conducted for the proposed project concluded that the 1947 Wheatland 7.5' USGS topographical map shows a building at the location of the proposed project area. While historic aerial imagery shows that the building was demolished by 1958, residual asbestos-containing building materials (ACBMs) and lead-based paints (LBP) may be present within the area of the former structure. During demolition and ground-disturbing activities associated with the proposed project, construction workers could come into contact with, and be exposed to, ACBMs or LBP materials present in the on-site soils associated with the former structure. Additionally, workers could potentially be exposed to elevated concentrations of lead in the soil in the vicinity of the structure. Collection and disposal of ACBMs and lead materials, including LBP, by untrained personnel could cause asbestos and lead dust emissions to be transported off-site, resulting in the release of hazardous material into the environment.

Government Code Section 65962.5 requires the California Environmental Protection Agency to annually develop an updated Cortese List. The components of the Cortese List include the DTSC Hazardous Waste and Substances Site List,[24] the list of leaking underground storage tank (LUST) sites from the SWRCB's GeoTracker database,[25] the list of solid waste disposal sites identified by the SWRCB,[26] and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. According to the DTSC Hazardous Waste and Substances cleanup site list, solid waste disposal sites, and active CDO and CAO sites identified by the SWRCB, sites of concern have not been identified on the project site.

Based on the above, while the proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, potentially hazardous conditions could occur if residual ACBMs and LBPs associated with the former structure are present on the project site. Therefore, the proposed project could create a significant hazard to the public or the environment, and a ***potentially significant*** impact could occur.

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[24] Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. Available at: https://calepa.ca.gov/SiteCleanup/CorteseList/. Accessed February 2026.

[25] State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/search?CMD=search&case_number=&business_name=&main_street_name=&city=&zip=&county=&SITE_TYPE=LUFT&oilfield=&STATUS=&BRANCH=&MASTER_BASE=&Search=Search. Accessed February 2026.

[26] California Environmental Protection Agency. *Cortese List Data Resources.* Available at: https://calepa.ca.gov/wp-content/uploads/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed February 2026.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

IX-1. *Prior to approval of grading permits, the project applicant shall ensure that a surficial soil sample laboratory analysis is conducted on the project site where the previous building was located. Once the soils are collected, the soils shall be tested for lead and asbestos. If soil contaminants are not found, further action is not required; however, if lead or asbestos are found to be higher than the allowable thresholds pursuant to applicable State and federal regulations, the assessment shall include the appropriate mitigation to address the contaminated soil, including, but not limited to, soil remediation to an acceptable total threshold limit concentration (TTLC) level pursuant to applicable State and federal regulations by excavation of the contaminated soil, and subsequent transportation and disposal off-site at an appropriate Class I or Class II facility permitted by Department of Toxic Substances Control (DTSC); or by properly capping the contaminated soil, in compliance with DTSC regulations (e.g., placing soils underneath project roadways, etc.). Such remediation activities shall be performed by a licensed hazardous waste contractor (Class A) and contractor personnel that have completed 40-hour Occupational Safety and Health Administration (OSHA) hazardous training. Recommended mitigation measures shall be implemented by the project applicant, subject to review and approval by the City Engineer.*

c. The nearest school in relation to the project site is Wheatland Union High School, located approximately 0.37-mile to the west, between Wheatland Road and Roddan Lane. Therefore, the proposed project would not be located within 0.25-mile of an existing school. In addition, the proposed project would be required to comply with all California Health and Safety Codes and local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and a ***less-than-significant*** impact would occur.

e. As detailed in Map 1 and Map 5 of the Beale Air Force Base Land Use Compatibility Plan (BAFBLUCP), the project site is located within Review Area 2, which encompasses the airspace protection surfaces and Recorded Overflight Notification Area, as well as the Airport Influence Area.[27] According to Table 1 in the BAFBLUCP, exterior noise exposure of up to Community Noise Equivalent Level (CNEL) 70 dB is considered compatible for vehicle fueling uses. According to Map 2, the project site is not located within any noise impact zones, and, therefore, would not be affected. Additionally, the proposed project is not located within any of Beale's Safety Zones. Therefore, the proposed project would not be subject to Beale's safety compatibility criteria.

Based on the above, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area; and a ***less-than-significant*** impact would occur.

[27] Sacramento Area Council of Governments. *Beale Air Force Base Land Use Compatibility Plan*. September 2010.

f. While the City currently does not have an official emergency response plan or emergency evacuation plan, the County adopted the current version of the County of Yuba Emergency Operations Plan (EOP) in August 2015.[28] The EOP describes the County's emergency management organization, provides a brief overview of the hazards faced in the County, and is intended to be general in its application and provide for flexibility during response and recovery. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. During operation, the proposed project would provide adequate access for emergency vehicles and would not interfere with potential evacuation or response routes used by emergency response teams. All proposed internal roadways would accommodate emergency vehicles, and a 20-foot wide EVA would be provided on the southern boundary of the project site, providing access from Malone Avenue. The proposed project would not substantially alter the existing circulation system in the surrounding area. As a result, the proposed project would have a ***less-than-significant*** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within a Very High, High, or Moderate Fire Hazard Severity Zone (FHSZ).[29] Thus, the potential for wildland fires to reach the project site would be limited. Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[28] Yuba County. *County of Yuba Emergency Operations Plan: All-Hazards*. Adopted August 2015.

[29] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed February 2026.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 offsite;	☐	☐	✖	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	✖	☐
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?	☐	☐	✖	☐

Discussion

a. The following discussion provides a summary of the project's potential to violate water quality standards/waste discharge requirements or otherwise degrade water quality during construction and operation.

Grading and vegetation removal processes associated with construction activities could increase soil erosion rates and loss of topsoil on-site. Grading operations may impact the surface runoff by increasing the amount of silt and debris carried by runoff. In addition, refueling and parking of construction equipment and other vehicles on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's storm drains. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery close to area waterways could cause water quality degradation. However, any future on-site development requiring grading of one acre of land or more would be required to comply with the City's Site Development Code, drainage requirements, and Stormwater Pollution Prevention Program, as well as employ BMPs for the prevention of erosion and the control of loose soil and sediment, to ensure that construction does not result in the movement of unwanted material into waters within or outside that particular project site. In addition, compliance with General Plan Policy 5.E.5 would ensure that future on-site development would comply with applicable State and federal pollutant discharge requirements.

Pursuant to the aforementioned requirements, a SWPPP would be prepared for any future development of more than one acre within the project site, which would include the site

map, drainage patterns and stormwater collection and discharge points, BMPs, and a monitoring and reporting framework for implementation of BMPs, as necessary. In addition, Wheatland Municipal Code Section 15.05.160 requires that erosion control measures be implemented in accordance with applicable federal, State, and local regulations, which would include compliance with the National Pollutant Discharge Elimination System (NPDES) Program.

The NPDES Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges, and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include the following:

- Good housekeeping activities such as storing of materials covered and elevated off the ground, in a central location;
- Securely locating portable toilets away from the storm drainage system and performing routine maintenance;
- Providing a central location for concrete washout and performing routine maintenance;
- Providing several dumpsters and trash cans throughout the construction site for litter/floatable management; and
- Covering and/or containing stockpiled materials and overall good housekeeping on the site.

While the final materials management BMPs to be used during construction of the proposed project are currently unknown, the project would likely include a combination of the BMP examples listed above. Final BMPs for the proposed project construction would be chosen in consultation with the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, and implemented by the project contractor.

In accordance with the Construction General Permit, the project site would also be inspected during construction before and after storm events and every 24 hours during extended storm events in order to identify maintenance requirements for the implemented BMPs and to determine the effectiveness of the implemented BMPs. As a “living document,” the site-specific SWPPP that would be prepared for the proposed project would be modified as construction activities progress. A Qualified SWPPP Practitioner (QSP) would ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The QSP for the project would amend the SWPPP and revise project BMPs, as determined necessary through field inspections, to protect against substantial erosion or siltation on- or off-site.

Compliance with the State’s Construction General Permit, Wheatland Municipal Code Section 15.05.160, CASQA Stormwater BMP Handbook for New Development and Redevelopment, and all applicable local, State, and federal requirements would minimize the potential degradation of stormwater quality and downstream surface water associated with construction of the proposed project. However, because a SWPPP has not yet been prepared for the proposed project, proper compliance with the aforementioned regulations

cannot be ensured at this time, and the proposed project's construction activities could violate water quality standards or waste discharge requirements or otherwise degrade water quality.

Following completion of project buildout, the on-site topsoil would no longer be exposed. As such, the potential for impacts to water quality would be reduced. However, the addition of impervious surfaces on the site would result in the generation of urban runoff during project operations, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers and herbicides. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported by way of stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash.

The proposed project would be required to comply with the City's Unregulated Small Traditional Phase II MS4 Permit to control for stormwater runoff during project operation. As part of compliance, the proposed project would include reclaim tanks that would store and treat wastewater collected from the carwash, a floor drain at the trash enclosure connected to the grease waste sanitary sewer line, and grease interceptor in order to prevent polluted water from leaving the site. In addition, as discussed above, the proposed project would include the installation of underground storm drain lines and Stormtech chambers on the project site. The storm drain lines and Stormtech chambers would be sized to adequately handle any increase in stormwater from the site prior to discharge, in accordance with applicable regulations, including the provisions set forth by the City's Unregulated Small Traditional MS4 Permit. However, because a final BMP and water quality maintenance plan has not been prepared, incorporation of proper source control measures cannot be ensured at this time.

Based on the above, because a SWPPP has not been prepared and final BMPs identified and the incorporation of proper source control measures cannot be ensured at this time, the proposed project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, a ***potentially significant*** impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the potential impact to a *less-than-significant* level.

X-1. *Prior to issuance of any grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the Central Valley Regional Water Quality Control Board (RWQCB). The contractor shall file the Notice of Intent (NOI) and associated fee to the State Water Resources Control Board (SWRCB). The SWPPP shall serve as the framework for identification, assignment, and implementation of Best Management Practices (BMPs). The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the project may include,*

but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to the City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.

X-2. Prior to approval of final project improvement plans, a detailed BMP and water quality maintenance plan shall be submitted to the City Engineer for review and approval. The BMP and water quality maintenance plan shall meet the standards of the City's Unregulated Small Traditional MS4 Permit, and the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment. Site design measures, source control measures, hydromodification management, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the improvement plans.

b,e. The project site is situated within the South Yuba Subbasin which lies within the Sacramento Valley Groundwater Basin. The South Yuba Subbasin is bounded on the north by the Yuba River, which separates the South Yuba Subbasin from the North Yuba Subbasin, on the west by the Feather River, on the south by the Bear River, and on the east by the Sierra Nevada. The California Department of Water Resources Bulletin 118-80 documents that the South Yuba Subbasin is not considered to be in overdraft and that groundwater levels within the subbasin are continuing to increase to near historic high elevations due to increasing surface water irrigation supplies and reduced groundwater pumping.

Groundwater within the South Yuba Subbasin is managed by the Yuba Subbasins Water Management Plan: A Groundwater Sustainability Plan (Yuba Subbasins GSP), a product of three Groundwater Sustainability Agencies (GSAs): the Cordua Irrigation District, the Yuba Water Agency, and the City of Marysville.[30] According to the Yuba Subbasins GSP, regional groundwater quality in the Yuba Subbasins is considered good to excellent for municipal, domestic, and agricultural uses and does not have a significant adverse impact on the beneficial uses of groundwater in the subbasins. According to the Yuba Subbasins GSP, while groundwater pumping may exceed sustainable yield during certain years, reduced pumping in other years generally ensures that the long-term average remains at or below the sustainable yield. Overall, the City has found that water supply is not a limiting factor for new development.

Although the proposed project would require approval of a Conditional Use Permit to allow for the proposed gas station, car wash, and convenience market, the project site has been generally anticipated for commercial development by the City. As such, the project would not result in a substantially increased use of groundwater supplies beyond what has been anticipated by the City.

[30] Cordua Irrigation District, Yuba Water Agency, City of Marysville. *Yuba Subbasins Water Management Plan: A Groundwater Sustainability Plan.* December 2019.

Based on the above, the proposed project would result in a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin. In addition, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

ci-iii. Development of the project site with commercial uses would involve the creation of new impervious surfaces, which would alter the existing drainage patterns of the site. However, as discussed above, projects that disturb more than one acre of land, including the proposed project, are subject to the NPDES General Permit. The proposed project would cover approximately 70 percent of the site with impervious surfaces and the remaining 30 percent with pervious landscaping. The total impervious area would be 56,418 sf, which results in a required total of 4,872 cubic feet (CF) of detention volume. The storage would be provided by the on-site Stormtech chamber (see Figure 7). In addition, the SWPPP required under the NPDES General Permit would prevent substantial on-site erosion and siltation. Furthermore, the proposed project would be subject to General Plan policies and Municipal Code standards, such as General Plan Policy 5.E.5 and Municipal Code Section 15.05.160 (as discussed above) related to runoff management and low impact design, and would be subject to payment of the City's storm drainage development impact fee.

Because the proposed project is consistent with the General Plan land use designation for the site, development of the project site has been previously analyzed in the General Plan EIR. Implementation of the project would not result in increased erosion, siltation, or runoff beyond what has been anticipated for the site by the City and accounted for in the General Plan EIR. The project would comply with all applicable General Plan policies and local laws related to the addition of impervious surfaces. Compliance with such regulations would ensure that development of the project site would not substantially alter the existing drainage pattern of the City, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion, siltation, or flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Consequently, the proposed project would result in a ***less-than-significant*** impact.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the project site is located within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 10).[31] As such, the proposed project would not substantially impede or redirect flood flows, and a ***less-than-significant*** impact would occur.

d. A seiche is defined as a wave generated by rapid displacement of water within a reservoir or lake, due to an earthquake that triggers land movement within the water body or land sliding into or beneath the water body. The project site is not located within the vicinity of a large closed body of water such as a lake or reservoir that could be subject to seiches. In addition, the distance to the nearest coastline precludes the project site from being vulnerable to tsunami hazards. As discussed above, FEMA designates the project site as located within Zone X, identified as an Area of Minimal Flood Hazard. Therefore, the proposed project would not be subject to potential impacts associated with release of pollutants due to project inundation, and a ***less-than-significant*** impact would occur.

[31] Federal Emergency Management Agency. *Flood Insurance Rate Map 11-09-0886P.* Effective February 22, 2011.

Figure 10
FEMA FIRM 11-09-0886P

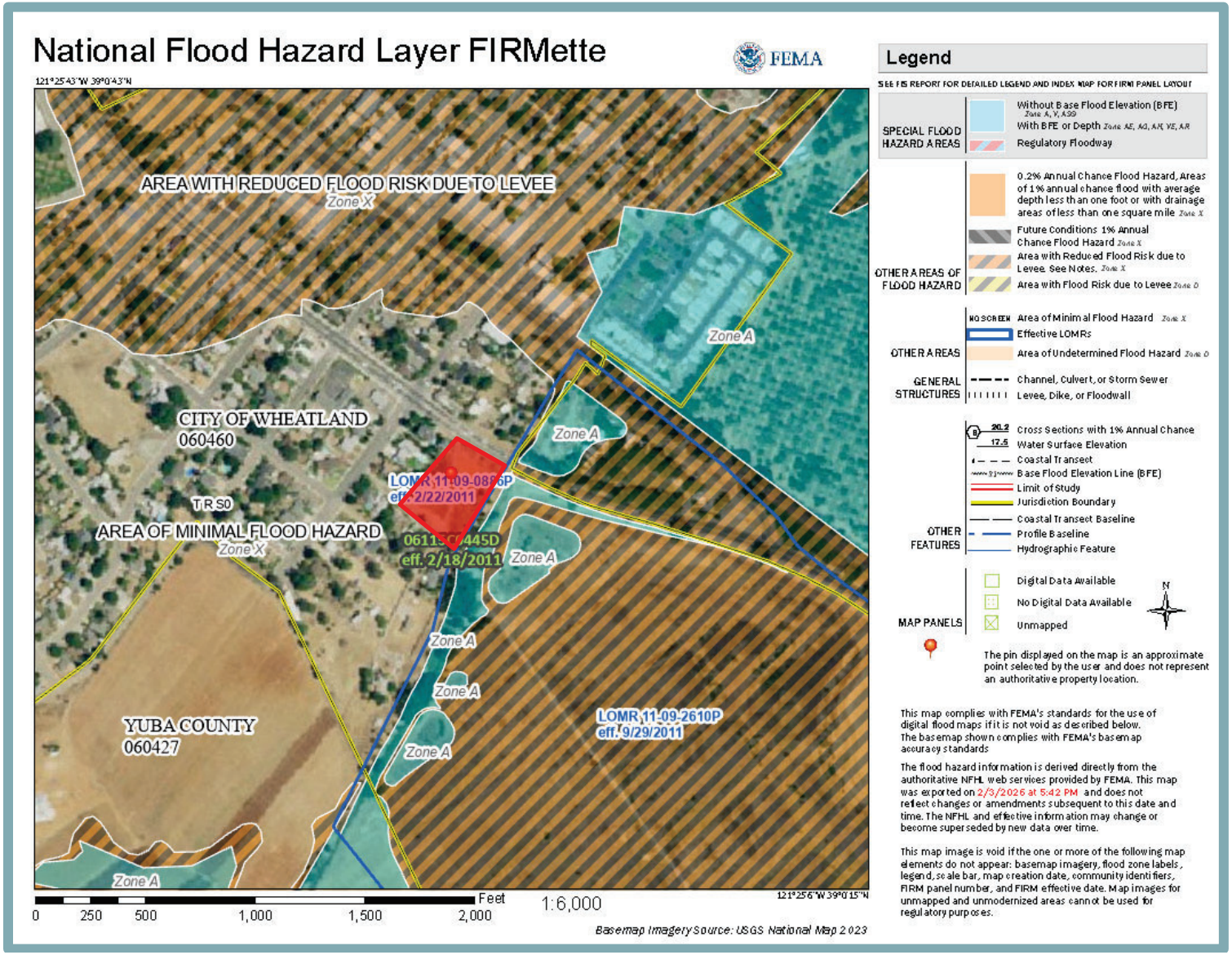


*Figure not OCR compatible

XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. Cause a 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?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land uses so as to change the land use conditions in the surrounding community, or isolate an existing land use. The project site is currently vacant land, and surrounding existing uses include single-family residences and UPPR tracks to the north and northeast, across SR 65; undeveloped land to the southeast; single-family residences to the southwest, across Malone Avenue; single-family residences to the west; and single-family residences and commercial uses further west, across Main Street. Therefore, the proposed project would not alter or isolate the existing community. The proposed project would serve the existing residential development in the area. As such, the proposed project would not physically divide an established community and a ***less-than-significant*** impact would occur.

b. The City of Wheatland General Plan designates the project site as COM and the site is zoned C-3. While the proposed project would require City approval of a Conditional Use Permit to allow for development of the proposed gas station, car wash, and convenience market, commercial development of the project site has been anticipated by the City. In addition, the proposed project would comply with all applicable standards set forth in the City of Wheatland General Plan, General Plan EIR, and Municipal Code, including Municipal Code Section 18.60.290, which describes the development standards that service stations must conform to when considered a conditional use.

As demonstrated throughout this IS/MND, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. As discussed in Section I, Aesthetics, of this IS/MND, the proposed project would comply with Chapter 18.67 of the City's Municipal Code regarding the Site Plan and Design Review requirement, and Section 18.36.050 of the City's Municipal Code related to the maximum allowable building height in the C-3 zone. In addition, as discussed in Section X, Hydrology and Water Quality, the proposed project would comply with Section 15.05.160 of the City's Municipal Code regarding erosion control measures. The project would not conflict with any applicable policies, regulations, or ordinances related to the prevention of adverse effects to surface or ground water quality and downstream stormwater drainage. Furthermore, as discussed in Section XIII, Noise, of this IS/MND, the proposed project would comply with Section 8.04.030(H) of the City's Municipal Code, which limits the hours construction activities may occur. Thus, the proposed project would not result in any significant environmental effects that could not be mitigated to a less-than-significant level by the mitigation measures provided herein or through compliance with applicable local, State, and federal regulations.

Based on the above, the proposed project would not cause a 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, and thus, a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
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?	☐	☐	☐	✖

Discussion

a,b. As discussed under Impact 4.10-1 in the City's General Plan EIR, the Yuba County General Plan Environmental Setting and Background Report (ESBR) concluded that mineral resources are present in the County, including precious metals, copper, zinc, Fullers earth, sand and gravel, and crushed stone. However, the City is located outside of the recognized Mineral Land Classification Area identified in the Yuba County General Plan ESBR. Therefore, the proposed project would not 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 or 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. Thus, the project would result in ***no impact*** related to mineral resources.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

The following sections are based on the Environmental Noise Assessment prepared for the proposed project by Saxelby Acoustics (see Appendix B).[32]

a. The following sections present information regarding sensitive noise receptors in proximity to the project site, applicable noise standards, the existing noise environment, and the potential for the proposed project to result in noise impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this analysis are A-weighted unless noted otherwise.
- Community Noise Equivalent Level (CNEL): The cumulative noise exposure over a 24-hour period. Weighting factors of +5 and +10 dBA are applied to the evening and nighttime periods, respectively, to account for the greater sensitivity of people to noise during those periods.
- Average, or equivalent, sound level (L_{eq}): The L_{eq} corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour).
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
- Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time-period.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals and passive recreational areas. Noise-sensitive land uses are typically given special attention in order

[32] Saxelby Acoustics. *Environmental Noise Assessment, 507 SR 65 Simba Gas Station.* February 13, 2026.

to achieve protection from excessive noise. In the vicinity of the project site, sensitive land uses include existing single-family residences located to the north, west, and south of the project site. The nearest sensitive receptor is located approximately 15 feet to the west of the project site.

Standards of Significance

The City of Wheatland does not have a specific threshold for evaluating noise increases due to short-term construction projects. Pursuant to Section 8.04.030(H) of the City of Wheatland Municipal Code, noise from the construction (including excavation), demolition, alteration or repair of any building is prohibited other than between the hours of 7:00 AM and 10:00 PM on weekdays, except in case of urgent necessity in the interest of the public health and safety.

Nonetheless, for the purposes of the analysis included herein, an increase criteria of 12 dBA is used for evaluating construction-related noise increases at the existing residential receptors in the project vicinity. The level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the State level for many years. Application of the standard to construction activities is considered reasonable considering the temporary nature of construction activities.

The City of Wheatland General Plan establishes maximum noise level standards for non-transportation sources of 50 dBA L_{eq} and 70 dBA L_{max} during daytime hours, and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime hours, with noise levels measured immediately within the property line of lands designated for noise sensitive uses.

The City of Wheatland General Plan applies 60 dB L_{eq}/CNEL exterior and 45 dB L_{eq}/CNEL interior noise level standards for residential uses affected by transportation noise sources. According to the City of Wheatland General Plan, where existing traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of noise-sensitive uses, a 1.5 dBA L_{dn} increase in roadway noise levels would be considered significant. Where traffic noise levels are between 60 dBA L_{dn} and 65 dBA L_{dn}, a 3.0 dB L_{dn} increase in roadway noise levels would be considered significant. Where traffic noise levels are less than 60 dBA L_{dn}, a 5.0 dB L_{dn} increase in roadway noise levels would be considered significant. In addition, if existing noise levels are below the City's normally acceptable 60 dBA L_{dn} standard, increases in traffic causing noise levels to exceed the normally acceptable standard at receptors would be considered significant.

Existing Noise Environment

The existing noise environment in the project area is predominantly defined by traffic on SR 65. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous long-term (LT) (24-hour) noise level measurements at two locations on the northeastern and southern boundaries of the project site and short-term (ST) measurements at one location within the project site along SR 65. Noise measurement locations are shown on Figure 11, and a summary of the noise level measurement survey results is provided in Table 7.

Figure 11
Noise Measurement Sites



*Figure not OCR compatible

Table 7
Existing Background Noise Levels (dBA)

Site	Date	L_{dn}	Average Measured Hourly Noise Levels (dBA)					
			Daytime (7 AM to 10 PM)			Nighttime (10 PM to 7 AM)		
			L_{eq}	L_{50}	L_{max}	L_{eq}	L_{50}	L_{max}
LT-1: 125 feet from centerline of SR 65	3/3/25 to 3/4/25	65	60	58	76	59	54	72
LT-2: 350 feet from centerline of SR 65	3/3/25 to 3/4/25	64	58	57	69	57	52	69
ST-1: 50 feet from centerline of SR 65	3/3/25	N/A	67	46	76	N/A	N/A	N/A

Source: Saxelby Acoustics, 2025.

Project Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for grading, excavation, paving, and building construction, which would temporarily increase ambient noise levels when in use. Construction noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point.

The Federal Highway Administration (FHWA) Roadway Construction Noise Model was used to predict noise levels for standard construction equipment anticipated to be used during construction of the proposed project. Noise sources from the Roadway Construction Noise Model database include actual noise levels and equipment usage percentages.

Table 8 shows the predicted construction noise levels associated with project construction. Based on the table, the loudest phase of construction on the project site would be grading, with an average noise exposure of 86 dBA L_{eq} at 50 feet from the center of activity.

As previously discussed, the City has not adopted a formal standard for evaluating temporary construction noise occurring within allowable hours. In the absence of City standards, the Caltrans 12 dBA criterion is used to evaluate noise level increases due to construction associated with the proposed project.

Project-generated construction noise levels at nearby sensitive receptors were modeled using the construction equipment noise level data summarized in Table 8. The results of the analysis are shown in Figure 12 and summarized in Table 9. As presented in the table, the proposed project is anticipated to generate construction noise level increases of up to 14.8 dBA at the nearest existing sensitive receptors, which is greater than the 12 dBA noise level increase criterion established by Caltrans. Therefore, although construction activities are temporary in nature and would occur during normal daytime working hours pursuant to the City's Municipal Code Section 8.04.030(H), a potentially significant impact could occur during construction of the proposed project.

Table 8
Construction Equipment Noise Levels

Equipment	Quantity	Usage (Percent)	L_{max} (dBA at 50 feet)	L_{eq} (dBA at 50 feet)
Site Preparation				
Dozer	1	40	82	78
Grader	1	40	85	81
Tractor/Loader/Backhoer	1	40	84	80
			Total:	**85**
Grading				
Grader	1	40	85	81
Dozer	1	40	82	78
Tractor/Loader/Backhoe	2	40	84	83
			Total:	**86**
Building Construction				
Crane	1	16	81	73
Forklift	1	40	83	79
Generator	1	50	81	78
Tractor/Loader/ Backhoe	1	40	84	80
Welder/Torch	3	40	74	75
			Total:	**85**
Paving				
Tractor/Loader/ Backhoe	1	40	84	80
Paver	1	50	77	74
Roller	1	20	80	73
Concrete Mixer Truck	1	40	79	75
Paving Equipment	1	50	77	74
			Total:	**83**
Architectural Coating				
Air Compressor	1	40	79	75
			Total:	**75**

Source: Saxelby Acoustics, 2025.

Table 9
Construction Noise Level Increases (L_{eq} dBA)

Receptor	Existing Ambient	Construction Noise	Ambient + Construction	Difference	Exceeds 12 dB Increase?
R1	58.3	70.7	70.9	**12.6**	**Yes**
R2	58.3	71.8	72.0	**13.7**	**Yes**
R3	58.3	71.2	71.4	**13.1**	**Yes**
R4	58.3	69.7	70.0	11.7	No
R5	58.3	73.0	73.1	**14.8**	**Yes**
R6	65.5	74.4	74.9	9.4	No
R7	65.5	76.8	77.1	11.6	No
R8	65.5	68.3	70.1	4.6	No
R9	65.5	69.2	70.7	5.2	No

Source: Saxelby Acoustics, 2025.

Figure 12
Project Construction Noise Levels

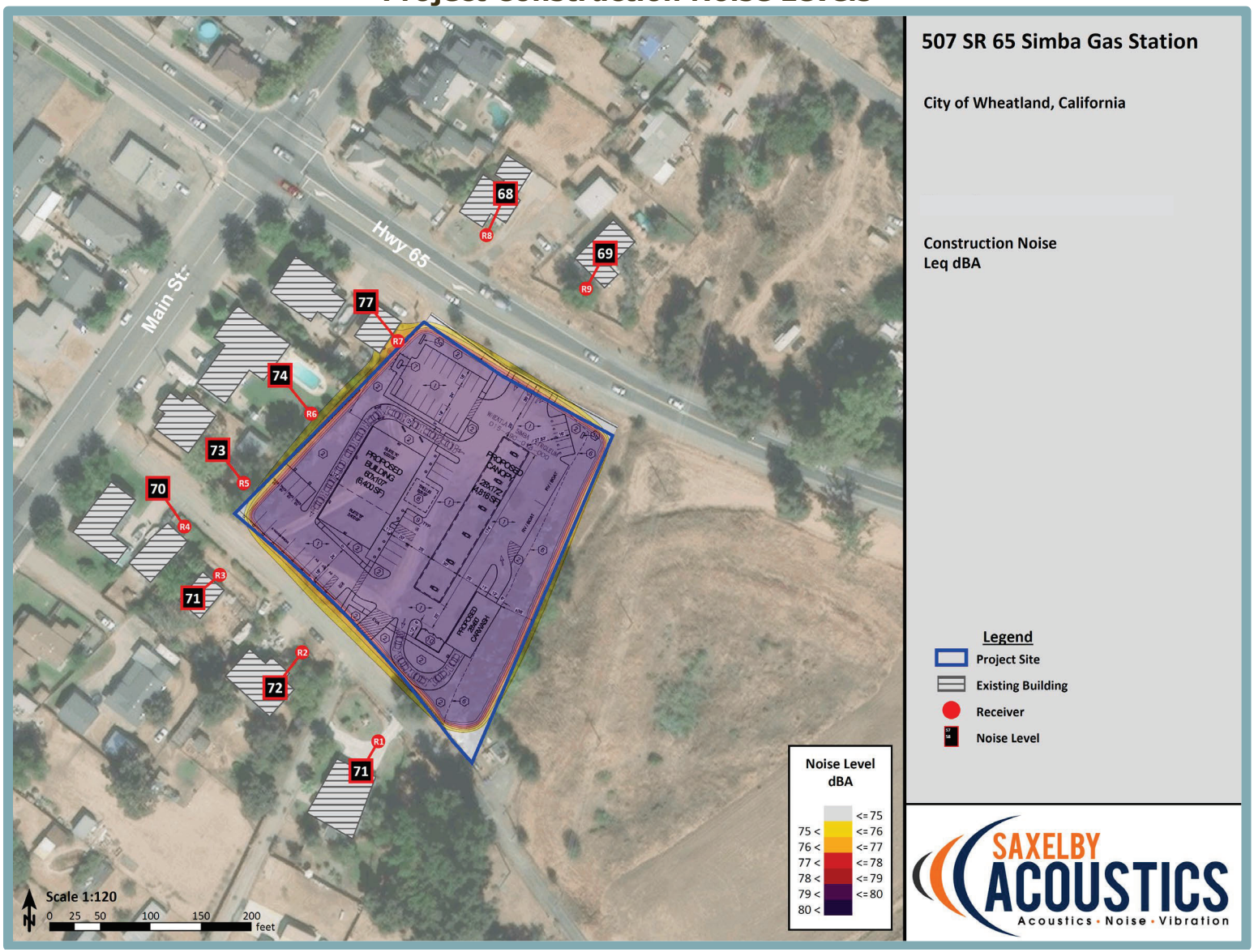


*Figure not OCR compatible

Project Operational Noise

Noise generated during operations of the proposed project would consist of noise related to the commercial operations and the increase in traffic, as discussed below.

Operational Noise

The noise prediction modeling conducted as part of the Environmental Noise Assessment included inputs related to car wash tunnel blowers and wash equipment, the vacuum station, air compressor, rooftop HVAC equipment, vehicle circulation, and drive through activity, including vehicle movements and speaker box. All project noise-generating sources associated with the above noise generating uses were analyzed as part of the noise analysis conducted for the proposed project. As described above, the City of Wheatland General Plan establishes acceptable noise limits of 50 dBA L_{eq} and 70 dBA L_{max} during daytime hours (7:00 AM to 10:00 PM) and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime hours (10:00 PM to 7:00 AM). The predicted project-generated daytime noise level contours and locations of noise sensitive receptors are shown in Figure 13, and Table 10 shows the L_{eq} and L_{max} noise levels at nearby sensitive receptors in comparison to the City's noise level standards.

Table 10
Operational Noise Levels (dBA)

Location	Average Measured Hourly Noise Levels (dBA)				Exceeds Threshold?
	Daytime (7 AM to 10 PM)		Nighttime (10 PM to 7 AM)		
	L_{eq}	L_{max}	L_{eq}	L_{max}	
Standard	**50.0**	**70.0**	**45.0**	**65.0**	
R1	55.2	68.5	40.3	50.0	**Yes**
R2	50.0	55.8	42.5	55.8	No
R3	48.3	50.4	41.2	50.4	No
R4	47.2	49.6	40.6	49.1	No
R5	50.7	55.9	42.2	55.9	**Yes**
R6	48.6	54.9	42.2	54.9	No
R7	52.2	67.9	48.0	67.9	**Yes**
R8	47.1	56.6	41.3	52.0	No
R9	49.6	61.6	42.2	53.2	No

Source: Saxelby Acoustics, 2025.

As shown in Table 10, the proposed project is predicted to expose nearby sensitive receptors to operational noise levels up to 55.2 dBA L_{eq} during daytime hours and 48 dBA L_{eq} during nighttime hours, which exceeds the noise level standards of 50 L_{eq} and 45 L_{eq}, respectively, as described above. In addition, the proposed project is predicted to expose nearby residences to maximum operational noise levels up to 67.9 dBA L_{max} during nighttime hours, which exceeds the noise level standards of 65 L_{max}, as described above. Therefore, a potentially significant impact could occur during operation of the proposed project.

Figure 13
Daytime Project Operational Noise Levels

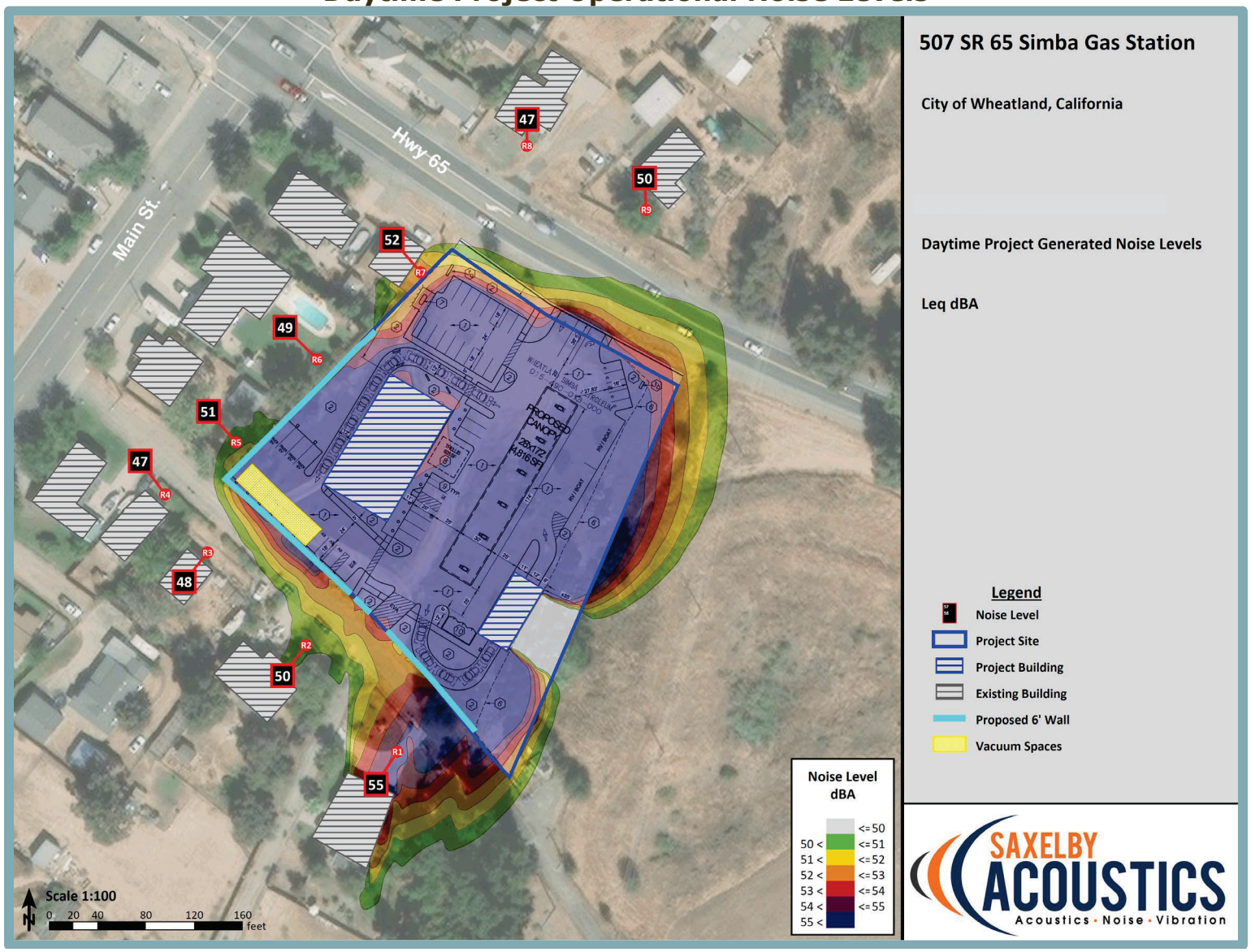


*Figure not OCR compatible

Traffic Noise

Saxelby used the FHWA Highway Traffic Noise Prediction Model to predict traffic noise levels at the nearest sensitive receptors under existing and with the proposed project conditions. Table 11 presents the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the project vicinity.

Table 11
Project-Related Traffic Noise Level Increases (L_{dn} dBA)

Roadway	Segment	Existing	Existing + Project	Change
SR 65	South of Main Street	69.1	69.4	0.3
SR 65	North of Main Street	69.5	69.8	0.3
Main Street	Between SR 65 and State Street	62.9	63.0	0.1
Main Street	Between SR 65 and Malone Avenue	55.7	55.7	0.0

Source: Saxelby Acoustics, 2025.

As shown in Table 11, the proposed project would result in a maximum increase in traffic noise levels of 0.3 dBA, which is less than the minimum significance criterion of an increase of 1.5 dBA L_{dn} where existing noise levels are above the City's normally acceptable 60 dBA L_{dn} standard. In addition, the proposed project would not cause an exceedance of the normally acceptable noise level of 60 dBA L_{dn} where existing noise levels are currently below 60 dBA L_{dn}. Therefore, the proposed project would result in a less-than-significant impact related to traffic noise level increases.

Conclusion

Based on the above, construction and operation of the proposed project would result in the generation of a substantial temporary and permanent increase in ambient noise levels, and a ***potentially significant*** impact would occur.

Mitigation Measure(s)

Implementation of Mitigation Measure XIII-1 would reduce the noise levels at the nearest sensitive receptors to below the applicable increase threshold of 12 dBA, as shown in Figure 14 and Table 12.

Implementation of Mitigation Measure XIII-2 would ensure that operational noise levels generated by the proposed project would be reduced to below the City's noise level standards, as shown in Table 13. The locations of noise sensitive receptors and the recommended sound wall are shown in Figure 15.

Figure 14
Mitigated Project Construction Noise Levels

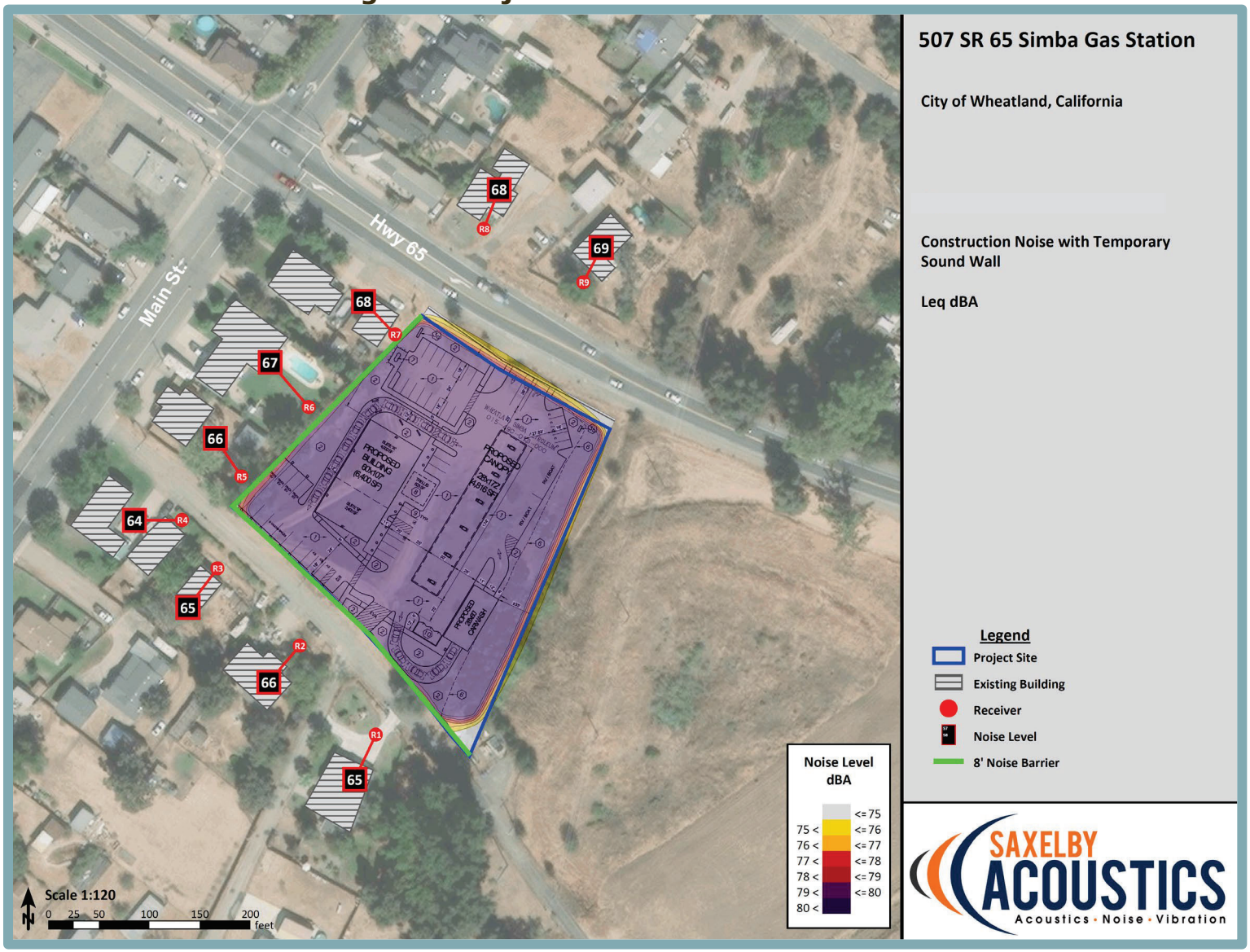


*Figure not OCR compatible

Table 12
Mitigated Construction Noise Level Increases (L_{eq} dBA)

Receptor	Existing Ambient	Construction Noise	Ambient + Construction	Difference	Exceeds 12 dB Increase?
R1	58.3	65.3	66.1	7.8	No
R2	58.3	65.8	66.5	8.2	No
R3	58.3	65.0	65.8	7.5	No
R4	58.3	63.9	65.0	6.7	No
R5	58.3	65.8	66.5	8.2	No
R6	65.5	66.7	69.2	3.7	No
R7	65.5	68.0	69.9	4.4	No
R8	65.5	68.3	70.1	4.6	No
R9	65.5	69.2	70.7	5.2	No

Source: Saxelby Acoustics, 2025.

Table 13
Mitigated Proposed Project Operational Noise Levels (dBA)

Location	Average Measured Hourly Noise Levels (dBA)				Exceeds Threshold?
	Daytime (7 AM to 10 PM)		Nighttime (10 PM to 7 AM)		
	L_{eq}	L_{max}	L_{eq}	L_{max}	
Standard	**50.0**	**70.0**	**45.0**	**65.0**	
R1	48.9	59.4	39.9	50.2	No
R2	48.5	55.8	42.0	55.8	No
R3	46.9	48.4	40.6	48.4	No
R4	45.9	47.0	40.0	47.0	No
R5	48.3	53.8	41.0	53.8	No
R6	46.9	52.2	41.0	52.2	No
R7	47.4	59.1	43.4	59.1	No
R8	45.4	52.0	41.3	52.0	No
R9	46.6	54.6	42.2	53.2	No

Source: Saxelby Acoustics, 2025.

Figure 15
Mitigated Daytime Project Operational Noise Levels

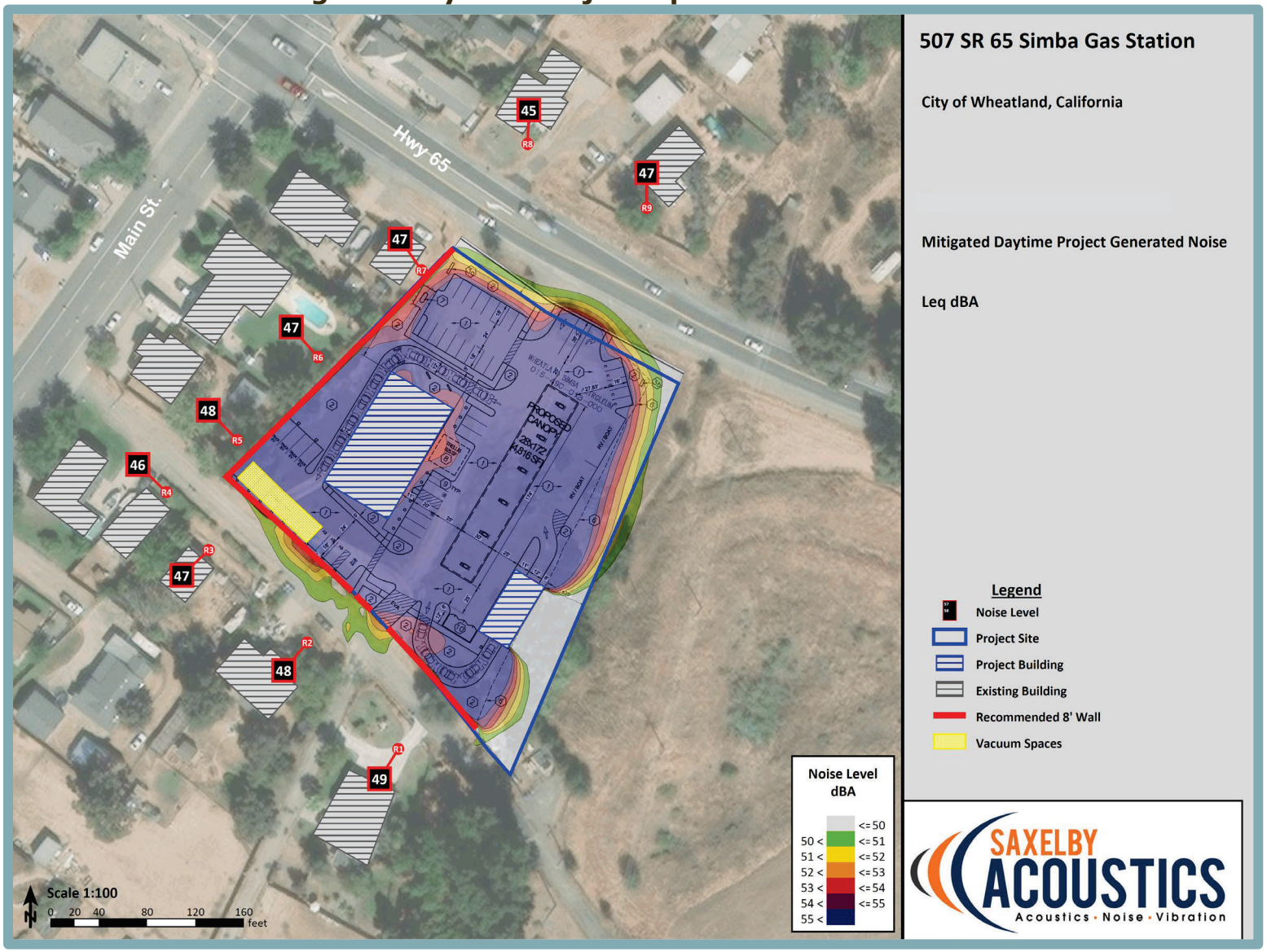


*Figure not OCR compatible

Thus, implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

XIII-1. *Prior to the approval of grading and/or building permits, the following requirements shall be noted on improvement plans, subject to review and approval by the City of Wheatland Community Development Department:*

- *The proposed project shall incorporate the use of eight-foot-tall temporary sound barriers at the locations shown in Figure 14. The sound barrier fencing shall consist of half-inch plywood or minimum STC 27 sound curtains placed to shield nearby sensitive receptors. The plywood barrier shall be free from gaps, openings, or penetrations to ensure maximum performance.*
- *Construction activities shall be limited to between the daytime hours of 7:00 AM and 10:00 PM daily;*
- *All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation;*
- *When not in use, motorized construction equipment shall not be left idling for more than five minutes; and*
- *All stationary noise-generating construction equipment, such as generators or air compressors, shall be located as far as is practical from existing nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.*

XIII-2. *Prior to the approval of grading and/or building permits, the following requirements shall be noted on improvement plans, subject to review and approval by the City of Wheatland Community Development Department:*

- *The car wash dryer system shall utilize the Stealth Predator IDP 120 system, or an equivalent system that produces continuous noise levels of 65 dBA L_{eq} or lower at 55 feet;*
- *An eight-foot-tall sound wall shall be constructed along the northwestern and southern boundary of the project site in order to shield single-family residences from drive-through and vacuum noise, subject to review and approval by the City Engineer. Figure 15 shows the required location of the sound wall. The soundwall shall be constructed from masonry units. The total height of the wall shall be relative to the pad of the commercial uses or the nearby residences, whichever is greater. The total height of the wall may be achieved through use of masonry wall and earthen berm. The wall shall be free of gaps between units and between the wall and the ground;*
- *The vacuum producer shall be located within an enclosure with walls and a roof that provide a minimum STC rating of 27, and a door equipped with acoustic louvers. Any ventilation openings in the structure should utilize acoustic louvers, such as the Greenheck AFJ-801, or equivalent;*

- *Vacuum nozzles, when not is use, shall not be mounted more than three feet above ground level;*
- *The vacuum station shall operate only during the daytime hours of 7:00 AM and 10:00 PM daily; and*
- *The rooftop HVAC equipment for the gas station shall be enclosed by a parapet wall that extends at least two feet above the top of all mechanical equipment on all sides. The parapet wall shall be continuous and free of any gaps.*

Proof of compliance with the above measures shall be submitted to the City of Wheatland for review.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 14, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures.

As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. Table 15 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of impervious surfaces.

Table 14
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

Table 15
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Guidelines. May 2006.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. With the exception of vibratory compactors, construction vibration levels anticipated for the project would be less than the 0.2 in/sec threshold at distances of 20 feet. However, the proposed project would include parking lot and building construction within distances of approximately 15 to 20 feet from the nearest adjacent single-family residences, which could involve the use of vibratory compactors. The use of vibratory compactors would exceed 0.2 in/sec at a distance of 26 feet. Therefore, the adjacent buildings could be impacted by construction-related vibrations, specifically related to the use of vibratory compactors/rollers, and construction vibrations could exceed acceptable levels.

Based on the above, because the proposed project could expose people to or generate excessive groundborne vibration during project construction, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XIII-3. *Any compaction required within 26 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers, rather than vibratory compactors/rollers, which use weight instead of vibrations to achieve soil compaction. The aforementioned requirement shall be included via notation on the improvement plans, subject to review and approval by the City Engineer.*

c. The nearest airport to the City of Wheatland is the Beale Air Force Base, located approximately 7.78 miles north of the project site. According to the BAFBLUCP, the project site is located within Review Area 2, which encompasses the airspace protection surfaces and Recorded Overflight Notification Area, as well as the Airport Influence Area.[33] According to the BAFBLUCP, Review Area 2 includes locations where airspace protection and/or overflight are compatibility concerns, but not noise or safety. In addition, the entirety of the project site is located outside of all noise impact zones identified in Map 2 of the BAFBLUCP. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels, and a ***less-than-significant*** impact would occur.

[33] Sacramento Area Council of Governments. *Beale Air Force Base Land Use Compatibility Plan*. September 2010.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✖	☐

Discussion

a,b. The proposed project would include the development of a gas station, convenience market, car wash, and QSR suites, and would not include the extension of major infrastructure associated with water, sanitary sewer, storm drainage, or energy services. While the proposed development would include the hiring of new employees, employees to be hired would likely be existing residents of Wheatland, and substantial population growth would not occur. Additionally, the proposed project would not include the construction of new housing or demolition of existing housing. Furthermore, because the proposed project would be consistent with the project site's land use designation, impacts associated with buildout of the site were generally evaluated in the General Plan EIR, including any impacts associated with indirect population growth. Thus, any minor increase in population resulting from implementation of the proposed project has been previously anticipated by the City.

Based on the above, the proposed project would not induce substantial unplanned population growth in the project area, either directly or indirectly, or displace substantial numbers of existing people or housing. Therefore, the project would result in a ***less-than-significant*** impact.

XV. PUBLIC SERVICES.

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:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a,b. Within the City limits, the Wheatland Fire Authority (WFA) provides fire protection services through a Joint Powers Agency (JPA) comprised of the City of Wheatland and the Plumas Brophy Fire Protection District. Because of growth in the region and recent passage of a fire assessment in the JPA area, the Board has initiated the transition from an all-volunteer fire force to a combined full time and volunteer force.[34] According to the Wheatland Fire Authority 2024 Annual Report, 48 firefighters and one chief firefighter are currently serving the City.[35] The Wheatland Fire Department is located approximately 0.2-mile from the project site on Main Street to the northeast of the project site. Given the 2025 City of Wheatland population of 4,012 people,[36] the current service ratio is one personnel for every 81 residents. The proposed project would be subject to Chapter 15.12, California Fire Code, of the City's Municipal Code, which requires the proposed project to adhere to all fire protection codes established by the 2022 California Fire Code, which would reduce risk of fire at the project site, and, thus, reduce potential for the project site to increase demand for fire protection services. In addition, as established in Section 3.26.030 of the City's Municipal Code, the proposed project would be subject to fire protection development impact fees. Payment of such fees would be used by the City to fund any improvements to WFA facilities deemed necessary by the City, and would, therefore, lessen impacts related to increased material or staffing needs resulting from buildout of the project site.

Police protection services are provided by the Wheatland Police Department. The Wheatland Police Department currently employs 12 personnel and one Chief of Police.[37] The Wheatland Police Department is located approximately 0.34-mile to the northeast of the project site on Main Street. According to the General Plan EIR, the minimum recommended ratio of police officers to population is 1.5 per 1,000 persons. Given the 2025 population of 4,012, the Wheatland Police Department is well above the staffing goal in the General Plan EIR and would be able to accommodate any potential increase in need for services resulting from buildout of the project site. Furthermore, compliance with

[34] City of Wheatland. *Wheatland Fire Authority*. Available at: https://www.wheatland.ca.gov/fire-authority. Accessed February 2026.
[35] City of Wheatland Fire Authority. *2024 Annual Report*. 2024.
[36] State of California Department of Finance. *Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024 and 2025*. Available at: https://dof.ca.gov/forecasting/demographics/estimates-e1/. Accessed February 2026.
[37] Wheatland Police Department. *2024 Annual Report*. 2024.

Section 3.26.030 of the City's Municipal Code would require the payment of a law enforcement development impact fee. Payment of such fees would lessen impacts related to increase in material or staffing needs resulting from buildout of the project site.

Due to the commercial nature of the proposed project, the proposed project is not anticipated to induce population growth in the City and, therefore, would not create a substantial increase in demand for fire or police protection services. In addition, as discussed throughout this IS/MND, the project site was already planned for commercial development by the City. As such, the anticipated growth is within the ranges identified in the General Plan EIR.

Based on the above, the proposed project would not induce the need for physically altered or expanded governmental facilities for fire or police protection services, the construction of which could cause significant environmental impacts. Therefore, the proposed project would result in a ***less-than-significant*** impact.

c-e. The proposed project would not include any residential development and, thus, would not result in any direct population growth such that demand for schools, parks, or other public facilities would increase substantially. Nonetheless, the project applicant would be required to pay the applicable fees to the Wheatland School District and the Wheatland Union High School District prior to the issuance of any building permits. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[…] legislative or adjudicative act…involving …the planning, use, or development of real property" (Government Code 65996(b)). Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation." Furthermore, the proposed project would be subject to the City's Municipal Code Chapter 3.26, Development Impact Fees, which requires development including retail and employment uses to pay development impact fees for parks and public facilities based on the new or additional square footage constructed.

Because the project applicant would be required to pay appropriate development fees, and development of the project would not increase the demand for schools, parks, or other public facilities, the proposed project would have a ***less-than-significant*** impact related to the need for new or physically altered schools, parks, or other public facilities, the construction of which could cause significant environmental impacts.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project 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?	☐	☐	✖	☐

Discussion

a-b. The proposed project would include the development of commercial uses and would include the hiring of new employees. The employees to be hired would likely be existing residents of Wheatland, and the proposed project would not result in additional residents within the City. As such, due to the commercial nature of the proposed project, the proposed project would not result in population growth that could result in increased demand for existing recreational facilities or cause the construction or expansion of recreational facilities. Furthermore, the project would be subject to Chapter 3.26, Development Impact Fees, of the Wheatland Municipal Code, which requires the payment of park impact fees for retail and employment uses. Thus, a ***less-than-significant*** impact would occur.

XVII. TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	✖	☐
b. 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?	☐	☐	✖	☐

Discussion

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of SB 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor's Office of Land Use and Climate Innovation (LCI) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' (VMT) refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."

The following discussion is based on the Traffic Impact Study (TIS) prepared for the proposed project by TJKM Transportation Consultants (TJKM) (see Appendix C).[38] Please refer to Question "b" for a discussion of VMT.

Pedestrian and Bicycle Facilities

In the project vicinity, concrete sidewalk exists on the north side of the SR 65 and Main Street intersection, and on both sides along Main Street. Marked crosswalks, pedestrian call buttons, and signal heads with countdown timers are present at three corners and legs of the intersection of SR 65 and Main Street. Sidewalks do not currently exist along the SR 65 project frontage. Figure 16 shows the existing pedestrian facilities in the project vicinity. In addition, Class II bike lanes exist on both sides of SR 65, from the SR 65 and Main Street intersection to the northern City limits at the intersection of SR 65 and Hooper Street. Figure 17 shows the existing bicycle facilities in the project vicinity.

[38] TJKM. *Traffic Impact Study, 507 SR 65 Gas Station, City of Wheatland, CA.* January 22, 2026.

Figure 16
Existing Pedestrian Facilities

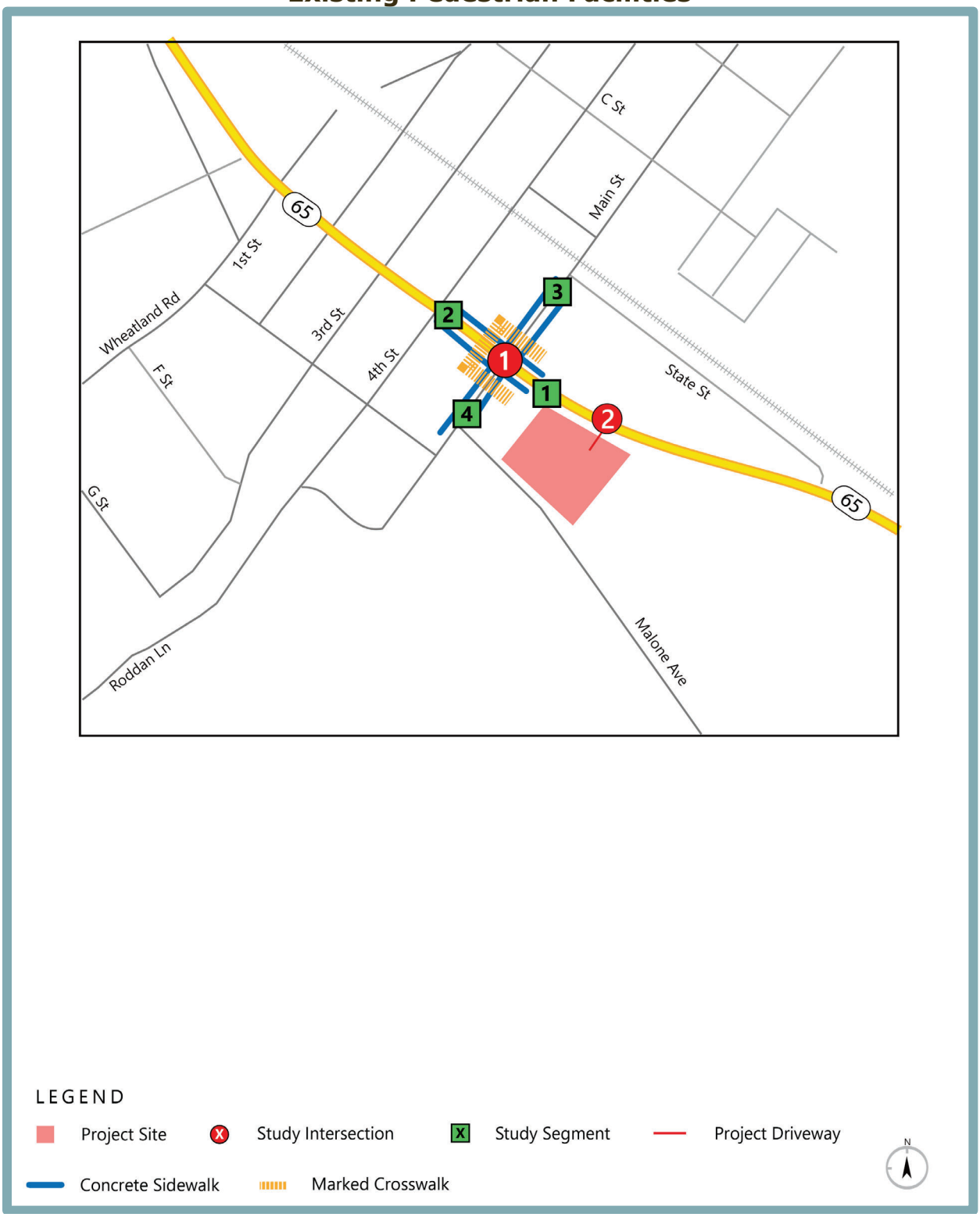


*Figure not OCR compatible

Figure 17
Existing Bicycle Facilities

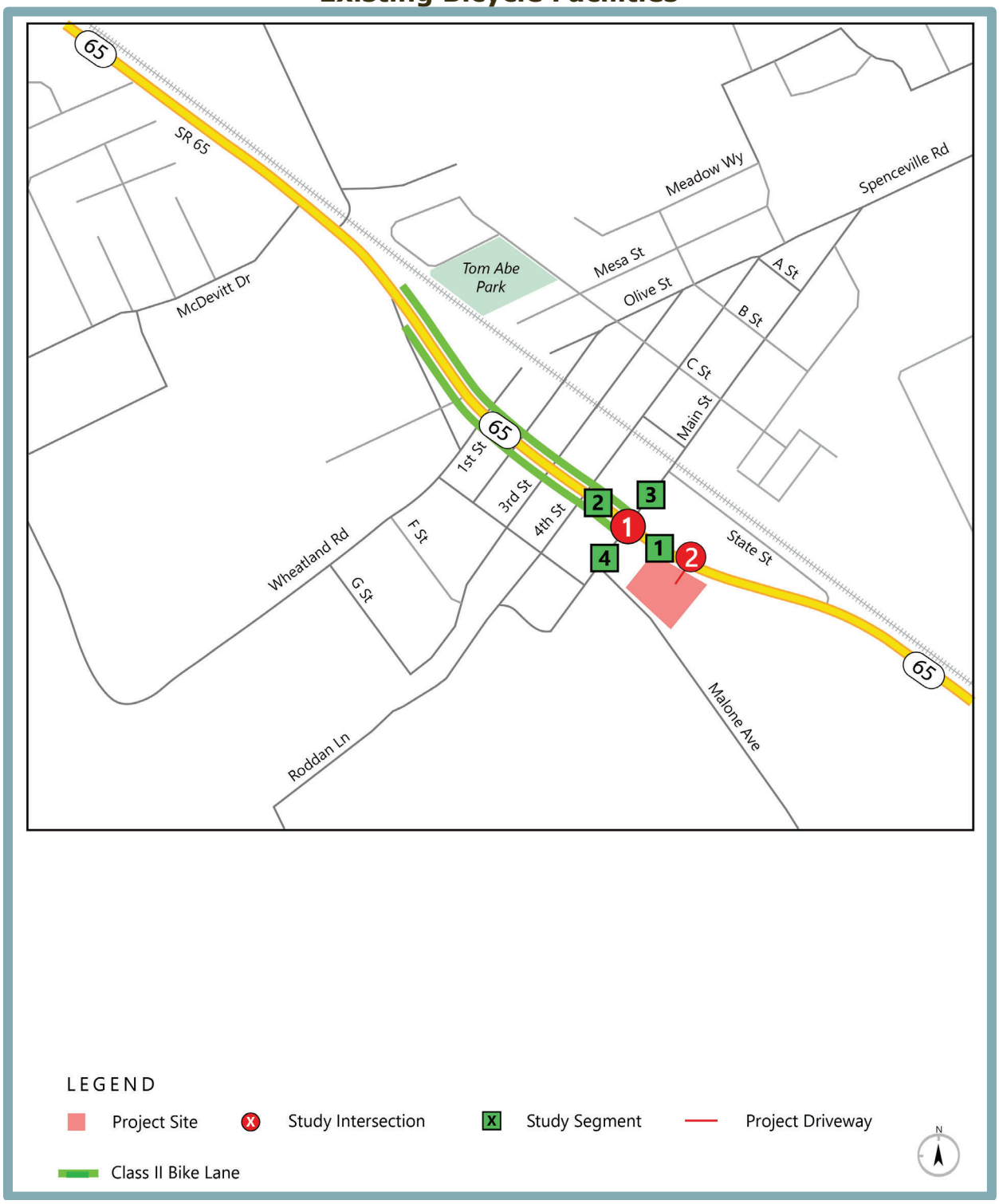


*Figure not OCR compatible

Considering the proposed gas station and car wash uses, extensive pedestrian and bicycle transportation to and from the project site is not anticipated to occur. Nonetheless, the proposed project would construct a sidewalk on the SR 65 project site frontage, as well as a sidewalk along Malone Avenue, providing pedestrian access to the project site. In addition, the proposed project would not conflict with applicable or adopted policies, plans, or programs related to pedestrian and bicycle facilities or otherwise decrease the performance or safety of existing pedestrian and bicycle facilities. According to the City's Bikeway Master Plan, Class II bike lanes are planned along the entirety of SR 65 within the vicinity of the City, including on SR 65 along the project site's northern frontage.[39] While the existing Class II bike lane on SR 65 within the project site vicinity ends at the SR 65 and Main Street intersection, the proposed on-site and off-site improvements would not physically disrupt an existing bicycle facility, nor interfere with implementation of a planned bicycle facility. Furthermore, the proposed project would be subject to Site Plan and Design Review, as established by Wheatland Municipal Code Chapter 18.67, prior to approval to ensure development is compatible with the surrounding area and the City of Wheatland's Community Design Standards. Therefore, the proposed project would not conflict with any existing or planned bicycle or pedestrian facilities.

Transit Services and Facilities

Transit services are provided to the Wheatland area by Yuba-Sutter Transit. Yuba-Sutter Transit offers regular fixed route and demand response (dial-a-ride) bus services throughout Yuba County and Sutter County. Six routes are provided locally within the Marysville/Yuba City area and operate from 6:30 AM to 6:30 PM on weekdays and from 8:30 AM to 5:30 PM on Saturdays. Service is not available on Sundays.

Rural routes consist of three routes that provide a combination of advance reservation (demand response) and scheduled services. The Wheatland Route is one of the three rural routes and connects various bus stops within the City of Wheatland to Yuba City. The Wheatland Route provides one inbound bus from the City of Wheatland to Yuba City on weekday mornings, and one outbound bus from Yuba City to the City of Wheatland on weekday evenings. The Wheatland Route currently operates from the Yuba County Government Center to the Donner Trail Manor (121 C Street) from 10:00 AM to 4:35 PM on weekdays. Figure 18 shows the existing transit facilities in the City of Wheatland.

The proposed project is not expected to generate any substantial increases in transit ridership. Nonetheless, any increases in transit ridership resulting from the proposed project could easily be accommodated by the existing Yuba-Sutter Transit bus services in the City. Development of the proposed project is not anticipated to conflict with the goals, policies, and objectives found in the Yuba-Sutter Transit NextGen Transit Plan.[40] Additionally, the proposed project would not include features that would conflict with existing or planned transit services. Therefore, development and operation of the proposed project would not adversely affect transit service and facilities.

Conclusion

Based on the above, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a ***less-than-significant*** impact would occur.

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39 City of Wheatland. *City of Wheatland Bikeway Master Plan.* October 2014.
40 Yuba-Sutter Transit. *NextGen Transit Plan*. Adopted May 18, 2023.

Figure 18
Existing Transit Facilities

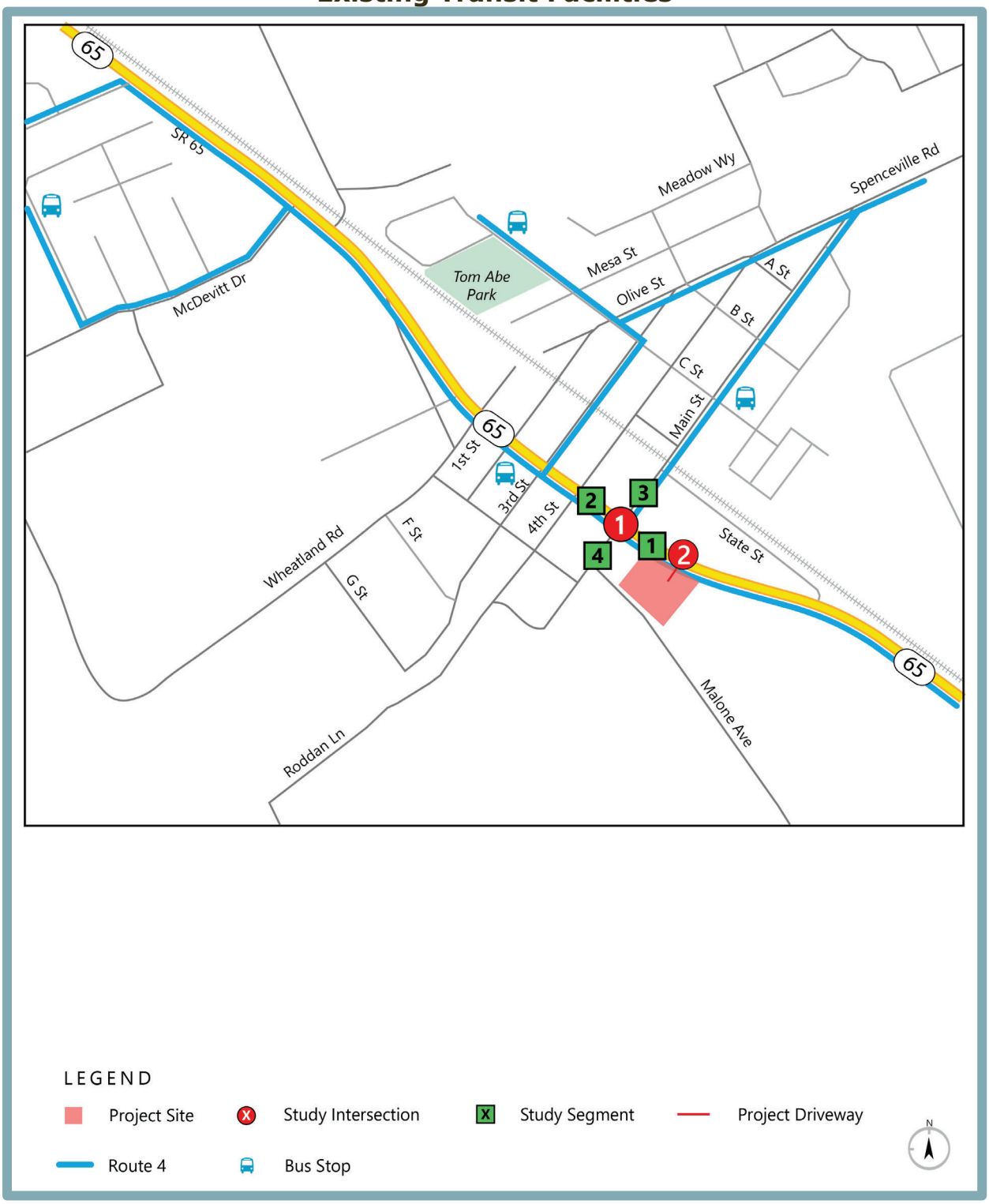


*Figure not OCR compatible

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. The LCI released a Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018, which provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The City of Wheatland has not yet adopted a policy or thresholds of significance regarding VMT and, thus, the City typically relies on the recommendations set forth by LCI to evaluate transportation impacts pursuant to CEQA.

Pursuant to the Governor's LCI, certain projects are presumed to have a less-than-significant effect on VMT due to project size, project location, or project type. Specifically, according to LCI, local-serving uses may generally be presumed to have a less-than-significant VMT impact and can be screened from further VMT analysis. LCI based the presumption on substantial research demonstrating that adding local-serving uses typically improves destination accessibility to residents, often reducing trip distances because residents need to travel shorter distances than they previously did, as adding new local-serving uses typically shifts trips away from another use rather than adding entirely new trips to the region.

The OPR Technical Advisory notes that retail projects less than 50,000 sf can generally be considered local-serving. The project's retail square footage would be below 50,000 sf, and, as a result, could be considered local-serving. Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. Vehicular access to the proposed project would be provided by one full access driveway along SR 65 and circulation on the project site would be provided by 25-foot-wide internal drive aisles. According to the TIS prepared for the proposed project, the drive-through associated with Suite "B.2" would accommodate up to 10 vehicles and on-site queueing storage is expected to be adequate. As such, any overflow of vehicles from the drive-through would not spill back onto public street and the likelihood does not exist for any adjacent public street to be impacted by drive-through queueing on the project site. Furthermore, according to the queueing analysis conducted by TJKM, all left-turn and right-turn lanes at the SR 65 and Main Street intersection would have available storage capacity during the AM and PM peak hours to handle existing conditions and the trips added by the proposed project, except for the southbound left-turn lane. However, the southbound left-turn lane exceeds storage capacity even under existing conditions and the proposed project would not add any trips to the southbound left-turn lane.

In addition to the full access driveway along SR 65, the proposed project would include a 20-foot-wide EVA gate providing access to Malone Avenue in the southwestern portion of the project site. The proposed drive aisles would be designed to allow for adequate emergency vehicle access and circulation.

Based on the above, the proposed project would not substantially increase hazards due to design features or incompatible uses, or result in inadequate emergency access. Therefore, the project would result in a ***less-than-significant*** impact.

XVIII.TRIBAL CULTURAL RESOURCES. *Would the project 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:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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).	☐	✖	☐	☐
b. 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.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the NAHC conducted a records search of the SLF on March 28, 2025. According to the NAHC SLF, the project site returned a negative result, indicating that the presence of Native American cultural resources within the project area is not likely. However, a records search of the CHRIS was performed on March 10, 2025 by the NCIC for cultural resource site records and survey reports within the project site. The CHRIS search indicated that the project site is potentially sensitive for indigenous-period cultural resources. Given the project vicinity's history of Nisenan occupation, ground-disturbing construction activities could inadvertently damage and disturb previously unknown buried tribal cultural resources.

In compliance with AB 52 (PRC Section 21080.3.1), the City provided formal notification letters to the UAIC and the Enterprise Rancheria on March 28, 2025. Requests for consultation were not received within the required response period.

Based on the above, although known tribal cultural resources are not located on the project site, the possibility exists that development of the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource if previously unknown tribal cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact related to tribal cultural resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XVIII-1. *The following language shall be noted on project improvement plans, subject to review and approval by the City of Wheatland Community Development Department, and shall be implemented during project construction:*

If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.

A qualified cultural resources specialist and Native American Representative from the traditionally and culturally affiliated Native American Tribe(s) will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the traditionally and culturally affiliated Native American Tribe, and/or returning objects to a location within the project area where they will not be subject to future impacts. The UAIC does not consider curation of tribal cultural resources to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.

If articulated or disarticulated human remains are discovered during construction activities, the County Coroner and Native American Heritage Commission shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendant(s) who will work with the project proponent to define appropriate treatment and disposition of the burials.

Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the City of Wheatland Community Development Department following coordination with cultural resources experts and tribal representatives as appropriate.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

a-c. Electricity, natural gas, telecommunications, water, and sanitary sewer services would be provided to the project site by way of new connections to existing infrastructure in the immediate project area. Brief discussions of water, sewer service, stormwater drainage, electrical, natural gas, and telecommunications that would serve the proposed project are included below.

Water

The proposed project would include new connections to existing utility infrastructure in the vicinity of the project site. The proposed water lines would connect to the existing water main in Malone Avenue to the south of the project site, in conformance with City standards. All proposed infrastructure would be sized and designed in accordance with all applicable local standards and regulations, including the Design and Improvement Standards described in the City's Municipal Code Chapter 17.08 and the City of Wheatland Public Works Construction Standards, ensuring the new water lines are constructed in conformance with proper materials and sizing. All necessary water conveyance infrastructure for the proposed project would be financed by the project applicant. Physical impacts associated with installation of such infrastructure are addressed throughout this IS/MND.

Water supplies within the City of Wheatland are provided solely through groundwater sources, specifically the South Yuba Subbasin. According to the Yuba Subbasins GSP, groundwater extraction in the Yuba Subbasins does not exceed sustainable yield. As further discussed in Section X, Hydrology and Water Quality, of this IS/MND, while groundwater pumping may exceed sustainable yield during certain years, reduced pumping in other years generally ensures that the long-term average remains at or below

the sustainable yield. Generally, the City has found that water supply is not a limiting factor for new development.

Although the proposed project requires approval of a Conditional Use Permit to allow for the proposed gas station, car wash, and drive-through, the project site has already been generally anticipated for commercial development by the City. While the proposed project would include a car wash, as described throughout this IS/MND, groundwater levels within the South Yuba Subbasin are continuing to increase to near historic high elevations due to increasing surface water irrigation supplies and reduced groundwater pumping, and the long-term average of groundwater pumping remains at or below the sustainable yield. As such, the project would not result in a substantial increase in use of groundwater supplies beyond what has been anticipated by the City, and the proposed project would not require or result in the relocation or construction of new or expanded water facilities.

Furthermore, Chapter 3.26 of the Municipal Code requires that Development Impact Fees are imposed on new development within the City, and used for acquisition, installation, and construction of public facilities. Payment of fees would help to ensure that sufficient water supplies are available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Wastewater

The City of Wheatland Public Works Department currently operates the City's sanitary sewer collection and WWTP system. Waste Discharge Requirements (WDRs) issued by the California Regional Water Quality Control Board-Central Valley Region (RWQCB) permit the WWTP to discharge an average dry weather flow (ADWF) of 0.62 million gallons per day (mgd).[41] Currently, the City generates average dry weather flow of 0.35 mgd. Due to the substantial difference between the permitted wastewater discharge compared to the City's existing average wastewater discharge, the WWTP would be able to accommodate wastewater flows from the proposed project. The existing WWTP is designed to treat wastewater at a secondary level, which is not consistent with the current State standards of tertiary treatment. In addition, the WWTPs infiltration basins are subject to flood damage, and the plant suffers from a lack of redundancy, sludge drying bed constraints, and general repair needs.

Based on studies conducted to evaluate all of the City's wastewater treatment and disposal alternatives, the City has approved the Regional Sewer Pipeline Project to update the sanitary sewer collection and WWTP system.[42] The system update would include the construction of an approximately eight-mile pipeline and three associated pump stations to convey all current and future wastewater into a regional sewer system serving south Yuba County. The pipeline would connect to OPUD's force main (currently under design) near Rancho Road and SR 65. OPUD would convey the flow to OPUD's WWTP, where the flows would be treated to a tertiary level and discharged into a tributary to the Feather River. After construction of the pipeline and pump stations, the City's existing WWTP is anticipated to be decommissioned, though the possibility exists for the WWTP to remain in operation for an interim period. The sewer pipeline that would connect to OPUD's WWTP is designed to accommodate 1.5 mgd average dry weather flow from the City of Wheatland. The update to the City's sanitary sewer collection and WWTP system is currently in process.

41 City of Wheatland. *City of Wheatland General Plan Draft Environmental Impact Report*. December 2005.
42 City of Wheatland. *Wheatland Regional Sewer Pipeline Project Draft Environmental Impact Report*. December 2022.

The proposed project would connect to the existing sanitary sewer main in Malone Avenue to the south of the project site, in conformance with City standards. The new sewer connection would be designed and constructed in accordance with the applicable standards set forth in the City of Wheatland Public Works Construction Standards, ensuring the new sewer lines are constructed in conformance with proper materials and sizing. All necessary sewer conveyance infrastructure for the proposed project would be financed by the project applicant.

The sanitary sewer line would connect to the proposed commercial building and to reclaim tanks located adjacent to the car wash. The reclaim tanks would store and treat wastewater from the car wash before discharge into the on-site sanitary sewer line. In addition, the proposed project would include a grease waste sanitary sewer line with connection to the on-site sanitary sewer line. The grease waste sanitary sewer line would connect to the proposed commercial building and floor drain at the trash enclosure located adjacent to the car wash. The grease waste sanitary sewer line would connect to a grease interceptor located adjacent to the commercial building before connecting to the on-site sanitary sewer line. While the proposed project would require a Conditional Use Permit to allow for the proposed gas station, buildout of the site with commercial uses has been generally anticipated by the City. In addition, while the proposed project would include a car wash, as discussed above, all wastewater produced by the proposed project would be accommodated by the WWTP. As such, wastewater generation associated with development of the project site with commercial uses was generally anticipated by the City and evaluated within the City's General Plan EIR, which concluded that buildout of the General Plan would have a less-than-significant impact on wastewater facilities. Furthermore, the proposed project would be subject to the City's wastewater collection and treatment development impact fee, established by Wheatland Municipal Code Section 3.26.030. The purpose of the fee is to facilitate the improvements described in the City's Master Facilities Plan. Funds generated by the development impact fee would be used to ensure the project pays a fair share towards any expansions to the wastewater system deemed necessary by the City. Payment of development fees would further reduce any potential impacts to sanitary sewer facilities.

Stormwater

Stormwater drainage is discussed in Section X, Hydrology and Water Quality, of this IS/MND. As discussed therein, the proposed project would be divided into 11 DMAs throughout the project site. Stormwater runoff from the on-site impervious surfaces would be collected through stormwater inlets throughout the project site with connections to the on-site storm drain line. The storm drain line would connect to the underground Stormtech chamber located in the northern portion of the project site, which would provide on-site retention for stormwater runoff from the project site. In addition, the proposed project would include 24,168 sf of landscaped area, which would allow for on-site surface drainage. Furthermore, the SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity, which would require preparation of a SWPPP and implementation of BMPs to ensure that construction does not result in the movement of unwanted material into waters within or outside that particular project site. Consequently, implementation of the proposed project would include provision of adequate on-site pervious surfaces and stormwater infrastructure, and would not increase stormwater flows into the City's existing system.

Electricity, Natural Gas, and Telecommunications

Natural gas and electricity services would be provided by PG&E. Electricity and telecommunications utilities are anticipated to be provided by way of connections to

existing infrastructure located along roadways within the immediate vicinity of the project site. In addition, because the proposed project would be consistent with the project site's land use designation, impacts associated with buildout of the project site and electricity, natural gas, and telecommunications utilities have been previously anticipated by the City. Therefore, the proposed project would not require major upgrades to, or extension of, existing infrastructure related to electricity or telecommunication utilities.

Conclusion

Based on the above, the project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

d,e. Solid waste collection, disposal, and curbside recycling in the City of Wheatland are provided by a franchise agreement with Recology Yuba-Sutter, formerly YSDI, a division of NorCal Waste Systems, Inc. Recology Yuba-Sutter collects more than 100,000 tons of materials annually, which are ultimately disposed at the Ostrom Road Sanitary Landfill located at 5900 Ostrom Road, approximately 4.8 miles from the project site. The Ostrom Road Landfill permit allows receipt of a maximum of 3,000 tons of waste per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Ostrom Road Landfill has a remaining capacity of 32,225,000 cubic yards out of a total permitted capacity of 43,467,231, or approximately 74 percent remaining capacity.[43]

While the proposed project would generate solid waste, given the remaining capacity of the Ostrom Road Landfill, waste generated by the proposed project could be accommodated by the existing landfill facilities used by the City. In addition, pursuant to the CALGreen Code, at least a 65 percent diversion of construction waste is required for all projects. Because project construction would only create a temporary increase in the amount of waste, the proposed project's construction would not result in a significant impact related to solid waste.

Based on the above, the proposed project would not 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 and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. As such, a ***less-than-significant*** impact would occur.

[43] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Recology Ostrom Road LF Inc. (58-AA-0011)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/733?siteID=4075. Accessed February 2026.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a Very High, High, or Moderate FHSZ.[44] Therefore, an evaluation of wildfire risks is not required herein. Nonetheless, such information is included herein for informational purposes. Because the project site is not located within a Very High FHSZ, significant exposure to wildfire risks are not anticipated to occur. In addition, the project site is generally flat and is located adjacent to a major highway (SR 65), which would preclude the spread of wildfire by acting as a fuel break. Therefore, the project would not require the installation or maintenance of infrastructure that may exacerbate fire risk, nor would the project 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. As discussed in Section IX, Hazards and Hazardous Materials, while the proposed project would include the construction of a gas station, the proposed project would be subject to all applicable regulations related to hazardous materials, including but not limited to, Title 23 of the CCR and California Fire Code requirements. Furthermore, the project site is located close (0.2-mile) to the nearest fire station, which would allow the prompt response of emergency response services in the event of a wildfire.

The development of the site from ruderal grassland vegetation into an urbanized area would decrease fire risk, as urbanized areas are generally less susceptible to the uncontrolled spread of wildland fires. The relatively flat terrain of the project site also makes the danger of wildland fires less hazardous. As wildland fires resulting from either natural or manmade causes occur in forest, brush, or grasslands, the City is among the most fire secure areas in Yuba County.[45] Finally, while not located in an area of high wildfire risk, the proposed buildings would include fire sprinklers, as required by State law.

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[44] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed February 2026.

[45] City of Wheatland. *General Plan Update Draft Environmental Impact Report* [pg. 4.7-19]. December 2005.

Based on the above information, the proposed project would not be at risk of substantial adverse effect related to wildfire, and the project would result in a ***less-than-significant*** impact.

XXI. 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 considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	✖	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✖	☐

Discussion

a. As discussed in Section IV, Biological Resources, of this IS/MND, because the proposed project provides suitable nesting and foraging habitat for special-status wildlife species, implementation of the project has the potential to result in substantial adverse effects to special-status species. Furthermore, as discussed in Section V, Cultural Resources, and Section XVIII, Tribal Cultural Resources, of this IS/MND, while known cultural and tribal cultural resources are not present on the project site, the proposed project could result in significant impacts to previously unknown cultural and tribal cultural resources. However, with implementation of the mitigation measures required by this IS/MND, as well as compliance with General Plan policies and all applicable sections of the Municipal Code, development of the proposed project would reduce any potential impacts associated with the following: 1) degradation of the quality of the environment; 2) substantial reduction of or impact to the habitat of fish or wildlife species; 3) causing fish or wildlife populations to drop below self-sustaining levels; 4) threatening to eliminate a plant or animal community; 5) reduction of the number or restrict the range of a rare or endangered plant or animal; or 6) elimination of important examples of the major periods of California history or prehistory. Therefore, a ***less-than-significant*** impact would occur.

b. The proposed project in conjunction with other development within the City of Wheatland could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other local, State, and federal regulations. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Wheatland, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in the Air Quality, Geology and Soils, Hazards and Hazardous Materials, Greenhouse Gas Emissions, and Noise sections of this IS/MND, the proposed project would not cause substantial effects to human beings that cannot be mitigated to less-than-significant levels, including effects related to exposure to air pollutants, geologic hazards, GHG emissions, hazardous materials, and excessive noise. Therefore, the proposed project's impact would be ***less than significant***.

Appendix A

Air Quality and Greenhouse Gas Modeling Results

507 SR 65 Simba Gas Station Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

2.2.2. Onsite Construction Emissions by Year, Unmitigated

2.2.3. Offsite Construction Emissions by Year, Unmitigated

2.3. Operations Emissions Compared Against Thresholds

2.4. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - Unmitigated

3.1.2. Offsite - Unmitigated

3.2. Grading (2026)

3.2.1. Onsite - Unmitigated

3.2.2. Offsite - Unmitigated

3.3. Building Construction (2026)

3.3.1. Onsite - Unmitigated

3.3.2. Offsite - Unmitigated

3.4. Building Construction (2027)

3.4.1. Onsite - Unmitigated

3.4.2. Offsite - Unmitigated

3.5. Paving (2026)

3.5.1. Onsite - Unmitigated

3.5.2. Offsite - Unmitigated

3.6. Architectural Coating (2026)

3.6.1. Onsite - Unmitigated

3.6.2. Offsite - Unmitigated

3.7. Architectural Coating (2027)

3.7.1. Onsite - Unmitigated

3.7.2. Offsite - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

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

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

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

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

8.1. Justifications

8.3. Land Use

8.4. Construction

8.4.1. Construction Phases

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	507 SR 65 Simba Gas Station
Construction Start Date	8/3/2026
Operational Year	2027
Lead Agency	City of Wheatland
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.30000
Precipitation (days)	21.0000
Location	39.00795753569783, -121.4234338760191
County	Yuba
City	Wheatland
Air District	Feather River AQMD
Air Basin	Sacramento Valley
TAZ	344
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.41

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	12.0000	Pump	0.64665	4,000.00	24,168.0	—	—	—
Fast Food Restaurant with Drive Thru	2.40000	1000sqft	0.05510	2,400.00	0.00000	—	—	—
Automobile Care Center	1.68000	1000sqft	0.03857	1,680.00	0.00000	—	—	—
Parking Lot	63.0000	Space	1.10969	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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.	2.13710	1.91381	12.9174	14.7442	0.02905	0.57921	7.18742	7.76663	0.53289	3.44945	3.98234	—	3,016.07	3,016.07	0.15997	0.15888	1.80755	3,069.22
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.19718	1.96321	9.50704	11.2904	0.02140	0.31642	0.12629	0.36071	0.29115	0.02960	0.30188	—	2,006.75	2,006.75	0.08147	0.02292	0.01307	2,015.62
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.73228	0.65776	3.05164	3.74283	0.00713	0.10400	0.56926	0.67326	0.09574	0.26639	0.36213	—	667.284	667.284	0.02719	0.01374	0.07499	670.232
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13364	0.12004	0.55692	0.68307	0.00130	0.01898	0.10389	0.12287	0.01747	0.04862	0.06609	—	110.476	110.476	0.00450	0.00228	0.01241	110.965

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

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	1.75736	1.47787	12.9174	14.7442	0.02905	0.57921	7.18742	7.76663	0.53289	3.44945	3.98234	—	3,016.07	3,016.07	0.15997	0.15888	1.80755	3,069.22
2027	2.13710	1.91381	9.15267	11.2726	0.02140	0.28088	0.04429	0.32517	0.25845	0.01073	0.26918	—	2,009.44	2,009.44	0.08217	0.02266	0.20143	2,018.45
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.19718	1.96321	9.50704	11.2904	0.02140	0.31642	0.12629	0.36071	0.29115	0.02960	0.30188	—	2,006.75	2,006.75	0.08147	0.02292	0.01307	2,015.62
2027	2.13529	1.91188	9.16053	11.2189	0.02140	0.28091	0.04429	0.32520	0.25848	0.01073	0.26921	—	2,005.26	2,005.26	0.08140	0.02266	0.00523	2,014.05
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.49961	0.43368	2.76523	3.23999	0.00608	0.10400	0.56926	0.67326	0.09574	0.26639	0.36213	—	610.993	610.993	0.02719	0.01374	0.07499	615.843
2027	0.73228	0.65776	3.05164	3.74283	0.00713	0.09342	0.01461	0.10803	0.08596	0.00354	0.08949	—	667.284	667.284	0.02702	0.00753	0.02901	670.232
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.09118	0.07915	0.50465	0.59130	0.00111	0.01898	0.10389	0.12287	0.01747	0.04862	0.06609	—	101.157	101.157	0.00450	0.00228	0.01241	101.960
2027	0.13364	0.12004	0.55692	0.68307	0.00130	0.01705	0.00267	0.01972	0.01569	0.00065	0.01633	—	110.476	110.476	0.00447	0.00125	0.00480	110.965

2.2.2. Onsite 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	1.69573	1.42488	12.8567	14.0337	0.02266	0.57894	7.08268	7.66162	0.53263	3.42475	3.95738	—	2,455.05	2,455.05	0.09959	0.01992	0.00000	2,463.47

2027	2.11534	1.89552	9.08454	11.0325	0.02115	0.28037	0.00000	0.28037	0.25794	0.00000	0.25794	—	1,934.42	1,934.42	0.07847	0.01569	0.00000	1,941.06
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.17643	1.94618	9.42520	11.0888	0.02115	0.31587	0.00000	0.31587	0.29060	0.00000	0.29060	—	1,934.46	1,934.46	0.07847	0.01569	0.00000	1,941.10
2027	2.11534	1.89552	9.08454	11.0325	0.02115	0.28037	0.00000	0.28037	0.25794	0.00000	0.25794	—	1,934.42	1,934.42	0.07847	0.01569	0.00000	1,941.06
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.48446	0.42342	2.66953	3.10845	0.00549	0.10309	0.53762	0.64071	0.09484	0.25848	0.35332	—	537.707	537.707	0.02181	0.00436	0.00000	539.552
2027	0.72557	0.65222	3.02725	3.67956	0.00704	0.09325	0.00000	0.09325	0.08579	0.00000	0.08579	—	643.419	643.419	0.02610	0.00522	0.00000	645.627
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.08841	0.07727	0.48719	0.56729	0.00100	0.01881	0.09812	0.11693	0.01731	0.04717	0.06448	—	89.0235	89.0235	0.00361	0.00072	0.00000	89.3290
2027	0.13242	0.11903	0.55247	0.67152	0.00129	0.01702	0.00000	0.01702	0.01566	0.00000	0.01566	—	106.525	106.525	0.00432	0.00086	0.00000	106.891

2.2.3. Offsite 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	0.13441	0.06575	1.34915	1.00436	0.00999	0.01486	0.28064	0.29550	0.01486	0.07385	0.08871	—	951.146	951.146	0.07620	0.14213	1.80755	997.213
2027	0.02175	0.01829	0.06814	0.24009	0.00026	0.00051	0.04429	0.04480	0.00051	0.01073	0.01124	—	75.0186	75.0186	0.00370	0.00697	0.20143	77.3889
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06391	0.05804	0.08184	0.65764	0.00026	0.00054	0.12629	0.12629	0.00054	0.02960	0.02960	—	123.323	123.323	0.00358	0.00722	0.01307	124.928
2027	0.01995	0.01637	0.07599	0.18634	0.00026	0.00054	0.04429	0.04483	0.00054	0.01073	0.01127	—	70.8354	70.8354	0.00293	0.00697	0.00523	72.9903
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01515	0.01025	0.09569	0.13154	0.00059	0.00091	0.03164	0.03255	0.00090	0.00791	0.00881	—	73.2859	73.2859	0.00538	0.00938	0.07499	76.2914
2027	0.00671	0.00554	0.02439	0.06327	0.00008	0.00017	0.01461	0.01478	0.00017	0.00354	0.00371	—	23.8649	23.8649	0.00092	0.00231	0.02901	24.6056

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00277	0.00187	0.01746	0.02401	0.00011	0.00017	0.00577	0.00594	0.00016	0.00144	0.00161	—	12.1333	12.1333	0.00089	0.00155	0.01241	12.6309
2027	0.00122	0.00101	0.00445	0.01155	0.00002	0.00003	0.00267	0.00270	0.00003	0.00065	0.00068	—	3.95111	3.95111	0.00015	0.00038	0.00480	4.07373

2.3. 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.	18.0752	16.5425	18.7065	158.283	0.32404	0.34045	27.6738	28.0142	0.32209	7.03437	7.35646	23.0376	33,272.5	33,295.5	3.63359	1.40110	946.710	34,750.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.6933	15.1081	21.9959	133.082	0.29632	0.33997	27.6738	28.0138	0.32175	7.03437	7.35613	23.0376	30,469.6	30,492.6	3.77853	1.54838	835.979	31,884.5
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.6883	15.1432	20.6997	132.560	0.30203	0.34020	27.3026	27.6428	0.32191	6.94158	7.26349	23.0376	31,046.4	31,069.4	3.69810	1.48255	882.117	32,485.8
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.04561	2.76363	3.77769	24.1922	0.05512	0.06209	4.98273	5.04482	0.05875	1.26684	1.32559	3.81414	5,140.08	5,143.90	0.61226	0.24545	146.045	5,378.40

2.4. 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	17.7817	16.2610	18.5738	157.822	0.32324	0.32997	27.6738	28.0038	0.31176	7.03437	7.34613	—	32,912.5	32,912.5	1.27932	1.39207	113.678	33,473.0
Area	0.27924	0.27442	0.00296	0.35141	0.00002	0.00062	—	0.00062	0.00047	—	0.00047	—	1.44508	1.44508	0.00006	0.00001	—	1.45029

Energy	0.01427	0.00714	0.12975	0.10899	0.00078	0.00986	—	0.00986	0.00986	—	0.00986	—	356.519	356.519	0.04633	0.00425	—	358.943
Water	—	—	—	—	—	—	—	—	—	—	—	1.93928	2.02616	3.96544	0.19918	0.00476	—	10.3647
Waste	—	—	—	—	—	—	—	—	—	—	—	21.0983	0.00000	21.0983	2.10870	0.00000	—	73.8158
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	833.032	833.032
Total	18.0752	16.5425	18.7065	158.283	0.32404	0.34045	27.6738	28.0142	0.32209	7.03437	7.35646	23.0376	33,272.5	33,295.5	3.63359	1.40110	946.710	34,750.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.4623	14.8842	21.8662	132.973	0.29554	0.33011	27.6738	28.0039	0.31189	7.03437	7.34626	—	30,111.1	30,111.1	1.42432	1.53937	2.94762	30,608.3
Area	0.21671	0.21671	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01427	0.00714	0.12975	0.10899	0.00078	0.00986	—	0.00986	0.00986	—	0.00986	—	356.519	356.519	0.04633	0.00425	—	358.943
Water	—	—	—	—	—	—	—	—	—	—	—	1.93928	2.02616	3.96544	0.19918	0.00476	—	10.3647
Waste	—	—	—	—	—	—	—	—	—	—	—	21.0983	0.00000	21.0983	2.10870	0.00000	—	73.8158
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	833.032	833.032
Total	16.6933	15.1081	21.9959	133.082	0.29632	0.33997	27.6738	28.0138	0.32175	7.03437	7.35613	23.0376	30,469.6	30,492.6	3.77853	1.54838	835.979	31,884.5
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.4264	14.8909	20.5685	132.278	0.30124	0.33003	27.3026	27.6327	0.31181	6.94158	7.25340	—	30,687.1	30,687.1	1.34386	1.47353	49.0854	31,208.9
Area	0.24755	0.24517	0.00146	0.17330	0.00001	0.00031	—	0.00031	0.00023	—	0.00023	—	0.71264	0.71264	0.00003	0.00001	—	0.71521
Energy	0.01427	0.00714	0.12975	0.10899	0.00078	0.00986	—	0.00986	0.00986	—	0.00986	—	356.519	356.519	0.04633	0.00425	—	358.943
Water	—	—	—	—	—	—	—	—	—	—	—	1.93928	2.02616	3.96544	0.19918	0.00476	—	10.3647
Waste	—	—	—	—	—	—	—	—	—	—	—	21.0983	0.00000	21.0983	2.10870	0.00000	—	73.8158
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	833.032	833.032
Total	16.6883	15.1432	20.6997	132.560	0.30203	0.34020	27.3026	27.6428	0.32191	6.94158	7.26349	23.0376	31,046.4	31,069.4	3.69810	1.48255	882.117	32,485.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.99782	2.71759	3.75374	24.1407	0.05498	0.06023	4.98273	5.04296	0.05691	1.26684	1.32375	—	5,080.61	5,080.61	0.22249	0.24396	8.12665	5,166.99
Area	0.04518	0.04474	0.00027	0.03163	< 0.000005	0.00006	—	0.00006	0.00004	—	0.00004	—	0.11799	0.11799	< 0.000005	< 0.000005	—	0.11841
Energy	0.00260	0.00130	0.02368	0.01989	0.00014	0.00180	—	0.00180	0.00180	—	0.00180	—	59.0258	59.0258	0.00767	0.00070	—	59.4271
Water	—	—	—	—	—	—	—	—	—	—	—	0.32107	0.33545	0.65652	0.03298	0.00079	—	1.71599

Waste	—	—	—	—	—	—	—	—	—	—	—	3.49307	0.00000	3.49307	0.34912	0.00000	—	12.2211
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	137.918	137.918
Total	3.04561	2.76363	3.77769	24.1922	0.05512	0.06209	4.98273	5.04482	0.05875	1.26684	1.32559	3.81414	5,140.08	5,143.90	0.61226	0.24545	146.045	5,378.40

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.46980	1.23504	11.0389	11.7202	0.01906	0.50687	—	0.50687	0.46633	—	0.46633	—	2,064.92	2,064.92	0.08376	0.01675	—	2,072.01
Dust From Material Movement	—	—	—	—	—	—	6.27022	6.27022	—	3.00481	3.00481	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08054	0.06767	0.60487	0.64220	0.00104	0.02777	—	0.02777	0.02555	—	0.02555	—	113.146	113.146	0.00459	0.00092	—	113.535

Dust From Material Movement	—	—	—	—	—	—	0.34357	0.34357	—	0.16465	0.16465	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01470	0.01235	0.11039	0.11720	0.00019	0.00507	—	0.00507	0.00466	—	0.00466	—	18.7327	18.7327	0.00076	0.00015	—	18.7970
Dust From Material Movement	—	—	—	—	—	—	0.06270	0.06270	—	0.03005	0.03005	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04501	0.03945	0.02756	0.52640	0.00000	0.00000	0.07578	0.07578	0.00000	0.01776	0.01776	—	83.4815	83.4815	0.00385	0.00303	0.30262	84.7822
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.08941	0.02144	1.32159	0.47796	0.00999	0.01486	0.20487	0.21973	0.01486	0.05609	0.07095	—	867.664	867.664	0.07235	0.13910	1.50493	912.431
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00210	0.00193	0.00180	0.02203	0.00000	0.00000	0.00410	0.00410	0.00000	0.00096	0.00096	—	4.16144	4.16144	0.00023	0.00017	0.00717	4.22375
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00489	0.00116	0.07653	0.02630	0.00055	0.00081	0.01111	0.01192	0.00081	0.00304	0.00386	—	47.5437	47.5437	0.00396	0.00762	0.03566	49.9498
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00038	0.00035	0.00033	0.00402	0.00000	0.00000	0.00075	0.00075	0.00000	0.00018	0.00018	—	0.68897	0.68897	0.00004	0.00003	0.00119	0.69929
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00089	0.00021	0.01397	0.00480	0.00010	0.00015	0.00203	0.00218	0.00015	0.00056	0.00070	—	7.87140	7.87140	0.00066	0.00126	0.00590	8.26976

3.2. Grading (2026)

3.2.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.69573	1.42488	12.8567	14.0337	0.02266	0.57894	—	0.57894	0.53263	—	0.53263	—	2,455.05	2,455.05	0.09959	0.01992	—	2,463.47
Dust From Material Movement	—	—	—	—	—	—	7.08268	7.08268	—	3.42475	3.42475	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04646	0.03904	0.35224	0.38448	0.00062	0.01586	—	0.01586	0.01459	—	0.01459	—	67.2616	67.2616	0.00273	0.00055	—	67.4924

Dust From Material Movement	—	—	—	—	—	—	0.19405	0.19405	—	0.09383	0.09383	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00848	0.00712	0.06428	0.07017	0.00011	0.00289	—	0.00289	0.00266	—	0.00266	—	11.1359	11.1359	0.00045	0.00009	—	11.1741
Dust From Material Movement	—	—	—	—	—	—	0.03541	0.03541	—	0.01712	0.01712	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06001	0.05260	0.03675	0.70186	0.00000	0.00000	0.10103	0.10103	0.00000	0.02368	0.02368	—	111.309	111.309	0.00514	0.00403	0.40349	113.043
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00162	0.00039	0.02392	0.00865	0.00018	0.00027	0.00371	0.00398	0.00027	0.00102	0.00128	—	15.7043	15.7043	0.00131	0.00252	0.02724	16.5146
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00140	0.00128	0.00120	0.01469	0.00000	0.00000	0.00273	0.00273	0.00000	0.00064	0.00064	—	2.77429	2.77429	0.00015	0.00011	0.00478	2.81583
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00004	0.00001	0.00069	0.00024	< 0.000005	0.00001	0.00010	0.00011	0.00001	0.00003	0.00003	—	0.43026	0.43026	0.00004	0.00007	0.00032	0.45203
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00026	0.00023	0.00022	0.00268	0.00000	0.00000	0.00050	0.00050	0.00000	0.00012	0.00012	—	0.45932	0.45932	0.00003	0.00002	0.00079	0.46619
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00001	< 0.000005	0.00013	0.00004	< 0.000005	< 0.000005	0.00002	0.00002	< 0.000005	0.00001	0.00001	—	0.07123	0.07123	0.00001	0.00001	0.00005	0.07484

3.3. Building Construction (2026)

3.3.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.21973	1.01475	8.56875	9.95599	0.01942	0.29272	—	0.29272	0.26930	—	0.26930	—	1,800.96	1,800.96	0.07305	0.01461	—	1,807.14
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19334	0.16085	1.35826	1.57815	0.00308	0.04640	—	0.04640	0.04269	—	0.04269	—	285.475	285.475	0.01158	0.00232	—	286.455
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.03529	0.02936	0.24788	0.28801	0.00056	0.00847	—	0.00847	0.00779	—	0.00779	—	47.2637	47.2637	0.00192	0.00038	—	47.4259
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01445	0.01312	0.01356	0.14866	0.00000	0.00000	0.02855	0.02855	0.00000	0.00669	0.00669	—	27.8769	27.8769	0.00081	0.00114	0.00296	28.2398
Vendor	0.00342	0.00130	0.06557	0.02315	0.00026	0.00054	0.01003	0.01058	0.00054	0.00270	0.00324	—	38.8286	38.8286	0.00203	0.00586	0.00229	40.6270
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00229	0.00210	0.00196	0.02401	0.00000	0.00000	0.00446	0.00446	0.00000	0.00105	0.00105	—	4.53544	4.53544	0.00025	0.00018	0.00781	4.60335
Vendor	0.00055	0.00021	0.01020	0.00361	0.00004	0.00009	0.00157	0.00166	0.00008	0.00042	0.00051	—	6.15476	6.15476	0.00032	0.00093	0.00600	6.44546
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00042	0.00038	0.00036	0.00438	0.00000	0.00000	0.00081	0.00081	0.00000	0.00019	0.00019	—	0.75089	0.75089	0.00004	0.00003	0.00129	0.76214
Vendor	0.00010	0.00004	0.00186	0.00066	0.00001	0.00002	0.00029	0.00030	0.00001	0.00008	0.00009	—	1.01899	1.01899	0.00005	0.00015	0.00099	1.06712
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Building Construction (2027)

3.4.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.16707	0.97105	8.25338	9.90715	0.01942	0.26132	—	0.26132	0.24041	—	0.24041	—	1,800.91	1,800.91	0.07305	0.01461	—	1,807.09
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.16707	0.97105	8.25338	9.90715	0.01942	0.26132	—	0.26132	0.24041	—	0.24041	—	1,800.91	1,800.91	0.07305	0.01461	—	1,807.09
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38598	0.32115	2.72959	3.27653	0.00642	0.08642	—	0.08642	0.07951	—	0.07951	—	595.605	595.605	0.02416	0.00483	—	597.649
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07044	0.05861	0.49815	0.59797	0.00117	0.01577	—	0.01577	0.01451	—	0.01451	—	98.6092	98.6092	0.00400	0.00080	—	98.9476
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01526	0.01412	0.00931	0.18232	0.00000	0.00000	0.02855	0.02855	0.00000	0.00669	0.00669	—	30.7950	30.7950	0.00139	0.00114	0.10356	31.2730
Vendor	0.00345	0.00135	0.05697	0.02131	0.00026	0.00051	0.01003	0.01055	0.00051	0.00270	0.00321	—	38.0646	38.0646	0.00203	0.00560	0.07715	39.8613
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01382	0.01256	0.01254	0.13695	0.00000	0.00000	0.02855	0.02855	0.00000	0.00669	0.00669	—	27.3049	27.3049	0.00075	0.00114	0.00269	27.6659
Vendor	0.00336	0.00130	0.06094	0.02201	0.00026	0.00054	0.01003	0.01058	0.00054	0.00270	0.00324	—	38.0696	38.0696	0.00203	0.00560	0.00200	39.7911
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00459	0.00419	0.00375	0.04613	0.00000	0.00000	0.00931	0.00931	0.00000	0.00218	0.00218	—	9.26812	9.26812	0.00021	0.00038	0.01479	9.40041
Vendor	0.00112	0.00044	0.01983	0.00715	0.00008	0.00017	0.00328	0.00345	0.00017	0.00088	0.00105	—	12.5896	12.5896	0.00067	0.00185	0.01102	13.1693
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00084	0.00077	0.00068	0.00842	0.00000	0.00000	0.00170	0.00170	0.00000	0.00040	0.00040	—	1.53444	1.53444	0.00003	0.00006	0.00245	1.55635
Vendor	0.00020	0.00008	0.00362	0.00131	0.00002	0.00003	0.00060	0.00063	0.00003	0.00016	0.00019	—	2.08435	2.08435	0.00011	0.00031	0.00182	2.18033
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Paving (2026)

3.5.1. Onsite - 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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56056	0.47034	4.41420	6.48016	0.00940	0.18282	—	0.18282	0.16820	—	0.16820	—	991.321	991.321	0.04021	0.00804	—	994.723
Paving	0.14537	0.14537	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56056	0.47034	4.41420	6.48016	0.00940	0.18282	—	0.18282	0.16820	—	0.16820	—	991.321	991.321	0.04021	0.00804	—	994.723
Paving	0.14537	0.14537	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03072	0.02577	0.24187	0.35508	0.00051	0.01002	—	0.01002	0.00922	—	0.00922	—	54.3189	54.3189	0.00220	0.00044	—	54.5053
Paving	0.00797	0.00797	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00561	0.00470	0.04414	0.06480	0.00009	0.00183	—	0.00183	0.00168	—	0.00168	—	8.99312	8.99312	0.00036	0.00007	—	9.02398
Paving	0.00145	0.00145	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07501	0.06575	0.04594	0.87733	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	139.136	139.136	0.00642	0.00504	0.50436	141.304
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06391	0.05804	0.05997	0.65764	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	123.323	123.323	0.00358	0.00504	0.01307	124.928
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00350	0.00321	0.00299	0.03671	0.00000	0.00000	0.00683	0.00683	0.00000	0.00160	0.00160	—	6.93573	6.93573	0.00038	0.00028	0.01195	7.03958
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00064	0.00059	0.00055	0.00670	0.00000	0.00000	0.00125	0.00125	0.00000	0.00029	0.00029	—	1.14829	1.14829	0.00006	0.00005	0.00198	1.16548
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Architectural Coating (2026)

3.6.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14557	0.12031	0.85645	1.13283	0.00173	0.02315	—	0.02315	0.02130	—	0.02130	—	133.504	133.504	0.00542	0.00108	—	133.963
Architectural Coatings	0.81112	0.81112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01909	0.01577	0.11229	0.14853	0.00023	0.00304	—	0.00304	0.00279	—	0.00279	—	17.5045	17.5045	0.00071	0.00014	—	17.5646
Architectural Coatings	0.10635	0.10635	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00348	0.00288	0.02049	0.02711	0.00004	0.00055	—	0.00055	0.00051	—	0.00051	—	2.89807	2.89807	0.00012	0.00002	—	2.90802

Architect Coatings	0.01941	0.01941	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00289	0.00262	0.00271	0.02973	0.00000	0.00000	0.00571	0.00571	0.00000	0.00134	0.00134	—	5.57538	5.57538	0.00016	0.00023	0.00059	5.64796
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00038	0.00035	0.00032	0.00397	0.00000	0.00000	0.00074	0.00074	0.00000	0.00017	0.00017	—	0.75031	0.75031	0.00004	0.00003	0.00129	0.76154
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00007	0.00006	0.00006	0.00072	0.00000	0.00000	0.00013	0.00013	0.00000	0.00003	0.00003	—	0.12422	0.12422	0.00001	< 0.000005	0.00021	0.12608
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Architectural Coating (2027)

3.7.1. Onsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	0.81112	0.81112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	0.81112	0.81112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04912	0.04059	0.29766	0.40303	0.00062	0.00682	—	0.00682	0.00628	—	0.00628	—	47.8138	47.8138	0.00194	0.00039	—	47.9778
Architectural Coatings	0.29048	0.29048	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00896	0.00741	0.05432	0.07355	0.00011	0.00124	—	0.00124	0.00115	—	0.00115	—	7.91611	7.91611	0.00032	0.00006	—	7.94328
Architectural Coatings	0.05301	0.05301	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - 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
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00305	0.00282	0.00186	0.03646	0.00000	0.00000	0.00571	0.00571	0.00000	0.00134	0.00134	—	6.15900	6.15900	0.00028	0.00023	0.02071	6.25460
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00276	0.00251	0.00251	0.02739	0.00000	0.00000	0.00571	0.00571	0.00000	0.00134	0.00134	—	5.46097	5.46097	0.00015	0.00023	0.00054	5.53319
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00099	0.00091	0.00081	0.00999	0.00000	0.00000	0.00202	0.00202	0.00000	0.00047	0.00047	—	2.00718	2.00718	0.00004	0.00008	0.00320	2.03583
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00018	0.00017	0.00015	0.00182	0.00000	0.00000	0.00037	0.00037	0.00000	0.00009	0.00009	—	0.33231	0.33231	0.00001	0.00001	0.00053	0.33705
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

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	13.2737	12.1385	13.8650	117.812	0.24129	0.24632	20.6580	20.9043	0.23272	5.25103	5.48376	—	24,568.6	24,568.6	0.95499	1.03916	84.8588	24,987.0
Fast Food Restaurant with Drive Thru	3.04329	2.78302	3.17887	27.0109	0.05532	0.05647	4.73630	4.79277	0.05336	1.20392	1.25727	—	5,632.89	5,632.89	0.21895	0.23825	19.4558	5,728.82
Automobile Care Center	1.46468	1.33942	1.52993	12.9999	0.02663	0.02718	2.27950	2.30667	0.02568	0.57942	0.60510	—	2,711.01	2,711.01	0.10538	0.11467	9.36370	2,757.18
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Total	17.7817	16.2610	18.5738	157.822	0.32324	0.32997	27.6738	28.0038	0.31176	7.03437	7.34613	—	32,912.5	32,912.5	1.27932	1.39207	113.678	33,473.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	12.2888	11.1108	16.3227	99.2620	0.22062	0.24642	20.6580	20.9044	0.23282	5.25103	5.48386	—	22,477.4	22,477.4	1.06323	1.14911	2.20034	22,848.6
Fast Food Restaurant with Drive Thru	2.81748	2.54740	3.74234	22.7580	0.05058	0.05650	4.73630	4.79280	0.05338	1.20392	1.25729	—	5,153.43	5,153.43	0.24377	0.26346	0.50448	5,238.54
Automobile Care Center	1.35600	1.22602	1.80112	10.9530	0.02434	0.02719	2.27950	2.30669	0.02569	0.57942	0.60511	—	2,480.25	2,480.25	0.11732	0.12680	0.24280	2,521.22
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	16.4623	14.8842	21.8662	132.973	0.29554	0.33011	27.6738	28.0039	0.31189	7.03437	7.34626	—	30,111.1	30,111.1	1.42432	1.53937	2.94762	30,608.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	2.23782	2.02863	2.80210	18.0206	0.04104	0.04496	3.71952	3.76448	0.04248	0.94567	0.98815	—	3,792.58	3,792.58	0.16609	0.18211	6.06640	3,857.07
Fast Food Restaurant with Drive Thru	0.51307	0.46511	0.64244	4.13161	0.00941	0.01031	0.85278	0.86309	0.00974	0.21682	0.22656	—	869.533	869.533	0.03808	0.04175	1.39086	884.318
Automobile Care Center	0.24693	0.22385	0.30920	1.98847	0.00453	0.00496	0.41043	0.41539	0.00469	0.10435	0.10904	—	418.490	418.490	0.01833	0.02010	0.66939	425.606

Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	2.99782	2.71759	3.75374	24.1407	0.05498	0.06023	4.98273	5.04296	0.05691	1.26684	1.32375	—	5,080.61	5,080.61	0.22249	0.24396	8.12665	5,166.99

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	—	—	—	—	—	—	—	—	—	—	—	—	114.491	114.491	0.01852	0.00225	—	115.623
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	53.8564	53.8564	0.00871	0.00106	—	54.3889
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	9.69860	9.69860	0.00157	0.00019	—	9.79450
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	23.6643	23.6643	0.00383	0.00046	—	23.8983
Total	—	—	—	—	—	—	—	—	—	—	—	—	201.711	201.711	0.03263	0.00396	—	203.705
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	114.491	114.491	0.01852	0.00225	—	115.623
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	53.8564	53.8564	0.00871	0.00106	—	54.3889
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	9.69860	9.69860	0.00157	0.00019	—	9.79450
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	23.6643	23.6643	0.00383	0.00046	—	23.8983
Total	—	—	—	—	—	—	—	—	—	—	—	—	201.711	201.711	0.03263	0.00396	—	203.705
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	18.9554	18.9554	0.00307	0.00037	—	19.1428
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	8.91654	8.91654	0.00144	0.00017	—	9.00470
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	1.60571	1.60571	0.00026	0.00003	—	1.62159
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	3.91790	3.91790	0.00063	0.00008	—	3.95664
Total	—	—	—	—	—	—	—	—	—	—	—	—	33.3955	33.3955	0.00540	0.00065	—	33.7257

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	0.00357	0.00179	0.03249	0.02729	0.00019	0.00247	—	0.00247	0.00247	—	0.00247	—	38.7629	38.7629	0.00343	0.00007	—	38.8704
Fast Food Restaurant with Drive Thru	0.00864	0.00432	0.07855	0.06598	0.00047	0.00597	—	0.00597	0.00597	—	0.00597	—	93.7234	93.7234	0.00829	0.00018	—	93.9833
Automobile Care Center	0.00206	0.00103	0.01871	0.01571	0.00011	0.00142	—	0.00142	0.00142	—	0.00142	—	22.3219	22.3219	0.00198	0.00004	—	22.3839
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.01427	0.00714	0.12975	0.10899	0.00078	0.00986	—	0.00986	0.00986	—	0.00986	—	154.808	154.808	0.01370	0.00029	—	155.238
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00357	0.00179	0.03249	0.02729	0.00019	0.00247	—	0.00247	0.00247	—	0.00247	—	38.7629	38.7629	0.00343	0.00007	—	38.8704

Fast Food Restaurant with Drive Thru	0.00864	0.00432	0.07855	0.06598	0.00047	0.00597	—	0.00597	0.00597	—	0.00597	—	93.7234	93.7234	0.00829	0.00018	—	93.9833
Automobile Care Center	0.00206	0.00103	0.01871	0.01571	0.00011	0.00142	—	0.00142	0.00142	—	0.00142	—	22.3219	22.3219	0.00198	0.00004	—	22.3839
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.01427	0.00714	0.12975	0.10899	0.00078	0.00986	—	0.00986	0.00986	—	0.00986	—	154.808	154.808	0.01370	0.00029	—	155.238
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00065	0.00033	0.00593	0.00498	0.00004	0.00045	—	0.00045	0.00045	—	0.00045	—	6.41764	6.41764	0.00057	0.00001	—	6.43544
Fast Food Restaurant with Drive Thru	0.00158	0.00079	0.01434	0.01204	0.00009	0.00109	—	0.00109	0.00109	—	0.00109	—	15.5170	15.5170	0.00137	0.00003	—	15.5600
Automobile Care Center	0.00038	0.00019	0.00341	0.00287	0.00002	0.00026	—	0.00026	0.00026	—	0.00026	—	3.69565	3.69565	0.00033	0.00001	—	3.70590
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00260	0.00130	0.02368	0.01989	0.00014	0.00180	—	0.00180	0.00180	—	0.00180	—	25.6303	25.6303	0.00227	0.00005	—	25.7014

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	0.17671	0.17671	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04000	0.04000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06253	0.05771	0.00296	0.35141	0.00002	0.00062	—	0.00062	0.00047	—	0.00047	—	1.44508	1.44508	0.00006	0.00001	—	1.45029
Total	0.27924	0.27442	0.00296	0.35141	0.00002	0.00062	—	0.00062	0.00047	—	0.00047	—	1.44508	1.44508	0.00006	0.00001	—	1.45029
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.17671	0.17671	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04000	0.04000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.21671	0.21671	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03225	0.03225	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00730	0.00730	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.00563	0.00519	0.00027	0.03163	< 0.000005	0.00006	—	0.00006	0.00004	—	0.00004	—	0.11799	0.11799	< 0.000005	< 0.000005	—	0.11841
Total	0.04518	0.04474	0.00027	0.03163	< 0.000005	0.00006	—	0.00006	0.00004	—	0.00004	—	0.11799	0.11799	< 0.000005	< 0.000005	—	0.11841

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	—	—	—	—	—	—	—	—	—	—	—	0.24046	0.47451	0.71497	0.02473	0.00060	—	1.51065
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.39594	1.27502	2.67096	0.14334	0.00343	—	7.27548
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.30287	0.27664	0.57951	0.03110	0.00074	—	1.57854
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	1.93928	2.02616	3.96544	0.19918	0.00476	—	10.3647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience	—	—	—	—	—	—	—	—	—	—	—	0.24046	0.47451	0.71497	0.02473	0.00060	—	1.51065
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.39594	1.27502	2.67096	0.14334	0.00343	—	7.27548
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.30287	0.27664	0.57951	0.03110	0.00074	—	1.57854
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	1.93928	2.02616	3.96544	0.19918	0.00476	—	10.3647
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.03981	0.07856	0.11837	0.00409	0.00010	—	0.25011
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.23111	0.21109	0.44221	0.02373	0.00057	—	1.20454
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.05014	0.04580	0.09594	0.00515	0.00012	—	0.26135
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.32107	0.33545	0.65652	0.03298	0.00079	—	1.71599

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	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	14.8992	0.00000	14.8992	1.48912	0.00000	—	52.1272
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	3.45869	0.00000	3.45869	0.34568	0.00000	—	12.1008
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	21.0983	0.00000	21.0983	2.10870	0.00000	—	73.8158
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74044	0.00000	2.74044	0.27390	0.00000	—	9.58785

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	14.8992	0.00000	14.8992	1.48912	0.00000	—	52.1272
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	3.45869	0.00000	3.45869	0.34568	0.00000	—	12.1008
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	21.0983	0.00000	21.0983	2.10870	0.00000	—	73.8158
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.45371	0.00000	0.45371	0.04535	0.00000	—	1.58738
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.46673	0.00000	2.46673	0.24654	0.00000	—	8.63025
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.57263	0.00000	0.57263	0.05723	0.00000	—	2.00342
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	3.49307	0.00000	3.49307	0.34912	0.00000	—	12.2211

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	829.277	829.277
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.75181	3.75181
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00262	0.00262
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	833.032	833.032
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	829.277	829.277
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.75181	3.75181
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00262	0.00262

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	833.032	833.032
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	137.296	137.296
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.62116	0.62116
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00043	0.00043
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	137.918	137.918

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	8/3/2026	8/28/2026	5.00000	20.0000	—
Grading	Grading	8/31/2026	9/11/2026	5.00000	10.00000	—
Building Construction	Building Construction	10/12/2026	6/18/2027	5.00000	180.000	—
Paving	Paving	9/14/2026	10/9/2026	5.00000	20.0000	—
Architectural Coating	Architectural Coating	10/26/2026	7/2/2027	5.00000	180.000	—

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	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000

Site Preparation	Rubber Tired Dozers	Diesel	Average	1.000000	7.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	7.00000	84.0000	0.37000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Building Construction	Cranes	Diesel	Average	1.000000	6.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	1.000000	6.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	6.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	3.00000	8.00000	46.0000	0.45000
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Paving	Pavers	Diesel	Average	1.000000	6.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	1.000000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Paving	Cement and Mortar Mixers	Diesel	Average	1.000000	6.00000	10.00000	0.56000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	7.50000	14.3000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80000	HHDT,MHDT
Site Preparation	Hauling	11.0500	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT

Grading	Worker	10.00000	14.3000	LDA,LDT1,LDT2
Grading	Vendor	—	8.80000	HHDT,MHDT
Grading	Hauling	0.20000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	2.82560	14.3000	LDA,LDT1,LDT2
Building Construction	Vendor	1.32431	8.80000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	12.5000	14.3000	LDA,LDT1,LDT2
Paving	Vendor	—	8.80000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.56512	14.3000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	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	0.00000	0.00000	12,120.0	4,040.00	2,900.28

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	—	1,766.28	18.7500	0.00000	0.00000
Grading	12.0000	—	10.00000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	1.10969

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Convenience Market with Gas Pumps	0.00000	0%
Paving	Fast Food Restaurant with Drive Thru	0.00000	0%
Paving	Automobile Care Center	0.00000	0%
Paving	Parking Lot	1.10969	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	203.983	0.03300	0.00400
2027	0.00000	203.983	0.03300	0.00400

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	1,957.50	1,957.50	1,957.50	714,487	29,077.5	29,077.5	29,077.5	10,613,297
Fast Food Restaurant with Drive Thru	448.800	448.800	448.800	163,812	6,666.66	6,666.66	6,666.66	2,433,332
Automobile Care Center	215.999	215.999	215.999	78,839.7	3,208.54	3,208.54	3,208.54	1,171,119
Parking Lot	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Convenience Market with Gas Pumps	Wood Fireplaces	0	0
Convenience Market with Gas Pumps	Gas Fireplaces	0	0
Convenience Market with Gas Pumps	Propane Fireplaces	0	0
Convenience Market with Gas Pumps	Electric Fireplaces	0	0
Convenience Market with Gas Pumps	No Fireplaces	0	0
Convenience Market with Gas Pumps	Conventional Wood Stoves	0	0
Convenience Market with Gas Pumps	Catalytic Wood Stoves	0	0
Convenience Market with Gas Pumps	Non-Catalytic Wood Stoves	0	0
Convenience Market with Gas Pumps	Pellet Wood Stoves	0	0
Fast Food Restaurant with Drive Thru	Wood Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Gas Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Propane Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Electric Fireplaces	0	0
Fast Food Restaurant with Drive Thru	No Fireplaces	0	0
Fast Food Restaurant with Drive Thru	Conventional Wood Stoves	0	0
Fast Food Restaurant with Drive Thru	Catalytic Wood Stoves	0	0

Fast Food Restaurant with Drive Thru	Non-Catalytic Wood Stoves	0	0
Fast Food Restaurant with Drive Thru	Pellet Wood Stoves	0	0
Automobile Care Center	Wood Fireplaces	0	0
Automobile Care Center	Gas Fireplaces	0	0
Automobile Care Center	Propane Fireplaces	0	0
Automobile Care Center	Electric Fireplaces	0	0
Automobile Care Center	No Fireplaces	0	0
Automobile Care Center	Conventional Wood Stoves	0	0
Automobile Care Center	Catalytic Wood Stoves	0	0
Automobile Care Center	Non-Catalytic Wood Stoves	0	0
Automobile Care Center	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0

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)
0.00000	0.00000	12,120.0	4,040.00	2,900.28

5.10.3. Landscape Equipment

Season	Unit	Value

Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

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	204,867	203.983	0.0330	0.0040	120,951
Fast Food Restaurant with Drive Thru	96,368.7	203.983	0.0330	0.0040	292,442
Automobile Care Center	17,354.3	203.983	0.0330	0.0040	69,650.5
Parking Lot	42,344.1	203.983	0.0330	0.0040	0.00000

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	125,486	282,836
Fast Food Restaurant with Drive Thru	728,481	0.00000
Automobile Care Center	158,056	0.00000
Parking Lot	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	5.08487	0.00000

Fast Food Restaurant with Drive Thru	27.6454	0.00000
Automobile Care Center	6.41760	0.00000
Parking Lot	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	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	2,088.00	0.00180	4.00000	4.00000	18.0000
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922.00	26.5200	16.5000	16.5000	18.0000
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430.00	0.00000	0.60000	0.00000	1.000000
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088.00	1.80000	4.00000	4.00000	18.0000
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

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

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Building square footage and acreage adjusted to represent project-specific information. All landscaped square feet associated with the proposed project was added to the Convenience Market with Gas Pumps land use.
Construction: Construction Phases	Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days. Phase timing is based on the project-specific construction schedule provided by the applicant. Demolition not required for the proposed project.

Operations: Vehicle Data	Trip rates have been adjusted to be consistent with the traffic report prepared for the proposed project.

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	0.03889	0.64665
Building Area	sq. ft	1,694.00	4,000.00
Landscape Area	sq. ft	—	24,168.0
Lot Area	acre	0.05510	0.05510
Landscape Area	sq. ft	—	0.00000
Lot Area	acre	0.03857	0.03857
Landscape Area	sq. ft	—	0.00000
Lot Area	acre	0.56700	1.10969
Landscape Area	sq. ft	—	0.00000

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	9/1/2026	8/3/2026
Site Preparation	Site Preparation	End Date	9/3/2026	8/28/2026
Site Preparation	Site Preparation	Work Days per Phase	2.00000	20.0000
Grading	Grading	Start Date	9/4/2026	8/31/2026
Grading	Grading	End Date	9/9/2026	9/11/2026
Grading	Grading	Work Days per Phase	4.00000	10.00000
Building Construction	Building Construction	Start Date	9/10/2026	10/12/2026
Building Construction	Building Construction	End Date	6/17/2027	6/18/2027
Building Construction	Building Construction	Work Days per Phase	200.000	180.000

Paving	Paving	Start Date	6/18/2027	9/14/2026
Paving	Paving	End Date	7/2/2027	10/9/2026
Paving	Paving	Work Days per Phase	10.00000	20.0000
Architectural Coating	Architectural Coating	Start Date	7/3/2027	10/26/2026
Architectural Coating	Architectural Coating	End Date	7/17/2027	7/2/2027
Architectural Coating	Architectural Coating	Work Days per Phase	10.00000	180.000

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
Convenience Market with Gas Pumps	Weekday Trip Rate	size/day	322.500	163.125
Convenience Market with Gas Pumps	Saturday Trip Rate	size/day	322.500	163.125
Convenience Market with Gas Pumps	Sunday Trip Rate	size/day	322.500	163.125
Convenience Market with Gas Pumps	Weekday Primary Trip	%	14.2400	100.0000
Convenience Market with Gas Pumps	Weekday Divert Trip	%	21.2600	0.00000
Convenience Market with Gas Pumps	Weekday Pass-By Trip	%	64.5000	0.00000
Fast Food Restaurant with Drive Thru	Weekday Trip Rate	size/day	470.950	187.000
Fast Food Restaurant with Drive Thru	Saturday Trip Rate	size/day	616.120	187.000
Fast Food Restaurant with Drive Thru	Sunday Trip Rate	size/day	472.580	187.000

Fast Food Restaurant with Drive Thru	Weekday Primary Trip	%	26.5000	100.0000
Fast Food Restaurant with Drive Thru	Weekday Divert Trip	%	24.0000	0.00000
Fast Food Restaurant with Drive Thru	Weekday Pass-By Trip	%	49.5000	0.00000
Automobile Care Center	Weekday Trip Rate	size/day	23.7200	128.571
Automobile Care Center	Saturday Trip Rate	size/day	23.7200	128.571
Automobile Care Center	Sunday Trip Rate	size/day	11.8800	128.571
Automobile Care Center	Weekday Primary Trip	%	53.3000	100.0000
Automobile Care Center	Weekday Divert Trip	%	11.2000	0.00000
Automobile Care Center	Weekday Pass-By Trip	%	35.5000	0.00000

AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	507 SR 65 Gas Station Project
CO	TITLETWO	Project title 2	507 SR Gas Station Project
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Beale AFB.SFC
ME	PROFFILE	Profile met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Beale AFB.PFL
ME	SURFDATA	Surf met data info.	93216 2009
ME	UAIRDATA	U-Air met data info.	3198 2009
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	34
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
G43EG000	POINT	LOAD	636516.3	4318832.5	0	1	(g/s)	3.66

Point Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Stack Height	Stack Temp	Stack Velocity	Stack Diameter
		East (m)	North (m)	(m)	(g/s)	(m)	(K)	(m/s)	(m)
G43EG000	LOAD	636516.3	4318832.5	0	1	3.66	291	0.00035	0.0508

BREEZE AERMOD Model Results

Max. Annual (5 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	331.84650	636465.00	4318843.90	0.00	0.00	1.80	DC	
	2ND	312.08542	636465.00	4318848.90	0.00	0.00	1.80	DC	
	3RD	310.28803	636470.00	4318853.90	0.00	0.00	1.80	DC	
	4TH	304.37990	636460.00	4318838.90	0.00	0.00	1.80	DC	
	5TH	297.35956	636460.00	4318843.90	0.00	0.00	1.80	DC	
	6TH	290.78379	636475.00	4318858.90	0.00	0.00	1.80	DC	
	7TH	284.36545	636465.00	4318853.90	0.00	0.00	1.80	DC	
	8TH	282.33157	636460.00	4318848.90	0.00	0.00	1.80	DC	
	9TH	273.65343	636455.00	4318838.90	0.00	0.00	1.80	DC	
	10TH	271.78534	636480.00	4318863.90	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	7952.39910	ug/m**3	13120124	636470.00	4318853.90	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
2	Warning Message(s)
9638	Informational Message(s)
43872	Hours Were Processed
6847	Calm Hours Identified
2791	Missing Hours Identified (6.36 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

WARNING	MX	W481	Data Remaining After End of Year. Number of Hours= 48

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AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	507 SR 65 Gas Station Project
CO	TITLETWO	Project title 2	507 SR Gas Station Project
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Beale AFB.SFC
ME	PROFFILE	Profile met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Beale AFB.PFL
ME	SURFDATA	Surf met data info.	93216 2009
ME	UAIRDATA	U-Air met data info.	3198 2009
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	34
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
G43EG001	POINT	BREATH	636516.1	4318832.8	0	1	(g/s)	3.66

Point Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Stack Height	Stack Temp	Stack Velocity	Stack Diameter
		East (m)	North (m)	(m)	(g/s)	(m)	(K)	(m/s)	(m)
G43EG001	BREATH	636516.1	4318832.8	0	1	3.66	289	0.000106	0.0508

BREEZE AERMOD Model Results

Max. Annual (5 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	334.24569	636465.00	4318843.90	0.00	0.00	1.80	DC	
	2ND	314.83282	636465.00	4318848.90	0.00	0.00	1.80	DC	
	3RD	313.75790	636470.00	4318853.90	0.00	0.00	1.80	DC	
	4TH	305.89442	636460.00	4318838.90	0.00	0.00	1.80	DC	
	5TH	299.29919	636460.00	4318843.90	0.00	0.00	1.80	DC	
	6TH	294.35898	636475.00	4318858.90	0.00	0.00	1.80	DC	
	7TH	287.21379	636465.00	4318853.90	0.00	0.00	1.80	DC	
	8TH	284.56684	636460.00	4318848.90	0.00	0.00	1.80	DC	
	9TH	275.00049	636480.00	4318863.90	0.00	0.00	1.80	DC	
	10TH	274.91823	636455.00	4318838.90	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	7982.43872	ug/m**3	13120124	636470.00	4318853.90	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
2	Warning Message(s)
9638	Informational Message(s)
43872	Hours Were Processed
6847	Calm Hours Identified
2791	Missing Hours Identified (6.36 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

WARNING	MX	W481	Data Remaining After End of Year. Number of Hours= 48

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AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	507 SR 65 Gas Station Project
CO	TITLETWO	Project title 2	507 SR Gas Station Project
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Beale AFB.SFC
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ME	UAIRDATA	U-Air met data info.	3198 2009
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	34
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
4WF8Y000	VOLUME	REFUEL	636521.9	4318825.1	0	1	(g/s)	1

Volume Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Release Height	Init. Lat. Dim.	Init. Vert. Dim.
		East (m)	North (m)	(m)	(g/s)	(m)	(m)	(m)
4WF8Y000	REFUEL	636521.9	4318825.1	0	1	1	3.02	1.86

BREEZE AERMOD Model Results

Max. Annual (5 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	346.50801	636465.00	4318843.90	0.00	0.00	1.80	DC	
	2ND	337.53917	636460.00	4318838.90	0.00	0.00	1.80	DC	
	3RD	313.91477	636460.00	4318843.90	0.00	0.00	1.80	DC	
	4TH	310.33893	636465.00	4318848.90	0.00	0.00	1.80	DC	
	5TH	304.35911	636455.00	4318838.90	0.00	0.00	1.80	DC	
	6TH	302.60562	636463.80	4318802.80	0.00	0.00	1.80	DC	
	7TH	301.26855	636458.80	4318807.80	0.00	0.00	1.80	DC	
	8TH	290.79639	636453.80	4318812.80	0.00	0.00	1.80	DC	
	9TH	285.87781	636470.00	4318853.90	0.00	0.00	1.80	DC	
	10TH	285.71830	636460.00	4318848.90	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	21466.34834	ug/m**3	13013118	636463.80	4318802.80	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
2	Warning Message(s)
9638	Informational Message(s)
43872	Hours Were Processed
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Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

WARNING	MX	W481	Data Remaining After End of Year. Number of Hours= 48

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AERMOD Model Options

Model Options

Pathway	Keyword	Description	Value
CO	TITLEONE	Project title 1	507 SR 65 Gas Station Project
CO	TITLETWO	Project title 2	507 SR Gas Station Project
CO	MODELOPT	Model options	DFAULT,CONC,NODRYDPLT,NOWETDPLT
CO	AVERTIME	Averaging times	1,ANNUAL
CO	URBANOPT	Urban options	
CO	POLLUTID	Pollutant ID	OTHER
CO	HALFLIFE	Half life	
CO	DCAYCOEF	Decay coefficient	
CO	FLAGPOLE	Flagpole receptor heights	1.8
CO	RUNORNOT	Run or Not	RUN
CO	EVENTFIL	Event file	F
CO	SAVEFILE	Save file	F
CO	INITFILE	Initialization file	
CO	MULTYEAR	Multiple year option	N/A
CO	DEBUGOPT	Debug options	N/A
CO	ERRORFIL	Error file	F
SO	ELEVUNIT	Elevation units	METERS
SO	EMISUNIT	Emission units	N/A
RE	ELEVUNIT	Elevation units	METERS
ME	SURFFILE	Surface met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Beale AFB.SFC
ME	PROFFILE	Profile met file	I:\Projects\Reference Material\Air Quality Assessment\2_HRA Guidance_2023 \Meteorological Data for AERMOD\Beale AFB.PFL
ME	SURFDATA	Surf met data info.	93216 2009
ME	UAIRDATA	U-Air met data info.	3198 2009
ME	SITEDATA	On-site met data info.	
ME	PROFBASE	Elev. above MSL	34
ME	STARTEND	Start-end met dates	
ME	WDROTATE	Wind dir. rot. adjust.	
ME	WINDCATS	Wind speed cat. max.	
ME	SCIMBYHR	SCIM sample params	
EV	DAYTABLE	Print summary opt.	N/A
OU	EVENTOUT	Output info. level	N/A

OU	DAYTABLE	Print summary opt.	

Source Parameter Tables

All Sources

Source ID / Pollutant ID	Source Type	Description	UTM		Elev.	Emiss. Rate	Emiss. Units	Release Height
			East (m)	North (m)	(m)			(m)
4WF8Y002	VOLUME	SPILL	636522.2	4318825.1	0	1	(g/s)	0

Volume Sources

Source ID / Pollutant ID	Description	UTM		Elev.	Emiss. Rate	Release Height	Init. Lat. Dim.	Init. Vert. Dim.
		East (m)	North (m)	(m)	(g/s)	(m)	(m)	(m)
4WF8Y002	SPILL	636522.2	4318825.1	0	1	0	3.02	1.86

BREEZE AERMOD Model Results

Max. Annual (5 YEARS) Results of Pollutant: OTHER (ug/m**3)

Group ID	High	Avg. Conc.	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
			East (m)	North (m)	(m)	(m)	(m)		
ALL	1ST	352.36925	636465.00	4318843.90	0.00	0.00	1.80	DC	
	2ND	342.95519	636460.00	4318838.90	0.00	0.00	1.80	DC	
	3RD	318.54581	636460.00	4318843.90	0.00	0.00	1.80	DC	
	4TH	317.21489	636465.00	4318848.90	0.00	0.00	1.80	DC	
	5TH	312.05763	636463.80	4318802.80	0.00	0.00	1.80	DC	
	6TH	309.17906	636455.00	4318838.90	0.00	0.00	1.80	DC	
	7TH	306.87417	636458.80	4318807.80	0.00	0.00	1.80	DC	
	8TH	295.47797	636453.80	4318812.80	0.00	0.00	1.80	DC	
	9TH	291.17005	636460.00	4318848.90	0.00	0.00	1.80	DC	
	10TH	290.91829	636470.00	4318853.90	0.00	0.00	1.80	DC	

Highest Results of Pollutant: OTHER

Avg. Per.	Grp ID	High	Type	Val	Units	Date	UTM		Elev.	Hill Ht.	Flag Ht.	Rec. Type	Grid ID
						YYMMDDHH	East (m)	North (m)	(m)	(m)	(m)		
1-HR	ALL	1ST	Avg. Conc.	26024.00637	ug/m**3	13013118	636463.80	4318802.80	0.00	0.00	1.80	DC	

Summary of Total Messages

#	Message Type
0	Fatal Error Message(s)
2	Warning Message(s)
9638	Informational Message(s)
43872	Hours Were Processed
6847	Calm Hours Identified
2791	Missing Hours Identified (6.36 Percent)

Error & Warning Messages

Msg. Type	Pathway	Ref. #	Description
WARNING	OU	W565	Possible Conflict With Dynamically Allocated FUNIT PLOTFILE

WARNING	MX	W481	Data Remaining After End of Year. Number of Hours= 48

www.breeze-software.com

Gasoline Dispensing Facility Operations

Project Name: Chevron C Store and Gas Station
Author:
Date: 2/19/2026

Instructions: Input project information into green cells

Inputs	
Throughput (gallons/year):	420,000

AERMOD Results		
	Average Concentration (ug/m^3)	Highest Hour (ug/m^3)
Loading	331.8465	7952.3991
Breathing	334.24569	7982.43872
Refueling	346.50801	21466.34834
Spillage	352.36925	26024.00637

Outputs	
VOC emissions (lbs/day)	1.092

Info for HARP

Pollutant	Emission Source	Average Concentration (ug/m^3)	Highest Hour (ug/m^3)
Benzene	Loading	0.00050518	0.01210617
	Breathing	0.000151438	0.003616637
	Refueling	0.002637497	0.163394257
	Spillage	0.008940367	0.66028513
Ethyl Benzene	Loading	0.002694291	0.064566241
	Breathing	0.00080767	0.019288731
	Refueling	0.014066648	0.871436036
	Spillage	0.014304588	1.056456208
Toluene	Loading	0.013471457	0.322831207
	Breathing	0.004038349	0.096443655
	Refueling	0.07033324	4.357180182
	Spillage	0.071522939	5.282281039
Xylenes	Loading	0.004041437	0.096849362
	Breathing	0.001211505	0.028933096
	Refueling	0.021099972	1.307154055
	Spillage	0.021456882	1.584684312

*HARP - HRACalc v22118 2/17/2026 3:45:33 PM - Cancer Risk - Input File: C:\Users\GOlsen\Desktop\HAR

INDEX	GRP1	GRP2	POLID	POLABBRE\	CONC	RISK_SUM	SCENARIO	DETAILS
1			71432	Benzene	0.000505	3.97E-08	30YrCance	*
2			71432	Benzene	0.000151	1.19E-08	30YrCance	*
3			71432	Benzene	0.002637	2.07E-07	30YrCance	*
4			71432	Benzene	0.00894	7.03E-07	30YrCance	*
5			100414	Ethyl Benze	0.002694	1.84E-08	30YrCance	*
6			100414	Ethyl Benze	0.000808	5.53E-09	30YrCance	*
7			100414	Ethyl Benze	0.014067	9.63E-08	30YrCance	*
8			100414	Ethyl Benze	0.014305	9.79E-08	30YrCance	*
9			108883	Toluene	0.013471	0.00E+00	30YrCance	*
10			108883	Toluene	0.004038	0.00E+00	30YrCance	*
11			108883	Toluene	0.070333	0.00E+00	30YrCance	*
12			108883	Toluene	0.071523	0.00E+00	30YrCance	*
13			1330207	Xylenes	0.004041	0.00E+00	30YrCance	*
14			1330207	Xylenes	0.001212	0.00E+00	30YrCance	*
15			1330207	Xylenes	0.0211	0.00E+00	30YrCance	*
16			1330207	Xylenes	0.021457	0.00E+00	30YrCance	*

P Results\507 SR 65 Gas Station_HRAInput.hra

INH_RISK	SOIL_RISK	DERMAL_RI	MMILK_RIS	WATER_RIS	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RISK
3.97E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.19E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.07E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
7.03E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.84E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5.53E-09	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
9.63E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
9.79E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.18E-06								

PIG_RISK	CHICKEN_F	EGG_RISK	1ST_DRIVE	2ND_DRIVE	PASTURE_C	FISH_CONC	WATER_CONC
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	NA	NA	0.00E+00	0.00E+00	0.00E+00

*HARP - HRACalc v22118 2/17/2026 3:45:33 PM - Acute Risk - Input File: C:\Users\GOlsen\Desktop\HARP

INDEX	GRP1	GRP2	POLID	POLABBRE\	CONC	SCENARIO	CV	CNS
1			71432	Benzene	0.012106	NonCancer	0.00E+00	0.00E+00
2			71432	Benzene	0.003617	NonCancer	0.00E+00	0.00E+00
3			71432	Benzene	0.163394	NonCancer	0.00E+00	0.00E+00
4			71432	Benzene	0.660285	NonCancer	0.00E+00	0.00E+00
5			100414	Ethyl Benze	0.064566	NonCancer	0.00E+00	0.00E+00
6			100414	Ethyl Benze	0.019289	NonCancer	0.00E+00	0.00E+00
7			100414	Ethyl Benze	0.871436	NonCancer	0.00E+00	0.00E+00
8			100414	Ethyl Benze	1.056456	NonCancer	0.00E+00	0.00E+00
9			108883	Toluene	0.322831	NonCancer	0.00E+00	6.46E-05
10			108883	Toluene	0.096444	NonCancer	0.00E+00	1.93E-05
11			108883	Toluene	4.35718	NonCancer	0.00E+00	8.71E-04
12			108883	Toluene	5.282281	NonCancer	0.00E+00	1.06E-03
13			1330207	Xylenes	0.096849	NonCancer	0.00E+00	4.40E-06
14			1330207	Xylenes	0.028933	NonCancer	0.00E+00	1.32E-06
15			1330207	Xylenes	1.307154	NonCancer	0.00E+00	5.94E-05
16			1330207	Xylenes	1.584684	NonCancer	0.00E+00	7.20E-05
								0.002152

Results\507 SR 65 Gas Station_HRAInput.hra

IMMUN	KIDNEY	GILV	REPRO/DE\	RESP	SKIN	EYE	BONE/TEET	ENDO
4.48E-04	0.00E+00	0.00E+00	4.48E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.34E-04	0.00E+00	0.00E+00	1.34E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6.05E-03	0.00E+00	0.00E+00	6.05E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.45E-02	0.00E+00	0.00E+00	2.45E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.46E-05	0.00E+00	6.46E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.93E-05	0.00E+00	1.93E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.71E-04	0.00E+00	8.71E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.06E-03	0.00E+00	1.06E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.40E-06	0.00E+00	4.40E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.32E-06	0.00E+00	1.32E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.94E-05	0.00E+00	5.94E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.20E-05	0.00E+00	7.20E-05	0.00E+00	0.00E+00
0.031132	0	0	0.031132	0.00215	0	0.002152	0	0

0.002149

BLOOD	ODOR	GENERAL
4.48E-04	0.00E+00	0.00E+00
1.34E-04	0.00E+00	0.00E+00
6.05E-03	0.00E+00	0.00E+00
2.45E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.031132	0	0

*HARP - HRACalc v22118 2/17/2026 3:45:33 PM - Chronic Risk - Input File: C:\Users\GOlsen\Desktop\HAF

INDEX	GRP1	GRP2	POLID	POLABBRE\	CONC	SCENARIO	CV	CNS
1			71432	Benzene	0.000505	NonCancer	0.00E+00	0.00E+00
2			71432	Benzene	0.000151	NonCancer	0.00E+00	0.00E+00
3			71432	Benzene	0.002637	NonCancer	0.00E+00	0.00E+00
4			71432	Benzene	0.00894	NonCancer	0.00E+00	0.00E+00
5			100414	Ethyl Benze	0.002694	NonCancer	0.00E+00	0.00E+00
6			100414	Ethyl Benze	0.000808	NonCancer	0.00E+00	0.00E+00
7			100414	Ethyl Benze	0.014067	NonCancer	0.00E+00	0.00E+00
8			100414	Ethyl Benze	0.014305	NonCancer	0.00E+00	0.00E+00
9			108883	Toluene	0.013471	NonCancer	0.00E+00	0.00E+00
10			108883	Toluene	0.004038	NonCancer	0.00E+00	0.00E+00
11			108883	Toluene	0.070333	NonCancer	0.00E+00	0.00E+00
12			108883	Toluene	0.071523	NonCancer	0.00E+00	0.00E+00
13			1330207	Xylenes	0.004041	NonCancer	0.00E+00	5.77E-06
14			1330207	Xylenes	0.001212	NonCancer	0.00E+00	1.73E-06
15			1330207	Xylenes	0.0211	NonCancer	0.00E+00	3.01E-05
16			1330207	Xylenes	0.021457	NonCancer	0.00E+00	3.07E-05
								6.83E-05

RP Results\507 SR 65 Gas Station_HRAInput.hra

IMMUN	KIDNEY	GILV	REPRO/DE\	RESP	SKIN	EYE	BONE/TEET	ENDO
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	1.35E-06	1.35E-06	1.35E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.35E-06
0.00E+00	4.04E-07	4.04E-07	4.04E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.04E-07
0.00E+00	7.03E-06	7.03E-06	7.03E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.03E-06
0.00E+00	7.15E-06	7.15E-06	7.15E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.15E-06
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.21E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9.62E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.67E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.70E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.77E-06	0.00E+00	5.77E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.73E-06	0.00E+00	1.73E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.01E-05	0.00E+00	3.01E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.07E-05	0.00E+00	3.07E-05	0.00E+00	0.00E+00
0	1.59E-05	1.59E-05	1.59E-05	6.83E-05	0	0.000447	0	1.59E-05

BLOOD	ODOR	GENERAL	DETAILS	INH_CONC	SOIL_DOSE	DERMAL_D	MMILK_DO	WATER_DO
1.68E-04	0.00E+00	0.00E+00	*	5.05E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5.05E-05	0.00E+00	0.00E+00	*	1.51E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8.79E-04	0.00E+00	0.00E+00	*	2.64E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.98E-03	0.00E+00	0.00E+00	*	8.94E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	2.69E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	8.08E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	1.41E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	1.43E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	1.35E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	4.04E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	7.03E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	7.15E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	4.04E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	1.21E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	2.11E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	*	2.15E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.004078	0	0		2.51E-01				

0.251284

FISH_DOSE	CROP_DOS	BEEF_DOSE	DAIRY_DOS	PIG_DOSE	CHICKEN_D	EGG_DOSE	1ST_DRIVEI	2ND_DRIVE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIO	NA

3RD_DRIVE	PASTURE_C	FISH_CONC	WATER_CONC
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00
NA	0.00E+00	0.00E+00	0.00E+00

Appendix B

Environmental Noise Assessment

Environmental Noise Assessment

507 SR 65 Simba Gas Station

City of Wheatland, California

February 13, 2026

Project #250208

Prepared for:

Raney Planning and Management
1501 Sports Drive
Sacramento, California 95834

Prepared by:

Saxelby Acoustics LLC

Luke Saxelby, INCE Bd. Cert.
Principal Consultant
Board Certified, Institute of Noise Control Engineering (INCE)

(916) 760-8821
www.SaxNoise.com | Luke@SaxNoise.com
915 Highland Pointe Drive, Suite 250
Roseville, CA 95678

Table of Contents

INTRODUCTION **1**

ENVIRONMENTAL SETTING **1**

Background Information on Noise *1*

EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS **6**

Existing Noise Receptors *6*

Existing General Ambient Noise Levels *6*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS **7**

Off-Site Traffic Noise Impact Assessment Methodology *7*

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS **8**

Car Wash Tunnel Blowers and Wash Equipment *8*

Vacuum Station *8*

Air Compressor *8*

HVAC Equipment *9*

Vehicle Circulation *9*

Drive Thru Lanes and Speakers *9*

Noise Propagation Modeling *9*

CONSTRUCTION NOISE ENVIRONMENT **11**

CONSTRUCTION VIBRATION ENVIRONMENT **14**

REGULATORY CONTEXT **14**

Federal *14*

State *14*

Local *14*

Criteria for Acceptable Vibration *17*

IMPACTS AND MITIGATION MEASURES **18**

Thresholds of Significance *18*

Project-Specific Impacts and Mitigation Measures *20*

REFERENCES **30**

List of Figures

Figure 1: Site Plan 2

Figure 2: Noise Measurement Sites and Receptor Locations 3

Figure 3: Daytime Project Generated Noise, dBA L_{eq} 10

Figure 4: Construction Noise Levels, dBA L_{eq} 13

Figure 5: Mitigated Project-Generated Noise Levels, dBA L_{eq} 23

Figure 6: Construction Noise with Barriers, dBA L_{eq} 27

List of Tables

Table 1: Typical Noise Levels 4
Table 2: Summary of Existing Background Noise Measurement Data 7
Table 3: Predicted Traffic Noise Level and Project-Related Traffic Noise Level Increases 8
Table 4: Construction Equipment Noise Levels 12
Table 5: Vibration Levels for Various Construction Equipment 14
Table 6: Noises Level Performance Standards New Projects Affected by or Including Non-Transportation Sources* (Table 9-1) 15
Table 7: Maximum Allowable Noise Exposure Transportation Noise Sources (Table 9-2) 16
Table 8: Effects of Vibration on People and Buildings 18
Table 9: Proposed Project Operational Noise Levels 21
Table 10: Mitigated Operational Noise Levels 22
Table 11: Daytime Existing Plus Project Operational Noise 24
Table 12: Nighttime Existing Plus Project Operational Noise 25
Table 13: Construction noise Levels Increases 26
Table 14: Construction Noise Level Increases with Barriers 26

Appendices

Appendix A: Acoustical Terminology
Appendix B: Field Noise Measurement Data
Appendix C: Traffic Noise Calculations

INTRODUCTION

The 507 SR 65 Simba Gas Station project consists of the development of a gas station, quick service restaurant, and car wash on a vacant parcel. The project is located at 507 State Route 65 (SR 65) in the City of Wheatland, California. Sensitive receptors are located to the north, west, and south of the proposed project.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site as well as noise measurement locations.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

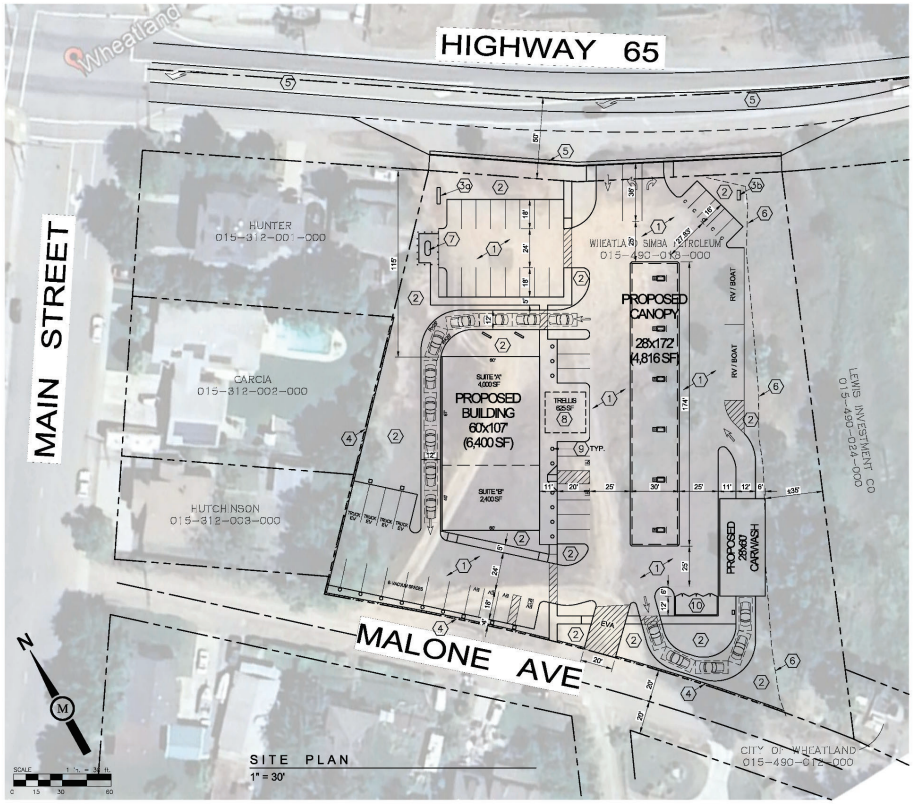
Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

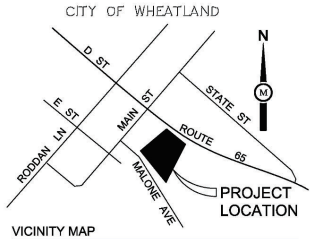
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Wheatland Simba Petroleum

507 SR 65, WHEATLAND, CA 95692
APN 015-490-018



SITE PLAN
1" = 30'



VICINITY MAP
NOT TO SCALE

SCOPE OF WORK

1. DEVELOP A NEW COMMERCIAL CENTER CONSISTING OF A PROPOSED GAS STATION WITH CONVENIENCE STORE AND ONE DRIVE THRU, FUELING ISLAND WITH OVERHEAD CANOPY, AND A CARWASH.
2. INSTALL NEW LANDSCAPING AND IRRIGATION PER COUNTY REQUIREMENTS
3. INSTALL NEW SITE LIGHTING PER COUNTY REQUIREMENTS.
4. INSTALL NEW MONUMENT/PRICE SIGN UNDER SEPARATE PERMIT.
5. INSTALL 6-FOOT HIGH CMU SCREENWALL ALONG MALONE AVENUE AND A PORTION OF THE NORTHERN PROPERTY LINE. WALLS WILL HAVE ANTI-GRAFFITI PREVENTION.

CONSTRUCTION NOTES

1. NEW PAVED AREA
2. NEW LANDSCAPED AREA
3a. NEW 10' HIGH MONUMENT SIGN W/ PRICE SIGN NEW
3b. 25' HIGH MULTI-TENANT GOALPOST SIGN
4. NEW 6' HIGH CMU SCREENWALL, SEE SHEET 1.5 WALL WILL HAVE ANTI-GRAFFITI PREVENTION
5. OFF-SITE IMPROVEMENTS WILL BE REQUIRED ALONG SR 65, INCLUDING SIDEWALK, CURB, AND GUTTER
6. TOP OF SLOPE LINE
7. PROPANE TANK WITH PROTECTIVE BOLLARDS
8. OUTDOOR SITTING SPACE UNDER TRELLIS (625 SF). SEE 1.6
9. NEW 24" Ø CONCRETE SPHERE BOLLARD
10. NEW CMU TRASH ENCLOSURE WITH METAL GATES AND ROOF. FINISHES TO MATCH BUILDING. WALLS WILL HAVE ANTI-GRAFFITI PREVENTION

APPLICANT

SHANIF MERCHANT, WHEATLAND SIMBA PETROLEUM, LLC
PH: 925-549-5799 WWW.LINKEDIN.COM/IN/SHANIF-MERCHANT

DESIGN FIRM

MILESTONE ASSOCIATES, 1000 LINCOLN ROAD, STE. H202
YUBA CITY, CA 95991
ATTN: JULIO TINAJERO, 530-755-4700, julio@milestone-ae.com

LOT DATA:

A.P.N.:	015-490-018-000
TOTAL ACREAGE:	80,586 SF (±1.85 AC)
EXISTING PARCELS:	1
PROPOSED PARCELS:	1
EXISTING ZONE:	C-3 HEAVY COMMERCIAL
PROPOSED ZONE:	SAME
EXISTING USE:	VACANT / UNDEVELOPED
PROPOSED USE:	GAS STATION WITH CONVENIENCE STORE WITH ONE DRIVE-THRU, AND A CARWASH

SITE COVERAGE

SUITE "A":	4,000 SF (5.0%)
SUITE "B":	2,400 SF (3.0%)
CARWASH:	1,680 SF (2.0%)
LANDSCAPE AREA:	24,168 SF (30.0%)
PAVED SURFACE AREA:	48,338 SF (60.0%)
TOTAL:	80,586 SF (100%)

PARKING DATA:

SUITE "A" (4,000 SF = 14+2 EMP.)	16 SPACES
SUITE "B" (2,400 SF / 75 SF)	32 SPACES
CARWASH (1,680 SF / 300 SF)	6 SPACES
REQUIRED:	54 SPACES
STANDARD SPACE (9'x18')	28 SPACES
COMPACT SPACE (8'x16')	5 SPACES
ACCESSIBLE SPACE (9'x18')	2 SPACES
SPACE AT FUEL PUMP	12 SPACES
RV / BOAT SPACE (12'x47')	2 SPACES
VACUUM SPACE (12'x18')	6 SPACES
EV SPACE (9'x18')	3 SPACES
ACCESSIBLE EV SPACE (12'x18')	1 SPACES
TRUCK EV SPACE (10'x24')	4 SPACES
PROVIDED:	63 SPACES

PROPERTY DESCRIPTION

PARCEL 1 OF PARCEL MAP NO. 83-84, IN THE CITY OF WHEATLAND, COUNTY OF YUBA, STATE OF CALIFORNIA, RECORDED JANUARY 20, 1988 IN BOOK 47 OF MAPS, PAGE 23, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 015-490-018-000

SITE UTILITIES

SEWAGE DISPOSAL:	PUBLIC
WATER SUPPLY:	PUBLIC
DRAINAGE:	SURFACE

Milestone Associates Imagineering, Inc.
1000 Lincoln Road, Suite H202, Yuba City, CA 95991
(530) 755-4700

507 SR 65, WHEATLAND, CA
APN 015-490-018

SITE PLAN / PROJECT DATA 1

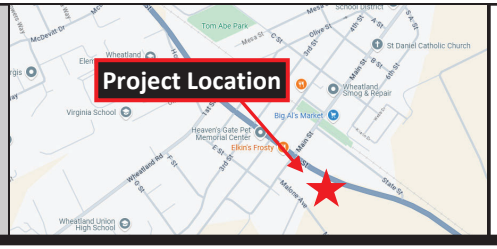
7-15-25

507 SR 65 Simba Gas Station

City of Wheatland, California

Figure 1

Project Site Plan



SAXELBY ACOUSTICS
Acoustics · Noise · Vibration

*Figure not OCR compatible



507 SR 65 Simba Gas Station

City of Wheatland, California

Figure 2

Noise Measurement Sites

Legend

- Project Site
- Noise Measurement - Short Term
- Noise Measurement Site - Long Term

25 ft 75 ft 125 ft 175 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

SAXELBY ACOUSTICS
Acoustics · Noise · Vibration

*Figure not OCR compatible

The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise–including stationary mobile sources such as idling vehicles–attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses located to the north, west, and south of the project site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on SR 65. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at two locations on the project site and a short-term noise level measurement at one location. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 and 831 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL 200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Site	Date	L_{dn}	Day L_{eq}	Day L_{50}	Day L_{max}	Night L_{eq}	Night L_{50}	Night L_{max}
LT-1: 125 ft. from CL of SR 65	3/3/25 to 3/4/25	65	60	58	76	59	54	72
LT-2: 350 ft. from CL of SR 65	3/3/25 to 3/4/25	64	58	57	69	57	52	69
ST-1: 50 ft. from CL of SR 65	3/3/25	N/A	67	46	76	N/A	N/A	N/A

Notes:

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics 2025*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for project and no-project conditions.

Existing and Existing Plus Project noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (TJKM 2026). Truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing and Existing Plus Project conditions which would result from the project are provided in terms of L_{dn}.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations, sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Table 3 summarizes the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 3: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Existing (dBA L_{dn})	Existing + Project (dBA L_{dn})	Change (dBA)
SR 65	South of Main Street	69.1	69.4	0.3
SR 65	North of Main Street	69.5	69.8	0.3
Main Street	Between SR 65 and State Street	62.9	63.0	0.1
Main Street	Between SR 65 and Malone Avenue	55.7	55.7	0.0

Based upon the **Table 3** data, the proposed project is predicted to result in an increase in a maximum traffic noise level increase of 0.3 dBA.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

The proposed car wash tunnel equipment, vacuum station, air compressor, rooftop HVAC equipment, vehicle circulation, and drive thru activity are the assumed noise generating components of the proposed project. The following assumptions were utilized in prediction of noise levels for the proposed project.

CAR WASH TUNNEL BLOWERS AND WASH EQUIPMENT

A typical gas station car wash tunnel utilizes blowers and wash equipment which produce a continuous noise level of approximately 70 dBA L_{eq} at 75 feet from the tunnel exit based upon measurements of similar facilities. This noise level is primarily driven by the dryer system blowers. The blowers are typically only active for approximately 60 seconds of a 5 minute car wash cycle. The average noise level over the duration of a 5 minute car wash cycle was measured to be 63 dBA L_{eq} at 75 feet from the exit and 61 dBA L_{eq} at 75 feet from the entrance of a similar car wash. Maximum noise levels are predicted to be approximately equal to the continuous noise level.

VACUUM STATION

The project proposes a vacuum station with six available spaces. Each space is assumed to have two vacuum nozzles (one on either side of the vehicle). A central vacuum producer may be located in a standalone structure alongside the vacuum station or in a room of the car wash tunnel structure. The vacuum producer location was absent from the project plans. Saxelby Acoustics conservatively assumed that the central vacuum producer would be located in a standalone structure consisting of a CMU block wall with a sheet metal or chain link door and a sheet metal or open roof. The vacuum producer was assumed to be located next to the vacuum station.

Based on measurements of similar facilities, typical operations produce 66 dBA L_{eq} at 3 feet from the edge of a vacuum station parking space. The central vacuum producer is predicted to produce approximately 75 dBA L_{eq} at 5 feet outside of its enclosure.

AIR COMPRESSOR

The project was assumed to include one air compressor. The units were predicted to generate 64 dBA at 25 feet for up to 15 minutes in the peak hour of operation during daytime hours only.

HVAC Equipment

Mechanical equipment associated with the project includes rooftop HVAC servicing the convenience store and quick service restaurant. Rooftop equipment is predicted to include a rooftop hood exhaust fan (75 dBA PWL), three ten-ton packaged units (88 dBA PWL) and one ten-ton air-cooled chiller packaged unit (91 dBA PWL) operating 75% of the time during the daytime and 25% of the time at night. Noise level data for the HVAC equipment was obtained from manufacturer's specifications for similar units and field collected sound level data. Maximum values are predicted to be approximately equal to continuous noise levels.

Vehicle Circulation

The project is projected to generate 2,622 daily trips with 228 trips in the a.m. peak hour and 261 in the p.m. peak hour (TJKM 2026). Saxelby Acoustics assumed that 2 of the peak trips could be heavy trucks to account for deliveries and garbage collection. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for heavy trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/4 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Maximum noise levels generated by parking lot circulation are expected to be 20 dB higher than the predicted average noise level of the parking lot circulation. Saxelby Acoustics data.

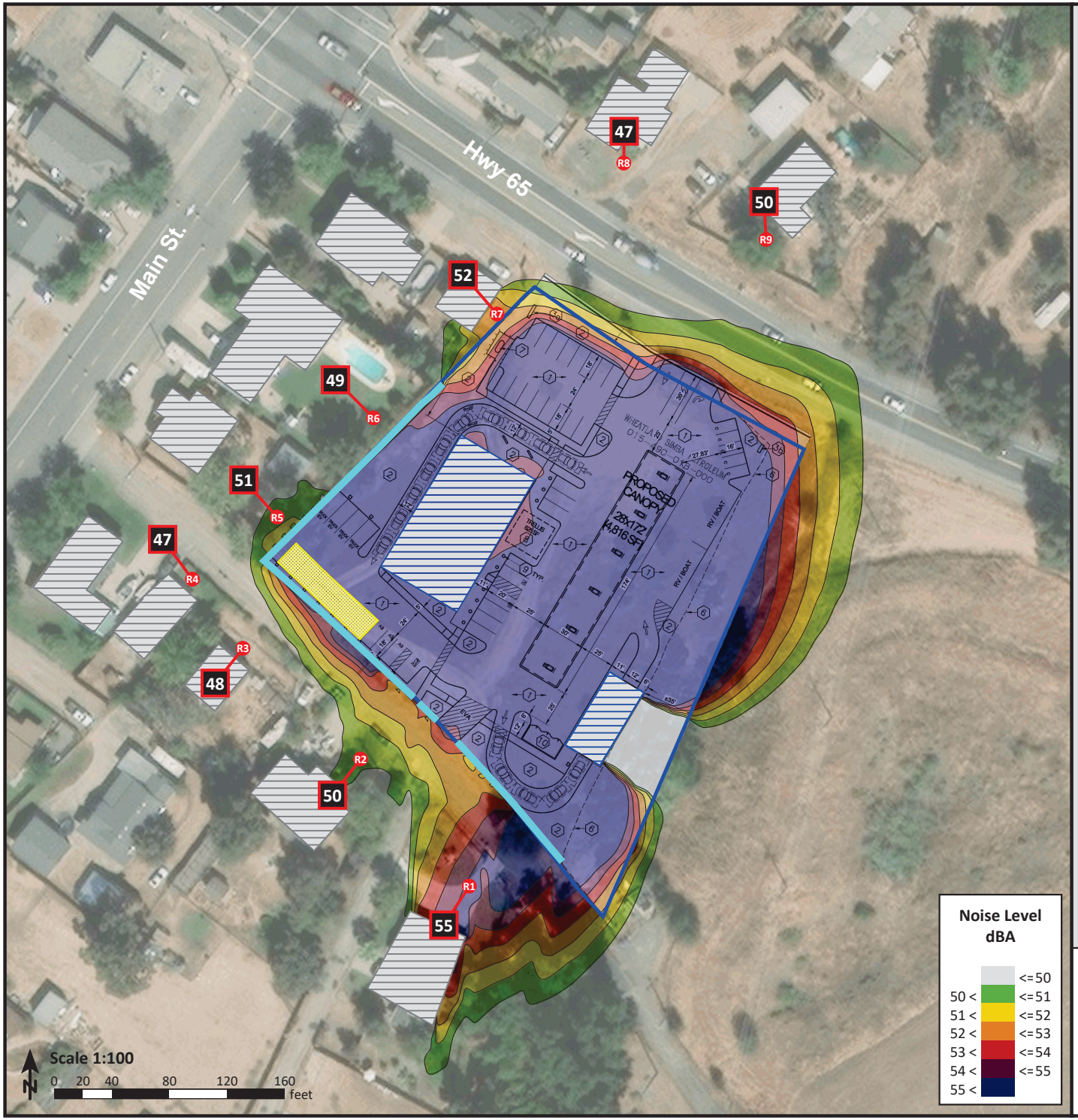
Drive Thru Lanes and Speakers

The project proposes a drive thru restaurant lane. A line of idling cars produces an average noise level of 51 dBA L_{eq} at 5 feet from the lane. Vehicle movements typically produce a maximum value of up to 20 dBA above the average. The drive thru speaker box was assumed to produce an average noise level of 68 dBA L_{eq} at a distance of three feet. The maximum noise level was assumed to be 10 dB higher than the average. A penalty of 5 dBA was applied to account for noises consisting of speech. The drive thru speaker was assumed to operate at this level continuously during both daytime and nighttime hours.

Noise Propagation Modeling

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed equipment, vehicle circulation, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:2024 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

Figure 3 shows the predicted project noise level contours in terms of the daytime average (L_{eq}) noise descriptor.



507 SR 65 Simba Gas Station

City of Wheatland, California

Figure 3

Daytime Project Generated Noise Levels

Leq dBA

Legend

- Noise Level
- Project Site
- Project Building
- Existing Building
- Proposed 6' Wall
- Vacuum Spaces

SAXELBY ACOUSTICS
Acoustics · Noise · Vibration

*Figure not OCR compatible

CONSTRUCTION NOISE ENVIRONMENT

The Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) was used to predict noise levels for standard construction equipment used for roadway improvement projects. The assessment of potential significant noise effects due to construction is based on the standards and procedures described in the Federal Transit Authority (FTA) guidance manual and FHWA's RCNM.

The RCNM is a Windows-based noise prediction model that enables the prediction of construction noise levels for a variety of construction equipment based on a compilation of empirical data and the application of acoustical propagation formulas. It enables the calculation of construction noise levels in more detail than the manual methods, which eliminates the need to collect extensive amounts of project-specific input data. RCNM allows for the modeling of multiple pieces of construction equipment working either independently or simultaneously, the character of noise emission, and the usage factors for each piece of equipment.

Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work.

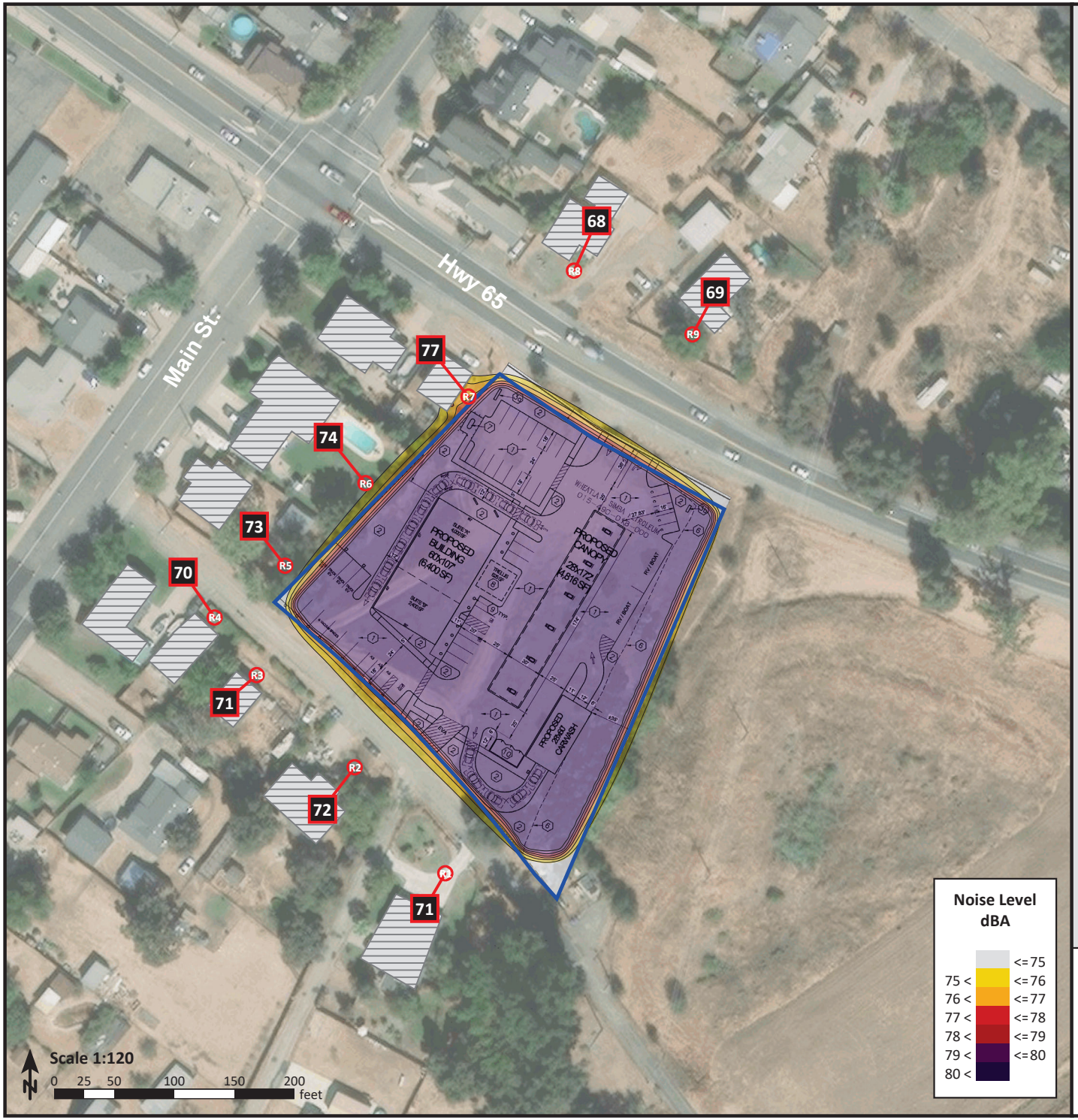
Noise sources in the RCNM database include actual noise levels and equipment usage percentages. This source data was used in this construction noise analysis. **Table 4** shows predicted construction noise levels for the project site.

TABLE 4: CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Quantity	Usage (%)	Maximum, L_{max} (dBA at 50 feet)	Hourly Average, L_{eq} (dBA at 50 feet)
Site Preparation				
Dozer	1	40	82	78
Grader	1	40	85	81
Tractor/Loader/Backhoe	1	40	84	80
			Total:	**85**
Grading				
Grader	1	40	85	81
Dozer	1	40	82	78
Tractor/Loader/Backhoe	2	40	84	83
			Total:	**86**
Building Construction				
Crane	1	16	81	73
Forklift	1	40	83	79
Generator	1	50	81	78
Tractor/Loader/Backhoe	1	40	84	80
Welder / Torch	3	40	74	75
			Total:	**85**
Paving				
Tractor/Loader/Backhoe	1	40	84	80
Paver	1	50	77	74
Roller	1	20	80	73
Concrete Mixer Truck	1	40	79	75
Paving Equipment	1	50	77	74
			Total:	**83**
Architectural Coating				
Air Compressor	1	40	79	75
			Total:	**75**

Source: FHWA, Roadway Construction Noise Model (RCNM), January 2006.

Based upon the **Table 4** data, the loudest phase of construction on the project site would be grading with an average noise exposure of 86 dBA L_{eq} at 50 feet from the center of activity. The results of the construction noise analysis are shown graphically on **Figure 4**.



507 SR 65 Simba Gas Station

City of Wheatland, California

Figure 4

Construction Noise
Leq dBA

Legend

- Project Site
- Existing Building
- Receiver
- Noise Level

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*Figure not OCR compatible

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 5** shows the typical vibration levels produced by construction equipment.

TABLE 5: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: *Transit Noise and Vibration Impact Assessment Guidelines.* Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

LOCAL

City of Wheatland General Plan

GOAL 9.G

To protect Wheatland residents from the harmful and annoying effects of exposure to excessive noise.

POLICIES 9.G.1. The City shall prohibit development of new noise-sensitive uses where the noise level due to non-transportation noise sources will exceed the noise level standards of Table 9-1 as measured immediately within the property line of the new development, unless effective

noise mitigation measures have been incorporated in the development design to achieve the standards set out in **Table 6** (Table 9-1).

9.G.2. The City shall require that noise created by new non-transportation sources be mitigated so as not to exceed the noise level standards of **Table 6** (Table 9-1) as measured immediately within the property line of lands designated for noise sensitive uses.

TABLE 6: NOISES LEVEL PERFORMANCE STANDARDS NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION SOURCES* (TABLE 9-1)

Noise Level Descriptor	Daytime	Nighttime
Hourly, L_{eq}, dB	50	45
Maximum Level, dB	70	65

Each of the noise levels specified above shall be lowered be five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

** For the purposes of compliance with the provisions of this section, the City defines transportation noise sources as traffic on public roadways, railroad lines operations, and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Other noises sources are presumed to be subject to local regulations. Non-transportation noise sources may include indrustrial operations, outdoor recreation facilities, HVAC units, and loading docks.*

9.G.5. The noise created by new transportation noise sources shall be mitigated so as not to exceed the levels specified in **Table 7** (Table 9-2) at outdoor activity areas or interior spaces of existing noise sensitive land uses.

TABLE 7: MAXIMUM ALLOWABLE NOISE EXPOSURE TRANSPORTATION NOISE SOURCES (TABLE 9-2)

Land Use	Outdoor Activity Areas[1] L_{eq}/CNEL dB	Interior Spaces	
		L_{eq}/CNEL, dB	L_{eq}, dB[2]
Residential	60[3]	45	--
Transient Lodging	60[3]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	-	35
Churches, Meeting Halls	60[3]	-	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

[1]*Where the location of outoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards with front yards facing the identified noise sources, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building façade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area.*

[2] *As determined for a typical worst-case hour during periods of use.*

[3] *Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.*

9.G.6. New roadway improvement projects will be needed to accommodate development permitted according to the Land Use Diagram. Where existing noise-sensitive uses may be exposed to increased noise levels due to increased roadway capacity and increases in travel speeds associated with roadway improvements, the City will apply the following criteria to determine the significance of increases in noise related to roadway improvement projects:

a. Where existing traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant; and

b. Where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant;

c. Where existing traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

9.G.7. An increase of 3 dB L_{dn} or greater due to additional traffic volumes is considered a potentially significant impact.

9.H.4. The City shall work with the Sacramento Area Council of Governments (SACOG) to ensure that City's noise policies and contours are consistent with the Beale Air Force Base Land Use Plan.

Wheatland Municipal Code - 8.04.030 Prohibited noises.

H. Construction or Repairing of Buildings. The erection (including excavation), demolition, alteration or repair of any building other than between the hours of seven a.m. and ten p.m. on weekdays, except in case of urgent necessity in the interest of the public health and safety, and then only with a permit from the building inspector, which permit may be granted for a period not to exceed three days or less while the emergency continues and which permit may be renewed for periods of three days or less while the emergency continues. If the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways within the hours of ten p.m. and seven a.m. and if he or she shall further determine that loss or inconvenience would result to any party in interest, he or she may grant permission for such work to be done within the hours of ten p.m. and seven a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception of the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities (p.p.v.) in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 8**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 8 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 8: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: *Transportation Related Earthborne Vibrations.* Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans, or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XIII [a-c]).

Would the project:

a. Generate 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. Generate 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?

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The City of Wheatland establishes noise level increase criteria for long-term project-related increases due to transportation noise in the General Plan. The relevant criteria are reproduced below:

In making a determination of impact under the California Environmental Quality Act (CEQA), a significant increase will occur if ambient noise levels have a substantial increase. Generally, a 3 dB increase in noise levels is barely perceptible, and a 5 dB increase in noise levels is clearly perceptible. Therefore, increases in noise levels shall be considered to be substantial when the following occurs:

Transportation Noise

- When existing noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in noise will be considered significant;
- When existing noise levels are between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a 3 dB L_{dn} increase in noise will be considered significant;
- When existing noise levels exceed 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a 1.5 dB L_{dn} increase in noise will be considered significant.

9.G.7. An increase of 3 dB L_{dn} or greater due to additional traffic volumes is considered a potentially significant impact.

Noise Level Increase Criteria for Short-Term Project-Related noise Level Increases

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the City of Wheatland Municipal Code, construction activities operating between 7:00 a.m. and 10:00 p.m. are exempt from the ordinance, unless a permit is issued by the building inspector.

The City has not adopted any formal standard for evaluating temporary increases in existing noise levels due to construction which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate 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?***

Traffic Noise Increases

According to the City of Wheatland General Plan, where existing traffic noise levels are greater than 65 dBA L_{dn}, at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA L_{dn} increase in roadway noise levels will be considered significant. Where traffic noise levels are between 60 dBA L_{dn} and 65 dBA L_{dn}, a +3.0 dB L_{dn} increase in roadway noise levels will be considered significant. Where traffic noise levels are less than 60 dBA L_{dn}, a +5.0 dB L_{dn} increase in roadway noise levels will be considered significant. Additionally, if existing noise levels are below the City's normally acceptable 60 dBA L_{dn} standard, increases causing traffic noise to exceed this threshold are also considered significant.

According to **Table 3**, the maximum increase in traffic noise at the nearest sensitive receptor is predicted to be 0.3 dBA. This is less than the minimum significance criterion of +1.5. Additionally, project traffic would not cause an exceedance of the normally acceptable noise level of 60 dBA L_{dn}. Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***, and no mitigation is required.

Operational Noise Increases

The City of Wheatland General Plan establishes acceptable noise limits of 50 dBA L_{eq} and 70 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours.

Figure 3 shows the predicted project-generated noise level contours and locations of noise sensitive receptors. **Table 9** below shows the L_{eq} and L_{max} values at nearby sensitive receptors and compares predicted noise levels to the City's noise level standards.

TABLE 9: PROPOSED PROJECT OPERATIONAL NOISE LEVELS

Location	L_{eq} Day, dBA	L_{max} Day, dBA	L_{eq} Night, dBA	L_{max} Night, dBA	Complies with Standards?
Standard	**50.0**	**70.0**	**45.0**	**65.0**	
R1	**55.2**	68.5	40.3	50.0	No
R2	50.0	55.8	42.5	55.8	Yes
R3	48.3	50.4	41.2	50.4	Yes
R4	47.2	49.6	40.6	49.1	Yes
R5	**50.7**	55.9	42.2	55.9	No
R6	48.6	54.9	42.2	54.9	Yes
R7	**52.2**	67.9	**48.0**	**67.9**	No
R8	47.1	56.6	41.3	52.0	Yes
R9	49.6	61.6	42.2	53.2	Yes

As shown in **Table 9**, the proposed project is predicted to exceed the City of Wheatland daytime L_{eq}, nighttime L_{eq}, and nighttime L_{max} standards. Therefore, this is a ***potentially significant*** impact and requires mitigation.

To reduce operational noise levels to below the significance threshold, Saxelby Acoustics recommends Mitigation Measure 1(a), which includes the following noise reduction measures:

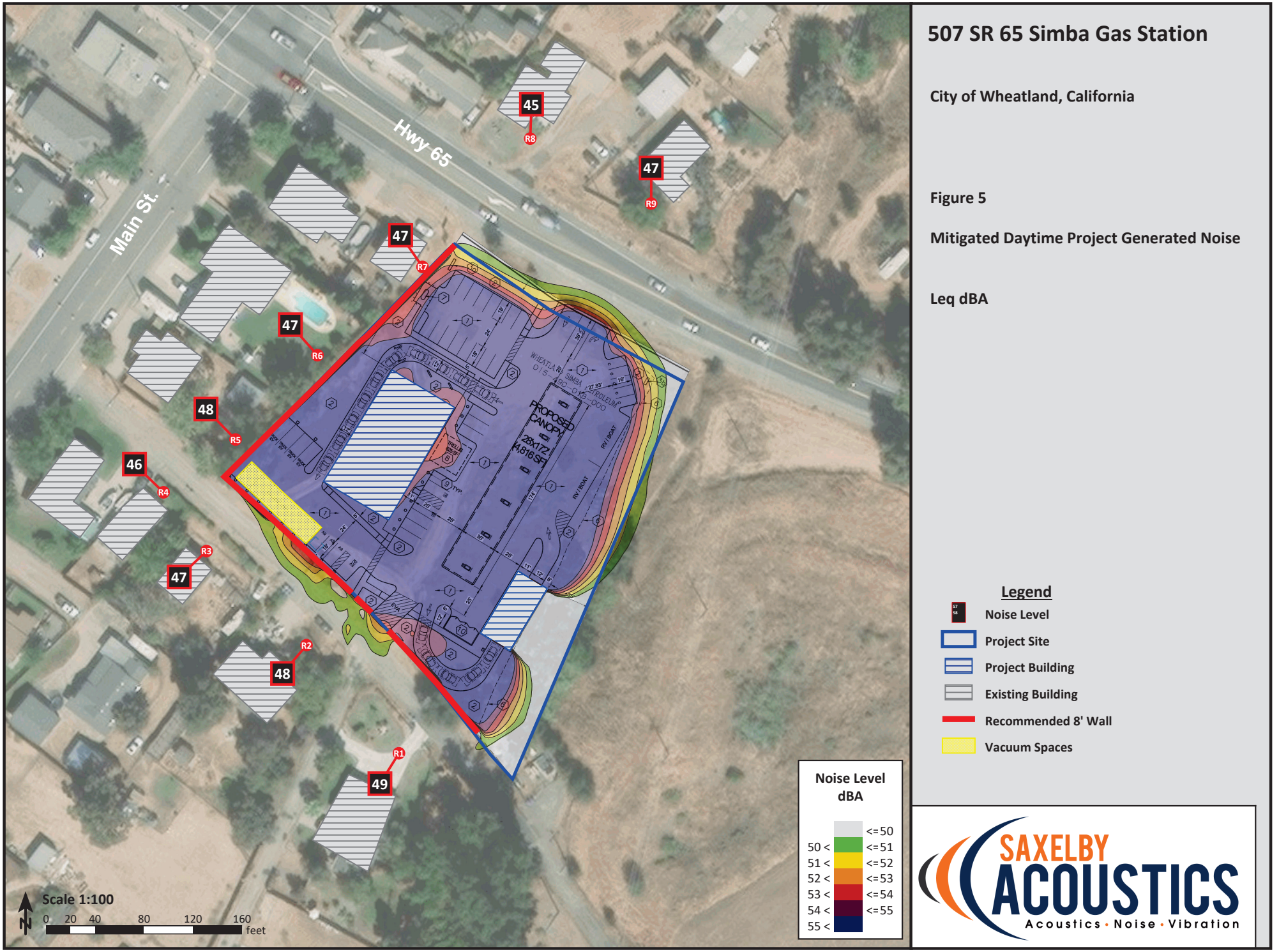
- The car wash dryer system should utilize the Stealth Predator IDP 120 system (see **Attachment 1**), or an equivalent system that produces continuous noise levels of 65 dBA L_{eq} or lower at 55 feet.
- An eight-foot-tall sound wall should be constructed along the northwestern and southern boundary of the project site so as to shield single-family residences from drive-thru and vacuum noise. **Figure 5** shows the required location of the wall. The soundwall shall be constructed from masonry units. The total height of the wall shall be relative to the pad of the commercial uses or the nearby residences, whichever is greater. The total height of the wall may be achieved through use of masonry wall and earthen berm. The wall should be free of gaps between units and between the wall and the ground. The sound wall design shall be approved by the City.
- The vacuum producer should be located within an enclosure with walls and a roof that provide a minimum STC rating of 27, and a door equipped with acoustic louvers. Any ventilation openings in the structure should utilize acoustic louvers, such as the Greenheck AFJ-801, or equivalent.
- Vacuum nozzles, when not in use, should be mounted no more than 3 feet above ground level.
- The vacuum station should operate only during daytime (7:00 a.m. to 10:00 p.m.) hours.
- The rooftop HVAC equipment for the gas station should be enclosed by a parapet wall that extends at least 2 feet above the top of all mechanical equipment on all sides. The parapet wall should be continuous and free of any gaps.

Table 10 shows project-generated noise levels with Mitigation Measure 1(a) incorporated. **Figure 5** shows the resulting noise level contours with mitigation.

TABLE 10: MITIGATED OPERATIONAL NOISE LEVELS

Location	L_{eq} Day, dBA	L_{max} Day, dBA	L_{eq} Night, dBA	L_{max} Night, dBA	Complies with Standards?
Standard	**50.0**	**70.0**	**45.0**	**65.0**	
R1	48.9	59.4	39.9	50.2	Yes
R2	48.5	55.8	42.0	55.8	Yes
R3	46.9	48.4	40.6	48.4	Yes
R4	45.9	47.0	40.0	47.0	Yes
R5	48.3	53.8	41.0	53.8	Yes
R6	46.9	52.2	41.0	52.2	Yes
R7	47.4	59.1	43.4	59.1	Yes
R8	45.4	52.0	41.3	52.0	Yes
R9	46.6	54.6	42.2	53.2	Yes

As shown in the table, implementation of Mitigation Measure 1(a) would reduce the impact to ***less-than-significant.***



507 SR 65 Simba Gas Station

City of Wheatland, California

Figure 5

Mitigated Daytime Project Generated Noise

Leq dBA

Legend

- Noise Level
- Project Site
- Project Building
- Existing Building
- Recommended 8' Wall
- Vacuum Spaces

SAXELBY ACOUSTICS
Acoustics · Noise · Vibration

*Figure not OCR compatible

Increase Above Existing Ambient Noise Levels

The City of Wheatland General Plan does specify significance criteria to assess long-term increases in ambient noise levels due to new stationary noise sources. Saxelby Acoustics references the City of Wheatland significance criteria for increases due to transportation noise sources and extends the criteria to stationary sources.

Based on the City of Wheatland criteria, where existing noise levels are greater than 65 dBA L_{eq} at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA increase in ambient noise levels will be considered significant. Where existing noise levels are between 60 dBA L_{eq} and 65 dBA L_{eq}, a +3.0 dB increase in ambient noise levels will be considered significant. Where existing noise levels are less than 60 dBA L_{eq}, a +5.0 dB increase in roadway noise levels will be considered significant.

Tables 11 and 12 show the predicted increase in existing noise levels for daytime and nighttime hours, respectively, due to project-related stationary noise sources. It should be noted that this analysis assumes that Mitigation Measure 1(a) will be incorporated into the project design.

TABLE 11: DAYTIME EXISTING PLUS PROJECT OPERATIONAL NOISE

Location	Representative Noise Receptor	L_{eq} Day, Existing	Threshold	L_{eq} Day, Project	L_{eq} Day Existing + Project	Difference	Complies with Standards?
R1	LT-2	58.3	+5.0 dBA	48.9	58.8	0.5	Yes
R2	LT-2	58.3	+5.0 dBA	48.5	58.7	0.4	Yes
R3	LT-2	58.3	+5.0 dBA	46.9	58.6	0.3	Yes
R4	LT-2	58.3	+5.0 dBA	45.9	58.5	0.2	Yes
R5	LT-2	58.3	+5.0 dBA	48.3	58.7	0.4	Yes
R6	LT-1	65.5	+1.5 dBA	46.9	65.6	0.1	Yes
R7	LT-1	65.5	+1.5 dBA	47.4	65.6	0.1	Yes
R8	LT-1	65.5	+1.5 dBA	45.4	65.5	0.0	Yes
R9	LT-1	65.5	+1.5 dBA	46.6	65.6	0.1	Yes

TABLE 12: NIGHTTIME EXISTING PLUS PROJECT OPERATIONAL NOISE

Location	Representative Noise Receptor	L_{eq} Night, Existing	Threshold	L_{eq} Night, Project	L_{eq} Night Existing + Project	Difference	Complies with Standards?
R1	LT-2	57.2	+5.0 dBA	39.9	57.3	0.1	Yes
R2	LT-2	57.2	+5.0 dBA	42.0	57.3	0.1	Yes
R3	LT-2	57.2	+5.0 dBA	40.6	57.3	0.1	Yes
R4	LT-2	57.2	+5.0 dBA	40.0	57.3	0.1	Yes
R5	LT-2	57.2	+5.0 dBA	41.0	57.3	0.1	Yes
R6	LT-1	58.8	+1.5 dBA	41.0	58.9	0.1	Yes
R7	LT-1	58.8	+1.5 dBA	43.4	58.9	0.1	Yes
R8	LT-1	58.8	+1.5 dBA	41.3	58.9	0.1	Yes
R9	LT-1	58.8	+1.5 dBA	42.2	58.9	0.1	Yes

As shown in the above tables, the stationary noise sources associated with the proposed project are not predicted to generate a significant permanent increase in existing noise levels at the nearby residences. Therefore, this is a ***less-than-significant*** impact.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. Construction noise levels were modeled using the input data shown in **Table 4** and evaluated for significance in **Table 13** below. **Figure 4** shows modeled construction noise level contours as well as the locations of the analyzed receptors.

TABLE 13: CONSTRUCTION NOISE LEVELS INCREASES

Receptor	Representative Noise Receptor	Existing Ambient (dBA L_{eq})	Construction Noise (dBA L_{eq})	Ambient + Construction (dBA L_{eq})	Difference (dBA L_{eq})	Exceeds 12 dB?
R1	LT-2	58.3	70.7	70.9	**12.6**	**Yes**
R2	LT-2	58.3	71.8	72.0	**13.7**	**Yes**
R3	LT-2	58.3	71.2	71.4	**13.1**	**Yes**
R4	LT-2	58.3	69.7	70.0	11.7	No
R5	LT-2	58.3	73.0	73.1	**14.8**	**Yes**
R6	LT-1	65.5	74.4	74.9	9.4	No
R7	LT-1	65.5	76.8	77.1	11.6	No
R8	LT-1	65.5	68.3	70.1	4.6	No
R9	LT-1	65.5	69.2	70.7	5.2	No

As shown in the above table, the proposed project is predicted to generate construction noise level increases of up to 14.8 dBA at the existing sensitive receptors. This is greater than the threshold of 12 dB.

To reduce construction noise levels to below the significance threshold, Saxelby Acoustics recommends Mitigation Measure 1(b) which specifies the use of temporary construction noise barriers during construction in order to reduce the noise exposure on the existing houses on the adjacent properties. The recommended barrier locations and resulting noise levels are shown in **Figure 6**. **Table 14** shows mitigated construction noise levels. As shown in the table, construction noise levels generated by the project would be reduced to below the 12 dB threshold through the use of barriers.

TABLE 14: CONSTRUCTION NOISE LEVEL INCREASES WITH BARRIERS

Receptor	Representative Noise Receptor	Existing Ambient (dBA L_{eq})	Construction Noise (dBA L_{eq})	Ambient + Construction (dBA L_{eq})	Difference (dBA L_{eq})	Exceeds 12 dB?
1	LT-2	58.3	65.3	66.1	7.8	No
2	LT-2	58.3	65.8	66.5	8.2	No
3	LT-2	58.3	65.0	65.8	7.5	No
4	LT-2	58.3	63.9	65.0	6.7	No
5	LT-2	58.3	65.8	66.5	8.2	No
6	LT-1	65.5	66.7	69.2	3.7	No
7	LT-1	65.5	68.0	69.9	4.4	No
8	LT-1	65.5	68.3	70.1	4.6	No
9	LT-1	65.5	69.2	70.7	5.2	No

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered ***potentially significant***. Mitigation measure 1(b) would reduce construction noise impacts to ***less-than-significant***.

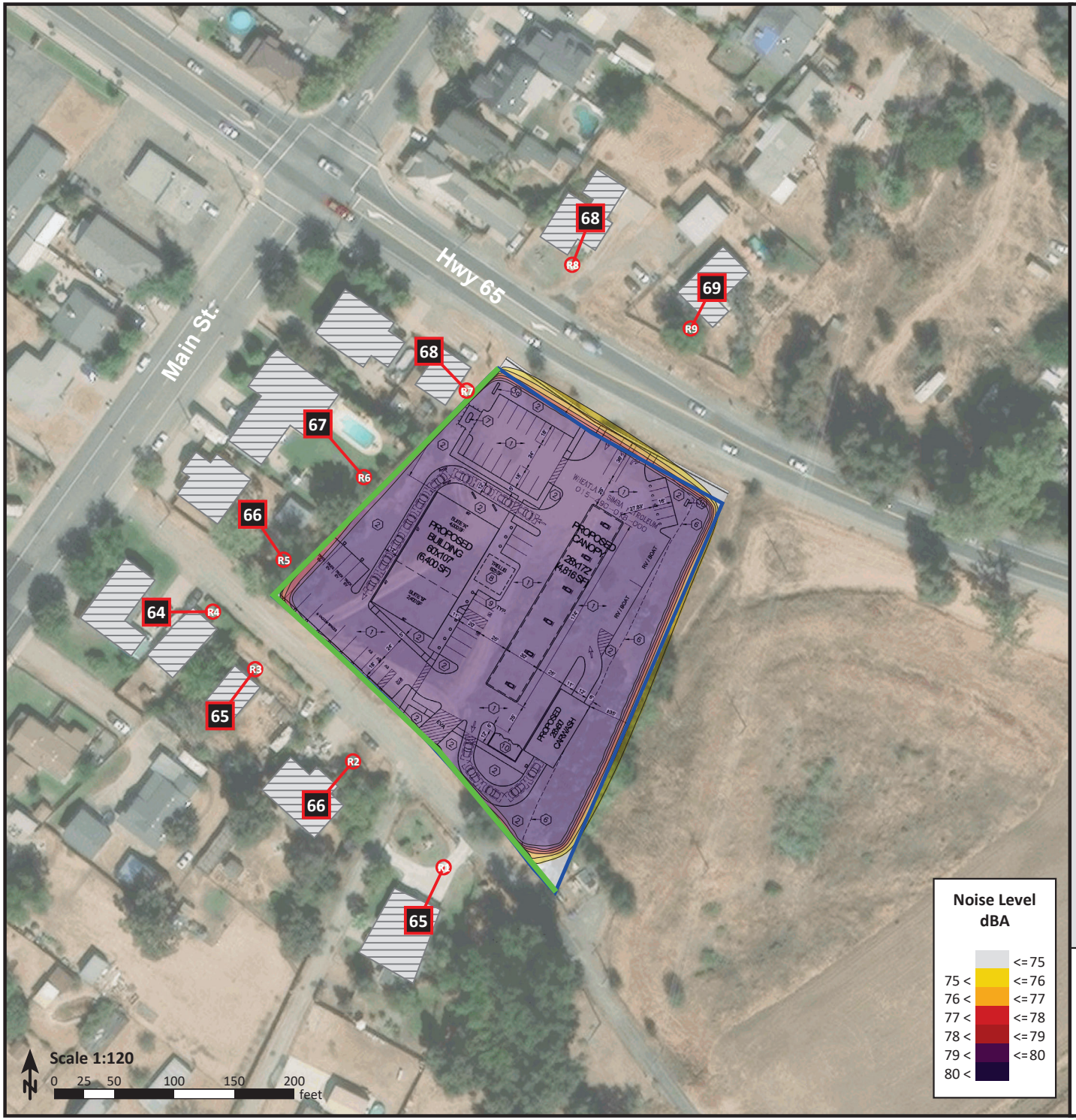
507 SR 65 Simba Gas Station

City of Wheatland, California

Figure 6

Construction Noise with Temporary Sound Wall

Leq dBA



Legend

- Project Site
- Existing Building
- Receiver
- Noise Level
- 8' Noise Barrier

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*Figure not OCR compatible

Mitigation Measures

1(a) The project should include the following components in the final design and operational procedures:

- The car wash dryer system should utilize the Stealth Predator IDP 120 system (see **Attachment 1**), or an equivalent system that produces continuous noise levels of 65 dBA L_{eq} or lower at 55 feet.
- An eight-foot-tall sound wall should be constructed along the northwestern and southern boundary of the project site so as to shield single-family residences from drive-thru and vacuum noise. **Figure 5** shows the required location of the wall. The soundwall shall be constructed from masonry units. The total height of the wall shall be relative to the pad of the commercial uses or the nearby residences, whichever is greater. The total height of the wall may be achieved through use of masonry wall and earthen berm. The wall should be free of gaps between units and between the wall and the ground. The sound wall design shall be approved by the City.
- The vacuum producer should be located within an enclosure with walls and a roof that provide a minimum STC rating of 27, and a door equipped with acoustic louvers. Any ventilation openings in the structure should utilize acoustic louvers, such as the Greenheck AFJ-801, or equivalent.
- Vacuum nozzles, when not in use, should be mounted no more than 3 feet above ground level.
- The vacuum station should operate only during daytime (7:00 a.m. to 10:00 p.m.) hours.
- The rooftop HVAC equipment for the gas station should be enclosed by a parapet wall that extends at least 2 feet above the top of all mechanical equipment on all sides. The parapet wall should be continuous and free of any gaps.

1(b) The County shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- The proposed project shall incorporate the use of 8-foot-tall temporary sound barriers at the locations shown in **Figure 6**. The sound barrier fencing should consist of ½" plywood or minimum STC 27 sound curtains placed to shield nearby sensitive receptors. The barrier should be free from gaps, openings, or penetrations to ensure maximum performance.
- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7 AM and 10 PM daily.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.
- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: City of Wheatland

Implementation of Mitigation Measure 1(a) would ensure the project would comply with the City's noise level standards. Mitigation Measure 1(b) would help to reduce construction-related noise level increases to below +12.0 dBA. With mitigation, this impact would be considered ***less-than-significant***.

IMPACT 2: WOULD THE PROJECT GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

With the exception of vibratory compactors, the **Table 5** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distance of 20 feet. However, the proposed project includes parking lot and building construction which would occur at distances of approximately 15-20 feet from the adjacent single-family residential uses. Therefore, use of vibratory compactors within 26 feet of the adjacent residential buildings could cause vibrations in excess of 0.2 in/sec. Therefore, this is a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a ***less-than-significant*** level.

2(a) Any compaction required less than 26 feet from the adjacent residential structures to the south should be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.

Impact 3: ***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?***

There are no airports within 2 miles of the project site. Therefore, this is a ***less-than-significant*** impact.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous Long-Term and Short-Term Ambient Noise Measurement Results



Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Wheatland Simba Petroleum
Location: Northwestern Project Boundary
Coordinates: (39.0082431, -121.4235676)
Meter: LDL 820-5
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Monday, March 3, 2025	15:00	59	75	58	55
Monday, March 3, 2025	16:00	61	86	59	55
Monday, March 3, 2025	17:00	62	75	60	56
Monday, March 3, 2025	18:00	60	73	59	55
Monday, March 3, 2025	19:00	60	70	59	53
Monday, March 3, 2025	20:00	58	79	56	51
Monday, March 3, 2025	21:00	58	74	55	48
Monday, March 3, 2025	22:00	57	73	54	45
Monday, March 3, 2025	23:00	55	69	53	43
Tuesday, March 4, 2025	0:00	53	68	49	40
Tuesday, March 4, 2025	1:00	53	67	47	38
Tuesday, March 4, 2025	2:00	56	71	50	40
Tuesday, March 4, 2025	3:00	56	69	53	44
Tuesday, March 4, 2025	4:00	59	78	57	50
Tuesday, March 4, 2025	5:00	62	75	61	57
Tuesday, March 4, 2025	6:00	64	75	63	59
Tuesday, March 4, 2025	7:00	62	79	61	58
Tuesday, March 4, 2025	8:00	62	77	60	56
Tuesday, March 4, 2025	9:00	61	78	59	54
Tuesday, March 4, 2025	10:00	60	76	58	53
Tuesday, March 4, 2025	11:00	61	78	59	54
Tuesday, March 4, 2025	12:00	60	73	58	54
Tuesday, March 4, 2025	13:00	59	71	57	52
Tuesday, March 4, 2025	14:00	59	74	57	52

Statistics	Leq	Lmax	L50	L90
Day Average	60	76	58	54
Night Average	59	72	54	46
Day Low	58	70	55	48
Day High	62	86	61	58
Night Low	53	67	47	38
Night High	64	78	63	59
Ldn	65	Day %		70
CNEL	66	Night %		30

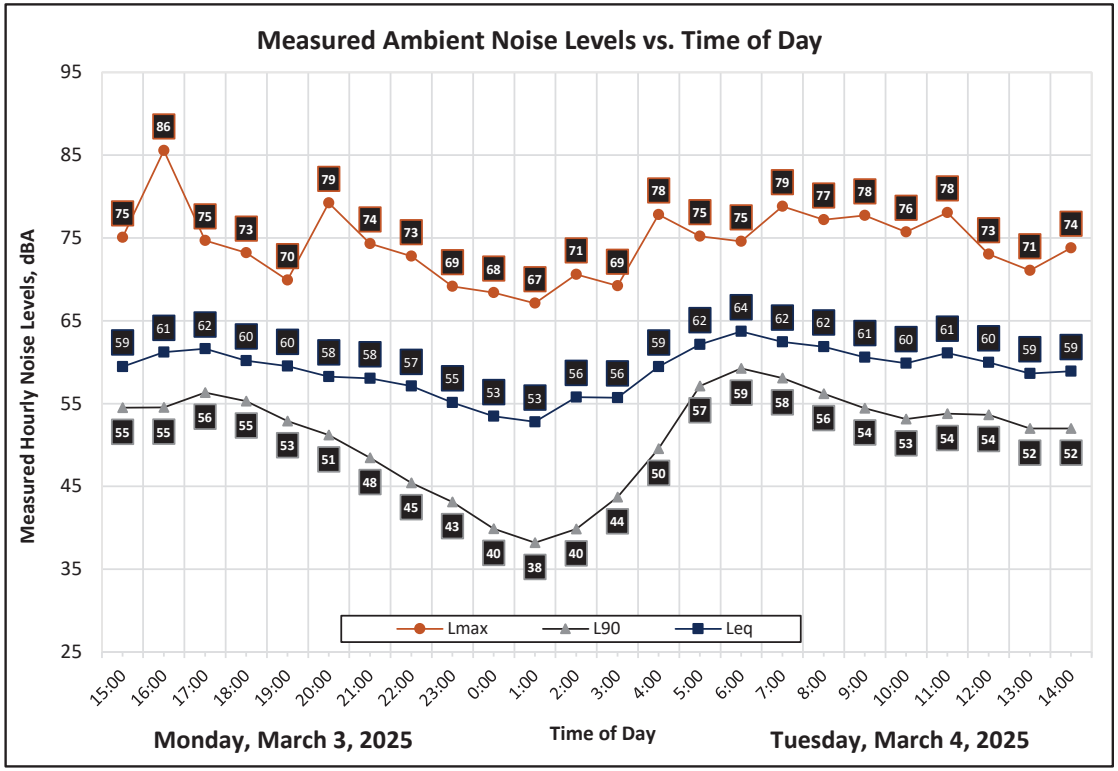




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Appendix B2: Continuous Noise Monitoring Results

Site: LT-2
Project: Wheatland Simba Petroleum
Location: Southeastern Project Boundary
Coordinates: (39.0074274, -121.4233885)
Meter: LDL 820-3
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Monday, March 3, 2025	15:00	57	64	55	51
Monday, March 3, 2025	16:00	59	76	57	53
Monday, March 3, 2025	17:00	60	73	59	55
Monday, March 3, 2025	18:00	59	67	59	54
Monday, March 3, 2025	19:00	58	65	57	52
Monday, March 3, 2025	20:00	58	72	58	51
Monday, March 3, 2025	21:00	59	75	57	48
Monday, March 3, 2025	22:00	57	76	54	45
Monday, March 3, 2025	23:00	55	65	50	42
Tuesday, March 4, 2025	0:00	54	64	47	40
Tuesday, March 4, 2025	1:00	54	65	46	39
Tuesday, March 4, 2025	2:00	55	67	48	40
Tuesday, March 4, 2025	3:00	55	66	51	43
Tuesday, March 4, 2025	4:00	57	75	55	47
Tuesday, March 4, 2025	5:00	60	67	59	55
Tuesday, March 4, 2025	6:00	61	75	60	57
Tuesday, March 4, 2025	7:00	60	69	59	56
Tuesday, March 4, 2025	8:00	59	74	59	55
Tuesday, March 4, 2025	9:00	58	66	57	52
Tuesday, March 4, 2025	10:00	57	66	56	52
Tuesday, March 4, 2025	11:00	59	74	57	52
Tuesday, March 4, 2025	12:00	57	65	56	52
Tuesday, March 4, 2025	13:00	56	64	53	48
Tuesday, March 4, 2025	14:00	55	65	51	47

Statistics	Leq	Lmax	L50	L90
Day Average	58	69	57	52
Night Average	57	69	52	46
Day Low	55	64	51	47
Day High	60	76	59	56
Night Low	54	64	46	39
Night High	61	76	60	57
Ldn	64	Day %		68
CNEL	64	Night %		32

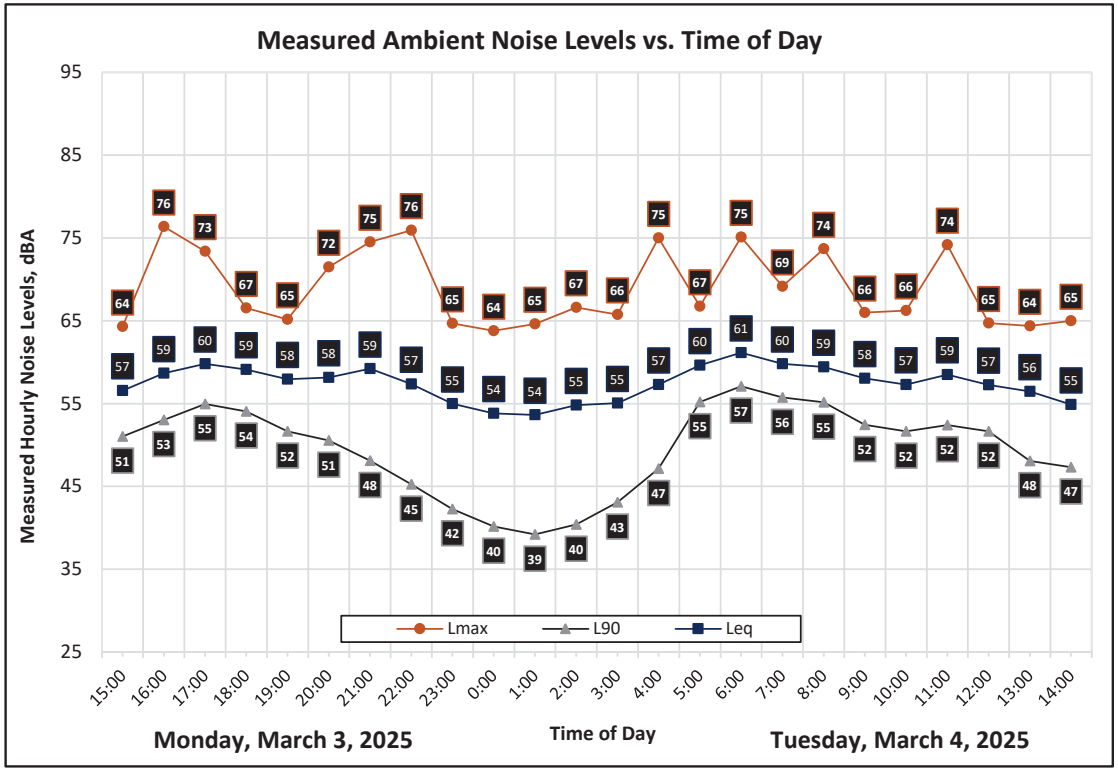




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Appendix B3 : Short Term Noise Monitoring Results

Site: ST-1
Project: Wheatland Simba Petroleum
Location: Northeast Boundary of Project Site
Coordinates: (39.008344,-121.423293)
Meter: LDL 831-3
Calibrator: CAL200

Start: 2024-12-10 12:34:37
Stop: 2024-12-10 12:44:37
SLM: Model 831
Serial: 0001329

Measurement Results, dBA

Duration:	0:10
L_{eq}:	67
L_{max}:	76
L_{min}:	58
L_{50}:	46
L_{90}:	44

Notes

Primary noise source was traffic noise from Highway 65.
Secondary noise sources include traffic on Main Street.

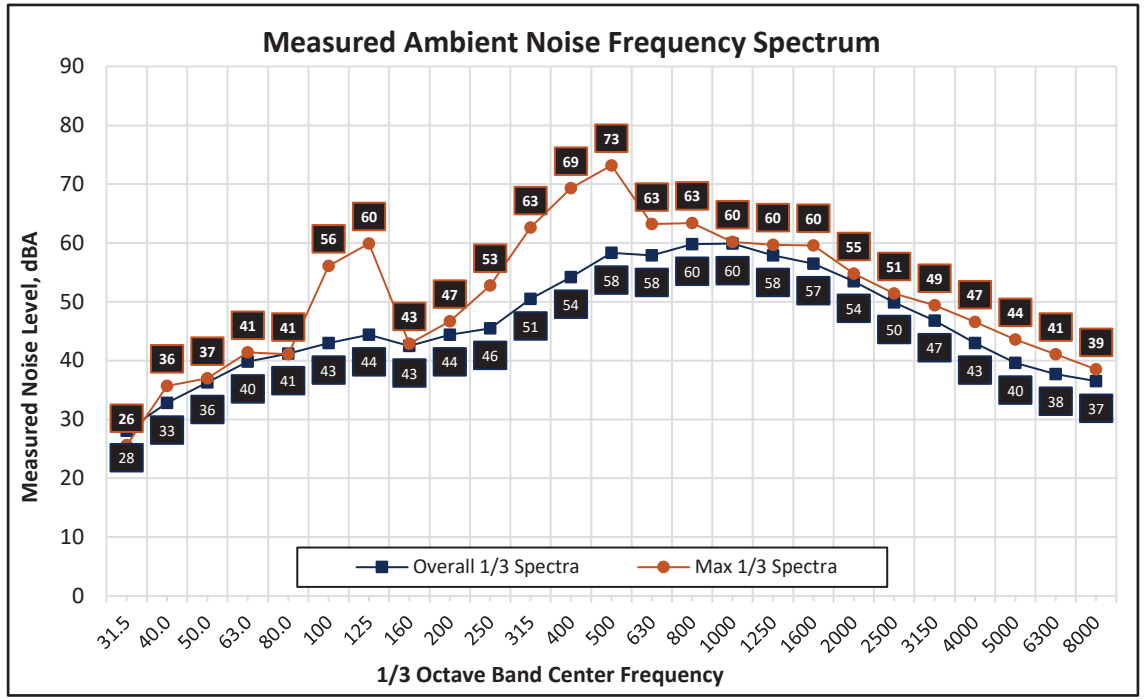




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Appendix C: Traffic Noise Calculation Inputs and Results



Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 250208 507 SR 65 Simba Gas Station
Description: s
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 65	South of Main Street	17,630	85	0	15	1.0%	1.0%	55	75	0	303	141	65	69.1
2	SR 65	North of Main Street	19,480	85	0	15	1.0%	1.0%	55	75	0	324	150	70	69.5
3	Main Street	Between SR 65 and State Street	4,240	85	0	15	1.0%	1.0%	55	75	0	117	54	25	62.9
4	Main Street	Between SR 65 and Malone Avenue	810	85	0	15	1.0%	1.0%	55	75	0	39	18	8	55.7

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Appendix C-2
FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 250208 507 SR 65 Simba Gas Station
Description: s
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 65	South of Main Street	18,690	85	0	15	1.0%	1.0%	55	75	0	315	146	68	69.4
2	SR 65	North of Main Street	20,670	85	0	15	1.0%	1.0%	55	75	0	337	156	73	69.8
3	Main Street	Between SR 65 and State Street	4,370	85	0	15	1.0%	1.0%	55	75	0	120	56	26	63.0
4	Main Street	Between SR 65 and Malone Avenue	810	85	0	15	1.0%	1.0%	55	75	0	39	18	8	55.7

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Attachment 1: Stealth Predator IDP Dryer System

INTERNATIONAL DRYING
CORPORATION

STEALTH PREDATOR DRYING SYSTEM



THE FIRST "ULTRA QUIET" DRYING SYSTEM

- ✔Patent pending Reverse flow technology
- ✔Producers construced from 304 surgical stainless steel
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- ✔Sound & Performance studies done in reverberant sound room ISO 3741:2010, 3747:2010

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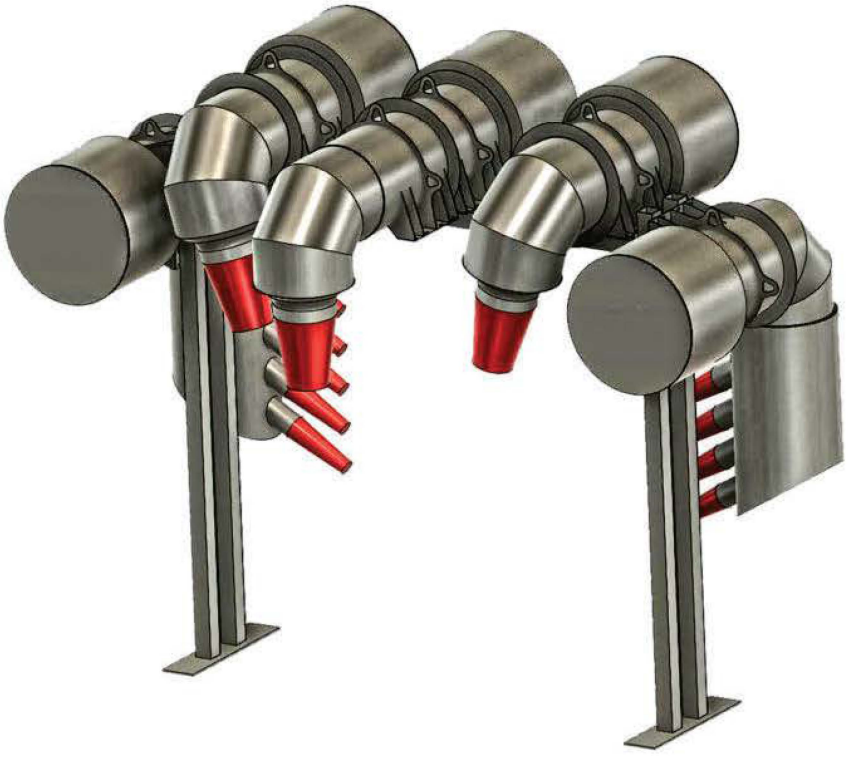
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160 Chicago St
Cary, IL 60013

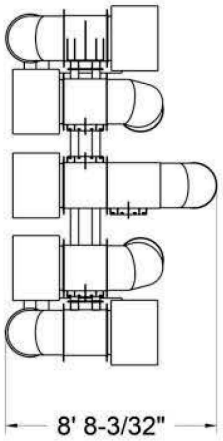
Stealth Predator Ultra-Quiet Drying System Specifications

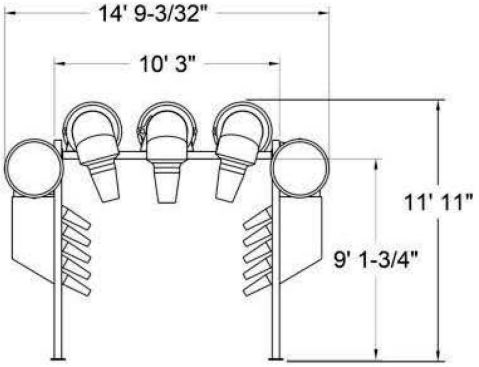
30HP System - Total Sound 60Hz		80HP System - Total Sound 60Hz	
Q = sound source			
65	dBA at Q=1, 30 feet	69.4	dBA at Q=1, 30 feet
61.8	dBA at Q=1, 45 feet	66.5	dBA at Q=1, 45 feet
60.2	dBA at Q=1, 55 feet	64.9	dBA at Q=1, 55 feet

Meets OSHA Sound Exposure Requirements

✓ The Stealth Predator features patent pending "Reverse flow air technology" which creates the first "Ultra-Quiet Dryer" and is the most powerful Ultra Quiet Dryer ever designed.







INTERNATIONAL DRYING CORPORATION

SPECIFICATIONS

15' 2" Bay Width
12' 0" Ceiling Height
96" Standard Clearance

Closed cell foam nozzles available in red, blue, black

Ducts-Stainless Steel
Molded Aluminum Impellors
Stainless Steel Motor Housings

Slotted flanges for adjustability of air outlet and air intake direction

Appendix C

Traffic Impact Study

Traffic Impact Study

507 SR 65 Gas Station, City of Wheatland, CA

TJKM

Traffic Impact Study

507 SR 65 GAS STATION

City of Wheatland, California

January 22, 2026

TJKM

TABLE OF CONTENTS

Table of Contents i
List of Tables ii
List of Figures ii
List of Appendices iii
Executive Summary 4
Project Overview 4
Project Trip Summary 4
Vehicle Miles Traveled Summary 5
Level of Service Summary 5
Existing Conditions 5
Intersection LOS 5
Segment LOS 5
Existing plus Project Conditions 5
Intersection LOS 5
Segment LOS 5
Additional Transportation Analyses Summary 5
Pedestrian Impacts 5
Bicycle Impacts 5
Transit Impacts 6
Site Access and Internal Circulation 6
Parking 6
1.0 Introduction 7
1.1 Study Purpose 7
1.2 Study Locations 7
1.2.1 Study Intersections 7
1.2.2 Study Segments 7
1.3 Study Scenarios 8
2.0 Study Methodology 11
2.1 Vehicle Miles Traveled Methodology 11
VMT Screening Criteria for Local-Serving Retail Projects 11
2.2 Level of Service Methodology 11
2.2.1 Signalized Intersections 12
2.2.2 Unsignalized Intersections 12
2.2.3 Segments 13
2.2.4 Level of Service Standards 14
3.0 Existing Conditions 16
3.1 Existing Setting and Roadway System 16
3.2 Existing Pedestrian Facilities 16
3.3 Existing Bicycle Facilities 17

3.4 Existing Transit Facilities 20
3.5 Existing Traffic Volumes and Lane Configuration 22
3.6 Segment Level of Service 22
3.7 Intersection Level of Service Analysis 25
4.0 Existing plus Project Conditions 26
4.1 Vehicle Miles Traveled 26
4.2 Project Trip Generation 26
4.3 Project Trip Distribution and Assignment 27
4.4 Segment Level of Service 31
4.5 Intersection Level of Service Analysis 31
4.6 Queuing Analysis 32
5.0 Additional Analysis 33
5.1 Alternative Modes of Transportation 33
5.1.1 Pedestrian Impacts 33
5.1.2 Bicycle Impacts 33
5.1.3 Transit Impacts 33
5.2 Vehicular Site Access and On-Site Circulation 33
5.3 Parking 34

LIST OF TABLES

Table 1: Level of Service Definitions for Signalized Intersections 12
Table 2: Level of Service Definitions for Stop Controlled Intersections 13
Table 3: Generalized Daily Service Volumes for Urban Street Facilities and Segment LOS 14
Table 4: Existing Bus Services 20
Table 5: 2025 Existing Conditions ADT 22
Table 6: Existing Conditions – Intersection Level of Service Analysis Results 25
Table 7: Project Trip Generation 28
Table 8: Existing plus Project Conditions ADT 31
Table 9: Existing plus Project Conditions – Intersection Level of Service Analysis Results 31
Table 10: 95th Percentile Queue Assessment Results 32

LIST OF FIGURES

Figure 1: Vicinity Map 9
Figure 2: Site Plan 10

Figure 3: Existing Conditions – Pedestrian Network 18
Figure 4: Existing Conditions – Bike Network 19
Figure 5: Existing Conditions – Transit Network 21
Figure 6: Existing Conditions - Lane Configuration and Control 23
Figure 7: Existing Conditions – Intersection Peak Hour Traffic Volumes 24
Figure 8: Trip Distribution and Trip Assignment 29
Figure 9: Existing plus Project Conditions – Intersection Peak Hour Traffic Volumes 30

LIST OF APPENDICES

Appendix A: HCM Methodology

Appendix B: Intersection Turning Movement Counts

Appendix C: Segment Average Daily Traffic

Appendix D: Existing Conditions LOS Analysis Worksheets

Appendix E: Existing Conditions plus Project LOS Analysis Worksheets

EXECUTIVE SUMMARY

This report summarizes the results of a Traffic Impact Study (TIS) that was conducted for the proposed Gas Station (Project) located along State Route (SR) 65 approximately 300 feet south of SR 65 and Main Street intersection in the southern section of the City of Wheatland, California.

This TIS uses methodologies that are consistent with State and City of Wheatland guidelines and standards. This document was prepared in accordance with best professional practices and standards that assess the impacts of a proposed development on the transportation system, and as appropriate, recommends improvements to lessen or negate those impacts. Transportation analyses, as presented in this TIS, involve the evaluation of existing roadway conditions, including with and without the proposed development, and recommend transportation improvements to offset both the impacts of the increase in future traffic volumes and the changes in traffic operations due to the development. The analysis herein is intended to assist public officials and developers to balance interrelations between efficient traffic movements with necessary lane access.

Project Overview

The Project constructs one Quick Service Restaurant with a drive-through measuring approximately 2,400square feet (SF) floor area, an approximately 4,000SF Convenience Store/Gas Station with 12 vehicle fueling positions and an approximately 1,680 SF single tunnel drive-through Car Wash center. Access to the project site is provided via one full access driveway along SR 65. Emergency Vehicles can also access the project site via 20 feet wide Emergency Vehicles Access (EVA) gate along Malone Avenue.

The purpose of this TIS is to evaluate the impacts on the transportation infrastructure due to the addition of the traffic from the proposed Project. The report includes a vehicle miles traveled (VMT) analysis, Intersection Level of Service (LOS) capacity analyses of key intersections and segments, and evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians.

To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, one study intersection was identified with input from City staff and evaluated during the weekday morning (AM) peak hour and weekday afternoon (PM) peak hour under two study scenarios. The study intersections were evaluated under the following scenarios:

- Existing Conditions, without and with the development.

Project Trip Summary

Using the methodology presented in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (TGM), the proposed development is expected to generate approximately 2,622 new trips during a typical weekday, with 228 new trips (120 inbound, 108 outbound) occurring during the a.m. peak hour and 261 new trips (135 inbound, 126 outbound) occurring during the p.m. peak hour when considering the applicable pass-by trip reductions and mixed-use trip reductions.

Vehicle Miles Traveled Summary

Since the City of Wheatland has not formally adopted its own VMT standards, TJKM followed guidance from the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, published in December 2018. Given that the proposed project includes land uses that serve local demand and that it is under the 50,000 square foot threshold for non-residential development, the project can be screened out from a full VMT analysis. Therefore, a full VMT analysis is not anticipated to be required for the proposed development.

Level of Service Summary

In line with City of Wheatland guidelines and standards, this TIS considers both intersection and segment operating conditions of level of service (LOS) "D" or better to be acceptable.

Existing Conditions

Intersection LOS

Under Existing Conditions, the study intersection operates at acceptable LOS during the AM and PM peak hours.

Segment LOS

Two out of four of the existing study segments operate below jurisdictional thresholds. These include:

1) SR 65, south of Main Street
2) SR 65, north of Main Street

Existing plus Project Conditions

Intersection LOS

Under Existing Project conditions, SR 65 and Project Driveway (Intersection 2) would be expected to operate at LOS E during both peak hours.

Segment LOS

Analysis segments are expected to operate similarly to the Existing Conditions scenario.

Additional Transportation Analyses Summary

Pedestrian Impacts

The proposed Project would not result in any conflicts with applicable or adopted policies, plans, or programs related to pedestrian facilities. The proposed Project would not decrease the performance or safety of existing pedestrian facilities. Thus, the proposed Project would not result in any such conflicts; therefore, the impact to pedestrian facilities is expected to be **less-than-significant**.

Bicycle Impacts

The proposed Project would not result in any conflicts or inconsistencies with existing bicycle facilities or with adopted bicycle system plans, policies, or programs related to bicycle facilities. The proposed Project

would not decrease the performance or safety of bicycle facilities. Thus, the proposed Project would not result in any such conflicts; therefore, the impact to bicycle facilities is expected to be **less-than-significant**.

Transit Impacts

As the proposed Project would not conflict with a program, plan, ordinance or policy regarding existing or planned transit facilities, the impact to transit facilities is expected to be **less-than-significant**.

Site Access and Internal Circulation

Access to the project site would be via one full access driveway along SR 65. Access to the proposed project would be **adequate.** Drive aisles in the parking areas are planned to be between 25 feet in width, configured for two-way travel. Emergency Vehicles can also access the project site via 20 feet wide Emergency Vehicles Access (EVA) gate along Malone Avenue. Drive aisles are planned to accommodate emergency vehicles throughout the site. On-site circulation is considered **adequate**.

Parking

Based on the City requirements, the project is required to provide a total of 54 parking spaces for quick-service restaurant, a convenience store and a car wash center. The Project plans to provide a total of 63 parking spaces, which includes 28 standard spaces, 5 compact spaces, 2 accessible spaces, 12 spaces at fuel pumps, 2 RV/Boat spaces, 6 vacuum spaces for car wash center, and 8 EV spaces. The proposed parking supply is **adequate** as per the City of Wheatland off-street parking guidelines.

1.0 INTRODUCTION

This report summarizes the results of a Traffic Impact Study (TIS) that was conducted for the proposed Gas Station (Project) located in the southern portion of the City of Wheatland approximately 300 feet south of SR 65 and Main Street intersection.

The Project constructs one Quick Service Restaurant with a drive-through measuring approximately 2,400 square feet (SF) floor area, an approximately 4,000 SF Convenience Store/Gas Station with 12 vehicle fueling positions and an approximately 1,680 SF single tunnel drive-through Car Wash center. Access to the project site is provided via one full access driveway along SR 65. Emergency Vehicles can also access the project site via 20 feet wide Emergency Vehicles Access (EVA) gate along Malone Avenue.

This chapter discusses the TIS purpose, the Project study area, and the scenarios analyzed. **Figure 1** shows the Project study area and the Project site location. **Figure 2** shows the Project's site plan.

1.1 Study Purpose

The purpose of this report is to provide summaries of changes in vehicle miles traveled (VMT) and traffic impacts on the surrounding roadway network as a result of the proposed Project. The VMT analysis is based on the methodology outlined in the OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018). An LOS analysis was conducted to determine the proposed Project's impacts on the surrounding roadway network and consistency with the City of Wheatland and Yuba County plans and standards.

1.2 Study Locations

1.2.1 Study Intersections

TJKM evaluated traffic conditions at two study intersections during the weekday morning (AM) and weekday afternoon (PM) peak hours. The study intersections were selected based on TJKM's working knowledge of the area and with input and approval from the City of Wheatland.

The peak periods observed were 7–9 AM and 4–6 PM. The study intersections and their corresponding traffic controls are listed below:

1. SR 65 & Main Street (Signalized)
2. SR 65 & Project Driveway (One Way Stop)

Figure 1 shows the location of the study intersections.

1.2.2 Study Segments

Based on discussions with the City of Wheatland, TJKM collected bi-directional Average Daily Traffic (ADT) volumes along the following segments:

1. SR 65, south of Main Street
2. SR 65, north of Main Street

3. Main Street, between SR 65 and State Street
4. Main Street, between SR 65 and Malone Avenue

Figure 1 shows the location of the study segments.

1.3 Study Scenarios

The roadway network operations within the Project study area were analyzed under the following scenarios:

1. **Existing Conditions** – This scenario evaluates the study locations based on existing traffic volumes, lane geometry, and traffic controls.
2. **Existing Conditions plus Project** – This scenario is identical to Existing Conditions but with the addition of traffic from the proposed Project.

Figure 1: Vicinity Map

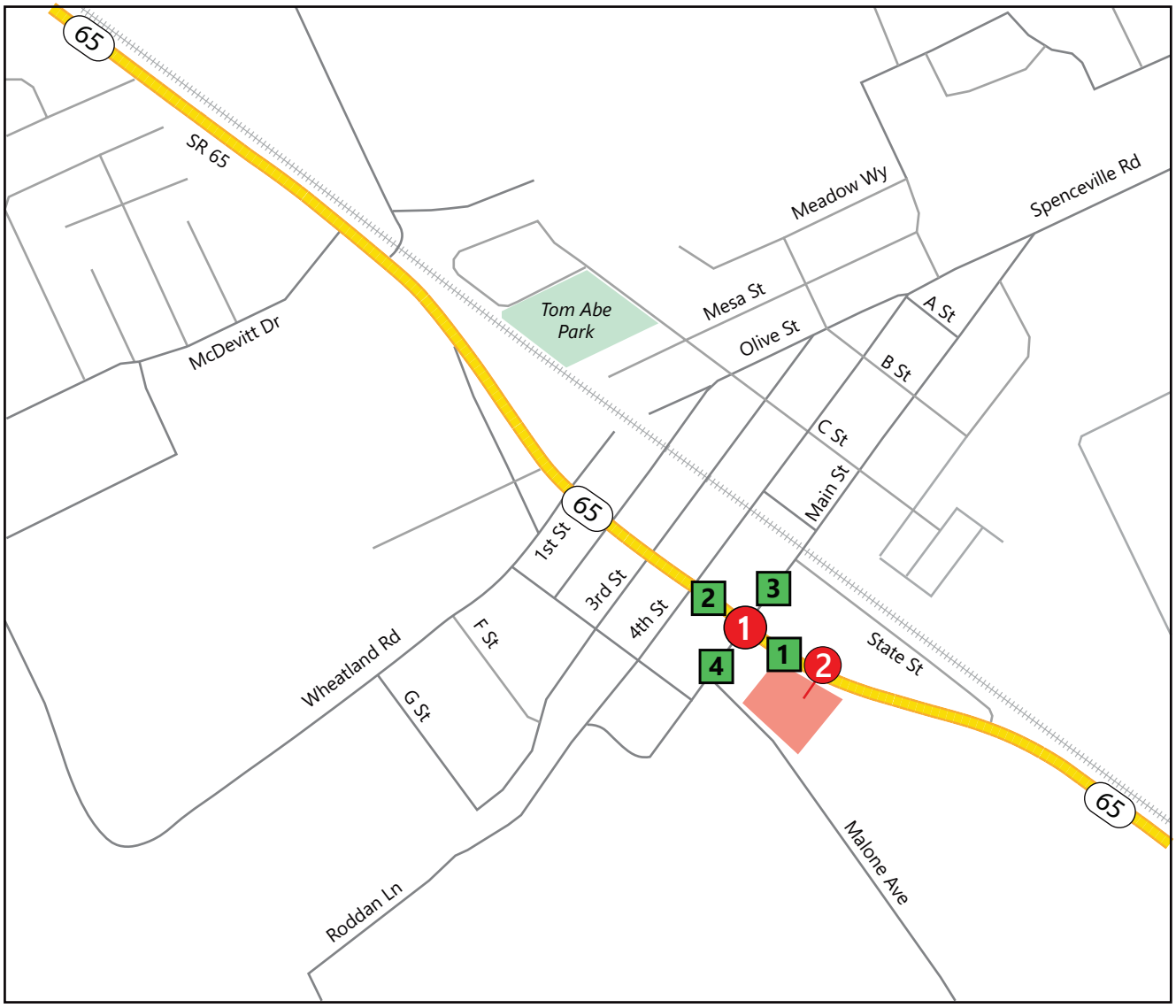
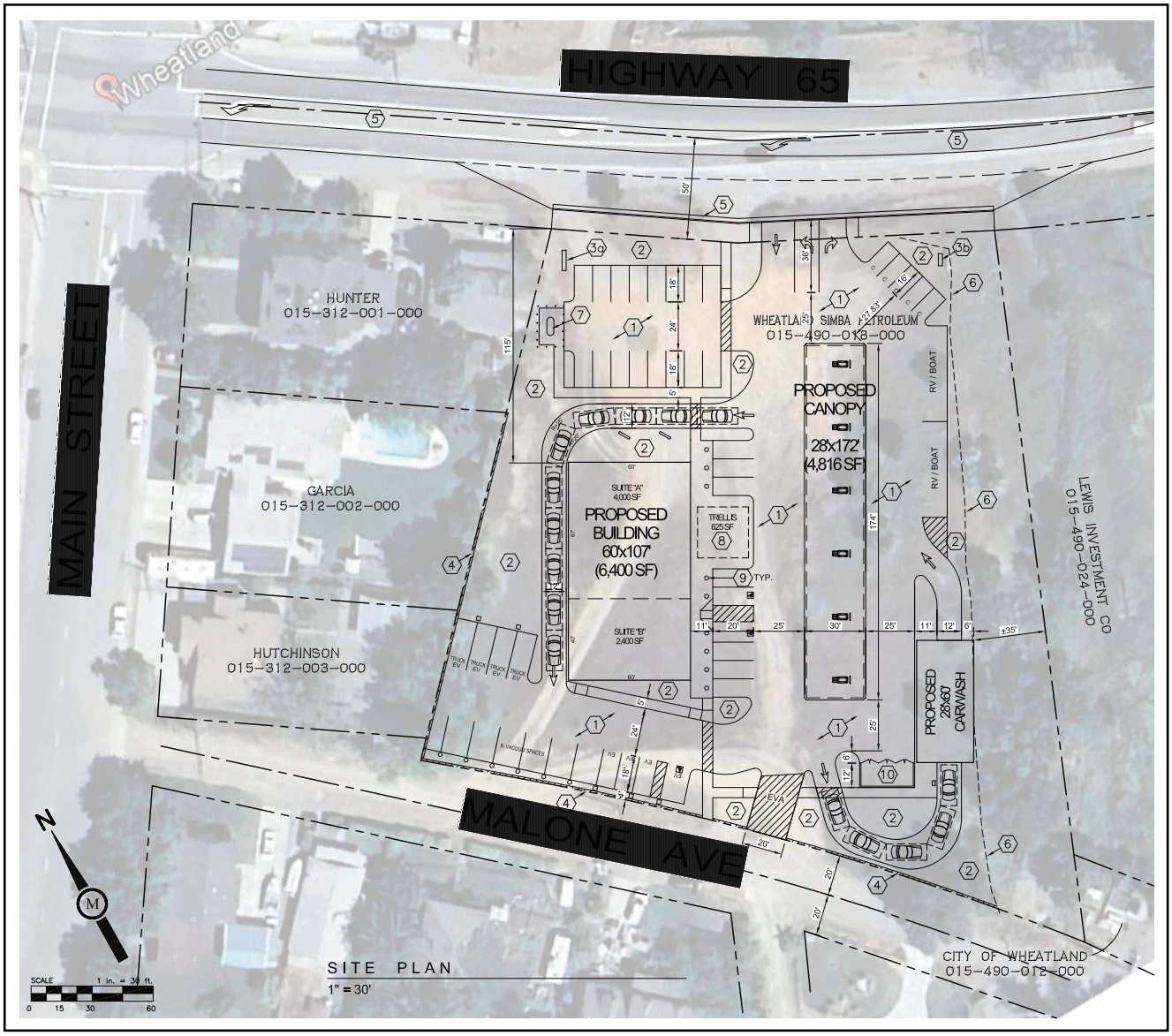
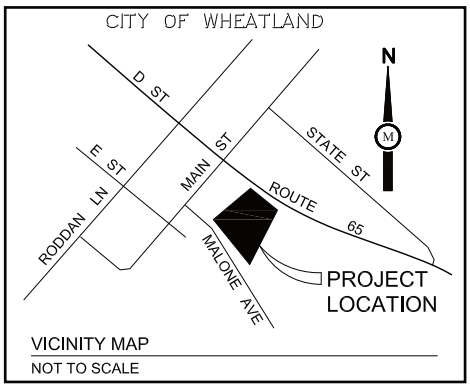


Figure 2: Site Map





2.0 STUDY METHODOLOGY

Traffic impacts related to the proposed Project were evaluated for both compliance with applicable regulatory documents and environmental significance as defined in the California Environmental Quality Act (CEQA). In accordance with the Technical Advisory published by OPR, a quantitative Vehicle Miles Traveled (VMT) assessment forms the basis of the CEQA analysis for the proposed project. Effective as of July 1, 2020, intersection Level of Service (LOS) can no longer be used to determine significant impacts for CEQA purposes. However, the CEQA guidelines do not exclude the use of LOS analyses when determining consistency with plans and standards for jurisdictions or agencies, such as with the City of Wheatland and with Yuba County.

2.1 Vehicle Miles Traveled Methodology

Currently, the City of Wheatland do not have formally adopted VMT guidelines, and while the Sacramento Area Council of Governments (SACOG) has developed VMT methodologies, they have not been formally adopted for local jurisdictions. In the absence of local or regional thresholds, this assessment follows the California Office of Planning and Research's (OPR) California Environmental Quality Act (CEQA) guidelines (December 2018).

VMT Screening Criteria for Local-Serving Retail Projects

According to the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, retail uses are typically classified as local-serving retail if they meet the following criteria:

- They are smaller than 50,000 square feet.
- They primarily serve the surrounding community or pass-through traffic rather than attracting visitors from a broader regional area.

2.2 Level of Service Methodology

Level of Service (LOS) is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the free-flow operating conditions and F representing the severely congested flow with high delays. Typically, LOS C is considered as an ideal condition as it represents stable flow and efficient use of the transportation facility. Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets. The following sections provide detailed study methodology based on the type of intersections.

Each of the study intersections was analyzed using *Synchro,* Version 12, software using methodology presented in either the Transportation Research Board's (TRB) Highway Capacity Manual 2000 (HCM 2000) or Highway Capacity Manual, 6th Edition (HCM 6) depending on applicability. The LOS assessment under all scenarios is based on current traffic controls unless otherwise noted.

2.2.1 Signalized Intersections

The study intersections under traffic signal control are analyzed using the HCM 2000 methodology for signalized intersections described in Chapter 16. This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. For the signalized intersections, the HCM 2000 methodology was used in lieu of HCM 6 due to the signalized intersections having configurations or conditions that are outside the limits of the methodology (i.e., non-standard lane configurations, lead pedestrian intervals, etc.).

Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 1** summarizes the relationship between the control delay and LOS for signalized intersections. The LOS assessments under all scenarios are based on current traffic controls and signal timings unless otherwise noted.

The LOS methodology for signalized intersections is described in detail in **Appendix A**.

Table 1: Level of Service Definitions for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: Transportation Research Board's (TRB) Highway Capacity Manual 2000

2.2.2 Unsignalized Intersections

The study intersections under one/two-way stop control (OWSC / TWSC) and all-way stop control (AWSC) are analyzed using the HCM 6 methodology described in Chapters 20 and 21, respectively. LOS ratings for

stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At one- or two-way stop-controlled intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersections is presented for all-way stop controlled intersections.

Table 2 summarizes the relationship between delay and LOS for unsignalized intersections. The delay ranges for unsignalized intersections are lower than for signalized intersections, as drivers expect less delay at stop-controlled intersections.

The LOS methodology for unsignalized intersections is described in detail in **Appendix A**.

Table 2: Level of Service Definitions for Stop Controlled Intersections

Level of Service	Description	Control Delay Range (sec/veh)	v/c Range
A	Usually no conflicting traffic. Drivers can easily find gaps in traffic to maneuver. v/c is low.	≤ 10	≤ 1.0
B	Occasionally some delay due to conflicting traffic. Drivers can find gaps in traffic. v/c is low.	≤ 15	≤ 1.0
C	There is some noticeable delay due to conflicting traffic. Drivers are still able to find gaps in traffic.	≤ 25	≤ 1.0
D	Drivers experience delay due to less gaps in traffic to maneuver. Lane group v/c creeps closer to 1.0.	≤ 35	≤ 1.0
E	Delay approaches driver tolerance levels. Drivers will occasionally find gaps in traffic to maneuver. Lane group v/c	≤ 50	≤ 1.0
F	Delay exceed driver tolerance levels or v/c exceeds 1.0 or both.	> 50	> 1.0

Source: Transportation Research Board's (TRB) Highway Capacity Manual, 6th Edition

2.2.3 Segments

To determine segment capacity, TJKM used the LOS thresholds presented in Exhibit 16-16 ("Generalized Daily Service Volumes for Urban Street Facilities") within the TRB's HCM 6 publication (see **Table 3**). The methodology which is intended for general planning use on urban street facilities utilizes a combination of roadway characteristics to determine approximate segment LOS. These characteristics include a segment's posted speed limit, number of travel lanes, and AADT.

For the purposes of this analysis, the following assumptions were made:

- Segments with K-factors below 0.09 were assumed to use the thresholds for 0.09; segments with K-factors above 0.11 were assumed to use the thresholds for 0.11.
- Segments with D-factors below 0.55 were assumed to use the thresholds for 0.55; segments with D-factors above 0.55 were assumed to use the thresholds for 0.60.

- Segments with posted speed limits at or below 30 miles per hour (mph) were assumed to use the thresholds for 30 mph; segments above 30 mph were assumed to use the thresholds for 45 mph.

K and D factors were calculated based on observed ADT and peak hour directional volumes on each study segment.

Table 3: Generalized Daily Service Volumes for Urban Street Facilities and Segment LOS

K-Factor	D-Factor	Daily Service Volume by Lanes, LOS, and Speed (1,000 vet/day)											
		Two-Lane Streets				Four-Lane Streets				Six-Lane Streets			
		LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E
Posted Speed = 30 mph													
0.09	0.55	NA	1.7	11.8	17.8	NA	2.2	24.7	35.8	NA	2.6	38.7	54.0
	0.60	NA	1.6	10.8	16.4	NA	2.0	22.7	32.8	NA	2.4	35.6	49.5
0.10	0.55	NA	1.6	10.7	16.1	NA	2.0	22.3	32.2	NA	2.4	34.9	48.6
	0.60	NA	1.4	9.8	14.7	NA	1.8	20.4	29.5	NA	2.2	32.0	44.5
0.11	0.55	NA	1.4	9.7	14.6	NA	1.8	20.3	29.3	NA	2.1	31.7	44.1
	0.60	NA	1.3	8.9	13.4	NA	1.7	18.6	26.9	NA	2.0	29.1	40.5
Posted Speed = 45 mph													
0.09	0.55	NA	7.7	15.9	18.3	NA	16.5	33.6	36.8	NA	25.4	51.7	55.3
	0.60	NA	7.1	14.5	16.8	NA	15.1	30.8	33.7	NA	23.4	47.4	50.7
0.10	0.55	NA	7.0	14.3	16.5	NA	14.9	30.2	33.1	NA	23.0	46.5	49.7
	0.60	NA	6.4	13.1	15.1	NA	13.6	27.7	30.3	NA	21.0	42.7	45.6
0.11	0.55	NA	6.3	13.0	15.0	NA	13.5	27.5	30.1	NA	20.9	42.3	45.2
	0.60	NA	5.8	11.9	13.8	NA	12.4	25.2	27.6	NA	19.1	38.8	41.5

Source: Transportation Research Board's (TRB) Highway Capacity Manual 6th Ed.

2.2.4 Level of Service Standards

Although level of service is no longer used for identifying impacts under CEQA, level of service analysis is still used for determining consistency with adopted agency plans and standards. Where standards refer to significant environmental impacts, this analysis instead identifies these as significant inconsistencies with adopted plans.

The City of Wheatland discusses specific standards in its General Plan on page 2-4 (Policy 2.A.2):

> *The City shall develop and manage its roadway system to maintain LOS "C" or better on all roadways, except within one-quarter mile of state highways. In these areas, the City shall strive to maintain LOS "D" or better.*

The Yuba County 2030 General Plan contains the following language:

Policy CD16.4 On State highways, the level of service goals included in the adopted Yuba-Sutter Congestion Management Plan shall be maintained, as feasible.

The Sacramento Area Council of Governments' (SACOG) 2020 Congestion Management Process Update was reviewed and contained no LOS standards.

Thus, as the study intersection and study segments are within one-quarter mile of SR 65, a threshold of inconsistency of LOS D will be used. For the purposes of this analysis, operating conditions at study intersections and study segments will be considered inconsistent with City of Wheatland plans and standards if traffic impacts specific to the proposed Project cause LOS to fall below LOS D.

Additionally, unsignalized intersections would not be considered impacted unless they also meet the California Manual on Uniform Traffic Control Devices (2014 Ed.) (CA MUTCD) peak hour signal warrant (Warrant 3).

3.0 EXISTING CONDITIONS

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for the study intersections and segments, including the results of LOS calculations.

3.1 Existing Setting and Roadway System

Relevant roadways in the Project's vicinity are discussed below:

State Route (SR) 65 (D Street) is a two-lane northwest-southeast arterial that connects the City of Wheatland with surrounding agricultural areas as well as with nearby cities and communities such as Sheridan, Lincoln, and Yuba City. SR 65 additionally provides access to other major roadways, such as Interstate 80 and US 99. According to the City of Wheatland General Plan, SR 65 transitions into an "amenity corridor" within the downtown area and includes roadway improvements to complement its status as a highly trafficked roadway that bisects the City. The roadway generally parallels the Union Pacific Railroad (UPRR) right-of-way (ROW) and is the most direct route to travel from the north side of the City to the south side of the City. Within the City limits, SR 65 includes a two-way left-turn lane as a median, concrete sidewalks and Class II bike lanes on both sides, marked crosswalks and dedicated turn lanes at most signalized intersections, and signal control and side street stop control with other arterials and local roadways, respectively. The posted speed limit is 35 miles per hour (mph) within the City limits of Wheatland and 55 mph outside the City limits.

Main Street is a two-lane northeast-southwest arterial that connects various residential neighborhoods and commercial storefronts within the City. Main Street is designated as an "amenity corridor" by the City of Wheatland General Plan and extends from Roddan Lane in the south to Spenceville Road in the north. On-street parking is present on both sides. Concrete sidewalks are present on both sides intermittently. An at-grade highway-railroad crossing exists on the roadway between SR 65 and C Street. The posted speed limit is 25 mph.

Malone Avenue is a two-lane northwest-southeast running local roadway that is paved from Main Street to the southern City limits approximately 440 feet south of Main Street. The roadway serves residential land uses within the City limits. Beyond the City limits, Malone Avenue continues south unpaved in unincorporated area through open space and agricultural land uses until it reaches a wastewater reclamation plant approximately 760 feet north of Bear River. No bike or pedestrian facilities are present. No on-street parking is present. There is no posted speed limit.

3.2 Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wider sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services.

Pedestrian facilities consist of marked crosswalks, concrete sidewalks, pedestrian signals, and off-street paths that provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreational facilities.

In the Project's vicinity, concrete sidewalk exists on the north side of SR 65 and Main Street intersection. There are no sidewalks along the project frontage on SR 65. The concrete sidewalks exist on both sides along Main Street. Marked crosswalks, pedestrian call buttons, and signal heads with countdown timers are present at three corners and legs of the intersection of SR 65 and Main Street.

A graphic illustrating existing pedestrian facilities is provided in **Figure 3**.

3.3 Existing Bicycle Facilities

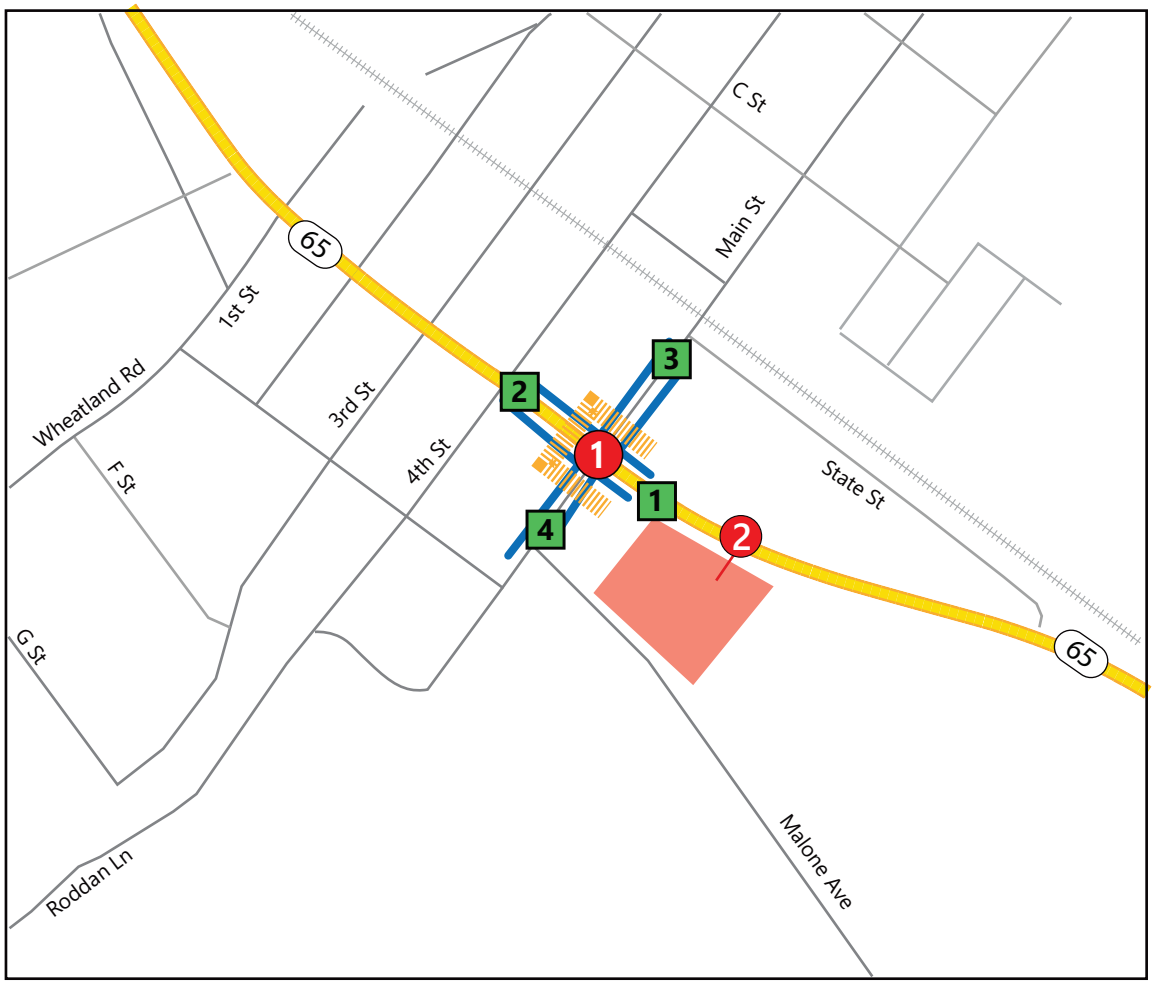
Bicycle paths, lanes, and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

- **Class I (Multiuse Trail)**: A completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- **Class II (Bike Lane)**: A designated lane for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited but with vehicle parking and cross-flows by pedestrians and motorists permitted.
- **Class III (Bike Route)**: A route designated by signs or pavement markings and shared with pedestrians and motorists.
- **Class IV (Separated Bikeway)**: An on-street facility reserved for use by bicyclists with physical separation between the bikeway and travel lanes. Physical separation consists or vertical elements that may include curbs, landscaping, bollards, or parking lanes.

In the Project's vicinity, Class II bike lanes exists on both sides of SR 65 from SR 65/Main Street intersection to the northern City limits at the intersection of SR 65 at Hooper Street.

A graphic illustrating existing bicycle facilities is provided in **Figure 4**.

Figure 3: Existing Pedestrian Facilities

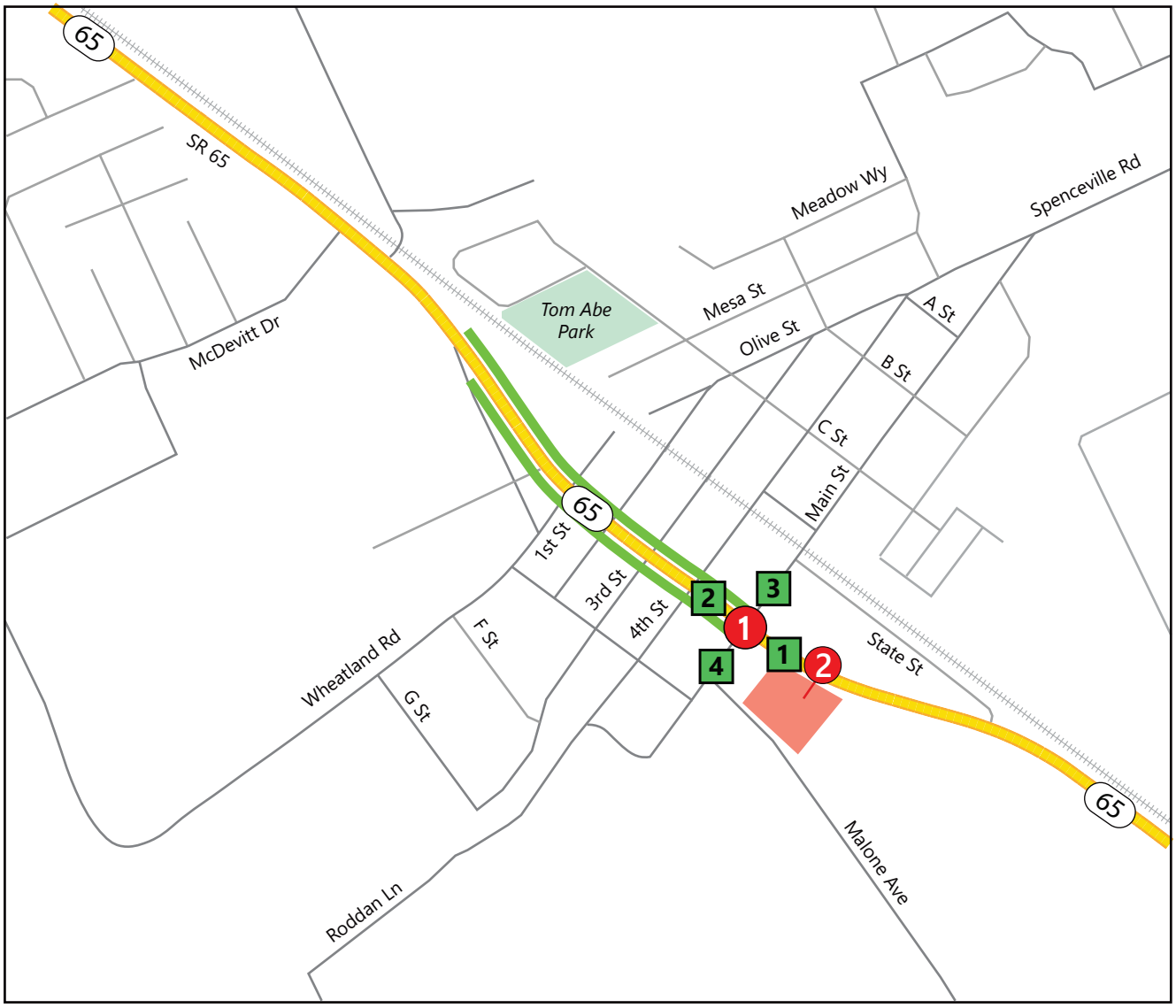


LEGEND

Project Site | Study Intersection | Study Segment | Project Driveway

Concrete Sidewalk | Marked Crosswalk

Figure 4: Existing Bicycle Facilities



3.4 Existing Transit Facilities

Yuba-Sutter Transit is a public agency that operates fixed-route and demand response (dial-a-ride) bus services throughout Yuba County and Sutter County. Bus services are divided into local routes and rural routes. Six routes are provided locally within the Marysville/Yuba City area and operate from 6:30 a.m. to 6:30 p.m. on weekdays and from 8:30 a.m. to 5:30 p.m. on Saturdays. No service is available on Sundays.

Rural routes consist of three routes that provide a combination of advance reservation (demand response) and scheduled services. The Wheatland Route is one of the three rural routes and connects various bus stops within the City of Wheatland with Yuba City. Service is provided on weekdays. The Wheatland Route provides one inbound bus from the City of Wheatland to Yuba City in the morning, and one outbound bus from Yuba City to the City of Wheatland in the evening per day.

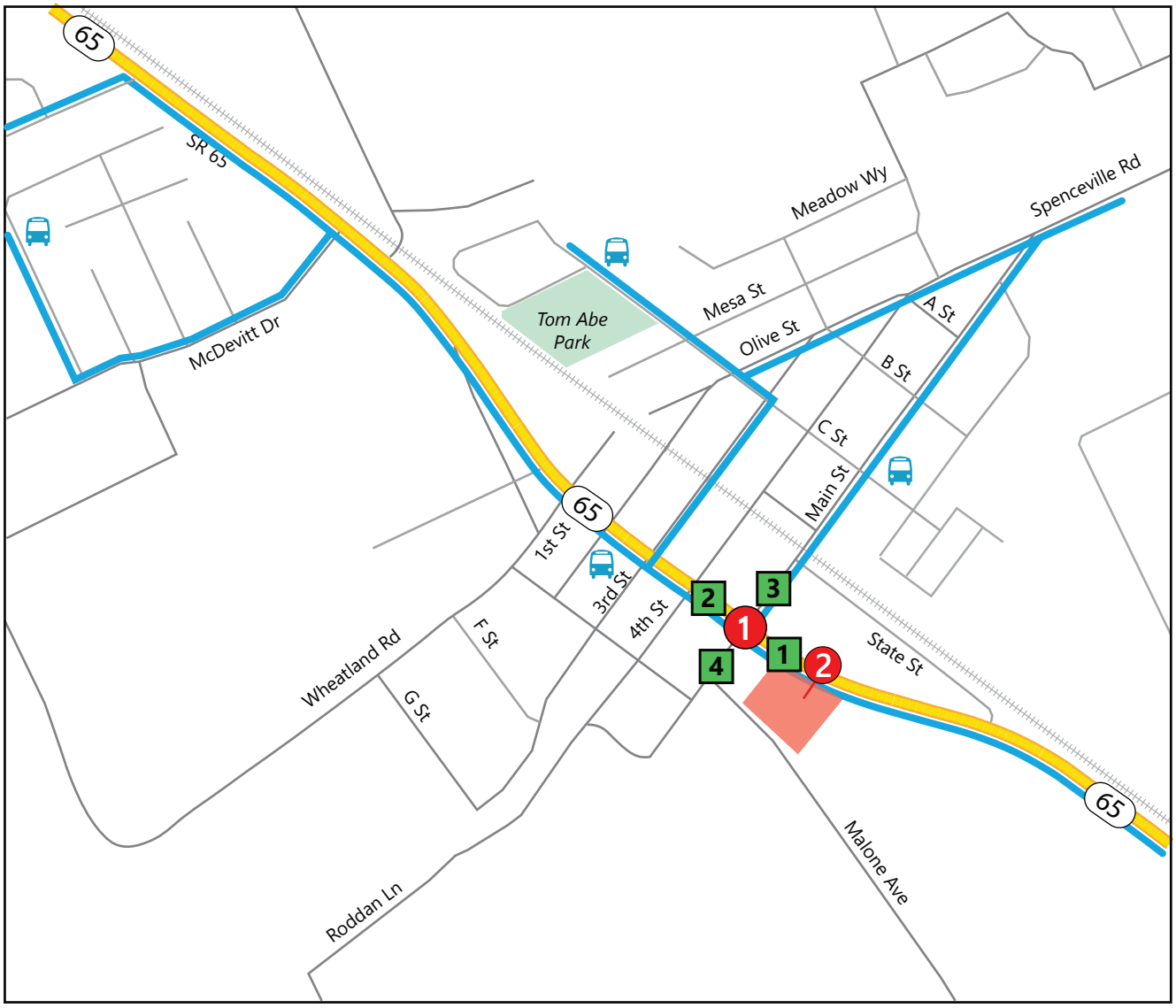
Table 4 shows the operating hours of the Wheatland Route. **Figure 5** shows the existing transit facilities in the City of Wheatland.

Table 4: Existing Bus Services

Route #	From	To	Weekdays		Weekend	
			Operating Hours	Headway (hours)	Operating Hours	Headway (hours)
Wheatland	Yuba County Government Center	Donner Trail Manor (121 C St.)	10:00 a.m. – 4:35 p.m.	24	-	-

Source: https://www.yubasuttertransit.com/

Figure 5: Existing Transit Facilities



3.5 Existing Traffic Volumes and Lane Configuration

In order to determine the weekday morning (AM) and the weekday afternoon (PM) turning movement traffic volumes, intersection turning movement counts (TMC) of vehicles, bicycles, and pedestrians were collected at the study intersections on Thursday, April 10, 2025, during the weekday morning and weekday afternoon peak periods (7–9 AM and 4–6 PM respectively).

The TMC data is included in **Appendix B.**

The existing lane geometries and traffic control at each study intersection are illustrated on **Figure 6**, and intersection turning movement volumes at each study intersection are illustrated on **Figure 7**.

Vehicular volumes were also collected on Thursday, April 10, 2025, along roadway segments near the Project site to determine the existing average daily traffic (ADT). The vehicular volumes were collected at following roadway segments:

1. SR 65, south of Main Street
2. SR 65, north of Main Street
3. Main Street, between SR 65 and State Street
4. Main Street, between SR 65 and Malone Avenue

3.6 Segment Level of Service

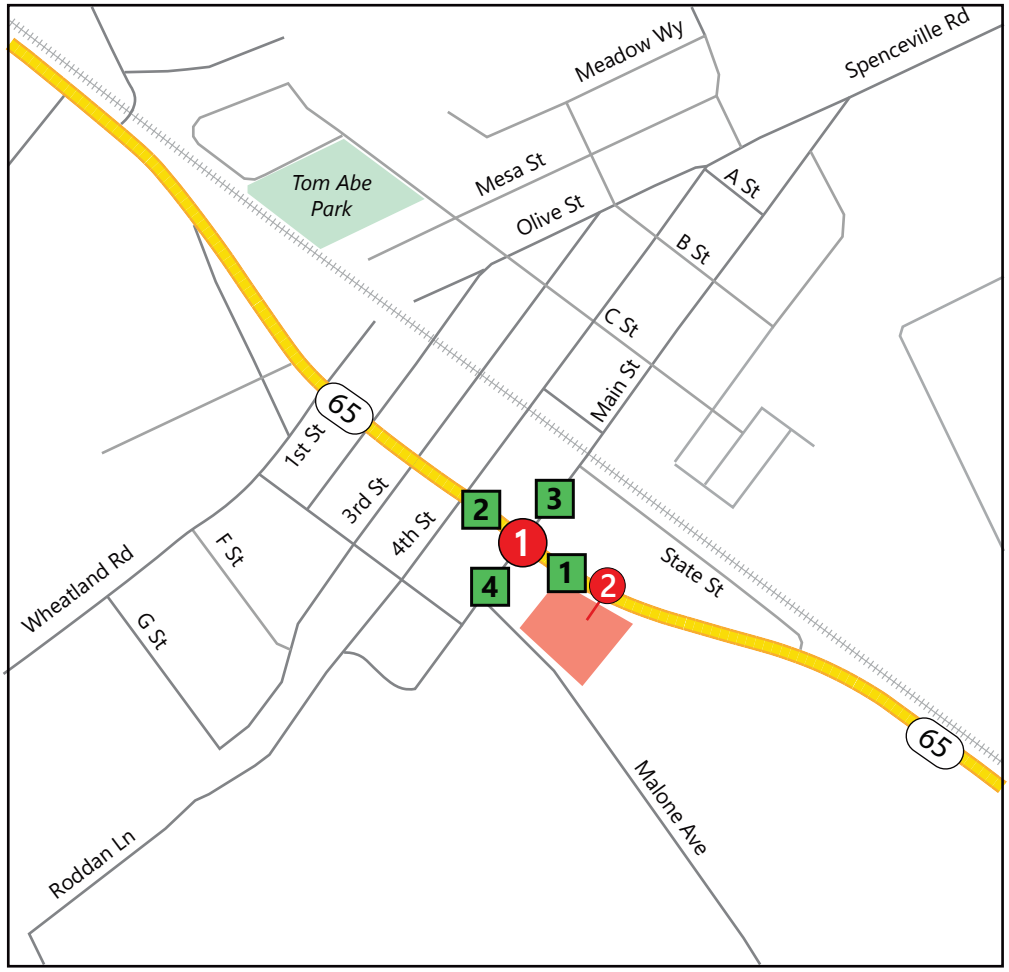
The existing ADT and segment LOS for each segment are shown in **Table 5**. The ADT data is available in **Appendix C**.

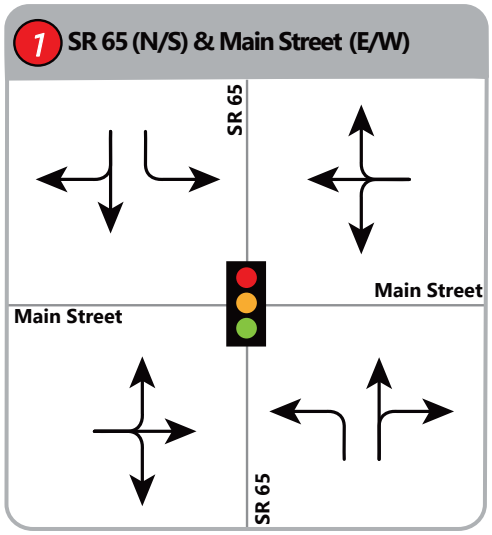
As shown in the table below, SR 65 handles the bulk of traffic volumes in the Project's vicinity and currently operates at unacceptable conditions.

Table 5: 2025 Existing Conditions ADT

No.	Corridor	Segment	Count Year	ADT	Existing LOS
1	SR 65	South of Main Street	2025	26,217	E/F
2	SR 65	North of Main Street	2025	25,489	E/F
3	Main Street	Between SR 65 and State Street	2025	3,846	C
4	Main Street	Between SR 65 and Malone Avenue	2025	860	A/B

Figure 6: Existing Lane Geometry and Traffic Controls



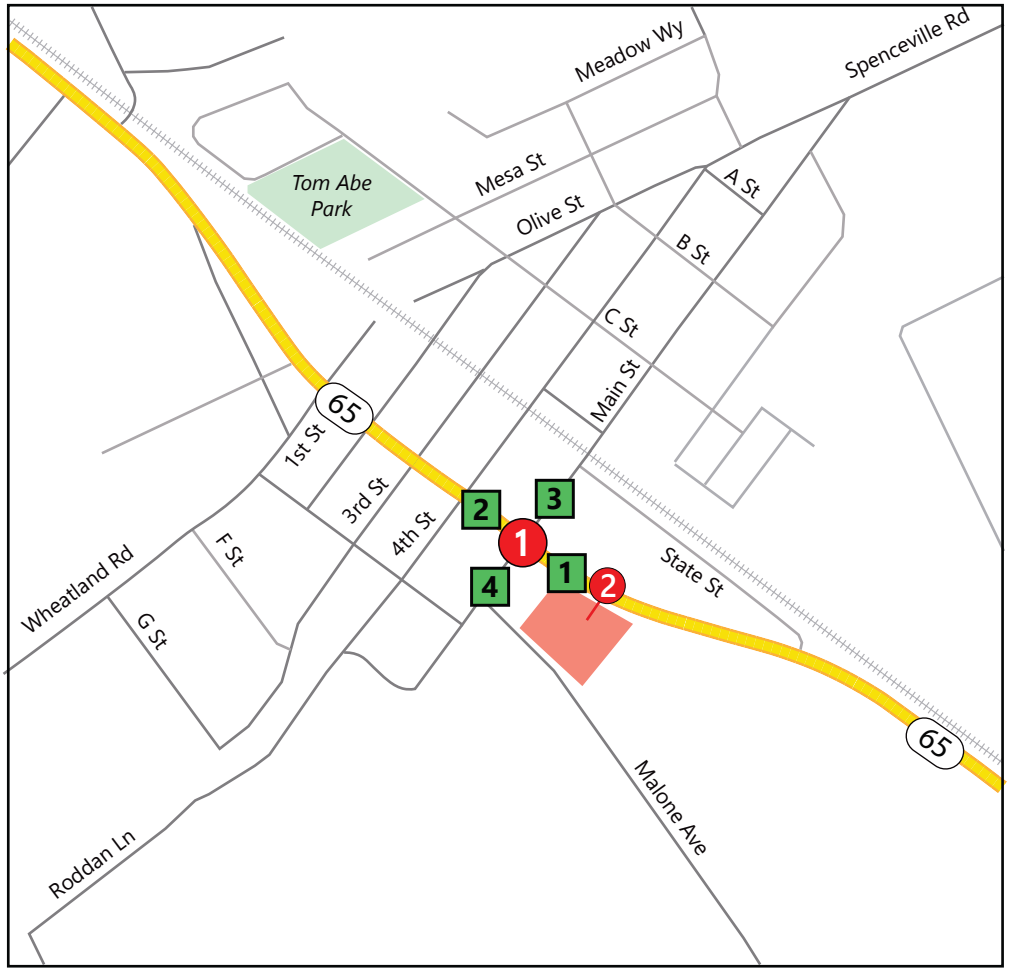


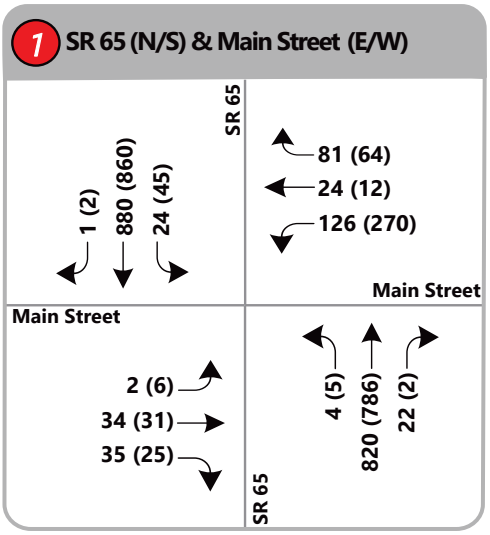
LEGEND

Project Site | Study Intersection | Study Segment | Project Driveway

Traffic Signal

Figure 7: Existing Peak Hour Turning Movement Volumes





LEGEND

Project Site | Study Intersection | Study Segment | Project Driveway

XX AM Peak Hour Volumes (XX) PM Peak Hour Volumes

3.7 Intersection Level of Service Analysis

Existing intersection lane configurations and turning movement volumes were used to calculate the level of service for the study intersection during each peak hour. Existing signal timings were obtained from the City. The results of the level of service analysis for Existing Conditions are summarized in **Table 6**. Detailed calculation sheets for the Existing Conditions scenario are contained in **Appendix D**.

Under Existing Conditions, the study intersection operates at LOS D or better, which is an acceptable LOS based on City standards.

Table 6: Existing Conditions – Intersection Level of Service Analysis Results

No.	Intersection	Control Type	Peak Hour	Delay (sec/veh)	LOS
1	SR 65 & Main Street	Signal	AM	32.3	C
			PM	43.6	D

Notes:

1. Signal = Signalized;

2. AM = AM Peak Hour; p.m. = PM Peak Hour

3. Delay measured in seconds per vehicle. For signalized and all-way stop controlled intersections, the delay represents the average control delay for all turning movements.

4. LOS = Level of Service

4.0 EXISTING PLUS PROJECT CONDITIONS

This section describes the impacts of the proposed project at the study intersections and surrounding roadway system. The Existing plus Project Conditions scenario consists of existing traffic volumes and roadway facilities plus new traffic generated by the proposed Project.

This section consists of two analysis components:

- A vehicle miles traveled (VMT) assessment of the proposed project (Section 4.1), and
- A level of service (LOS) assessment of study intersections (Sections 4.2 to 4.5).

The amount of traffic added to the roadway system by the proposed development is estimated using a three-step process:

- Trip Generation (Section 4.2) – Estimates the amount of traffic added to the roadway network,
- Trip Distribution (Section 4.3)– Estimates the direction of travel to and from the project site, and
- Trip Assignment (Section 4.3) – The new trips are assigned to specific street segments and intersection turning movements.

4.1 Vehicle Miles Traveled

The proposed project includes a gas station (12 Fueling positions) with a 4,000 square-foot (SF) convenience store, One Quick Service Restaurant with drive-through facilities (2,400 SF) and a Car Wash center (1,680 SF). Given that the proposed project includes land uses that serve local demand and that it is under the 50,000 square-foot threshold for non-residential development, the project can be screened out from a full VMT analysis. Therefore, a full VMT analysis is not anticipated to be required for the proposed development in Wheatland, CA.

4.2 Project Trip Generation

To estimate trips generated by the proposed development for the weekday morning (AM) peak hour, weekday afternoon (PM) peak hour, and weekday daily trips, TJKM utilized the published trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (TGM), 11th Edition, and consistent with the methodology published in ITE's Trip Generation Handbook (TGH), 3rd Edition.

TJKM utilized published trip rates from the following ITE Land Use Codes (LUC) to estimate the trips generated by the proposed Project's various land uses:

1. LUC 934 (Fast-Food Restaurant with drive-through window]) for the quick service restaurant with drive-through; and
2. LUC 948 (Automated Car Wash) for the single tunnel drive-through car wash based on square footage.

Trip rates for the proposed convenience store with a 12-fueling-position gas station was derived from the driveway counts collected at an existing convenience store/gas station facility located at 500 McDevitt Drive in Wheatland. Based on driveway counts at the existing chevron gas station, the observed peak hours are 7:30–8:30 a.m. and 5:00–6:00 p.m. Daily trips were estimated using a general rule of thumb, assuming the

daily volume equals ten times the PM peak-hour trips. . Trip rates were calculated based on the total trips at the driveways. A comparison between the ITE trip rates and the existing traffic counts indicates that the ITE rates are slightly higher. It is important to note that the existing facility includes restaurants such as Subway, Pho J Love, and Taco Bell; therefore, some of the observed trips are attributable to these establishments rather than the gas station or convenience store itself. Accordingly, a 10% mixed-use trip reduction has been applied to account for shared trip generation.

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway. Mixed-use trips are trips where one journey serves more than one purpose instead of a single, dedicated purpose.

With pass-by trips reductions and mixed-used trips reductions applied, the proposed development is anticipated to generate approximately 2,622 new trips during a typical weekday, with 228 new trips (120 inbound, 108 outbound) occurring during the a.m. peak hour and 261 new trips (135 inbound, 126 outbound) occurring during the p.m. peak hour. **Table 7** shows the project trip generation.

4.3 Project Trip Distribution and Assignment

Trip distribution is a process of development study assumptions that estimates the direction vehicular trips will arrive and depart the Project site.

Trip distribution assumptions for the proposed Project were developed based on knowledge of the study area and existing daily travel patterns.

The trip distribution for vehicles entering the project site is listed below for both peak hours:

- 53 percent from the north via SR 65;
- 30 percent from the south via SR 65;
- 10 percent from the east via Main Street; and
- 7 percent from the west via Wheatland Road.

The trip distribution for vehicles exiting the project site is listed below for both peak hours:

- 25 percent in the AM and 20 percent in the PM to the north via SR 65;
- 75 percent in the AM and 80 percent in the PM to the south via SR 65;

The Project traffic was then assigned to individual turning movements at the appropriate intersections. Project trip distribution and assignment are illustrated in **Figure 8.**

Table 7: Project Trip Generation

Land Use	ITE Land Use Code	Size	Units	------ Weekday ------														
				Daily		AM Peak Hour							PM Peak Hour					
				Rate	Total	Rate	In:Out %	% In	In	% Out	Out	Total	Rate	% In	In	% Out	Out	Total
Convenience Store/Gas Station - GFA (2-4 k)[1]		12	VFP	181.25	2,175	15.63	53:47	53%	99	47%	88	187	18.13	52%	114	48%	105	219
Total Trips (A)					**2,175**				**99**		**88**	**187**			**114**		**105**	**219**
Fast-Food Restaurant with Drive-Thru Window[2]	934	2.400	KSF	467.48	1,122	50.57	52:48	52%	63	48%	58	121	50.94	51%	62	49%	60	122
Pass-By Trip Discount[3]				*50%*	*561*	*50%*			*32*		*29*	*61*	*55%*		*34*		*33*	*67*
Total Trips (B)					**561**				**31**		**29**	**60**			**28**		**27**	**55**
Automated Car Wash[4]	948	1.680	KSF	N/A	240	N/A	50:50	50%	6	50%	6	12	14.20	50%	12	50%	12	24
Total Trips (C)					**240**				**6**		**6**	**12**			**12**		**12**	**24**
Total Pass-By Trip Reductions					***561***				***32***		***29***	***61***			***34***		***33***	***67***
Mixed-use Trip Reduction[5]				***10%***	***354***	***10%***			***17***		***15***	***32***	***10%***		***19***		***18***	***37***
Total Vehicle Trips (before pass-by and mixed-use trip reductions)					**3,537**				**168**		**152**	**320**			**188**		**177**	**365**
Total Vehicle Trips (with pass-by and mixed-use trip reductions)					**2,622**				**120**		**108**	**228**			**135**		**126**	**261**

Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (09/2021).

Notes:

KSF - Thousand Square Feet; VFP - Vehicle Fueling Positions

[1]Convenience Store/Gas Station based on number of vehicle fueling positions. Rates are based on the existing facility.

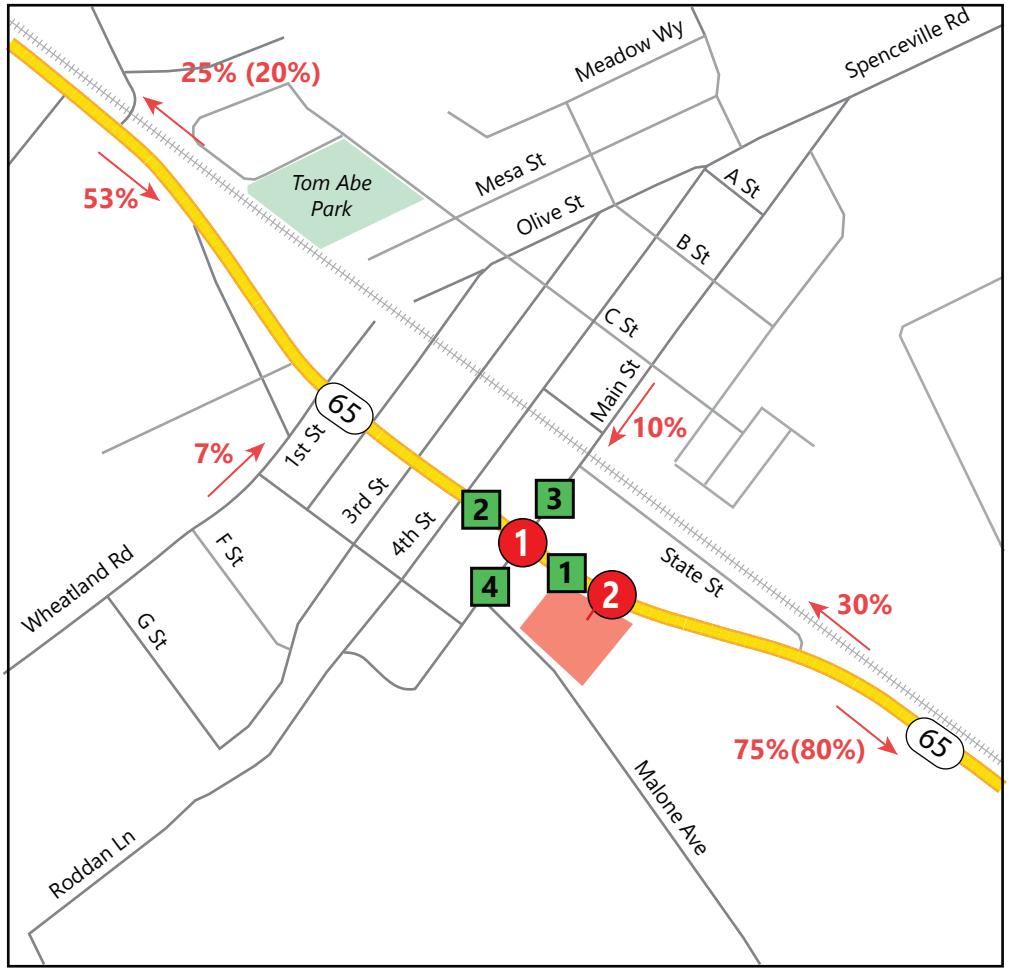
[2]Fast Food Restaurants with Drive-Thru Window (ITE Land Use Code 934) based on gross square footage.

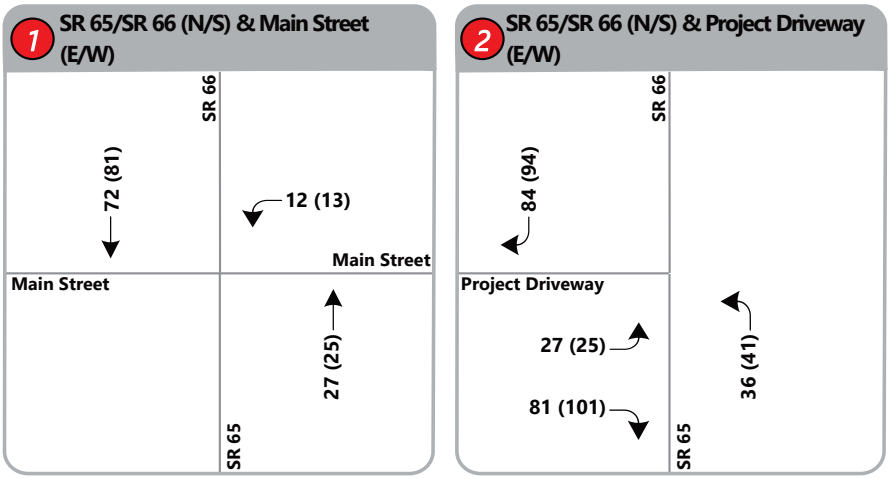
[3]ITE Pass-By reduction rate of 50% in the AM peak hour and 55% in the PM peak hour for Fast-Food Restaurant with Drive-Through Window.
Pass by Trip rate of 50% for daily is assumed based on AM Pass-By trip rates.

[4]The ITE Trip Generation Manual, 11th Edition (09/2021) shows that Land Use Code 948 is conformed of a small sample size for this specific land use. This Land Use Code does not contain an average daily trip rate and an AM peak hour of generator trip rate. Therefore, the PM peak hour of generator trip rate has been used to estimate the average daily trip rate (assumed as 10 times the value of the PM peak hour of generator) and a AM peak hour trip rate (assumed as 50% of the value of the PM peak hour of generator). The AM peak hour directional distribution is assumed as the same as the presented PM peak hour directional distribution in the ITE Trip Generation Manual, 11th Edition (09/2021).

[5]For the gas station land use, an assumed mixed-use trip reduction of 10% of the value of the traffic generated by all the other combined uses is applied.

Figure 8: Project Trip Distribution and Trip Assignment



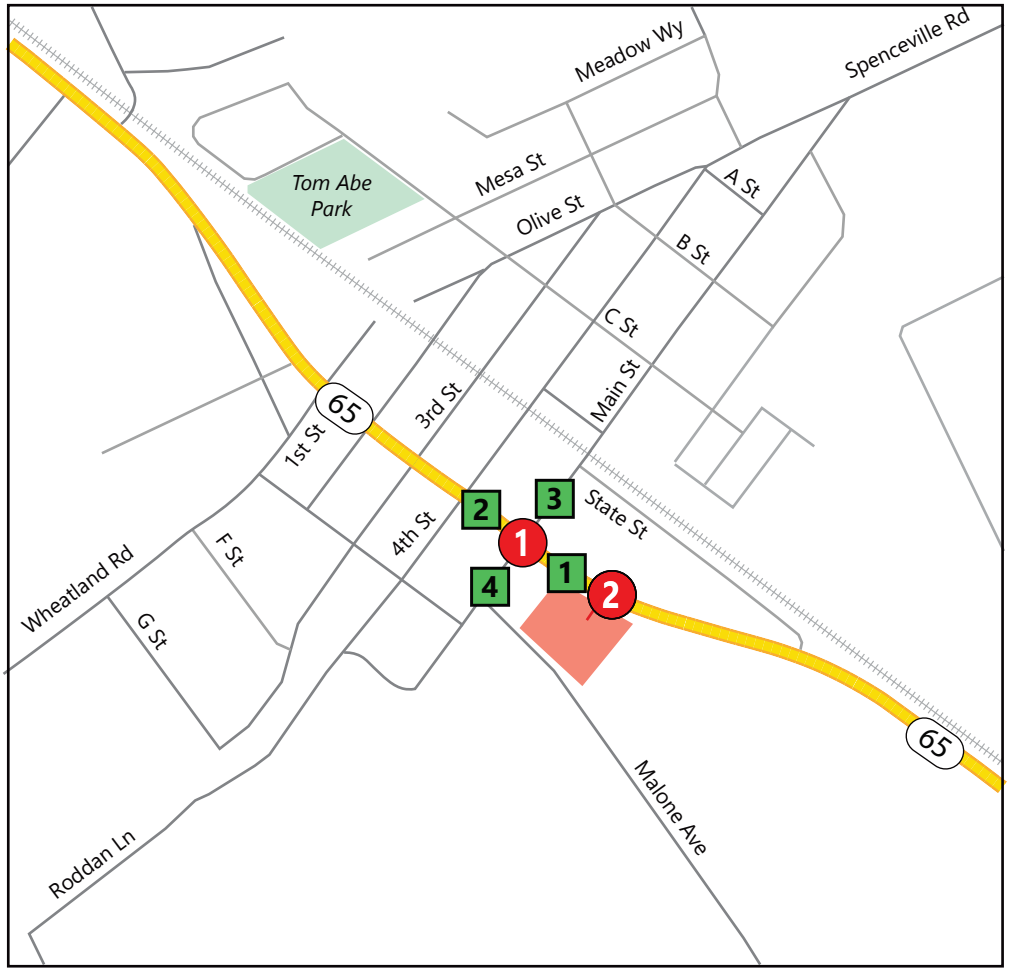


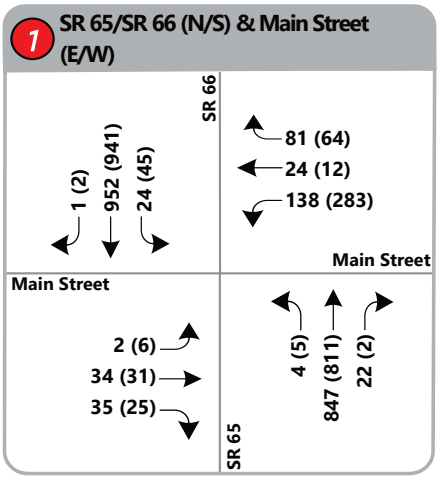
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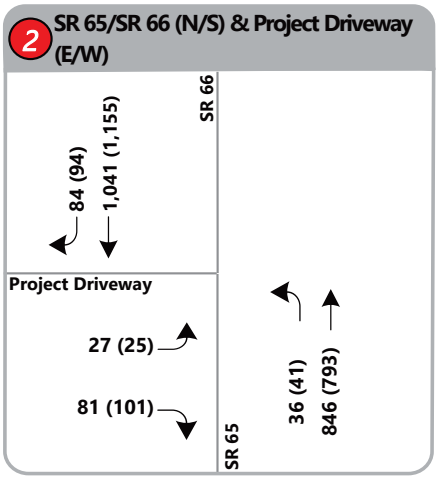
Project Site | Study Intersection | Study Segment | Project Driveway

XX AM Peak Hour Volumes | (XX) PM Peak Hour Volumes | XX% Trip Distribution

Figure 9: Existing plus Project Peak Hour Turning Movement Volumes







LEGEND

Project Site | Study Intersection | Study Segment | Project Driveway

XX AM Peak Hour Volumes (XX) PM Peak Hour Volumes

4.4 Segment Level of Service

The Existing Project ADT and segment LOS for each segment are shown in **Table 8**. Segment LOS for Existing Conditions are shown as well for comparison. Segment LOS does not change with the addition of Project traffic. Segments along SR 65 continue to operate below acceptable conditions. The ADT data is available in **Appendix C**.

Table 8: Existing plus Project Conditions ADT

No.	Corridor	Segment	2025 ADT	Existing LOS	Additional Traffic from Project	Existing plus Project ADT	Existing plus Project LOS
1	SR 65	South of Main Street	26,217	E/F	2,490	28,707	E/F
2	SR 65	North of Main Street	25,489	E/F	2,229	27,718	E/F
3	Main Street	Between SR 65 and State Street	3,846	C	262	4,108	C
4	Main Street	Between SR 65 and Malone Avenue	860	A/B	0	860	A/B

4.5 Intersection Level of Service Analysis

The intersection level of service analysis results for the Existing plus Project Conditions scenario are summarized in **Table 9.** The results for Existing Conditions are included for comparison. Detailed calculation sheets for Existing Conditions plus Project are contained in **Appendix E**.

Under Existing plus Project conditions, SR 65 and Project Driveway (Intersection 2) would be expected to operate at LOS E during both peak hours. However, the project would construct an approximately 200 feet two-way left-turn lane along SR-65 in front of the site, reducing delay for vehicles entering/exiting the project site on SR-65.

Table 9: Existing plus Project Conditions – Intersection Level of Service Analysis Results

No.	Intersection	Control Type	Peak Hour	Existing Conditions		Existing plus Project Conditions		Change in Delay (sec/veh)
				Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
1	SR 65 & Main Street	Signal	AM	32.3	C	36.4	D	4.1
			PM	43.6	D	48.3	D	4.7
2	SR 65 & Project Driveway	OWSC	AM	-	-	**43.2**	**E**	-
			PM	-	-	**48.9**	**E**	-

Notes:

1. Signal = Signalized; OWSC = One-Way Stop Control

2. AM = AM Peak Hour; PM = PM Peak Hour

3. Delay measured in seconds per vehicle. For signalized and all-way stop controlled intersections, the delay represents the average control delay for all turning movements. For one- and two-way stop controlled intersections, the delay represents the worse average control delay for a given approach.

4. LOS = Level of Service

4.6 Queuing Analysis

TJKM conducted vehicle queuing and storage analysis for all left-turn or right-turn lanes at the study intersection where project traffic is added under Existing plus Project Conditions. The 95th percentile queues (herein referred to as the "maximum" queue) were analyzed using the HCM 2000 queuing methodology contained in the Synchro 12 software. The results for No Project Conditions are included for comparison purposes. Detailed results are included in the LOS appendices corresponding to each analysis scenario.

At the intersection of SR 65 and Main Street, the queue length for the southbound left-turn lane exceeds the available storage capacity during the AM and PM peak hour under both Existing and Existing plus Project Conditions. However, the proposed development will not add any trips to the southbound left-turn movement.

Table 10 summarizes the 95th percentile queue lengths at the study intersection.

Table 10: 95th Percentile Queue Assessment Results

#	Intersection	Lane Group	Storage Length (ft)	Existing Conditions (ft)		Existing plus Project Conditions (ft)		Change in Queue Length (ft)	
				AM	PM	AM	PM	AM	PM
1	SR 65 and Main Street	EBLTR	-	71	67	71	67	0	0
		WBLTR	-	288	532	305	561	17	29
		NBL	200	17	20	17	20	0	0
		NBTR	-	1,104	853	1,160	941	56	88
		SBL	50	50	**80**	50	**80**	0	0
		SBTR	-	1,046	829	1,191	1,071	145	242

Note:

EBLTR = eastbound-left/through/right

WBLTR = westbound- left/through/right

NBL = northbound-left

SBL = southbound-left

***Bold** indicates queue lengths exceeding existing storage capacity.*

Storage length and 95th percentile queue is expressed in feet per lane

5.0 Additional Analysis

The following sections provide additional analyses of other transportation issues associated with the project site, including:

- Alternative Modes of Transportation;
- Site Access Management, Internal Circulation; and
- Parking.

Unlike the VMT or LOS impact methodology, the analyses in these sections are generally based on professional judgment in accordance with the standards and methods employed by traffic engineers and planners.

5.1 Alternative Modes of Transportation

5.1.1 Pedestrian Impacts

A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to pedestrian facilities or otherwise decreases the performance or safety of pedestrian facilities. The proposed project would not result in any such conflicts; therefore, the impact to pedestrian facilities is expected to be **less-than-significant**.

5.1.2 Bicycle Impacts

The proposed project is expected to generate limited bicycle traffic. Limited bicycle facilities currently exist in the vicinity of the project site. Currently, Class II bike lanes exists on both sides of SR 65 from Hooper Street to Main Street. An impact to bicyclists occurs if a proposed project disrupts existing bicycle facilities, or conflicts with or creates inconsistencies with adopted bicycle system plans, guidelines, and policies. A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to bicycle facilities or otherwise decreases the performance or safety of bicycle facilities. The proposed Project would not result in any such conflicts; therefore, the impact to bicycle facilities is expected to be **less-than-significant**.

5.1.3 Transit Impacts

A proposed project is considered to have a significant impact on transit if it conflicts with existing or planned transit facilities, or if it is expected to generate additional transit trips and it does not provide adequate facilities for additional pedestrians and bicyclists to access transit routes and stops. While the project is not expected to generate any substantial increases in transit ridership, any increases resulting from the project could easily be accommodated by the existing bus services. Therefore, the impact to transit facilities is expected to be **less-than-significant**.

5.2 Vehicular Site Access and On-Site Circulation

Access to the project site would be via one full access driveway along SR 65. Circulation on the project site is via internal streets that are generally 25 feet wide. As per site plan (**Figure 2**), the 'Suite B' drive-through can accommodate up to 10 vehicles without spilling back on the internal circulation streets. For this site, on-site queueing is expected to be adequate and there is no likelihood that any adjacent public street will be impacted by drive-through queueing. From the site plan, any overflow of vehicles from the drive-through can be accommodated on-site within the circulation aisles without spilling back on public streets.

Emergency Vehicles can also access the project site via 20 feet wide Emergency Vehicles Access (EVA) gate along Malone Avenue. Emergency vehicles and garbage trucks would be able to circulate through the parking aisles. On-site circulation is considered **adequate**.

5.3 Parking

This section discusses vehicle parking for the proposed project and includes an assessment of whether the proposed parking supply is adequate. Project proposes to provide a total of 36 parking spaces. As per the City of Wheatland Municipal code (Chapter 18.63: Off-Street Parking and Loading), quick service restaurants have a minimum parking space requirement of one space per 75 square feet of floor area. convenience stores have a minimum parking space requirement of one space per 300 square feet of floor area plus 1 for each employee in the maximum shift. Car Wash center has a minimum parking space requirement of one space per 300 square feet of floor area.

Based on the City requirements, the Project is required to provide a total of 54 parking spaces for quick service restaurant, a convenience store and a car wash center. The Project plans to provide a total of 63 parking spaces, which includes 28 standard spaces, 5 compact spaces, 2 accessible spaces, 12 spaces at fuel pumps, 2 RV/Boat spaces, 6 vacuum spaces for car wash center, and 8 EV spaces. The proposed parking supply is adequate as per the City of Wheatland off-street parking guidelines.

Appendix A: HCM Methodology

TECHNICAL MEMORANDUM

Subject: Highway Capacity Manual – Level of Service Definitions

The purpose of this memorandum is to define level of service (LOS) and the procedures for its calculation.

LOS is commonly used as a measure of effectiveness (MOE) / quality of service (QOS) for traffic. The procedures for LOS determination and calculation are found within the Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM), 6th Edition. MOE / QOS generally consist of quantitative metrics to characterize operational conditions within a traffic stream. LOS is a measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each facility type that has procedures available. Alphabetical letters designated each grade from A to F. LOS A represents the best operating conditions; LOS F represents the worst operating conditions. Each LOS represents a range of operating conditions and drivers' perceptions of those conditions. Safety is not included in the measure to establish service level.

A general description of LOS for every types of roadway facilities is shown in **Table 1**.

Table 1: General LOS by Facility Type

	Uninterrupted Flow	Interrupted Flow
Facility Example Types		
	Freeways	Signalized intersections
	Multi-lane highways	Two-way stop controlled intersections
	Two-lane highways	All-way stop controlled intersections
	Urban Streets	Roundabouts
LOS Character		
A	Free flow.	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Moderate delay
D	High density stable flow.	Acceptable delay
E	Unstable flow.	Limit of acceptable delay,
F	Forced or breakdown flow.	Unacceptable delay.

Signalized Intersections

Signalized intersection LOS is based upon the traffic volume present in each lane on the roadway, the capacity of each lane at the intersection, and control delay experienced by each vehicle. LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach; control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control; it is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. A v/c ratio of 1.0 or more indicates cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 sec/veh represents failure from a delay perspective). The detailed methodology for determining LOS at signalized intersection is presented in Chapter 19 of the HCM. The LOS for signalized intersections are defined in **Table 2**.

Table 2: Signalized LOS Summary

LOS	Definition	Control Delay Range (s/veh)	v/c Range
A	Very low control delay. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is short. Most vehicles arrive during the green phase. Many vehicles do not stop at all.	≤ 10	≤ 1.0
B	The v/c ratio is low. There is good progression, short cycle lengths, or both. More vehicles stop, causing higher levels of delay.	≤ 20	≤ 1.0
C	Higher delays occur in favorable progression or a due to a moderate cycle length, or both. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during a given cycle) may begin to appear. The number of vehicles stopping is still considered low-to-moderate, though many vehicles still pass through the intersection without stopping.	≤ 35	≤ 1.0
D	The influence of congestion becomes more apparent. Longer delays may result from some combination of a high v/c ratio, ineffective progression, long cycle length, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	≤ 55	≤ 1.0
E	Typically considered the limit of acceptable delay. High delays usually indicate a very high v/c ratio, poor progression, long cycle lengths, and high volumes. Most cycles fail to clear the queue.	≤ 80	≤ 1.0
F	Delays are unacceptable to most drivers. Conditions are considered oversaturated. Arrival flow rates exceed the capacity of the intersection (v/c in excess of 1.0). Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.	> 80	> 1.0

Two-Way Stop Controlled Intersections

At two-way stopped controlled (TWSC) intersections, LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons:

1. The major-street through and right-turning traffic are assumed to experience zero delay as traffic progression operates unimpeded;
2. The disproportionate number of major-street through traffic at a typical TWSC intersection skews the weighted average of all movements, resulting in very low overall average delay for all vehicles, and
3. The resulting low delay can mask LOS deficiencies for minor movements.

The LOS for the minor street and the mainline left-turn traffic are dependent on the volume and capacity of the available lanes, and the number and frequency of acceptable gaps in the major street traffic to make a conflicting turn. The LOS grade is provided for all conflicting movements at an intersection and is based on the total average control delay experienced by each vehicle and the lane group volume-to-capacity (v/c) ratios. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection. The detailed methodology for determining LOS at TWSC intersection is presented in Chapter 20 of the HCM. The TWSC LOS descriptions are provided in **Table 3.**

Table 3: TWSC LOS Summary

LOS	Definition	Control Delay Range (s/veh)	v/c Range
A	Usually no conflicting traffic. Drivers can easily find gaps in traffic to maneuver. v/c is low.	≤ 10	≤ 1.0
B	Occasionally some delay due to conflicting traffic. Drivers can find gaps in traffic. v/c is low.	≤ 15	≤ 1.0
C	There is some noticeable delay due to conflicting traffic. Drivers are still able to find gaps in traffic.	≤ 25	≤ 1.0
D	Drivers experience delay due to less gaps in traffic to maneuver. Lane group v/c creeps closer to 1.0.	≤ 35	≤ 1.0
E	Delay approaches driver tolerance levels. Drivers will occasionally find gaps in traffic to maneuver. Lane group v/c approaches 1.0.	≤ 50	≤ 1.0
F	Delay exceed driver tolerance levels or v/c exceeds 1.0 or both.	> 50	> 1.0

All-Way Stop Controlled and Roundabout Intersections

All-way stopped controlled (AWSC) intersections and roundabout intersections are based upon the traffic volume present in each lane on the roadway, the capacity of each lane at the intersection, and control delay. LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach; control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection. A v/c ratio of 1.0 represents failure from a capacity perspective (just as delay in excess of 80 sec/veh represents failure from a delay perspective).

The detailed methodology for determining LOS at AWSC and roundabout intersection are presented in Chapter 21 and Chapter 22 respectively in the HCM. The AWSC and roundabout LOS descriptions are shared and are provided in **Table 4**.

Table 4: AWSC and Roundabout LOS Summary

LOS	Definition	Control Delay Range (s/veh)	v/c Range
A	Usually no conflicting traffic. Drivers can easily find gaps in traffic to maneuver. v/c is low.	≤ 10	≤ 1.0
B	Occasionally some delay due to conflicting traffic. Drivers can find gaps in traffic. v/c is low.	≤ 15	≤ 1.0
C	There is some noticeable delay due to conflicting traffic. Drivers are still able to find gaps in traffic.	≤ 25	≤ 1.0
D	Drivers experience delay due to less gaps in traffic to maneuver. Lane group v/c creeps closer to 1.0.	≤ 35	≤ 1.0
E	Delay approaches driver tolerance levels. Drivers will occasionally find gaps in traffic to maneuver. Lane group v/c approaches 1.0.	≤ 50	≤ 1.0
F	Delay exceed driver tolerance levels or v/c exceeds 1.0 or both.	> 50	> 1.0

Appendix B: Intersection Turning Movement Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 65/D St & Main St
City: Wheatland
Control: Signalized

Project ID: 25-070078-001
Date: 4/10/2025

Data - Total

NS/EW Streets:	SR 65/D St				SR 65/D St				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	189	8	0	7	249	0	0	0	4	4	0	23	3	11	0	500
7:15 AM	1	232	9	0	2	223	0	0	0	4	13	0	37	2	13	0	536
7:30 AM	0	215	2	0	7	231	0	0	0	8	6	0	40	8	24	0	541
7:45 AM	1	184	3	0	8	177	1	0	2	18	12	0	26	11	33	0	476
8:00 AM	0	201	4	0	13	174	1	0	0	19	10	0	27	4	23	0	476
8:15 AM	0	170	3	0	8	183	0	0	1	12	5	0	28	4	13	0	427
8:30 AM	2	175	3	0	2	185	1	0	3	4	4	0	23	5	16	0	423
8:45 AM	0	174	2	0	10	221	0	0	0	2	1	0	25	2	10	0	447
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	1540	34	0	57	1643	3	0	6	71	55	0	229	39	143	0	3826
APPROACH %'s :	0.38%	97.47%	2.15%	0.00%	3.35%	96.48%	0.18%	0.00%	4.55%	53.79%	41.67%	0.00%	55.72%	9.49%	34.79%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	4	820	22	0	24	880	1	0	2	34	35	0	126	24	81	0	2053
PEAK HR FACTOR :	0.500	0.884	0.611	0.000	0.750	0.884	0.250	0.000	0.250	0.472	0.673	0.000	0.788	0.545	0.614	0.000	0.949
		0.874				0.884				0.555				0.802			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	199	0	0	10	205	0	0	3	12	10	0	55	6	18	0	520
4:15 PM	1	188	1	0	11	202	1	0	1	8	2	0	83	2	16	0	516
4:30 PM	1	201	0	0	13	217	1	0	2	5	10	0	64	4	17	0	535
4:45 PM	1	198	1	0	11	236	0	0	0	6	3	0	68	0	13	0	537
5:00 PM	1	201	0	0	9	193	1	0	1	10	5	0	52	4	11	0	488
5:15 PM	0	230	2	0	9	222	1	0	1	8	1	0	46	5	8	0	533
5:30 PM	4	203	0	0	15	150	0	0	1	5	3	0	36	2	11	0	430
5:45 PM	1	185	6	0	11	184	2	0	1	9	1	0	34	3	8	0	445
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	1605	10	0	89	1609	6	0	10	63	35	0	438	26	102	0	4004
APPROACH %'s :	0.68%	98.71%	0.62%	0.00%	5.22%	94.42%	0.35%	0.00%	9.26%	58.33%	32.41%	0.00%	77.39%	4.59%	18.02%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	5	786	2	0	45	860	2	0	6	31	25	0	270	12	64	0	2108
PEAK HR FACTOR :	0.625	0.978	0.500	0.000	0.865	0.911	0.500	0.000	0.500	0.646	0.625	0.000	0.813	0.500	0.889	0.000	0.981
		0.981				0.918				0.620				0.856			

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 65/D St & Main St
City: Wheatland
Control: Signalized

Project ID: 25-070078-001
Date: 4/10/2025

Data - Cars

NS/EW Streets:	SR 65/D St				SR 65/D St				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	170	8	0	7	227	0	0	0	2	4	0	23	3	10	0	456
7:15 AM	1	214	8	0	2	199	0	0	0	4	13	0	37	2	13	0	493
7:30 AM	0	191	2	0	7	214	0	0	0	7	6	0	38	7	24	0	496
7:45 AM	1	154	3	0	8	156	1	0	2	16	12	0	25	8	31	0	417
8:00 AM	0	172	4	0	13	156	1	0	0	19	10	0	27	4	21	0	427
8:15 AM	0	148	2	0	8	160	0	0	1	12	5	0	28	3	13	0	380
8:30 AM	2	154	3	0	2	163	1	0	3	4	4	0	23	4	14	0	377
8:45 AM	0	150	2	0	9	192	0	0	0	2	1	0	23	2	10	0	391
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	1353	32	0	56	1467	3	0	6	66	55	0	224	33	136	0	3437
APPROACH %'s :	0.43%	97.27%	2.30%	0.00%	3.67%	96.13%	0.20%	0.00%	4.72%	51.97%	43.31%	0.00%	57.00%	8.40%	34.61%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	4	729	21	0	24	796	1	0	2	29	35	0	123	20	78	0	1862
PEAK HR FACTOR :	0.500	0.852	0.656	0.000	0.750	0.877	0.250	0.000	0.250	0.453	0.673	0.000	0.809	0.625	0.629	0.000	0.939
		0.845				0.877				0.550				0.801			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	189	0	0	10	189	0	0	3	12	10	0	55	4	17	0	491
4:15 PM	1	181	1	0	10	191	1	0	1	8	2	0	83	2	16	0	497
4:30 PM	1	189	0	0	12	212	1	0	2	5	10	0	63	4	17	0	516
4:45 PM	1	188	1	0	11	225	0	0	0	6	3	0	67	0	13	0	515
5:00 PM	1	192	0	0	9	190	1	0	1	10	5	0	52	4	11	0	476
5:15 PM	0	220	2	0	9	220	1	0	1	8	1	0	46	5	7	0	520
5:30 PM	4	198	0	0	14	143	0	0	1	5	3	0	35	2	11	0	416
5:45 PM	1	183	6	0	11	181	2	0	1	9	1	0	34	3	8	0	440
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	1540	10	0	86	1551	6	0	10	63	35	0	435	24	100	0	3871
APPROACH %'s :	0.70%	98.65%	0.64%	0.00%	5.23%	94.40%	0.37%	0.00%	9.26%	58.33%	32.41%	0.00%	77.82%	4.29%	17.89%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	5	747	2	0	43	817	2	0	6	31	25	0	268	10	63	0	2019
PEAK HR FACTOR :	0.625	0.988	0.500	0.000	0.896	0.908	0.500	0.000	0.500	0.646	0.625	0.000	0.807	0.625	0.926	0.000	0.978
		0.987				0.913				0.620				0.844			

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 65/D St & Main St
City: Wheatland
Control: Signalized

Project ID: 25-070078-001
Date: 4/10/2025

Data - HT

NS/EW Streets:	SR 65/D St				SR 65/D St				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	19	0	0	0	22	0	0	0	2	0	0	0	0	1	0	44
7:15 AM	0	18	1	0	0	24	0	0	0	0	0	0	0	0	0	0	43
7:30 AM	0	24	0	0	0	17	0	0	0	1	0	0	2	1	0	0	45
7:45 AM	0	30	0	0	0	21	0	0	0	2	0	0	1	3	2	0	59
8:00 AM	0	29	0	0	0	18	0	0	0	0	0	0	0	0	2	0	49
8:15 AM	0	22	1	0	0	23	0	0	0	0	0	0	0	1	0	0	47
8:30 AM	0	21	0	0	0	22	0	0	0	0	0	0	0	1	2	0	46
8:45 AM	0	24	0	0	1	29	0	0	0	0	0	0	2	0	0	0	56
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	187	2	0	1	176	0	0	0	5	0	0	5	6	7	0	389
APPROACH %'s :	0.00%	98.94%	1.06%	0.00%	0.56%	99.44%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	27.78%	33.33%	38.89%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	91	1	0	0	84	0	0	0	5	0	0	3	4	3	0	191
PEAK HR FACTOR :	0.000	0.758	0.250	0.000	0.000	0.875	0.000	0.000	0.000	0.625	0.000	0.000	0.375	0.333	0.375	0.000	0.809
	0.767				0.875				0.625				0.417				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	10	0	0	0	16	0	0	0	0	0	0	0	2	1	0	29
4:15 PM	0	7	0	0	1	11	0	0	0	0	0	0	0	0	0	0	19
4:30 PM	0	12	0	0	1	5	0	0	0	0	0	0	1	0	0	0	19
4:45 PM	0	10	0	0	0	11	0	0	0	0	0	0	1	0	0	0	22
5:00 PM	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12
5:15 PM	0	10	0	0	0	2	0	0	0	0	0	0	0	0	1	0	13
5:30 PM	0	5	0	0	1	7	0	0	0	0	0	0	1	0	0	0	14
5:45 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	65	0	0	3	58	0	0	0	0	0	0	3	2	2	0	133
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	4.92%	95.08%	0.00%	0.00%					42.86%	28.57%	28.57%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	39	0	0	2	43	0	0	0	0	0	0	2	2	1	0	89
PEAK HR FACTOR :	0.000	0.813	0.000	0.000	0.500	0.672	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.250	0.000	0.767
	0.813				0.703								0.417				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 65/D St & Main St
City: Wheatland
Control: Signalized

Project ID: 25-070078-001
Date: 4/10/2025

Data - Bikes

NS/EW Streets:	SR 65/D St				SR 65/D St				Main St				Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	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
7:45 AM	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
8:15 AM	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
APPROACH %'s :													0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
															0.250		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0.3	0.3	0.3	0	0.3	0.3	0.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	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
5:30 PM	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 65/D St & Main St
City: Wheatland

Project ID: 25-070078-001
Date: 4/10/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SR 65/D St		SR 65/D St		Main St		Main St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	3	0	0	0	1	0	0	5
4:15 PM	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	0	0	0	0	1	1	4
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	6	0	0	0	1	1	1	12
APPROACH %'s :	33.33%	66.67%			0.00%	100.00%	50.00%	50.00%	
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	1	4	0	0	0	1	0	0	6
PEAK HR FACTOR :	0.250	0.333				0.250			0.300
	0.313				0.250				

Prepared by National Data & Surveying Services

SR 65/D St & Main St

Peak Hour Turning Movement Count

ID: 25-070078-001
City: Wheatland

Day: Thursday
Date: 4/10/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2053	0	2108
PHF	0.95		0.98

SOUTHBOUND (SR 65/D St)

	L	T	R	U		
AM	1	880	24	0	903	AM
NOON	0	0	0	0	0	NOON
PM	2	860	45	0	856	PM
	0	1	1	0		

EASTBOUND (Main St)

AM	NOON	PM		
29	0	19		
0	0	0	0	
2	0	6	0.3	
34	0	31	0.3	
35	0	25	0.3	
AM	NOON	PM		

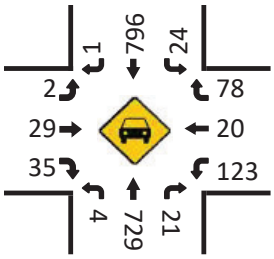
WESTBOUND (Main St)

		PM	NOON	AM
0.3		64	0	81
0.3		12	0	24
0.3		270	0	126
0		0	0	0
		78	0	80
		PM	NOON	AM

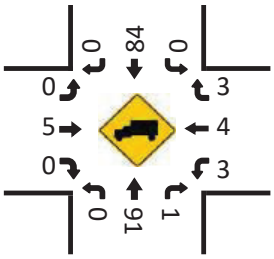
NORTHBOUND (SR 65/D St)

	L	T	R	U		
PM	1155	0	5	786	2	PM
NOON	0	0	0	0	0	NOON
AM	1041	0	4	820	22	AM
	0	1	1	0		

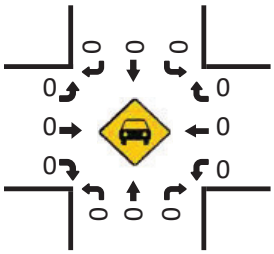
Cars (AM)



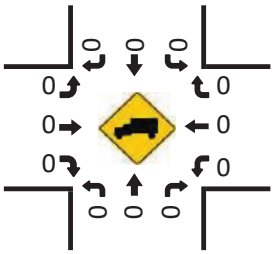
HT (AM)



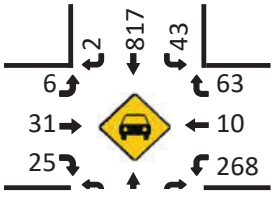
Cars (NOON)



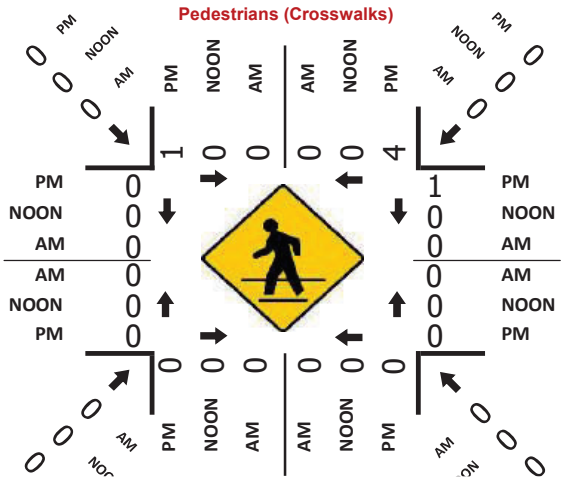
HT (NOON)



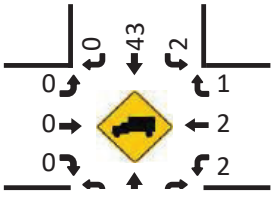
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



N 0° 39' 10" E

S 89° 20' 50" E

N 0° 39' 10" E

S 89° 20' 50" E

N 0° 39' 10" E

S 89° 20' 50" E

Appendix C: Segment Average Daily Traffic

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 65/D St S/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_001

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	81	13	0	1	2	0	2	1	0	0	0	0	100	0	53	13	0	0	0	0	0	1	0	0	0	0	67	0	134	26	0	1	2	0	2	2	0	0	0	0	167
1:00	0	74	11	0	0	7	0	0	3	0	0	0	0	95	0	42	9	0	1	0	0	0	3	0	0	0	0	55	0	116	20	0	1	7	0	0	6	0	0	0	0	150
2:00	0	31	14	0	1	6	0	1	4	0	0	0	0	57	0	75	18	0	0	0	0	0	2	0	0	0	0	95	0	106	32	0	1	6	0	1	6	0	0	0	0	152
3:00	0	62	21	0	1	6	0	0	0	0	0	0	0	90	0	105	38	0	2	0	0	0	6	0	0	0	0	151	0	167	59	0	3	6	0	0	6	0	0	0	0	241
4:00	0	78	38	0	3	3	0	1	11	0	4	0	0	138	2	244	88	0	2	1	0	0	19	0	0	0	0	356	2	322	126	0	5	4	0	1	30	0	4	0	0	494
5:00	1	189	144	0	7	8	0	2	16	0	2	0	0	369	4	523	234	0	3	3	0	1	33	0	5	0	0	806	5	712	378	0	10	11	0	3	49	0	7	0	0	1175
6:00	1	450	185	1	8	19	4	2	25	0	3	0	0	698	3	576	344	2	8	2	8	3	58	0	10	0	0	1014	4	1026	529	3	16	21	12	5	83	0	13	0	0	1712
7:00	1	582	173	0	11	17	9	4	42	1	9	0	0	849	1	687	268	1	22	7	8	0	40	1	7	0	0	1042	2	1269	441	1	33	24	17	4	82	2	16	0	0	1891
8:00	1	465	173	0	18	11	9	3	50	0	5	0	0	735	2	602	185	1	15	17	4	3	42	0	12	0	0	883	3	1067	358	1	33	28	13	6	92	0	17	0	0	1618
9:00	1	371	153	0	23	12	12	0	41	0	16	0	0	629	0	511	146	1	10	9	5	1	48	0	6	0	0	737	1	882	299	1	33	21	17	1	89	0	22	0	0	1366
10:00	4	362	129	1	32	9	4	2	44	1	4	0	0	592	3	407	158	0	20	9	5	1	43	0	14	0	0	660	7	769	287	1	52	18	9	3	87	1	18	0	0	1252
11:00	3	346	156	1	8	13	6	5	38	0	8	0	0	584	7	429	165	0	16	11	6	0	53	0	8	0	0	695	10	775	321	1	24	24	12	5	91	0	16	0	0	1279
12:00	4	428	156	1	17	22	10	5	49	0	10	0	0	702	0	502	148	0	13	11	6	4	44	0	9	0	0	737	4	930	304	1	30	33	16	9	93	0	19	0	0	1439
13:00	3	485	195	0	9	23	5	1	36	0	7	0	0	764	5	506	169	1	17	9	4	3	56	1	12	0	0	783	8	991	364	1	26	32	9	4	92	1	19	0	0	1547
14:00	2	574	173	1	13	17	8	1	17	0	9	0	0	815	4	583	225	1	13	10	4	2	38	0	9	0	0	889	6	1157	398	2	26	27	12	3	55	0	18	0	0	1704
15:00	5	516	244	0	13	14	0	1	14	0	3	0	0	810	10	722	213	1	8	7	2	3	28	0	5	0	0	999	15	1238	457	1	21	21	2	4	42	0	8	0	0	1809
16:00	3	528	230	2	15	8	0	2	9	1	2	0	0	800	3	859	250	0	14	4	0	4	21	0	0	0	0	1155	6	1387	480	2	29	12	0	6	30	1	2	0	0	1955
17:00	1	601	204	1	13	3	1	1	7	0	0	0	0	832	0	705	203	0	11	3	0	1	3	0	0	0	0	926	1	1306	407	1	24	6	1	2	10	0	0	0	0	1758
18:00	1	557	155	0	4	1	0	0	9	1	0	0	0	728	11	477	156	1	11	0	0	0	5	0	0	0	0	661	12	1034	311	1	15	1	0	0	14	1	0	0	0	1389
19:00	3	410	120	2	3	1	0	0	5	0	0	0	0	544	2	300	89	0	9	0	1	0	6	0	0	0	0	407	5	710	209	2	12	1	1	0	11	0	0	0	0	951
20:00	4	367	78	0	6	0	0	1	6	0	0	0	0	462	1	257	68	0	4	0	0	0	2	0	0	0	0	332	5	624	146	0	10	0	0	1	8	0	0	0	0	794
21:00	1	329	45	0	1	0	0	0	4	0	0	0	0	380	0	200	48	0	1	0	0	0	3	0	0	0	0	252	1	529	93	0	2	0	0	0	7	0	0	0	0	632
22:00	8	232	34	0	0	0	0	0	5	0	0	0	0	279	2	129	26	0	0	0	0	0	1	0	0	0	0	158	10	361	60	0	0	0	0	0	6	0	0	0	0	437
23:00	0	160	22	0	1	0	0	1	3	0	0	0	0	187	1	96	19	0	2	0	0	0	0	0	0	0	0	118	1	256	41	0	3	0	0	1	3	0	0	0	0	305
Totals	47	8,278	2,866	10	208	202	68	35	439	4	82	0	0	12,239	61	9,590	3,280	9	202	103	53	26	555	2	97	0	0	13,978	108	17,868	6,146	19	410	305	121	61	994	6	179	0	0	26,217
% of Totals	0%	68%	23%	0%	2%	2%	1%	0%	4%	0%	1%			100%	0%	69%	23%	0%	1%	1%	0%	0%	4%	0%	1%			100%	0%	68%	23%	0%	2%	1%	0%	0%	4%	0%	1%			100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



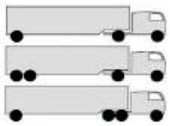
#5 2-Axle, 6-Tire Single Units



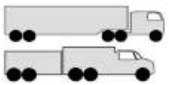
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	12	3091	1210	3	113	113	44	22	275	2	51	0	0	4936	22	4254	1666	5	99	59	36	9	348	1	62	0	0	6561	34	7345	2876	8	212	172	80	31	623	3	113	0	0	11497
%	0%	25%	10%	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	40%	0%	30%	12%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	47%	0%	28%	11%	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	44%
Peak Hour	10:15	6:45	6:30	10:45	10:15	11:45	9:00	10:45	7:45	6:30	9:00	0:00	0:00	6:45	11:00	6:45	6:00	6:45	7:15	8:00	6:30	6:00	6:30	6:15	10:15	0:00	0:00	6:45	10:45	6:45	6:00	6:00	10:00	11:45	11:45	7:15	8:30	6:30	10:15	0:00	0:00	6:45
Peak Volume	6	589	190	2	33	27	12	7	50	1	16	0	0	862	7	690	344	3	27	17	11	3	60	1	18	0	0	1076	11	1279	529	3	52	36	19	7	100	2	24	0	0	1938
12:00 - 24:00	35	5187	1656	7	95	89	24	13	164	2	31	0	0	7303	39	5336	1614	4	103	44	17	17	207	1	35	0	0	7417	74	10523	3270	11	198	133	41	30	371	3	66	0	0	14720
%	0%	42%	14%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	60%	0%	38%	12%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	53%	0%	40%	12%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	56%
Peak Hour	21:15	17:00	15:00	16:15	12:00	13:00	12:00	12:00	12:15	15:45	12:00	12:00	12:00	16:45	18:00	16:00	16:00	13:15	12:45	12:30	13:30	15:30	13:15	12:15	13:15	12:00	12:00	16:00	14:45	16:30	16:00	16:15	12:45	12:30	12:00	12:00	12:15	12:15	13:15	12:00	12:00	16:00
Peak Volume	8	601	244	3	17	23	10	5	50	1	10	0	0	845	11	859	250	2	19	13	7	5	60	1	13	0	0	1155	16	1404	480	3	32	34	16	9	97	1	20	0	0	1955
07:00 - 09:00	2	1047	346	0	29	28	18	7	92	1	14	0	0	1584	3	1289	453	2	37	24	12	3	82	1	19	0	0	1925	5	2336	799	2	66	52	30	10	174	2	33	0	0	3509
%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	13%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	14%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:00	7:00	7:00	8:00	7:15	7:30	7:15	7:45	7:00	7:00	7:00	7:00	7:15	8:00	7:00	7:00	7:00	7:15	8:00	7:00	7:45	8:00	7:00	8:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:15	7:30	7:00	7:15	8:00	7:00	7:30	7:00	7:00	7:00
Peak Volume	1	582	173	0	18	24	11	5	50	1	9	0	0	852	2	687	268	1	27	17	8	3	42	1	12	0	0	1042	3	1269	441	1	39	33	17	7	92	2	18	0	0	1891
16:00 - 18:00	4	1129	434	3	28	11	1	3	16	1	2	0	0	1632	3	1564	453	0	25	7	0	5	24	0	0	0	0	2081	7	2693	887	3	53	18	1	8	40	1	2	0	0	3713
%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:00	17:00	16:00	16:15	16:45	16:30	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	3	601	230	3	17	9	1	2	10	1	2	0	0	845	3	859	250	0	14	4	0	4	21	0	0	0	0	1155	6	1404	480	3	29	12	1	6	30	1	2	0	0	1955

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 65/D St S/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	29	7	0	1	0	0	0	0	0	0	0	0	37	0	14	5	0	0	0	0	0	0	0	0	0	0	19	0	43	12	0	1	0	0	0	0	0	0	0	0	56
0:15	0	22	2	0	0	1	0	1	1	0	0	0	0	27	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	33	5	0	0	1	0	1	1	0	0	0	0	41
0:30	0	19	3	0	0	0	0	1	0	0	0	0	0	23	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	36	5	0	0	0	0	1	0	0	0	0	0	42
0:45	0	11	1	0	0	1	0	0	0	0	0	0	0	13	0	11	3	0	0	0	0	0	1	0	0	0	0	15	0	22	4	0	0	1	0	0	1	0	0	0	0	28
1:00	0	18	2	0	0	3	0	0	0	0	0	0	0	23	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	23	3	0	1	3	0	0	0	0	0	0	0	30
1:15	0	21	1	0	0	1	0	0	0	0	0	0	0	23	0	14	4	0	0	0	0	0	1	0	0	0	0	19	0	35	5	0	0	1	0	0	1	0	0	0	0	42
1:30	0	11	4	0	0	1	0	0	0	0	0	0	0	16	0	16	2	0	0	0	0	0	2	0	0	0	0	20	0	27	6	0	0	1	0	0	2	0	0	0	0	36
1:45	0	24	4	0	0	2	0	0	3	0	0	0	0	33	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	31	6	0	0	2	0	0	3	0	0	0	0	42
2:00	0	8	2	0	0	3	0	0	1	0	0	0	0	14	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0	21	7	0	0	3	0	0	1	0	0	0	0	32
2:15	0	7	4	0	0	1	0	1	1	0	0	0	0	14	0	22	5	0	0	0	0	0	1	0	0	0	0	28	0	29	9	0	0	1	0	1	2	0	0	0	0	42
2:30	0	7	4	0	0	2	0	0	1	0	0	0	0	14	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0	28	9	0	0	2	0	0	1	0	0	0	0	40
2:45	0	9	4	0	1	0	0	0	1	0	0	0	0	15	0	19	3	0	0	0	0	0	1	0	0	0	0	23	0	28	7	0	1	0	0	0	2	0	0	0	0	38
3:00	0	13	1	0	0	1	0	0	0	0	0	0	0	15	0	18	5	0	0	0	0	0	3	0	0	0	0	26	0	31	6	0	0	1	0	0	3	0	0	0	0	41
3:15	0	18	8	0	0	2	0	0	0	0	0	0	0	28	0	27	7	0	1	0	0	0	1	0	0	0	0	36	0	45	15	0	1	2	0	0	1	0	0	0	0	64
3:30	0	12	9	0	1	2	0	0	0	0	0	0	0	24	0	41	16	0	0	0	0	0	1	0	0	0	0	58	0	53	25	0	1	2	0	0	1	0	0	0	0	82
3:45	0	19	3	0	0	1	0	0	0	0	0	0	0	23	0	19	10	0	1	0	0	0	1	0	0	0	0	31	0	38	13	0	1	1	0	0	1	0	0	0	0	54
4:00	0	19	5	0	0	0	0	0	2	0	0	0	0	26	2	41	10	0	0	1	0	0	3	0	0	0	0	57	2	60	15	0	0	1	0	0	5	0	0	0	0	83
4:15	0	18	8	0	2	0	0	1	2	0	1	0	0	32	0	74	16	0	0	2	0	0	0	6	0	0	0	98	0	92	24	0	4	0	0	1	8	0	1	0	0	130
4:30	0	20	11	0	0	1	0	0	3	0	2	0	0	37	0	77	29	0	0	0	0	0	0	7	0	0	0	113	0	97	40	0	0	1	0	0	10	0	2	0	0	150
4:45	0	21	14	0	1	2	0	0	4	0	1	0	0	43	0	52	33	0	0	0	0	0	0	3	0	0	0	88	0	73	47	0	1	2	0	0	7	0	1	0	0	131
5:00	0	24	25	0	1	0	0	0	3	0	1	0	0	54	1	83	46	0	1	2	0	0	11	0	0	0	0	144	1	107	71	0	2	2	0	0	14	0	1	0	0	198
5:15	0	40	21	0	2	2	0	1	6	0	0	0	0	72	2	155	50	0	1	0	0	1	7	0	0	0	0	216	2	195	71	0	3	2	0	2	13	0	0	0	0	288
5:30	0	58	47	0	3	1	0	0	1	0	1	0	0	111	1	156	72	0	1	0	0	0	8	0	1	0	0	239	1	214	119	0	4	1	0	0	9	0	2	0	0	350
5:45	1	67	51	0	1	5	0	1	6	0	0	0	0	132	0	129	66	0	0	1	0	0	7	0	4	0	0	207	1	196	117	0	1	6	0	1	13	0	4	0	0	339
6:00	0	90	41	1	2	6	0	1	5	0	0	0	0	146	1	129	87	0	0	0	0	0	11	0	4	0	0	232	1	219	128	1	2	6	0	1	16	0	4	0	0	378
6:15	0	108	39	0	0	6	0	0	7	0	0	0	0	160	0	147	101	0	4	0	3	1	11	0	2	0	0	269	0	255	140	0	4	6	3	1	18	0	2	0	0	429
6:30	0	124	58	0	2	2	1	0	4	0	0	0	0	191	0	153	84	0	2	1	4	0	18	0	2	0	0	264	0	277	142	0	4	3	5	0	22	0	2	0	0	455
6:45	1	128	47	0	4	5	3	1	9	0	3	0	0	201	2	147	72	2	2	1	1	2	18	0	2	0	0	249	3	275	119	2	6	6	4	3	27	0	5	0	0	450
7:00	0	143	42	0	4	0	2	0	8	0	5	0	0	204	1	177	78	0	0	3	2	0	12	1	2	0	0	276	1	320	120	0	4	3	4	0	20	1	7	0	0	480
7:15	0	175	43	0	3	4	1	0	10	1	1	0	0	238	0	185	62	0	8	1	4	0	12	0	1	0	0	273	0	360	105	0	11	5	5	0	22	1	2	0	0	511
7:30	0	143	51	0	2	3	3	3	11	0	3	0	0	219	0	181	78	1	8	2	0	0	6	0	2	0	0	278	0	324	129	1	10	5	3	3	17	0	5	0	0	497
7:45	1	121	37	0	2	10	3	1	13	0	0	0	0	188	0	144	50	0	6	1	2	0	10	0	2	0	0	215	1	265	87	0	8	11	5	1	23	0	2	0	0	403
8:00	0	135	42	0	5	7	3	1	13	0	1	0	0	207	0	151	38	0	5	3	0	2	7	0	2	0	0	208	0	286	80	0	10	10	3	3	20	0	3	0	0	415
8:15	0	115	36	0	6	1	2	0	9	0	3	0	0	172	1	153	42	0	1	6	2	0	8	0	5	0	0	218	1	268	78	0	7	7	4	0	17	0	8	0	0	390
8:30	0	115	43	0	3	2	1	1	15	0	0	0	0	180	0	144	42	0	3	3	1	1	13	0	2	0	0	209	0	259	85	0	6	5	2	2	28	0	2	0	0	389
8:45	1	100	52	0	4	1	3	1	13	0	1	0	0	176	1	154	63	1	6	5	1	0	14	0	3	0	0	248	2	254	115	1	10	6	4	1	27	0	4	0	0	424
9:00	0	106	52	0	7	1	3	0	8	0	3	0	0	180	0	127	38	1	1	2	3	0	15	0	1	0	0	188	0	233	90	1	8	3	6	0	23	0	4	0	0	368
9:15	1	82	42	0	9	3	3	0	7	0	9	0	0	156	0	125	38	0	3	2	0	1	15	0	0	0	0	184	1	207	80	0	12	5	3	1	22	0	9	0	0	340
9:30	0	97	28	0	4	7	1	0	9	0	0	0	0	146	0	139	35	0	4	3	0	0	8	0	3	0	0	192	0	236	63	0	8	10	1	0	17	0	3	0	0	338
9:45	0	86	31	0	3	1	5	0	17	0	4	0	0	147	0	120	35	0	2	2	2	0	10	0	2	0	0	173	0	206	66	0	5	3	7	0	27	0	6	0	0	320
10:00	0	88	28	0	2	4	2	0	13	0	0	0	0	137	1	107	35	0	6	3	1	1	7	0	1	0	0	162	1	195	63	0	8	7	3	1	20	0	1	0	0	299
10:15	0	81	23	0	8	2	1	0	11	0	1	0	0	127	1	111	40	0	6	1	0	0	15	0	4	0	0	178	1	192	63	0	14	3	1	0	26	0	5	0	0	305
10:30	1	88	34	0	10	2	0	0	8	1	3	0	0	147	0	91	39	0	2	3	1	0	16	0	4	0	0	156	1	179	73	0	12	5	1	0	24	1	7	0	0	303
10:45	3	105	44	1	12	1	1	2	12	0	0	0	0	181	1	98	44	0	6	2	3	0	5	0	5	0	0	164	4	203	88	1	18	3	4	2	17	0	5	0	0	345
11:00	2	80	33	0	3	3	0	2	11	0	2	0	0	136	2	98	32	0	2	4	0	0	13	0	5	0	0	156	4	178	65	0	5	7	0	2	24	0	7	0	0	292
11:15	0	88	43	0	1	0	1	2	10	0	4	0	0	149	1	101	47	0	4	4	4	0	14	0	0	0	0	175	1	189	90	0	5	4	5	2	24	0	4	0	0	324
11:30	1	94	45	1	2	3	2	1	12	0	0	0	0	161	1	130	34	0	7	3	0	0	9	0	2	0	0	186	2	224	79	1	9	6	2	1	21	0	2	0	0	347
11:45	0	84	35	0	2	7	3	0	5	0	2	0	0	138	3	100	52	0	3	0	2	0	17	0	1	0	0	178	3	184	87	0	5	7	5	0	22	0	3	0	0	316

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 65/D St S/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	2	101	38	0	5	8	4	1	15	0	4	0	0	178	0	127	34	0	2	3	2	3	8	0	2	0	0	181	2	228	72	0	7	11	6	4	23	0	6	0	0	359
12:15	1	103	41	0	4	5	1	1	13	0	5	0	0	174	0	133	34	0	3	1	1	0	13	0	3	0	0	188	1	236	75	0	7	6	2	1	26	0	8	0	0	362
12:30	1	108	42	1	4	7	4	2	12	0	1	0	0	182	0	116	45	0	3	5	2	0	14	0	3	0	0	188	1	224	87	1	7	12	6	2	26	0	4	0	0	370
12:45	0	116	35	0	4	2	1	1	9	0	0	0	0	168	0	126	35	0	5	2	1	1	9	0	1	0	0	180	0	242	70	0	9	4	2	2	18	0	1	0	0	348
13:00	1	111	45	0	4	6	2	0	16	0	3	0	0	188	2	122	37	0	4	3	0	2	11	1	3	0	0	185	3	233	82	0	8	9	2	2	27	1	6	0	0	373
13:15	1	117	59	0	1	6	1	0	6	0	1	0	0	192	1	125	45	0	4	3	0	1	13	0	4	0	0	196	2	242	104	0	5	9	1	1	19	0	5	0	0	388
13:30	1	108	43	0	4	8	2	1	4	0	1	0	0	172	0	126	38	0	6	2	3	0	15	0	3	0	0	193	1	234	81	0	10	10	5	1	19	0	4	0	0	365
13:45	0	149	48	0	0	3	0	0	10	0	2	0	0	212	2	133	49	1	3	1	1	0	17	0	2	0	0	209	2	282	97	1	3	4	1	0	27	0	4	0	0	421
14:00	0	143	36	0	5	5	0	0	7	0	3	0	0	199	1	136	51	1	4	3	2	0	15	0	4	0	0	217	1	279	87	1	9	8	2	0	22	0	7	0	0	416
14:15	0	153	38	0	1	4	3	0	7	0	1	0	0	207	0	150	67	0	3	1	1	0	8	0	1	0	0	231	0	303	105	0	4	5	4	0	15	0	2	0	0	438
14:30	0	132	45	0	7	4	3	0	2	0	3	0	0	196	2	164	54	0	3	2	1	0	6	0	3	0	0	235	2	296	99	0	10	6	4	0	8	0	6	0	0	431
14:45	2	146	54	1	0	4	2	1	1	0	2	0	0	213	1	133	53	0	3	4	0	2	9	0	1	0	0	206	3	279	107	1	3	8	2	3	10	0	3	0	0	419
15:00	1	151	66	0	1	7	0	0	1	0	1	0	0	228	3	150	51	0	1	2	0	0	11	0	2	0	0	220	4	301	117	0	2	9	0	0	12	0	3	0	0	448
15:15	4	110	59	0	5	3	0	0	6	0	0	0	0	187	1	194	41	0	1	1	1	0	7	0	3	0	0	249	5	304	100	0	6	4	1	0	13	0	3	0	0	436
15:30	0	132	55	0	5	3	0	0	6	0	0	0	0	201	4	176	62	1	2	4	1	2	6	0	0	0	0	258	4	308	117	1	7	7	1	2	12	0	0	0	0	459
15:45	0	123	64	0	2	1	0	1	1	0	2	0	0	194	2	202	59	0	4	0	0	1	4	0	0	0	0	272	2	325	123	0	6	1	0	2	5	0	2	0	0	466
16:00	1	132	60	0	4	1	0	2	4	0	0	0	0	204	0	196	60	0	5	1	0	1	8	0	0	0	0	271	1	328	120	0	9	2	0	3	12	0	0	0	0	475
16:15	1	130	55	1	3	1	0	0	1	0	0	0	0	192	0	221	55	0	2	1	0	1	8	0	0	0	0	288	1	351	110	1	5	2	0	1	9	0	0	0	0	480
16:30	1	134	52	1	4	4	0	0	0	1	2	0	0	199	1	212	71	0	4	0	0	1	1	0	0	0	0	290	2	346	123	1	8	4	0	1	1	1	2	0	0	489
16:45	0	132	63	0	4	2	0	0	4	0	0	0	0	205	2	230	64	0	3	2	0	1	4	0	0	0	0	306	2	362	127	0	7	4	0	1	8	0	0	0	0	511
17:00	1	146	49	1	5	1	0	1	2	0	0	0	0	206	0	194	49	0	1	0	0	1	0	0	0	0	0	245	1	340	98	1	6	1	0	2	2	0	0	0	0	451
17:15	0	158	61	0	3	2	1	0	3	0	0	0	0	228	0	198	66	0	3	1	0	0	1	0	0	0	0	269	0	356	127	0	6	3	1	0	4	0	0	0	0	497
17:30	0	158	42	0	5	0	0	0	1	0	0	0	0	206	0	146	37	0	4	1	0	0	1	0	0	0	0	189	0	304	79	0	9	1	0	0	2	0	0	0	0	395
17:45	0	139	52	0	0	0	0	0	1	0	0	0	0	192	0	167	51	0	3	1	0	0	1	0	0	0	0	223	0	306	103	0	3	1	0	0	2	0	0	0	0	415
18:00	0	136	38	0	0	1	0	0	3	1	0	0	0	179	0	159	52	0	2	0	0	0	4	0	0	0	0	217	0	295	90	0	2	1	0	0	7	1	0	0	0	396
18:15	0	164	41	0	2	0	0	0	3	0	0	0	0	210	8	120	35	1	6	0	0	0	1	0	0	0	0	171	8	284	76	1	8	0	0	0	4	0	0	0	0	381
18:30	1	150	44	0	1	0	0	0	2	0	0	0	0	198	1	105	34	0	1	0	0	0	0	0	0	0	0	141	2	255	78	0	2	0	0	0	2	0	0	0	0	339
18:45	0	107	32	0	1	0	0	0	1	0	0	0	0	141	2	93	35	0	2	0	0	0	0	0	0	0	0	132	2	200	67	0	3	0	0	0	1	0	0	0	0	273
19:00	1	109	33	1	0	1	0	0	3	0	0	0	0	148	0	89	28	0	3	0	0	0	0	0	0	0	0	120	1	198	61	1	3	1	0	0	3	0	0	0	0	268
19:15	0	96	41	0	2	0	0	0	1	0	0	0	0	140	0	64	19	0	0	0	0	0	3	0	0	0	0	86	0	160	60	0	2	0	0	0	4	0	0	0	0	226
19:30	2	113	24	0	0	0	0	0	0	0	0	0	0	139	1	76	23	0	4	0	1	0	1	0	0	0	0	106	3	189	47	0	4	0	1	0	1	0	0	0	0	245
19:45	0	92	22	1	1	0	0	0	1	0	0	0	0	117	1	71	19	0	2	0	0	0	2	0	0	0	0	95	1	163	41	1	3	0	0	0	3	0	0	0	0	212
20:00	1	100	18	0	1	0	0	0	1	0	0	0	0	121	0	69	7	0	2	0	0	0	0	0	0	0	0	78	1	169	25	0	3	0	0	0	1	0	0	0	0	199
20:15	2	88	22	0	1	0	0	0	1	0	0	0	0	114	0	68	25	0	0	0	0	0	0	0	0	0	0	93	2	156	47	0	1	0	0	0	1	0	0	0	0	207
20:30	0	88	17	0	3	0	0	1	4	0	0	0	0	113	0	59	21	0	2	0	0	0	1	0	0	0	0	83	0	147	38	0	5	0	0	1	5	0	0	0	0	196
20:45	1	91	21	0	1	0	0	0	0	0	0	0	0	114	1	61	15	0	0	0	0	0	1	0	0	0	0	78	2	152	36	0	1	0	0	0	1	0	0	0	0	192
21:00	0	82	16	0	0	0	0	0	1	0	0	0	0	99	0	51	12	0	0	0	0	0	0	0	0	0	0	63	0	133	28	0	0	0	0	0	1	0	0	0	0	162
21:15	0	78	9	0	0	0	0	0	2	0	0	0	0	89	0	56	11	0	0	0	0	0	0	0	0	0	0	67	0	134	20	0	0	0	0	0	2	0	0	0	0	156
21:30	1	89	12	0	0	0	0	0	0	0	0	0	0	102	0	52	12	0	0	0	0	0	1	0	0	0	0	65	1	141	24	0	0	0	0	0	1	0	0	0	0	167
21:45	0	80	8	0	1	0	0	0	1	0	0	0	0	90	0	41	13	0	1	0	0	0	2	0	0	0	0	57	0	121	21	0	2	0	0	0	3	0	0	0	0	147
22:00	7	54	12	0	0	0	0	0	1	0	0	0	0	74	1	43	7	0	0	0	0	0	0	0	0	0	0	51	8	97	19	0	0	0	0	0	1	0	0	0	0	125
22:15	0	68	12	0	0	0	0	0	2	0	0	0	0	82	1	37	6	0	0	0	0	0	0	0	0	0	0	44	1	105	18	0	0	0	0	0	2	0	0	0	0	126
22:30	0	54	2	0	0	0	0	0	1	0	0	0	0	57	0	23	4	0	0	0	0	0	1	0	0	0	0	28	0	77	6	0	0	0	0	0	2	0	0	0	0	85
22:45	1	56	8	0	0	0	0	0	1	0	0	0	0	66	0	26	9	0	0	0	0	0	0	0	0	0	0	35	1	82	17	0	0	0	0	0	1	0	0	0	0	101
23:00	0	37	6	0	0	0	0	1	2	0	0	0	0	46	0	34	5	0	0	0	0	0	0	0	0	0	0	39	0	71	11	0	0	0	0	1	2	0	0	0	0	85
23:15	0	40	8	0	0	0	0	0	0	0	0	0	0	48	1	28	4	0	1	0	0	0	0	0	0	0	0	34	1	68	12	0	1	0	0	0	0	0	0	0	0	82
23:30	0	36	6	0	0	0	0	0	0	0	0	0	0	42	0	20	6	0	0	0	0	0	0	0	0	0	0	26	0	56	12	0	0	0	0	0	0	0	0	0	0	68
23:45	0	47	2	0	1	0	0	0	1	0	0	0	0	51	0	14	4	0	1	0	0	0	0	0	0	0	0	19	0	61	6	0	2	0	0	0	1	0	0	0	0	70
Totals	**47**	**8,278**	**2,866**	**10**	**208**	**202**	**68**	**35**	**439**	**4**	**82**	**0**	**0**	**12,239**	**61**	**9,590**	**3,280**	**9**	**202**	**103**	**53**	**26**	**555**	**2**	**97**	**0**	**0**	**13,978**	**108**	**17,868**	**6,146**	**19**	**410**	**305**	**121**	**61**	**994**	**6**	**179**	**0**	**0**	**26,217**
% of Totals	0%	68%	23%	0%	2%	2%	1%	0%	4%	0%	1%			100%	0%	69%	23%	0%	1%	1%	0%	0%	4%	0%	1%			100%	0%	68%	23%	0%	2%	1%	0%	0%	4%	0%	1%			100%

Prepared by National Data & Surveying Services

VOLUME

SR 65/D St S/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_001

DAILY TOTALS	NB	SB	EB	WB	Total
	12,239	13,978	0	0	26,217

DAILY TOTALS

15-Minutes Interval

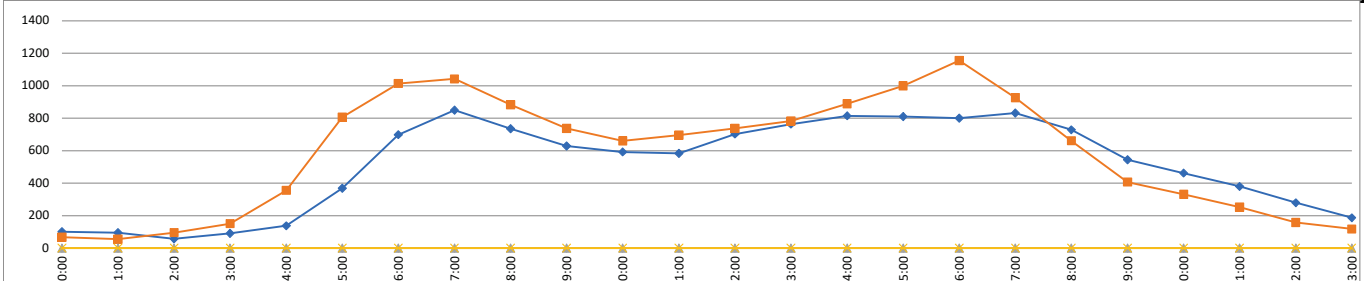
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	37	19			56	12:00	178	181			359
0:15	27	14			41	12:15	174	188			362
0:30	23	19			42	12:30	182	188			370
0:45	13	15			28	12:45	168	180			348
1:00	23	7			30	13:00	188	185			373
1:15	23	19			42	13:15	192	196			388
1:30	16	20			36	13:30	172	193			365
1:45	33	9			42	13:45	212	209			421
2:00	14	18			32	14:00	199	217			416
2:15	14	28			42	14:15	207	231			438
2:30	14	26			40	14:30	196	235			431
2:45	15	23			38	14:45	213	206			419
3:00	15	26			41	15:00	228	220			448
3:15	28	36			64	15:15	187	249			436
3:30	24	58			82	15:30	201	258			459
3:45	23	31			54	15:45	194	272			466
4:00	26	57			83	16:00	204	271			475
4:15	32	98			130	16:15	192	288			480
4:30	37	113			150	16:30	199	290			489
4:45	43	88			131	16:45	205	306			511
5:00	54	144			198	17:00	206	245			451
5:15	72	216			288	17:15	228	269			497
5:30	111	239			350	17:30	206	189			395
5:45	132	207			339	17:45	192	223			415
6:00	146	232			378	18:00	179	217			396
6:15	160	269			429	18:15	210	171			381
6:30	191	264			455	18:30	198	141			339
6:45	201	249			450	18:45	141	132			273
7:00	204	276			480	19:00	148	120			268
7:15	238	273			511	19:15	140	86			226
7:30	219	278			497	19:30	139	106			245
7:45	188	215			403	19:45	117	95			212
8:00	207	208			415	20:00	121	78			199
8:15	172	218			390	20:15	114	93			207
8:30	180	209			389	20:30	113	83			196
8:45	176	248			424	20:45	114	78			192
9:00	180	188			368	21:00	99	63			162
9:15	156	184			340	21:15	89	67			156
9:30	146	192			338	21:30	102	65			167
9:45	147	173			320	21:45	90	57			147
10:00	137	162			299	22:00	74	51			125
10:15	127	178			305	22:15	82	44			126
10:30	147	156			303	22:30	57	28			85
10:45	181	164			345	22:45	66	35			101
11:00	136	156			292	23:00	46	39			85
11:15	149	175			324	23:15	48	34			82
11:30	161	186			347	23:30	42	26			68
11:45	138	178			316	23:45	51	19			70
TOTALS	4936	6561	0	0	11497	TOTALS	7303	7417	0	0	14720
SPLIT %	43%	57%	0%	0%	44%	SPLIT %	50%	50%	0%	0%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	100	67			167
01:00	02:00	95	55			150
02:00	03:00	57	95			152
03:00	04:00	90	151			241
04:00	05:00	138	356			494
05:00	06:00	369	806			1175
06:00	07:00	698	1014			1712
07:00	08:00	849	1042			1891
08:00	09:00	735	883			1618
09:00	10:00	629	737			1366
10:00	11:00	592	660			1252
11:00	12:00	584	695			1279
12:00	13:00	702	737			1439
13:00	14:00	764	783			1547
14:00	15:00	815	889			1704
15:00	16:00	810	999			1809
16:00	17:00	800	1155			1955
17:00	18:00	832	926			1758
18:00	19:00	728	661			1389
19:00	20:00	544	407			951
20:00	21:00	462	332			794
21:00	22:00	380	252			632
22:00	23:00	279	158			437
23:00	00:00	187	118			305

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4936	6561			11497
Peak Hour	6:45	6:45			6:45
Peak Volume	862	1076			1938
Peak Hour Factor	0.905	0.968			0.948
Peak Period	12:00	to	00:00		
Volume	7303	7417			14720
Peak Hour	16:45	16:00			16:00
Peak Volume	845	1155			1955
Peak Hour Factor	0.927	0.944			0.956
Peak Period	07:00	to	09:00		
Volume	1584	1925			3509
Peak Hour	7:15	7:00			7:00
Peak Volume	852	1042			1891
Peak Hour Factor	0.895	0.937			0.925
Peak Period	16:00	to	18:00		
Volume	1632	2081			3713
Peak Hour	16:45	16:00			16:00
Peak Volume	845	1155			1955
Peak Hour Factor	0.927	0.944			0.956




NB
SB
EB
WB

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 65/D St N/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_002

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	82	13	0	1	2	0	2	1	0	0	0	0	101	0	47	12	0	0	0	0	0	1	0	0	0	0	60	0	129	25	0	1	2	0	2	2	0	0	0	0	161
1:00	0	71	14	0	2	5	0	0	3	0	0	0	0	95	0	40	10	0	1	0	0	0	3	0	0	0	0	54	0	111	24	0	3	5	0	0	6	0	0	0	0	149
2:00	0	33	13	0	2	6	0	0	4	0	0	0	0	58	0	66	17	0	1	0	0	0	2	0	0	0	0	86	0	99	30	0	3	6	0	0	6	0	0	0	0	144
3:00	0	62	20	0	1	5	0	1	0	0	0	0	0	89	0	102	36	0	2	0	0	0	5	0	0	0	0	145	0	164	56	0	3	5	0	1	5	0	0	0	0	234
4:00	0	76	39	0	5	1	0	1	11	0	4	0	0	137	1	228	81	0	2	1	0	0	19	0	0	0	0	332	1	304	120	0	7	2	0	1	30	0	4	0	0	469
5:00	1	188	147	0	4	8	0	4	17	0	1	0	0	370	4	483	216	0	5	3	0	1	34	0	5	0	0	751	5	671	363	0	9	11	0	5	51	0	6	0	0	1121
6:00	1	436	190	1	10	19	5	3	24	0	4	0	0	693	3	516	323	1	12	2	8	4	57	0	10	0	0	936	4	952	513	2	22	21	13	7	81	0	14	0	0	1629
7:00	1	633	178	0	13	17	9	4	41	1	9	0	0	906	1	596	229	1	20	8	8	0	39	1	7	0	0	910	2	1229	407	1	33	25	17	4	80	2	16	0	0	1816
8:00	2	505	184	0	19	11	10	3	50	0	5	0	0	789	3	532	172	1	13	17	4	3	43	0	12	0	0	800	5	1037	356	1	32	28	14	6	93	0	17	0	0	1589
9:00	1	385	157	0	21	12	12	1	40	0	16	0	0	645	0	485	140	1	15	8	6	2	46	0	6	0	0	709	1	870	297	1	36	20	18	3	86	0	22	0	0	1354
10:00	4	376	147	1	25	8	5	1	45	1	4	0	0	617	2	393	152	1	18	10	5	2	43	0	14	0	0	640	6	769	299	2	43	18	10	3	88	1	18	0	0	1257
11:00	3	368	165	1	7	14	5	5	39	0	8	0	0	615	5	403	161	0	19	9	7	0	54	0	8	0	0	666	8	771	326	1	26	23	12	5	93	0	16	0	0	1281
12:00	5	446	158	1	18	22	10	6	50	0	10	0	0	726	0	493	146	0	12	9	7	3	43	0	9	0	0	722	5	939	304	1	30	31	17	9	93	0	19	0	0	1448
13:00	4	510	195	0	9	22	5	3	37	0	7	0	0	792	5	471	159	1	20	10	3	3	57	1	12	0	0	742	9	981	354	1	29	32	8	6	94	1	19	0	0	1534
14:00	3	613	196	1	15	18	8	2	18	0	8	0	0	882	3	519	205	1	12	8	4	2	40	0	9	0	0	803	6	1132	401	2	27	26	12	4	58	0	17	0	0	1685
15:00	5	561	255	1	17	13	0	1	14	0	3	0	0	870	7	562	185	1	9	8	2	3	29	0	5	0	0	811	12	1123	440	2	26	21	2	4	43	0	8	0	0	1681
16:00	4	575	238	3	13	8	0	2	8	1	2	0	0	854	3	638	222	1	16	4	0	2	22	0	0	0	0	908	7	1213	460	4	29	12	0	4	30	1	2	0	0	1762
17:00	1	626	208	1	16	2	0	2	5	4	0	0	0	865	0	598	186	0	8	3	0	1	4	0	0	0	0	800	1	1224	394	1	24	5	0	3	9	4	0	0	0	1665
18:00	1	584	164	0	8	1	0	1	8	1	0	0	0	768	12	445	158	1	9	0	0	0	6	0	0	0	0	631	13	1029	322	1	17	1	0	1	14	1	0	0	0	1399
19:00	3	430	129	2	4	1	0	1	5	0	0	0	0	575	2	292	103	0	8	1	0	0	6	0	0	0	0	412	5	722	232	2	12	2	0	1	11	0	0	0	0	987
20:00	4	374	90	1	3	0	0	1	6	0	0	0	0	479	1	242	69	0	4	0	0	0	2	0	0	0	0	318	5	616	159	1	7	0	0	1	8	0	0	0	0	797
21:00	1	331	43	0	1	0	0	0	4	0	0	0	0	380	0	192	47	0	2	0	0	0	3	0	0	0	0	244	1	523	90	0	3	0	0	0	7	0	0	0	0	624
22:00	8	224	36	0	0	0	0	0	5	0	0	0	0	273	2	122	27	0	0	0	0	0	1	0	0	0	0	152	10	346	63	0	0	0	0	0	6	0	0	0	0	425
23:00	0	162	20	0	1	0	0	1	3	0	0	0	0	187	0	72	17	0	2	0	0	0	0	0	0	0	0	91	0	234	37	0	3	0	0	1	3	0	0	0	0	278
Totals	**52**	**8,651**	**2,999**	**13**	**215**	**195**	**69**	**45**	**438**	**8**	**81**	**0**	**0**	**12,766**	**54**	**8,537**	**3,073**	**10**	**210**	**101**	**54**	**26**	**559**	**2**	**97**	**0**	**0**	**12,723**	**106**	**17,188**	**6,072**	**23**	**425**	**296**	**123**	**71**	**997**	**10**	**178**	**0**	**0**	**25,489**
% of Totals	0%	68%	23%	0%	2%	2%	1%	0%	3%	0%	1%			100%	0%	67%	24%	0%	2%	1%	0%	0%	4%	0%	1%			100%	0%	67%	24%	0%	2%	1%	0%	0%	4%	0%	1%			100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



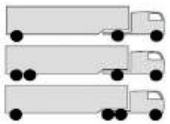
#5 2-Axle, 6-Tire Single Units



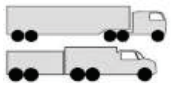
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
NORTHBOUND				
%	40%	60%	13%	13%
Peak Hour	7:15	14:15	7:15	16:30
Peak Volume	932	917	932	880
SOUTHBOUND				
%	48%	52%	13%	13%
Peak Hour	6:15	16:30	7:00	16:30
Peak Volume	983	912	910	912
TOTALS				
%	44%	56%	13%	13%
Peak Hour	6:45	16:30	7:00	16:30
Peak Volume	1848	1792	1816	1792

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 65/D St N/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	29	6	0	1	0	0	0	0	0	0	0	0	36	0	12	5	0	0	0	0	0	0	0	0	0	0	17	0	41	11	0	1	0	0	0	0	0	0	0	0	53
0:15	0	23	3	0	0	1	0	1	1	0	0	0	0	29	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	34	6	0	0	1	0	1	1	0	0	0	0	43
0:30	0	19	3	0	0	0	0	1	0	0	0	0	0	23	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	32	5	0	0	0	0	1	0	0	0	0	0	38
0:45	0	11	1	0	0	1	0	0	0	0	0	0	0	13	0	11	2	0	0	0	0	0	1	0	0	0	0	14	0	22	3	0	0	1	0	0	1	0	0	0	0	27
1:00	0	17	3	0	1	2	0	0	0	0	0	0	0	23	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	22	4	0	2	2	0	0	0	0	0	0	0	30
1:15	0	20	0	0	0	1	0	0	0	0	0	0	0	21	0	13	4	0	0	0	0	0	1	0	0	0	0	18	0	33	4	0	0	1	0	0	1	0	0	0	0	39
1:30	0	11	5	0	0	1	0	0	0	0	0	0	0	17	0	16	3	0	0	0	0	0	2	0	0	0	0	21	0	27	8	0	0	1	0	0	2	0	0	0	0	38
1:45	0	23	6	0	1	1	0	0	3	0	0	0	0	34	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	29	8	0	1	1	0	0	3	0	0	0	0	42
2:00	0	8	2	0	0	3	0	0	1	0	0	0	0	14	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	21	6	0	0	3	0	0	1	0	0	0	0	31
2:15	0	7	4	0	1	1	0	0	1	0	0	0	0	14	0	23	5	0	0	0	0	0	1	0	0	0	0	29	0	30	9	0	1	1	0	0	2	0	0	0	0	43
2:30	0	9	4	0	0	2	0	0	1	0	0	0	0	16	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	23	8	0	0	2	0	0	1	0	0	0	0	34
2:45	0	9	3	0	1	0	0	0	1	0	0	0	0	14	0	16	4	0	1	0	0	0	1	0	0	0	0	22	0	25	7	0	2	0	0	0	2	0	0	0	0	36
3:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	19	5	0	0	0	0	0	2	0	0	0	0	26	0	32	6	0	1	0	0	0	2	0	0	0	0	41
3:15	0	19	7	0	0	2	0	0	0	0	0	0	0	28	0	27	7	0	1	0	0	0	1	0	0	0	0	36	0	46	14	0	1	2	0	0	1	0	0	0	0	64
3:30	0	13	9	0	0	2	0	1	0	0	0	0	0	25	0	39	15	0	0	0	0	0	1	0	0	0	0	55	0	52	24	0	0	2	0	1	1	0	0	0	0	80
3:45	0	17	3	0	0	1	0	0	0	0	0	0	0	21	0	17	9	0	1	0	0	0	1	0	0	0	0	28	0	34	12	0	1	1	0	0	1	0	0	0	0	49
4:00	0	20	5	0	0	0	0	0	2	0	0	0	0	27	1	38	9	0	0	1	0	0	3	0	0	0	0	52	1	58	14	0	0	1	0	0	5	0	0	0	0	79
4:15	0	17	9	0	1	0	0	1	2	0	1	0	0	31	0	69	14	0	2	0	0	0	6	0	0	0	0	91	0	86	23	0	3	0	0	1	8	0	1	0	0	122
4:30	0	19	11	0	1	0	0	0	3	0	2	0	0	36	0	75	27	0	0	0	0	0	7	0	0	0	0	109	0	94	38	0	1	0	0	0	10	0	2	0	0	145
4:45	0	20	14	0	3	1	0	0	4	0	1	0	0	43	0	46	31	0	0	0	0	0	3	0	0	0	0	80	0	66	45	0	3	1	0	0	7	0	1	0	0	123
5:00	0	23	23	0	0	0	0	1	4	0	0	0	0	51	1	80	38	0	3	2	0	1	11	0	0	0	0	136	1	103	61	0	3	2	0	2	15	0	0	0	0	187
5:15	0	41	22	0	0	3	0	0	6	0	0	0	0	72	2	142	51	0	0	0	0	0	7	0	0	0	0	202	2	183	73	0	0	3	0	0	13	0	0	0	0	274
5:30	0	57	50	0	2	1	0	1	1	0	1	0	0	113	1	141	66	0	1	0	0	0	8	0	1	0	0	218	1	198	116	0	3	1	0	1	9	0	2	0	0	331
5:45	1	67	52	0	2	4	0	2	6	0	0	0	0	134	0	120	61	0	1	1	0	0	8	0	4	0	0	195	1	187	113	0	3	5	0	2	14	0	4	0	0	329
6:00	0	89	41	1	1	5	1	2	4	0	0	0	0	144	1	113	83	0	2	0	0	0	10	0	4	0	0	213	1	202	124	1	3	5	1	2	14	0	4	0	0	357
6:15	0	100	39	0	1	7	0	0	7	0	1	0	0	155	0	136	95	0	5	0	3	1	11	0	2	0	0	253	0	236	134	0	6	7	3	1	18	0	3	0	0	408
6:30	0	117	58	0	3	2	1	0	4	0	0	0	0	185	0	138	80	0	2	1	4	0	18	0	2	0	0	245	0	255	138	0	5	3	5	0	22	0	2	0	0	430
6:45	1	130	52	0	5	5	3	1	9	0	3	0	0	209	2	129	65	1	3	1	1	3	18	0	2	0	0	225	3	259	117	1	8	6	4	4	27	0	5	0	0	434
7:00	0	140	40	0	5	0	1	0	8	0	5	0	0	199	1	166	70	0	3	2	3	0	12	1	2	0	0	260	1	306	110	0	8	2	4	0	20	1	7	0	0	459
7:15	0	177	48	0	2	4	2	0	9	1	1	0	0	244	0	155	51	0	5	2	3	0	12	0	1	0	0	229	0	332	99	0	7	6	5	0	21	1	2	0	0	473
7:30	0	169	52	0	2	3	3	2	10	0	3	0	0	244	0	151	69	1	8	2	0	0	5	0	2	0	0	238	0	320	121	1	10	5	3	2	15	0	5	0	0	482
7:45	1	147	38	0	4	10	3	2	14	0	0	0	0	219	0	124	39	0	4	2	2	0	10	0	2	0	0	183	1	271	77	0	8	12	5	2	24	0	2	0	0	402
8:00	0	154	41	0	5	6	4	1	13	0	1	0	0	225	1	132	40	0	4	3	0	2	7	0	3	0	0	192	1	286	81	0	9	9	4	3	20	0	4	0	0	417
8:15	0	126	37	0	5	1	2	0	9	0	3	0	0	183	1	131	35	0	2	6	2	0	8	0	4	0	0	189	1	257	72	0	7	7	4	0	17	0	7	0	0	372
8:30	0	122	48	0	5	3	1	1	15	0	0	0	0	195	0	129	38	0	3	3	1	1	13	0	2	0	0	190	0	251	86	0	8	6	2	2	28	0	2	0	0	385
8:45	2	103	58	0	4	1	3	1	13	0	1	0	0	186	1	140	59	1	4	5	1	0	15	0	3	0	0	229	3	243	117	1	8	6	4	1	28	0	4	0	0	415
9:00	0	109	55	0	7	1	3	0	8	0	3	0	0	186	0	119	36	1	1	2	3	0	15	0	1	0	0	178	0	228	91	1	8	3	6	0	23	0	4	0	0	364
9:15	1	86	42	0	8	3	3	0	7	0	9	0	0	159	0	118	37	0	5	2	0	1	13	0	0	0	0	176	1	204	79	0	13	5	3	1	20	0	9	0	0	335
9:30	0	100	29	0	3	7	1	1	9	0	0	0	0	150	0	130	36	0	5	3	1	1	8	0	3	0	0	187	0	230	65	0	8	10	2	2	17	0	3	0	0	337
9:45	0	90	31	0	3	1	5	0	16	0	4	0	0	150	0	118	31	0	4	1	2	0	10	0	2	0	0	168	0	208	62	0	7	2	7	0	26	0	6	0	0	318
10:00	0	90	31	0	2	4	2	0	14	0	0	0	0	143	1	109	30	1	4	3	1	0	7	0	1	0	0	157	1	199	61	1	6	7	3	0	21	0	1	0	0	300
10:15	0	87	24	0	8	1	2	0	11	0	0	0	0	133	1	100	39	0	6	1	0	0	15	0	4	0	0	166	1	187	63	0	14	2	2	0	26	0	4	0	0	299
10:30	1	91	43	0	9	2	0	0	8	1	4	0	0	159	0	86	38	0	2	3	1	0	16	0	4	0	0	150	1	177	81	0	11	5	1	0	24	1	8	0	0	309
10:45	3	108	49	1	6	1	1	1	12	0	0	0	0	182	0	98	45	0	6	3	3	2	5	0	5	0	0	167	3	206	94	1	12	4	4	3	17	0	5	0	0	349
11:00	2	84	33	0	2	3	0	2	11	0	2	0	0	139	1	99	32	0	3	3	0	0	14	0	5	0	0	157	3	183	65	0	5	6	0	2	25	0	7	0	0	296
11:15	0	99	46	0	2	0	1	1	11	0	4	0	0	164	1	88	44	0	4	4	4	0	14	0	0	0	0	159	1	187	90	0	6	4	5	1	25	0	4	0	0	323
11:30	1	96	47	1	2	4	1	2	12	0	0	0	0	166	1	121	33	0	7	2	1	0	10	0	2	0	0	177	2	217	80	1	9	6	2	2	22	0	2	0	0	343
11:45	0	89	39	0	1	7	3	0	5	0	2	0	0	146	2	95	52	0	5	0	2	0	16	0	1	0	0	173	2	184	91	0	6	7	5	0	21	0	3	0	0	319

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 65/D St N/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	2	105	38	0	4	8	4	1	14	0	5	0	0	181	0	126	34	0	3	3	2	3	8	0	2	0	0	181	2	231	72	0	7	11	6	4	22	0	7	0	0	362
12:15	1	103	41	0	5	5	1	2	15	0	4	0	0	177	0	133	33	0	3	1	1	0	13	0	3	0	0	187	1	236	74	0	8	6	2	2	28	0	7	0	0	364
12:30	2	119	38	1	5	7	4	2	12	0	1	0	0	191	0	112	44	0	2	4	3	0	14	0	3	0	0	182	2	231	82	1	7	11	7	2	26	0	4	0	0	373
12:45	0	119	41	0	4	2	1	1	9	0	0	0	0	177	0	122	35	0	4	1	1	0	8	0	1	0	0	172	0	241	76	0	8	3	2	1	17	0	1	0	0	349
13:00	2	116	46	0	4	6	2	0	15	0	3	0	0	194	2	112	34	0	4	3	0	1	11	1	3	0	0	171	4	228	80	0	8	9	2	1	26	1	6	0	0	365
13:15	1	117	60	0	1	6	1	0	7	0	1	0	0	194	1	114	40	0	5	3	0	1	13	0	4	0	0	181	2	231	100	0	6	9	1	1	20	0	5	0	0	375
13:30	1	118	44	0	4	7	2	3	4	0	1	0	0	184	0	119	37	0	7	3	2	0	15	0	3	0	0	186	1	237	81	0	11	10	4	3	19	0	4	0	0	370
13:45	0	159	45	0	0	3	0	0	11	0	2	0	0	220	2	126	48	1	4	1	1	1	18	0	2	0	0	204	2	285	93	1	4	4	1	1	29	0	4	0	0	424
14:00	1	143	46	0	5	5	0	0	6	0	3	0	0	209	0	120	46	0	2	1	2	0	19	0	4	0	0	194	1	263	92	0	7	6	2	0	25	0	7	0	0	403
14:15	0	169	42	0	1	4	3	0	8	0	1	0	0	228	0	139	64	1	4	1	1	0	6	0	1	0	0	217	0	308	106	1	5	5	4	0	14	0	2	0	0	445
14:30	0	142	52	0	7	5	3	1	3	0	2	0	0	215	2	144	49	0	2	2	1	0	6	0	3	0	0	209	2	286	101	0	9	7	4	1	9	0	5	0	0	424
14:45	2	159	56	1	2	4	2	1	1	0	2	0	0	230	1	116	46	0	4	4	0	2	9	0	1	0	0	183	3	275	102	1	6	8	2	3	10	0	3	0	0	413
15:00	1	161	68	1	5	6	0	0	1	0	1	0	0	244	2	127	43	0	2	3	0	0	12	0	2	0	0	191	3	288	111	1	7	9	0	0	13	0	3	0	0	435
15:15	4	121	63	0	4	3	0	0	6	0	0	0	0	201	1	131	33	0	1	1	1	0	7	0	3	0	0	178	5	252	96	0	5	4	1	0	13	0	3	0	0	379
15:30	0	148	54	0	6	3	0	0	6	0	0	0	0	217	2	150	59	1	2	4	1	2	6	0	0	0	0	227	2	298	113	1	8	7	1	2	12	0	0	0	0	444
15:45	0	131	70	0	2	1	0	1	1	0	2	0	0	208	2	154	50	0	4	0	0	1	4	0	0	0	0	215	2	285	120	0	6	1	0	2	5	0	2	0	0	423
16:00	1	143	64	1	2	0	0	2	4	0	0	0	0	217	0	146	53	0	6	1	0	1	9	0	0	0	0	216	1	289	117	1	8	1	0	3	13	0	0	0	0	433
16:15	1	141	57	1	5	2	0	0	1	0	0	0	0	208	1	150	55	0	1	1	0	1	8	0	0	0	0	217	2	291	112	1	6	3	0	1	9	0	0	0	0	425
16:30	2	151	54	1	2	4	0	0	0	1	2	0	0	217	1	157	62	1	6	0	0	0	1	0	0	0	0	228	3	308	116	2	8	4	0	0	1	1	2	0	0	445
16:45	0	140	63	0	4	2	0	0	3	0	0	0	0	212	1	185	52	0	3	2	0	0	4	0	0	0	0	247	1	325	115	0	7	4	0	0	7	0	0	0	0	459
17:00	1	150	52	1	5	1	0	1	2	0	0	0	0	213	0	160	42	0	3	0	0	1	0	0	0	0	0	206	1	310	94	1	8	1	0	2	2	0	0	0	0	419
17:15	0	169	57	0	5	1	0	1	1	4	0	0	0	238	0	168	60	0	1	1	0	0	1	0	0	0	0	231	0	337	117	0	6	2	0	1	2	4	0	0	0	469
17:30	0	165	47	0	3	0	0	0	1	0	0	0	0	216	0	124	38	0	3	1	0	0	2	0	0	0	0	168	0	289	85	0	6	1	0	0	3	0	0	0	0	384
17:45	0	142	52	0	3	0	0	0	1	0	0	0	0	198	0	146	46	0	1	1	0	0	1	0	0	0	0	195	0	288	98	0	4	1	0	0	2	0	0	0	0	393
18:00	0	144	43	0	0	1	0	0	2	1	0	0	0	191	0	150	55	0	3	0	0	0	5	0	0	0	0	213	0	294	98	0	3	1	0	0	7	1	0	0	0	404
18:15	1	169	46	0	4	0	0	0	3	0	0	0	0	223	10	111	30	1	1	0	0	0	1	0	0	0	0	154	11	280	76	1	5	0	0	0	4	0	0	0	0	377
18:30	0	152	42	0	2	0	0	1	2	0	0	0	0	199	0	107	36	0	3	0	0	0	0	0	0	0	0	146	0	259	78	0	5	0	0	1	2	0	0	0	0	345
18:45	0	119	33	0	2	0	0	0	1	0	0	0	0	155	2	77	37	0	2	0	0	0	0	0	0	0	0	118	2	196	70	0	4	0	0	0	1	0	0	0	0	273
19:00	1	116	35	1	0	1	0	1	3	0	0	0	0	158	0	84	28	0	2	0	0	0	0	0	0	0	0	114	1	200	63	1	2	1	0	1	3	0	0	0	0	272
19:15	0	99	43	0	2	0	0	0	1	0	0	0	0	145	0	65	23	0	0	1	0	0	3	0	0	0	0	92	0	164	66	0	2	1	0	0	4	0	0	0	0	237
19:30	2	123	25	0	1	0	0	0	0	0	0	0	0	151	1	73	28	0	4	0	0	0	1	0	0	0	0	107	3	196	53	0	5	0	0	0	1	0	0	0	0	258
19:45	0	92	26	1	1	0	0	0	1	0	0	0	0	121	1	70	24	0	2	0	0	0	2	0	0	0	0	99	1	162	50	1	3	0	0	0	3	0	0	0	0	220
20:00	1	106	19	0	0	0	0	0	1	0	0	0	0	127	0	65	8	0	2	0	0	0	0	0	0	0	0	75	1	171	27	0	2	0	0	0	1	0	0	0	0	202
20:15	2	96	26	0	1	0	0	0	1	0	0	0	0	126	0	70	23	0	0	0	0	0	0	0	0	0	0	93	2	166	49	0	1	0	0	0	1	0	0	0	0	219
20:30	0	84	20	0	2	0	0	1	4	0	0	0	0	111	0	52	24	0	2	0	0	0	1	0	0	0	0	79	0	136	44	0	4	0	0	1	5	0	0	0	0	190
20:45	1	88	25	1	0	0	0	0	0	0	0	0	0	115	1	55	14	0	0	0	0	0	1	0	0	0	0	71	2	143	39	1	0	0	0	0	1	0	0	0	0	186
21:00	0	80	17	0	0	0	0	0	1	0	0	0	0	98	0	50	10	0	1	0	0	0	0	0	0	0	0	61	0	130	27	0	1	0	0	0	1	0	0	0	0	159
21:15	0	79	9	0	0	0	0	0	2	0	0	0	0	90	0	51	12	0	1	0	0	0	0	0	0	0	0	64	0	130	21	0	1	0	0	0	2	0	0	0	0	154
21:30	1	90	10	0	0	0	0	0	0	0	0	0	0	101	0	53	13	0	0	0	0	0	1	0	0	0	0	67	1	143	23	0	0	0	0	0	1	0	0	0	0	168
21:45	0	82	7	0	1	0	0	0	1	0	0	0	0	91	0	38	12	0	0	0	0	0	2	0	0	0	0	52	0	120	19	0	1	0	0	0	3	0	0	0	0	143
22:00	7	48	13	0	0	0	0	0	1	0	0	0	0	69	1	36	8	0	0	0	0	0	0	0	0	0	0	45	8	84	21	0	0	0	0	0	1	0	0	0	0	114
22:15	0	69	12	0	0	0	0	0	2	0	0	0	0	83	1	37	7	0	0	0	0	0	0	0	0	0	0	45	1	106	19	0	0	0	0	0	2	0	0	0	0	128
22:30	0	53	3	0	0	0	0	0	1	0	0	0	0	57	0	24	3	0	0	0	0	0	1	0	0	0	0	28	0	77	6	0	0	0	0	0	2	0	0	0	0	85
22:45	1	54	8	0	0	0	0	0	1	0	0	0	0	64	0	25	9	0	0	0	0	0	0	0	0	0	0	34	1	79	17	0	0	0	0	0	1	0	0	0	0	98
23:00	0	39	5	0	0	0	0	1	2	0	0	0	0	47	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	66	10	0	0	0	0	1	2	0	0	0	0	79
23:15	0	38	9	0	0	0	0	0	0	0	0	0	0	47	0	18	4	0	1	0	0	0	0	0	0	0	0	23	0	56	13	0	1	0	0	0	0	0	0	0	0	70
23:30	0	36	4	0	0	0	0	0	0	0	0	0	0	40	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	51	8	0	0	0	0	0	0	0	0	0	0	59
23:45	0	49	2	0	1	0	0	0	1	0	0	0	0	53	0	12	4	0	1	0	0	0	0	0	0	0	0	17	0	61	6	0	2	0	0	0	1	0	0	0	0	70
Totals	**52**	**8,651**	**2,999**	**13**	**215**	**195**	**69**	**45**	**438**	**8**	**81**	**0**	**0**	**12,766**	**54**	**8,537**	**3,073**	**10**	**210**	**101**	**54**	**26**	**559**	**2**	**97**	**0**	**0**	**12,723**	**106**	**17,188**	**6,072**	**23**	**425**	**296**	**123**	**71**	**997**	**10**	**178**	**0**	**0**	**25,489**
% of Totals	0%	68%	23%	0%	2%	2%	1%	0%	3%	0%	1%			100%	0%	67%	24%	0%	2%	1%	0%	0%	4%	0%	1%			100%	0%	67%	24%	0%	2%	1%	0%	0%	4%	0%	1%			100%

Prepared by National Data & Surveying Services

VOLUME

SR 65/D St N/O Main St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_002

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	12,766	12,723	0	0	25,489	

15-Minutes Interval

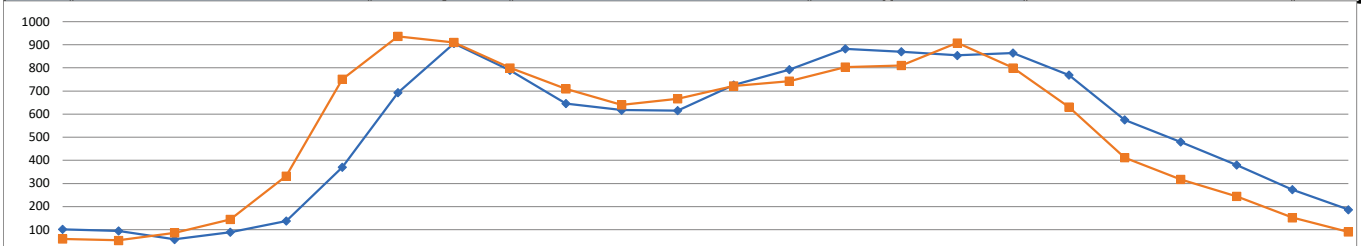
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	36	17			53	12:00	181	181			362
0:15	29	14			43	12:15	177	187			364
0:30	23	15			38	12:30	191	182			373
0:45	13	14			27	12:45	177	172			349
1:00	23	7			30	13:00	194	171			365
1:15	21	18			39	13:15	194	181			375
1:30	17	21			38	13:30	184	186			370
1:45	34	8			42	13:45	220	204			424
2:00	14	17			31	14:00	209	194			403
2:15	14	29			43	14:15	228	217			445
2:30	16	18			34	14:30	215	209			424
2:45	14	22			36	14:45	230	183			413
3:00	15	26			41	15:00	244	191			435
3:15	28	36			64	15:15	201	178			379
3:30	25	55			80	15:30	217	227			444
3:45	21	28			49	15:45	208	215			423
4:00	27	52			79	16:00	217	216			433
4:15	31	91			122	16:15	208	217			425
4:30	36	109			145	16:30	217	228			445
4:45	43	80			123	16:45	212	247			459
5:00	51	136			187	17:00	213	206			419
5:15	72	202			274	17:15	238	231			469
5:30	113	218			331	17:30	216	168			384
5:45	134	195			329	17:45	198	195			393
6:00	144	213			357	18:00	191	213			404
6:15	155	253			408	18:15	223	154			377
6:30	185	245			430	18:30	199	146			345
6:45	209	225			434	18:45	155	118			273
7:00	199	260			459	19:00	158	114			272
7:15	244	229			473	19:15	145	92			237
7:30	244	238			482	19:30	151	107			258
7:45	219	183			402	19:45	121	99			220
8:00	225	192			417	20:00	127	75			202
8:15	183	189			372	20:15	126	93			219
8:30	195	190			385	20:30	111	79			190
8:45	186	229			415	20:45	115	71			186
9:00	186	178			364	21:00	98	61			159
9:15	159	176			335	21:15	90	64			154
9:30	150	187			337	21:30	101	67			168
9:45	150	168			318	21:45	91	52			143
10:00	143	157			300	22:00	69	45			114
10:15	133	166			299	22:15	83	45			128
10:30	159	150			309	22:30	57	28			85
10:45	182	167			349	22:45	64	34			98
11:00	139	157			296	23:00	47	32			79
11:15	164	159			323	23:15	47	23			70
11:30	166	177			343	23:30	40	19			59
11:45	146	173			319	23:45	53	17			70
TOTALS	5115	6089	0	0	11204	TOTALS	7651	6634	0	0	14285
SPLIT %	46%	54%	0%	0%	44%	SPLIT %	54%	46%	0%	0%	56%

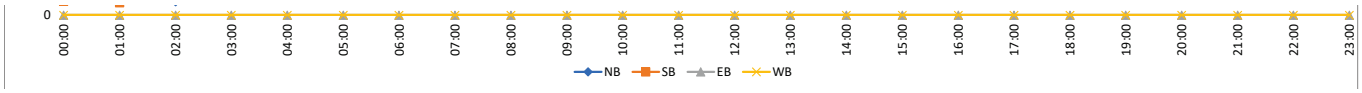
Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	101	60			161
01:00	02:00	95	54			149
02:00	03:00	58	86			144
03:00	04:00	89	145			234
04:00	05:00	137	332			469
05:00	06:00	370	751			1121
06:00	07:00	693	936			1629
07:00	08:00	906	910			1816
08:00	09:00	789	800			1589
09:00	10:00	645	709			1354
10:00	11:00	617	640			1257
11:00	12:00	615	666			1281
12:00	13:00	726	722			1448
13:00	14:00	792	742			1534
14:00	15:00	882	803			1685
15:00	16:00	870	811			1681
16:00	17:00	854	908			1762
17:00	18:00	865	800			1665
18:00	19:00	768	631			1399
19:00	20:00	575	412			987
20:00	21:00	479	318			797
21:00	22:00	380	244			624
22:00	23:00	273	152			425
23:00	00:00	187	91			278

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	5115	6089			11204
Peak Hour	7:15	6:15			6:45
Peak Volume	932	983			1848
Peak Hour Factor	0.955	0.945			0.959
Peak Period	12:00	to	00:00		
Volume	7651	6634			14285
Peak Hour	14:15	16:30			16:30
Peak Volume	917	912			1792
Peak Hour Factor	0.940	0.923			0.955
Peak Period	07:00	to	09:00		
Volume	1695	1710			3405
Peak Hour	7:15	7:00			7:00
Peak Volume	932	910			1816
Peak Hour Factor	0.955	0.875			0.942
Peak Period	16:00	to	18:00		
Volume	1719	1708			3427
Peak Hour	16:30	16:30			16:30
Peak Volume	880	912			1792
Peak Hour Factor	0.924	0.923			0.955




0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
NB
SB
EB
WB

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St Bet SR 65/D St & State St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_003

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	1	0	0	0	0	0	0	0	0	8
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	16	4	0	0	0	0	0	0	0	0	0	0	20
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	12	1	0	0	0	0	0	0	0	0	0	0	13
4:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	1	19	9	0	0	0	0	0	0	0	0	0	0	29	1	27	10	0	0	0	0	0	0	0	0	0	0	38
5:00	0	8	10	0	0	0	0	0	0	0	0	0	0	18	0	55	28	0	0	0	0	0	0	0	0	0	0	83	0	63	38	0	0	0	0	0	0	0	0	0	0	101
6:00	1	43	14	3	1	0	0	0	0	0	0	0	0	62	0	69	39	1	3	0	0	0	1	0	0	0	0	113	1	112	53	4	4	0	0	0	1	0	0	0	0	175
7:00	0	64	10	4	0	1	0	0	1	0	0	0	0	80	0	163	58	4	4	0	0	1	1	0	0	0	0	231	0	227	68	8	4	1	0	1	2	0	0	0	0	311
8:00	0	60	20	0	1	0	0	0	1	0	0	0	0	82	1	125	46	2	5	1	0	0	0	0	0	0	0	180	1	185	66	2	6	1	0	0	1	0	0	0	0	262
9:00	0	26	15	0	0	1	0	1	0	0	0	0	0	43	0	64	21	0	0	1	0	0	1	0	0	0	0	87	0	90	36	0	0	2	0	1	1	0	0	0	0	130
10:00	0	25	18	1	1	0	0	2	0	0	0	0	0	47	0	63	29	0	2	0	1	0	0	0	0	0	0	95	0	88	47	1	3	0	1	2	0	0	0	0	0	142
11:00	0	43	22	1	6	0	0	0	0	0	0	0	0	72	1	85	30	0	2	0	0	1	0	0	0	0	0	119	1	128	52	1	8	0	0	0	1	0	0	0	0	191
12:00	0	42	19	1	3	1	0	0	0	0	0	0	0	66	1	85	27	0	4	1	0	0	0	0	0	0	0	118	1	127	46	1	7	2	0	0	0	0	0	0	0	184
13:00	0	38	20	1	4	1	0	0	0	0	0	0	0	64	1	91	31	0	1	0	0	0	0	0	0	0	0	124	1	129	51	1	5	1	0	0	0	0	0	0	0	188
14:00	0	66	21	5	1	0	0	0	0	0	0	0	0	93	2	139	54	3	5	2	0	0	0	0	0	0	0	205	2	205	75	8	6	2	0	0	0	0	0	0	0	298
15:00	0	64	26	2	0	0	0	0	0	0	0	0	0	92	3	228	46	1	1	0	0	0	0	0	0	0	0	279	3	292	72	3	1	0	0	0	0	0	0	0	0	371
16:00	2	45	29	1	0	0	0	0	0	0	0	0	0	77	1	301	44	3	2	0	0	1	0	0	0	0	0	352	3	346	73	4	2	0	0	1	0	0	0	0	0	429
17:00	0	57	25	0	0	1	0	1	0	0	0	0	0	84	0	170	46	0	1	0	0	0	0	0	0	0	0	217	0	227	71	0	1	1	0	1	0	0	0	0	0	301
18:00	1	59	20	0	2	0	0	0	0	0	0	0	0	82	1	113	27	0	3	0	0	0	0	0	0	0	0	144	2	172	47	0	5	0	0	0	0	0	0	0	0	226
19:00	0	55	23	0	0	0	0	0	0	0	0	0	0	78	0	76	16	0	0	0	0	0	0	0	0	0	0	92	0	131	39	0	0	0	0	0	0	0	0	0	0	170
20:00	0	46	6	0	0	0	0	0	0	0	0	0	0	52	1	57	15	0	0	0	0	0	0	0	0	0	0	73	1	103	21	0	0	0	0	0	0	0	0	0	0	125
21:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	35	4	0	0	0	0	0	0	0	0	0	0	39	0	60	9	0	0	0	0	0	0	0	0	0	0	69
22:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	33	1	0	0	0	0	0	0	0	0	0	0	34
23:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12	1	33	3	0	0	0	0	0	0	0	0	0	0	37	1	43	5	0	0	0	0	0	0	0	0	0	0	49
Totals	4	810	311	19	20	5	0	4	2	0	0	0	0	1,175	14	2,022	576	14	33	5	1	2	4	0	0	0	0	2,671	18	2,832	887	33	53	10	1	6	6	0	0	0	0	3,846
% of Totals	0%	69%	26%	2%	2%	0%		0%	0%					100%	1%	76%	22%	1%	1%	0%	0%	0%	0%					100%	0%	74%	23%	1%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



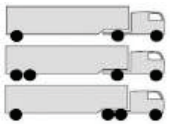
#5 2-Axle, 6-Tire Single Units



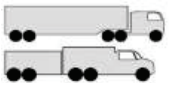
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	287	114	9	10	2	0	3	2	0	0	0	0	428	3	677	263	7	16	2	1	1	4	0	0	0	0	974	4	964	377	16	26	4	1	4	6	0	0	0	0	1402
%	0%	24%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	25%	10%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	25%	10%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%
Peak Hour	5:15	7:30	10:45	6:15	11:00	7:00	0:00	10:00	6:30	0:00	0:00	0:00	0:00	7:30	3:15	7:15	7:15	7:30	7:15	7:45	9:15	7:00	5:30	0:00	0:00	0:00	0:00	7:15	3:15	7:15	7:15	7:00	11:00	7:45	9:15	10:00	6:45	0:00	0:00	0:00	0:00	7:15
Peak Volume	1	80	23	5	6	1	0	2	1	0	0	0	0	105	1	180	59	5	6	1	1	1	1	0	0	0	0	251	1	253	79	8	8	2	1	2	2	0	0	0	0	348
12:00 - 24:00	3	523	197	10	10	3	0	1	0	0	0	0	0	747	11	1345	313	7	17	3	0	1	0	0	0	0	0	1697	14	1868	510	17	27	6	0	2	0	0	0	0	0	2444
%	0%	45%	17%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	50%	12%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	49%	13%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%
Peak Hour	15:30	14:30	14:45	14:15	12:45	12:00	12:00	16:45	12:00	12:00	12:00	12:00	12:00	14:30	14:45	16:00	14:00	14:15	12:15	13:15	12:00	15:45	12:00	12:00	12:00	12:00	12:00	16:00	15:30	16:00	14:45	14:15	12:15	13:15	12:00	15:45	12:00	12:00	12:00	12:00	12:00	16:00
Peak Volume	2	71	30	6	5	1	0	1	0	0	0	0	0	100	3	301	54	4	5	2	0	1	0	0	0	0	0	352	4	346	78	10	9	3	0	1	0	0	0	0	0	429
07:00 - 09:00	0	124	30	4	1	1	0	0	2	0	0	0	0	162	1	288	104	6	9	1	0	1	1	0	0	0	0	411	1	412	134	10	10	2	0	1	3	0	0	0	0	573
%	0%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	7:00	7:30	7:30	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	8:00	7:15	7:15	7:30	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	8:00	7:15	7:15	7:00	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	0	80	21	4	1	1	0	0	1	0	0	0	0	105	1	180	59	5	6	1	0	1	1	0	0	0	0	251	1	253	79	8	7	2	0	1	2	0	0	0	0	348
16:00 - 18:00	2	102	54	1	0	1	0	1	0	0	0	0	0	161	1	471	90	3	3	0	0	1	0	0	0	0	0	569	3	573	144	4	3	1	0	2	0	0	0	0	0	730
%	0%	9%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	15%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	16:00	17:00	16:00	16:00	16:00	16:45	16:00	16:45	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:30	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	2	57	29	1	0	1	0	1	0	0	0	0	0	84	1	301	51	3	3	0	0	1	0	0	0	0	0	352	3	346	77	4	3	1	0	1	0	0	0	0	0	429

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St Bet SR 65/D St & State St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_003

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	7	1	6	1	0	0	0	0	0	0	0	0	0	0	8
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	10	2	0	0	0	0	0	0	0	0	0	0	12
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	8	5	0	0	0	0	0	0	0	0	0	0	13
5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	11	5	0	0	0	0	0	0	0	0	0	0	16	0	12	6	0	0	0	0	0	0	0	0	0	0	18
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	15	3	0	0	0	0	0	0	0	0	0	0	18
5:30	0	2	5	0	0	0	0	0	0	0	0	0	0	7	0	17	12	0	0	0	0	0	0	0	0	0	0	29	0	19	17	0	0	0	0	0	0	0	0	0	0	36
5:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	13	8	0	0	0	0	0	0	0	0	0	0	21	0	17	12	0	0	0	0	0	0	0	0	0	0	29
6:00	1	6	3	0	0	0	0	0	0	0	0	0	0	10	0	15	5	0	0	0	0	0	0	0	0	0	0	20	1	21	8	0	0	0	0	0	0	0	0	0	0	30
6:15	0	15	0	2	0	0	0	0	0	0	0	0	0	17	0	12	10	0	1	0	0	1	0	0	0	0	0	24	0	27	10	2	1	0	0	0	1	0	0	0	0	41
6:30	0	11	8	0	0	0	0	0	0	0	0	0	0	19	0	16	11	0	2	0	0	0	0	0	0	0	0	29	0	27	19	0	2	0	0	0	0	0	0	0	0	48
6:45	0	11	3	1	1	0	0	0	0	0	0	0	0	16	0	26	13	1	0	0	0	0	0	0	0	0	0	40	0	37	16	2	1	0	0	0	0	0	0	0	0	56
7:00	0	16	1	2	0	0	0	0	0	0	0	0	0	19	0	23	12	0	1	0	0	0	0	0	0	0	0	36	0	39	13	2	1	0	0	0	0	0	0	0	0	55
7:15	0	12	2	0	0	0	0	0	1	0	0	0	0	15	0	41	15	0	0	0	0	0	0	0	0	0	0	56	0	53	17	0	0	0	0	0	1	0	0	0	0	71
7:30	0	12	3	1	0	0	0	0	0	0	0	0	0	16	0	51	16	1	2	0	0	0	1	0	0	0	0	71	0	63	19	2	2	0	0	0	1	0	0	0	0	87
7:45	0	24	4	1	0	1	0	0	0	0	0	0	0	30	0	48	15	3	1	0	0	1	0	0	0	0	0	68	0	72	19	4	1	1	0	1	0	0	0	0	0	98
8:00	0	25	11	0	0	0	0	0	0	0	0	0	0	36	0	40	13	0	3	0	0	0	0	0	0	0	0	56	0	65	24	0	3	0	0	0	0	0	0	0	0	92
8:15	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	34	9	1	0	0	0	0	0	0	0	0	0	44	0	53	12	1	1	0	0	0	0	0	0	0	0	67
8:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	27	16	1	0	1	0	0	0	0	0	0	0	45	0	34	18	1	0	1	0	0	0	0	0	0	0	54
8:45	0	9	4	0	0	0	0	0	1	0	0	0	0	14	1	24	8	0	2	0	0	0	0	0	0	0	0	35	1	33	12	0	2	0	0	0	1	0	0	0	0	49
9:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	18	8	0	0	0	0	0	0	0	0	0	0	26	0	21	11	0	0	0	0	0	0	0	0	0	0	32
9:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0	24	7	0	0	0	0	0	0	0	0	0	0	31
9:30	0	10	5	0	0	1	0	1	0	0	0	0	0	17	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	28	7	0	0	1	0	1	0	0	0	0	0	37
9:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9	0	12	7	0	0	1	0	0	1	0	0	0	0	21	0	17	11	0	0	1	0	0	1	0	0	0	0	30
10:00	0	8	2	1	0	0	0	0	0	0	0	0	0	11	0	18	14	0	0	0	1	0	0	0	0	0	0	33	0	26	16	1	0	0	1	0	0	0	0	0	0	44
10:15	0	3	5	0	1	0	0	0	0	0	0	0	0	9	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	19	7	0	1	0	0	0	0	0	0	0	0	27
10:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	13	11	0	2	0	0	0	0	0	0	0	0	26	0	18	14	0	2	0	0	0	0	0	0	0	0	34
10:45	0	9	8	0	0	0	0	2	0	0	0	0	0	19	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	25	10	0	0	0	0	2	0	0	0	0	0	37
11:00	0	12	6	1	2	0	0	0	0	0	0	0	0	21	1	12	8	0	0	0	0	0	0	0	0	0	0	21	1	24	14	1	2	0	0	0	0	0	0	0	0	42
11:15	0	8	4	0	0	0	0	0	0	0	0	0	0	12	0	34	6	0	1	0	0	0	0	0	0	0	0	41	0	42	10	0	1	0	0	0	0	0	0	0	0	53
11:30	0	14	5	0	1	0	0	0	0	0	0	0	0	20	0	22	9	0	0	0	0	0	1	0	0	0	0	32	0	36	14	0	1	0	0	0	1	0	0	0	0	52
11:45	0	9	7	0	3	0	0	0	0	0	0	0	0	19	0	17	7	0	1	0	0	0	0	0	0	0	0	25	0	26	14	0	4	0	0	0	0	0	0	0	0	44

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St Bet SR 65/D St & State St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_003

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	13	3	0	0	1	0	0	0	0	0	0	0	17	0	23	2	0	0	1	0	0	0	0	0	0	0	26	0	36	5	0	0	2	0	0	0	0	0	0	0	43
12:15	0	9	3	0	2	0	0	0	0	0	0	0	0	14	0	14	6	0	0	0	0	0	0	0	0	0	0	20	0	23	9	0	2	0	0	0	0	0	0	0	0	34
12:30	0	10	8	1	0	0	0	0	0	0	0	0	0	19	1	28	7	0	1	0	0	0	0	0	0	0	0	37	1	38	15	1	1	0	0	0	0	0	0	0	0	56
12:45	0	10	5	0	1	0	0	0	0	0	0	0	0	16	0	20	12	0	3	0	0	0	0	0	0	0	0	35	0	30	17	0	4	0	0	0	0	0	0	0	0	51
13:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12	1	23	6	0	1	0	0	0	0	0	0	0	0	31	1	30	10	0	2	0	0	0	0	0	0	0	0	43
13:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	22	12	0	0	0	0	0	0	0	0	0	0	34	0	32	16	0	0	0	0	0	0	0	0	0	0	48
13:30	0	13	6	1	3	1	0	0	0	0	0	0	0	24	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	31	12	1	3	1	0	0	0	0	0	0	0	48
13:45	0	8	6	0	0	0	0	0	0	0	0	0	0	14	0	28	7	0	0	0	0	0	0	0	0	0	0	35	0	36	13	0	0	0	0	0	0	0	0	0	0	49
14:00	0	18	7	0	1	0	0	0	0	0	0	0	0	26	2	25	14	0	2	2	0	0	0	0	0	0	0	45	2	43	21	0	3	2	0	0	0	0	0	0	0	71
14:15	0	18	3	3	0	0	0	0	0	0	0	0	0	24	0	38	14	0	0	0	0	0	0	0	0	0	0	52	0	56	17	3	0	0	0	0	0	0	0	0	0	76
14:30	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	41	11	2	2	0	0	0	0	0	0	0	0	56	0	55	14	2	2	0	0	0	0	0	0	0	0	73
14:45	0	16	8	2	0	0	0	0	0	0	0	0	0	26	0	35	15	1	1	0	0	0	0	0	0	0	0	52	0	51	23	3	1	0	0	0	0	0	0	0	0	78
15:00	0	15	5	1	0	0	0	0	0	0	0	0	0	21	1	36	10	1	1	0	0	0	0	0	0	0	0	49	1	51	15	2	1	0	0	0	0	0	0	0	0	70
15:15	0	26	9	1	0	0	0	0	0	0	0	0	0	36	0	73	14	0	0	0	0	0	0	0	0	0	0	87	0	99	23	1	0	0	0	0	0	0	0	0	0	123
15:30	0	9	8	0	0	0	0	0	0	0	0	0	0	17	2	56	9	0	0	0	0	0	0	0	0	0	0	67	2	65	17	0	0	0	0	0	0	0	0	0	0	84
15:45	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	63	13	0	0	0	0	0	0	0	0	0	0	76	0	77	17	0	0	0	0	0	0	0	0	0	0	94
16:00	1	13	7	0	0	0	0	0	0	0	0	0	0	21	0	71	10	3	0	0	0	0	0	0	0	0	0	84	1	84	17	3	0	0	0	0	0	0	0	0	0	105
16:15	1	10	9	0	0	0	0	0	0	0	0	0	0	20	0	87	10	0	0	0	0	0	0	0	0	0	0	97	1	97	19	0	0	0	0	0	0	0	0	0	0	117
16:30	0	9	8	1	0	0	0	0	0	0	0	0	0	18	0	74	11	0	1	0	0	1	0	0	0	0	0	87	0	83	19	1	1	0	0	1	0	0	0	0	0	105
16:45	0	13	5	0	0	0	0	0	0	0	0	0	0	18	1	69	13	0	1	0	0	0	0	0	0	0	0	84	1	82	18	0	1	0	0	0	0	0	0	0	0	102
17:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19	0	52	14	0	0	0	0	0	0	0	0	0	0	66	0	64	21	0	0	0	0	0	0	0	0	0	0	85
17:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	47	13	0	1	0	0	0	0	0	0	0	0	61	0	62	17	0	1	0	0	0	0	0	0	0	0	80
17:30	0	10	8	0	0	1	0	1	0	0	0	0	0	20	0	37	10	0	0	0	0	0	0	0	0	0	0	47	0	47	18	0	0	1	0	1	0	0	0	0	0	67
17:45	0	20	6	0	0	0	0	0	0	0	0	0	0	26	0	34	9	0	0	0	0	0	0	0	0	0	0	43	0	54	15	0	0	0	0	0	0	0	0	0	0	69
18:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23	0	33	7	0	0	0	0	0	0	0	0	0	0	40	0	49	14	0	0	0	0	0	0	0	0	0	0	63
18:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20	1	28	14	0	3	0	0	0	0	0	0	0	0	46	1	45	17	0	3	0	0	0	0	0	0	0	0	66
18:30	1	16	7	0	2	0	0	0	0	0	0	0	0	26	0	21	2	0	0	0	0	0	0	0	0	0	0	23	1	37	9	0	2	0	0	0	0	0	0	0	0	49
18:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	41	7	0	0	0	0	0	0	0	0	0	0	48
19:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	33	9	0	0	0	0	0	0	0	0	0	0	42
19:15	0	10	7	0	0	0	0	0	0	0	0	0	0	17	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0	23	12	0	0	0	0	0	0	0	0	0	0	35
19:30	0	17	7	0	0	0	0	0	0	0	0	0	0	24	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	41	9	0	0	0	0	0	0	0	0	0	0	50
19:45	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	34	9	0	0	0	0	0	0	0	0	0	0	43
20:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	22	2	0	0	0	0	0	0	0	0	0	0	24
20:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	34	5	0	0	0	0	0	0	0	0	0	0	39
20:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18	1	18	3	0	0	0	0	0	0	0	0	0	0	22	1	33	6	0	0	0	0	0	0	0	0	0	0	40
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	8	0	0	0	0	0	0	0	0	0	0	16	0	14	8	0	0	0	0	0	0	0	0	0	0	22
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	16	2	0	0	0	0	0	0	0	0	0	0	18
21:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	25	3	0	0	0	0	0	0	0	0	0	0	28
21:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	0	13
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	8	2	0	0	0	0	0	0	0	0	0	0	10
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	11	1	0	0	0	0	0	0	0	0	0	0	13	1	15	1	0	0	0	0	0	0	0	0	0	0	17
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	8	3	0	0	0	0	0	0	0	0	0	0	11
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Totals	**4**	**810**	**311**	**19**	**20**	**5**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**1,175**	**14**	**2,022**	**576**	**14**	**33**	**5**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**2,671**	**18**	**2,832**	**887**	**33**	**53**	**10**	**1**	**6**	**6**	**0**	**0**	**0**	**0**	**3,846**
% of Totals	0%	69%	26%	2%	2%	0%		0%	0%					100%	1%	76%	22%	1%	1%	0%	0%	0%	0%					100%	0%	74%	23%	1%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Main St Bet SR 65/D St & State St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,175	2,671	3,846

DAILY TOTALS

15-Minutes Interval

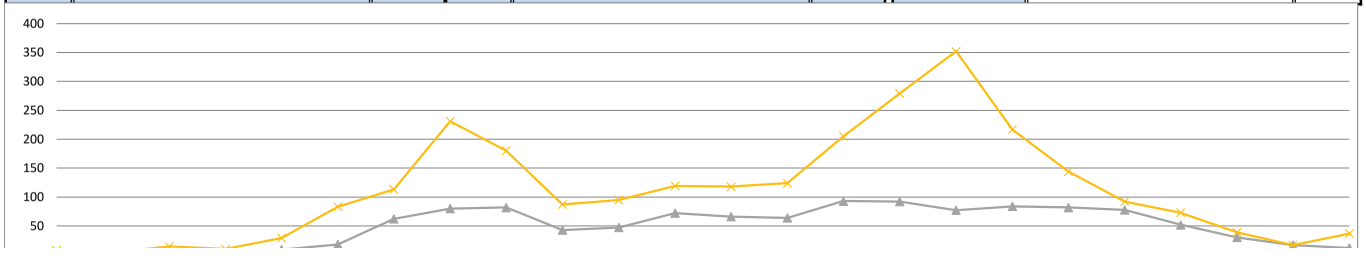
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	2	3	12:00			17	26	43
0:15			0	1	1	12:15			14	20	34
0:30			1	4	5	12:30			19	37	56
0:45			1	1	2	12:45			16	35	51
1:00			1	0	1	13:00			12	31	43
1:15			1	1	2	13:15			14	34	48
1:30			1	0	1	13:30			24	24	48
1:45			1	3	4	13:45			14	35	49
2:00			1	2	3	14:00			26	45	71
2:15			1	0	1	14:15			24	52	76
2:30			1	10	11	14:30			17	56	73
2:45			2	3	5	14:45			26	52	78
3:00			0	0	0	15:00			21	49	70
3:15			2	3	5	15:15			36	87	123
3:30			1	4	5	15:30			17	67	84
3:45			0	3	3	15:45			18	76	94
4:00			1	7	8	16:00			21	84	105
4:15			4	8	12	16:15			20	97	117
4:30			1	4	5	16:30			18	87	105
4:45			3	10	13	16:45			18	84	102
5:00			2	16	18	17:00			19	66	85
5:15			1	17	18	17:15			19	61	80
5:30			7	29	36	17:30			20	47	67
5:45			8	21	29	17:45			26	43	69
6:00			10	20	30	18:00			23	40	63
6:15			17	24	41	18:15			20	46	66
6:30			19	29	48	18:30			26	23	49
6:45			16	40	56	18:45			13	35	48
7:00			19	36	55	19:00			13	29	42
7:15			15	56	71	19:15			17	18	35
7:30			16	71	87	19:30			24	26	50
7:45			30	68	98	19:45			24	19	43
8:00			36	56	92	20:00			11	13	24
8:15			23	44	67	20:15			17	22	39
8:30			9	45	54	20:30			18	22	40
8:45			14	35	49	20:45			6	16	22
9:00			6	26	32	21:00			10	8	18
9:15			11	20	31	21:15			12	16	28
9:30			17	20	37	21:30			6	7	13
9:45			9	21	30	21:45			2	8	10
10:00			11	33	44	22:00			4	6	10
10:15			9	18	27	22:15			4	5	9
10:30			8	26	34	22:30			3	1	4
10:45			19	18	37	22:45			6	5	11
11:00			21	21	42	23:00			4	10	14
11:15			12	41	53	23:15			4	13	17
11:30			20	32	52	23:30			3	8	11
11:45			19	25	44	23:45			1	6	7
TOTALS	0	0	428	974	1402	TOTALS	0	0	747	1697	2444
SPLIT %	0%	0%	31%	69%	36%	SPLIT %	0%	0%	31%	69%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			3	8	11
01:00	02:00			4	4	8
02:00	03:00			5	15	20
03:00	04:00			3	10	13
04:00	05:00			9	29	38
05:00	06:00			18	83	101
06:00	07:00			62	113	175
07:00	08:00			80	231	311
08:00	09:00			82	180	262
09:00	10:00			43	87	130
10:00	11:00			47	95	142
11:00	12:00			72	119	191
12:00	13:00			66	118	184
13:00	14:00			64	124	188
14:00	15:00			93	205	298
15:00	16:00			92	279	371
16:00	17:00			77	352	429
17:00	18:00			84	217	301
18:00	19:00			82	144	226
19:00	20:00			78	92	170
20:00	21:00			52	73	125
21:00	22:00			30	39	69
22:00	23:00			17	17	34
23:00	00:00			12	37	49

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			428	974	1402
Peak Hour			7:30	7:15	7:15
Peak Volume			105	251	348
Peak Hour Factor			0.729	0.884	0.888
Peak Period	12:00	to	00:00		
Volume			747	1697	2444
Peak Hour			14:30	16:00	16:00
Peak Volume			100	352	429
Peak Hour Factor			0.694	0.907	0.917
Peak Period	07:00	to	09:00		
Volume			162	411	573
Peak Hour			7:30	7:15	7:15
Peak Volume			105	251	348
Peak Hour Factor			0.729	0.884	0.888
Peak Period	16:00	to	18:00		
Volume			161	569	730
Peak Hour			17:00	16:00	16:00
Peak Volume			84	352	429
Peak Hour Factor			0.808	0.907	0.917




0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
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15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
NB
SB
EB
WB

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St Bet Malone Ave & SR 65/D St

Day: Thursday
Date: 4/10/2025

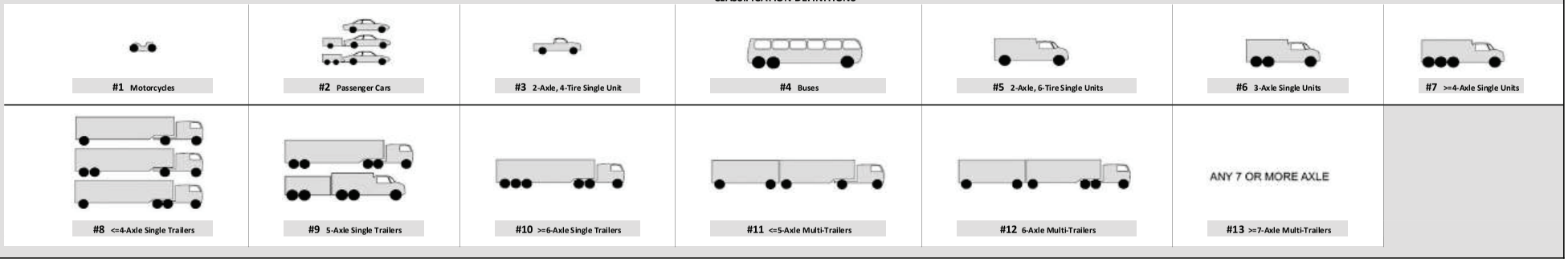
City: Wheatland
Project #: CA25_070079_004

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	0	0	0	0	0	0	0	0	0	8
6:00	0	14	11	4	0	0	0	0	0	0	0	0	0	29	0	4	4	0	2	0	0	0	0	0	0	0	0	10	0	18	15	4	2	0	0	0	0	0	0	0	0	39
7:00	0	58	9	4	0	0	0	0	0	0	0	0	0	71	0	15	11	4	0	0	0	0	0	0	0	0	0	30	0	73	20	8	0	0	0	0	0	0	0	0	0	101
8:00	0	46	11	0	0	0	0	0	0	0	0	0	0	57	0	11	3	2	0	0	0	0	0	0	0	0	0	16	0	57	14	2	0	0	0	0	0	0	0	0	0	73
9:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	17	5	0	0	0	0	0	0	0	0	0	0	22
10:00	0	12	7	1	0	0	0	0	0	0	0	0	0	20	0	3	5	0	0	0	0	0	0	0	0	0	0	8	0	15	12	1	0	0	0	0	0	0	0	0	0	28
11:00	0	11	10	0	1	0	0	0	0	0	0	0	0	22	0	8	7	0	1	0	0	0	0	0	0	0	0	16	0	19	17	0	2	0	0	0	0	0	0	0	0	38
12:00	0	18	9	1	1	1	0	0	0	0	0	0	0	30	0	17	2	0	1	1	0	0	0	0	0	0	0	21	0	35	11	1	2	2	0	0	0	0	0	0	0	51
13:00	0	13	7	1	0	0	0	0	0	0	0	0	0	21	0	5	8	0	0	0	0	0	0	0	0	0	0	13	0	18	15	1	0	0	0	0	0	0	0	0	0	34
14:00	0	46	15	5	0	0	0	0	0	0	0	0	0	66	0	13	7	3	0	0	0	0	0	0	0	0	0	23	0	59	22	8	0	0	0	0	0	0	0	0	0	89
15:00	0	65	24	2	0	0	0	0	0	0	0	0	0	91	0	24	7	0	0	0	0	0	0	0	0	0	0	31	0	89	31	2	0	0	0	0	0	0	0	0	0	122
16:00	0	44	19	0	0	0	0	0	0	0	0	0	0	63	0	12	4	2	2	0	0	0	0	0	0	0	0	20	0	56	23	2	2	0	0	0	0	0	0	0	0	83
17:00	0	30	13	0	0	0	0	0	0	0	0	0	0	43	0	17	9	0	0	0	0	0	0	0	0	0	0	26	0	47	22	0	0	0	0	0	0	0	0	0	0	69
18:00	0	13	5	0	1	0	0	0	0	0	0	0	0	19	0	9	3	0	1	0	0	0	0	0	0	0	0	13	0	22	8	0	2	0	0	0	0	0	0	0	0	32
19:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	34	7	0	0	0	0	0	0	0	0	0	0	41
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	416	152	18	3	1	0	0	0	0	0	0	0	590	0	174	76	12	7	1	0	0	0	0	0	0	0	270	0	590	228	30	10	2	0	0	0	0	0	0	0	860
% of Totals		71%	26%	3%	1%	0%								100%		64%	28%	4%	3%	0%								100%		69%	27%	3%	1%	0%								100%

FHWA

CLASSIFICATION DEFINITIONS



STATISTICS

		EASTBOUND														WESTBOUND														TOTALS													
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 12:00		0	158	55	9	1	0	0	0	0	0	0	0	0	223	0	53	33	7	3	0	0	0	0	0	0	0	0	96	0	211	88	16	4	0	0	0	0	0	0	0	0	319
	%	0%	27%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	20%	12%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	25%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	37%
	Peak Hour	0:00	7:15	7:15	6:15	10:15	11:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:15	0:00	7:30	6:45	7:30	5:45	11:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:30	0:00	7:45	7:15	7:00	5:45	11:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:15
	Peak Volume	0	73	16	5	1	1	0	0	0	0	0	0	0	92	0	18	11	5	2	1	0	0	0	0	0	0	0	31	0	91	25	8	2	2	0	0	0	0	0	0	0	122
12:00 - 24:00		0	258	97	9	2	1	0	0	0	0	0	0	0	367	0	121	43	5	4	1	0	0	0	0	0	0	0	174	0	379	140	14	6	2	0	0	0	0	0	0	0	541
	%	0%	44%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	62%	0%	45%	16%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	44%	16%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
	Peak Hour	12:00	14:30	15:15	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:30	12:00	15:00	13:30	14:00	15:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:15	12:00	15:00	15:15	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:15
	Peak Volume	0	69	30	6	1	1	0	0	0	0	0	0	0	94	0	24	9	3	2	1	0	0	0	0	0	0	0	36	0	89	39	9	2	2	0	0	0	0	0	0	0	130
07:00 - 09:00		0	104	20	4	0	0	0	0	0	0	0	0	0	128	0	26	14	6	0	0	0	0	0	0	0	0	0	46	0	130	34	10	0	0	0	0	0	0	0	0	0	174
	%	0%	18%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	10%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
	Peak Hour	7:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:30	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
	Peak Volume	0	73	16	4	0	0	0	0	0	0	0	0	0	92	0	18	11	5	0	0	0	0	0	0	0	0	0	31	0	91	25	8	0	0	0	0	0	0	0	0	0	122
16:00 - 18:00		0	74	32	0	0	0	0	0	0	0	0	0	0	106	0	29	13	2	2	0	0	0	0	0	0	0	0	46	0	103	45	2	2	0	0	0	0	0	0	0	0	152
	%	0%	13%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	11%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	12%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
	Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
	Peak Volume	0	44	19	0	0	0	0	0	0	0	0	0	0	63	0	17	9	2	2	0	0	0	0	0	0	0	0	26	0	56	23	2	2	0	0	0	0	0	0	0	0	83

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St Bet Malone Ave & SR 65/D St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:15	0	2	2	2	0	0	0	0	0	0	0	0	0	6	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	3	2	0	0	0	0	0	0	0	0	0	9
6:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	6	4	0	2	0	0	0	0	0	0	0	0	12
6:45	0	4	4	2	0	0	0	0	0	0	0	0	0	10	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	6	7	2	0	0	0	0	0	0	0	0	0	15
7:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	1	4	0	0	0	0	0	0	0	0	0	0	5	0	8	4	1	0	0	0	0	0	0	0	0	0	13
7:15	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	16	5	0	0	0	0	0	0	0	0	0	0	21
7:30	0	9	3	2	0	0	0	0	0	0	0	0	0	14	0	4	3	1	0	0	0	0	0	0	0	0	0	8	0	13	6	3	0	0	0	0	0	0	0	0	0	22
7:45	0	28	2	1	0	0	0	0	0	0	0	0	0	31	0	8	3	3	0	0	0	0	0	0	0	0	0	14	0	36	5	4	0	0	0	0	0	0	0	0	0	45
8:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	25	9	0	0	0	0	0	0	0	0	0	0	34
8:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	16	3	1	0	0	0	0	0	0	0	0	0	20
8:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	4	1	1	0	0	0	0	0	0	0	0	0	6	0	14	2	1	0	0	0	0	0	0	0	0	0	17
8:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	8	2	0	0	0	0	0	0	0	0	0	0	10
9:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	1	4	0	0	0	0	0	0	0	0	0	0	5	0	4	6	0	0	0	0	0	0	0	0	0	0	10
10:45	0	4	2	1	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	2	1	0	0	0	0	0	0	0	0	0	8
11:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	1	0	0	0	0	0	0	0	0	7
11:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	6	6	0	0	0	0	0	0	0	0	0	0	12
11:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	7	4	0	0	0	0	0	0	0	0	0	0	11
11:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	1	2	0	1	0	0	0	0	0	0	0	0	4	0	3	4	0	1	0	0	0	0	0	0	0	0	8

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St Bet Malone Ave & SR 65/D St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	1	0	0	0	0	0	0	0	0	12
12:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	1	0	0	0	0	0	0	0	0	0	0	12
12:30	0	6	4	1	0	1	0	0	0	0	0	0	0	12	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	9	4	1	0	2	0	0	0	0	0	0	0	16
12:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	5	5	0	1	0	0	0	0	0	0	0	0	11
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	2	0	0	0	0	0	0	0	0	0	0	6
13:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	3	0	0	0	0	0	0	0	0	0	0	11
13:30	0	4	3	1	0	0	0	0	0	0	0	0	0	8	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	6	1	0	0	0	0	0	0	0	0	0	11
13:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	2	4	0	0	0	0	0	0	0	0	0	0	6
14:00	0	10	7	1	0	0	0	0	0	0	0	0	0	18	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	12	8	1	0	0	0	0	0	0	0	0	0	21
14:15	0	14	1	2	0	0	0	0	0	0	0	0	0	17	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	16	3	2	0	0	0	0	0	0	0	0	0	21
14:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	4	1	2	0	0	0	0	0	0	0	0	0	7	0	11	3	2	0	0	0	0	0	0	0	0	0	16
14:45	0	15	5	2	0	0	0	0	0	0	0	0	0	22	0	5	3	1	0	0	0	0	0	0	0	0	0	9	0	20	8	3	0	0	0	0	0	0	0	0	0	31
15:00	0	16	3	2	0	0	0	0	0	0	0	0	0	21	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	21	3	2	0	0	0	0	0	0	0	0	0	26
15:15	0	31	11	0	0	0	0	0	0	0	0	0	0	42	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	36	13	0	0	0	0	0	0	0	0	0	0	49
15:30	0	3	6	0	0	0	0	0	0	0	0	0	0	9	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	10	9	0	0	0	0	0	0	0	0	0	0	19
15:45	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	22	6	0	0	0	0	0	0	0	0	0	0	28
16:00	0	15	9	0	0	0	0	0	0	0	0	0	0	24	0	4	2	2	2	0	0	0	0	0	0	0	0	10	0	19	11	2	2	0	0	0	0	0	0	0	0	34
16:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	9	4	0	0	0	0	0	0	0	0	0	0	13
16:30	0	12	5	0	0	0	0	0	0	0	0	0	0	17	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	16	6	0	0	0	0	0	0	0	0	0	0	22
16:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	12	2	0	0	0	0	0	0	0	0	0	0	14
17:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	12	7	0	0	0	0	0	0	0	0	0	0	19
17:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	14	6	0	0	0	0	0	0	0	0	0	0	20
17:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	13	4	0	0	0	0	0	0	0	0	0	0	17
17:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	8	5	0	0	0	0	0	0	0	0	0	0	13
18:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	10	2	0	1	0	0	0	0	0	0	0	0	13
18:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	1	0	0	0	0	0	0	0	0	6
18:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	6
18:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	4	3	0	0	0	0	0	0	0	0	0	0	7
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	10	3	0	0	0	0	0	0	0	0	0	0	13
19:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	13	1	0	0	0	0	0	0	0	0	0	0	14
19:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	**0**	**416**	**152**	**18**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**590**	**0**	**174**	**76**	**12**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**270**	**0**	**590**	**228**	**30**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**860**
% of Totals		71%	26%	3%	1%	0%								100%		64%	28%	4%	3%	0%								100%		69%	27%	3%	1%	0%								100%

Prepared by National Data & Surveying Services

VOLUME

Main St Bet Malone Ave & SR 65/D St

Day: Thursday
Date: 4/10/2025

City: Wheatland
Project #: CA25_070079_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	590	270	860

DAILY TOTALS

15-Minutes Interval

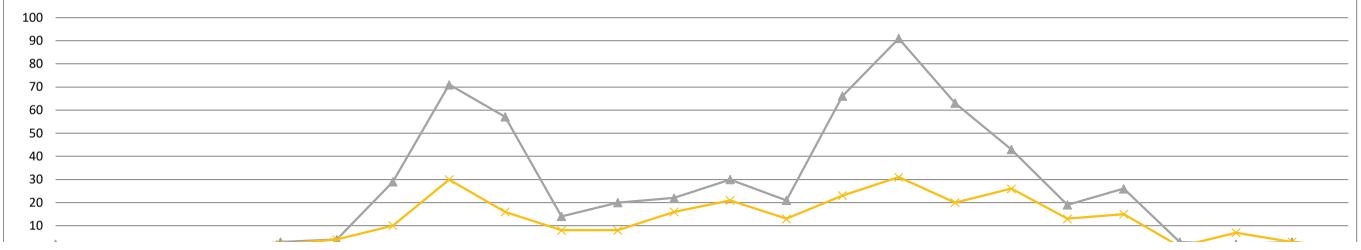
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			5	7	12
0:15			0	0	0	12:15			7	5	12
0:30			1	0	1	12:30			12	4	16
0:45			1	0	1	12:45			6	5	11
1:00			1	0	1	13:00			3	3	6
1:15			0	0	0	13:15			7	4	11
1:30			0	0	0	13:30			8	3	11
1:45			0	0	0	13:45			3	3	6
2:00			0	0	0	14:00			18	3	21
2:15			0	0	0	14:15			17	4	21
2:30			0	0	0	14:30			9	7	16
2:45			0	1	1	14:45			22	9	31
3:00			0	0	0	15:00			21	5	26
3:15			0	0	0	15:15			42	7	49
3:30			0	0	0	15:30			9	10	19
3:45			0	1	1	15:45			19	9	28
4:00			1	1	2	16:00			24	10	34
4:15			0	0	0	16:15			11	2	13
4:30			0	0	0	16:30			17	5	22
4:45			2	1	3	16:45			11	3	14
5:00			0	3	3	17:00			14	5	19
5:15			1	0	1	17:15			12	8	20
5:30			3	0	3	17:30			9	8	17
5:45			0	1	1	17:45			8	5	13
6:00			3	0	3	18:00			7	6	13
6:15			6	3	9	18:15			5	1	6
6:30			10	2	12	18:30			4	2	6
6:45			10	5	15	18:45			3	4	7
7:00			8	5	13	19:00			4	4	8
7:15			18	3	21	19:15			9	4	13
7:30			14	8	22	19:30			8	6	14
7:45			31	14	45	19:45			5	1	6
8:00			29	5	34	20:00			1	0	1
8:15			16	4	20	20:15			1	0	1
8:30			11	6	17	20:30			1	0	1
8:45			1	1	2	20:45			0	1	1
9:00			2	2	4	21:00			1	1	2
9:15			7	3	10	21:15			0	0	0
9:30			5	1	6	21:30			1	5	6
9:45			0	2	2	21:45			0	1	1
10:00			2	2	4	22:00			0	0	0
10:15			6	0	6	22:15			1	2	3
10:30			5	5	10	22:30			1	0	1
10:45			7	1	8	22:45			1	1	2
11:00			4	3	7	23:00			0	0	0
11:15			8	4	12	23:15			0	0	0
11:30			6	5	11	23:30			0	0	0
11:45			4	4	8	23:45			0	1	1
TOTALS	0	0	223	96	319	TOTALS	0	0	367	174	541
SPLIT %	0%	0%	70%	30%	37%	SPLIT %	0%	0%	68%	32%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			2	0	2
01:00	02:00			1	0	1
02:00	03:00			0	1	1
03:00	04:00			0	1	1
04:00	05:00			3	2	5
05:00	06:00			4	4	8
06:00	07:00			29	10	39
07:00	08:00			71	30	101
08:00	09:00			57	16	73
09:00	10:00			14	8	22
10:00	11:00			20	8	28
11:00	12:00			22	16	38
12:00	13:00			30	21	51
13:00	14:00			21	13	34
14:00	15:00			66	23	89
15:00	16:00			91	31	122
16:00	17:00			63	20	83
17:00	18:00			43	26	69
18:00	19:00			19	13	32
19:00	20:00			26	15	41
20:00	21:00			3	1	4
21:00	22:00			2	7	9
22:00	23:00			3	3	6
23:00	00:00			0	1	1

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			223	96	319
Peak Hour			7:15	7:30	7:15
Peak Volume			92	31	122
Peak Hour Factor			0.742	0.554	0.678
Peak Period	12:00	to	00:00		
Volume			367	174	541
Peak Hour			14:30	15:15	15:15
Peak Volume			94	36	130
Peak Hour Factor			0.560	0.900	0.663
Peak Period	07:00	to	09:00		
Volume			128	46	174
Peak Hour			7:15	7:30	7:15
Peak Volume			92	31	122
Peak Hour Factor			0.742	0.554	0.678
Peak Period	16:00	to	18:00		
Volume			106	46	152
Peak Hour			16:00	17:00	16:00
Peak Volume			63	26	83
Peak Hour Factor			0.656	0.813	0.610




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23:00
NB
SB
EB
WB

Appendix D: Existing Conditions LOS Analysis Worksheets



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	243	4	886	25	927
v/c Ratio	0.21	0.88	0.05	0.81	0.15	0.74
Control Delay (s/veh)	26.6	81.0	65.5	30.7	57.7	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.6	81.0	65.5	30.7	57.7	19.5
Queue Length 50th (ft)	31	202	4	689	21	444
Queue Length 95th (ft)	71	288	17	#1104	50	#1046
Internal Link Dist (ft)	738	748		1013		1228
Turn Bay Length (ft)			200		50	
Base Capacity (vph)	452	325	263	1090	224	1237
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.75	0.02	0.81	0.11	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	34	35	126	24	81	4	820	22	24	880	1
Future Volume (vph)	2	34	35	126	24	81	4	820	22	24	880	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1652			1677		1805	1707		1805	1727	
Flt Permitted		0.99			0.76		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1643			1316		1805	1707		1805	1727	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	36	37	133	25	85	4	863	23	25	926	1
RTOR Reduction (vph)	0	27	0	0	14	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	48	0	0	229	0	4	886	0	25	927	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	15%	0%	2%	17%	4%	0%	11%	5%	0%	10%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		27.7			27.7		1.3	85.8		12.2	96.7	
Effective Green, g (s)		27.7			27.7		1.3	85.8		12.2	96.7	
Actuated g/C Ratio		0.20			0.20		0.01	0.61		0.09	0.69	
Clearance Time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Vehicle Extension (s)		2.0			2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		325			260		16	1046		157	1192	
v/s Ratio Prot							0.00	c0.52		0.01	c0.54	
v/s Ratio Perm		0.03			c0.17							
v/c Ratio		0.14			0.87		0.25	0.84		0.15	0.77	
Uniform Delay, d1		46.3			54.5		68.8	21.8		59.1	14.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			26.0		8.0	8.4		0.4	5.0	
Delay (s)		46.4			80.5		76.9	30.2		59.6	19.4	
Level of Service		D			F		E	C		E	B	
Approach Delay (s/veh)		46.4			80.5			30.4			20.5	
Approach LOS		D			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	353	5	804	46	880
v/c Ratio	0.13	1.00	0.06	0.81	0.25	0.74
Control Delay (s/veh)	27.0	98.8	65.6	35.9	59.1	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.0	98.8	65.6	35.9	59.1	22.2
Queue Length 50th (ft)	28	~319	5	624	38	478
Queue Length 95th (ft)	67	#532	20	#853	80	829
Internal Link Dist (ft)	738	748		1013		1228
Turn Bay Length (ft)			200		50	
Base Capacity (vph)	469	352	263	986	213	1183
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	1.00	0.02	0.82	0.22	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	25	270	12	64	5	786	2	45	860	2
Future Volume (vph)	6	31	25	270	12	64	5	786	2	45	860	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787			1739		1805	1809		1719	1809	
Flt Permitted		0.96			0.73		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1737			1331		1805	1809		1719	1809	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	32	26	276	12	65	5	802	2	46	878	2
RTOR Reduction (vph)	0	18	0	0	6	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	46	0	0	347	0	5	804	0	46	880	0
Confl. Peds. (#/hr)	5					5			1			
Heavy Vehicles (%)	0%	0%	0%	1%	17%	2%	0%	5%	0%	5%	5%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		36.4			36.4		1.4	72.6		16.7	87.9	
Effective Green, g (s)		36.4			36.4		1.4	72.6		16.7	87.9	
Actuated g/C Ratio		0.26			0.26		0.01	0.52		0.12	0.63	
Clearance Time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Vehicle Extension (s)		2.0			2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		451			346		18	938		205	1135	
v/s Ratio Prot							0.00	c0.44		0.03	c0.49	
v/s Ratio Perm		0.03			c0.26							
v/c Ratio		0.10			1.00		0.27	0.85		0.22	0.77	
Uniform Delay, d1		39.3			51.8		68.7	29.2		55.7	18.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			49.1		8.2	9.9		0.5	5.2	
Delay (s)		39.4			100.9		77.0	39.1		56.3	24.0	
Level of Service		D			F		E	D		E	C	
Approach Delay (s/veh)		39.4			100.9			39.4			25.6	
Approach LOS		D			F			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix E: Existing plus Project Conditions LOS Analysis Worksheets



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	255	4	915	25	1003
v/c Ratio	0.20	0.88	0.05	0.85	0.15	0.82
Control Delay (s/veh)	26.0	80.6	65.5	34.1	57.7	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.0	80.6	65.5	34.1	57.7	23.7
Queue Length 50th (ft)	30	212	4	762	21	560
Queue Length 95th (ft)	71	305	17	#1160	50	#1191
Internal Link Dist (ft)	738	748		262		1228
Turn Bay Length (ft)			270		50	
Base Capacity (vph)	452	328	263	1073	224	1220
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.78	0.02	0.85	0.11	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	34	35	138	24	81	4	847	22	24	952	1
Future Volume (vph)	2	34	35	138	24	81	4	847	22	24	952	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1652			1682		1805	1708		1805	1727	
Flt Permitted		0.99			0.76		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1643			1315		1805	1708		1805	1727	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	36	37	145	25	85	4	892	23	25	1002	1
RTOR Reduction (vph)	0	27	0	0	13	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	48	0	0	242	0	4	915	0	25	1003	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	15%	0%	2%	17%	4%	0%	11%	5%	0%	10%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		29.1			29.1		1.3	84.4		12.2	95.3	
Effective Green, g (s)		29.1			29.1		1.3	84.4		12.2	95.3	
Actuated g/C Ratio		0.21			0.21		0.01	0.60		0.09	0.68	
Clearance Time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Vehicle Extension (s)		2.0			2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		341			273		16	1029		157	1175	
v/s Ratio Prot							0.00	c0.54		0.01	c0.58	
v/s Ratio Perm		0.03			c0.18							
v/c Ratio		0.14			0.88		0.25	0.88		0.15	0.85	
Uniform Delay, d1		45.2			53.8		68.8	23.7		59.1	17.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			26.3		8.0	11.3		0.4	7.9	
Delay (s)		45.3			80.1		76.9	35.1		59.6	25.0	
Level of Service		D			F		E	D		E	C	
Approach Delay (s/veh)		45.3			80.1			35.3			25.8	
Approach LOS		D			F			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	81	36	846	1041	84
Future Vol, veh/h	27	81	36	846	1041	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	81	36	846	1041	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2001	1083	1125	0	-	0
Stage 1	1083	-	-	-	-	-
Stage 2	918	-	-	-	-	-
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	67	266	628	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	63	266	628	-	-	-
Mov Cap-2 Maneuver	63	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	43.2	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	628	-	63	266	-	-
HCM Lane V/C Ratio	0.057	-	0.429	0.305	-	-
HCM Control Delay (s/veh)	11.1	-	99.6	24.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q (veh)	0.2	-	1.6	1.2	-	-



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	366	5	830	46	962
v/c Ratio	0.13	1.04	0.06	0.84	0.25	0.81
Control Delay (s/veh)	27.0	109.1	65.6	37.8	59.1	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.0	109.1	65.6	37.8	59.1	25.6
Queue Length 50th (ft)	28	~355	5	661	38	572
Queue Length 95th (ft)	67	#561	20	#941	80	#1071
Internal Link Dist (ft)	738	748		248		1228
Turn Bay Length (ft)			275		50	
Base Capacity (vph)	469	350	263	986	213	1183
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	1.05	0.02	0.84	0.22	0.81

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	25	283	12	64	5	811	2	45	941	2
Future Volume (vph)	6	31	25	283	12	64	5	811	2	45	941	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787			1741		1805	1809		1719	1809	
Flt Permitted		0.96			0.73		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1738			1330		1805	1809		1719	1809	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	32	26	289	12	65	5	828	2	46	960	2
RTOR Reduction (vph)	0	18	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	46	0	0	361	0	5	830	0	46	962	0
Confl. Peds. (#/hr)	5					5			1			
Heavy Vehicles (%)	0%	0%	0%	1%	17%	2%	0%	5%	0%	5%	5%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		36.4			36.4		1.4	72.6		16.7	87.9	
Effective Green, g (s)		36.4			36.4		1.4	72.6		16.7	87.9	
Actuated g/C Ratio		0.26			0.26		0.01	0.52		0.12	0.63	
Clearance Time (s)		4.6			4.6		4.6	5.1		4.6	5.1	
Vehicle Extension (s)		2.0			2.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		451			345		18	938		205	1135	
v/s Ratio Prot							0.00	c0.46		0.03	c0.53	
v/s Ratio Perm		0.03			c0.27							
v/c Ratio		0.10			1.04		0.27	0.88		0.22	0.84	
Uniform Delay, d1		39.3			51.8		68.7	29.9		55.7	20.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			60.9		8.2	11.9		0.5	7.9	
Delay (s)		39.4			112.7		77.0	41.9		56.3	28.6	
Level of Service		D			F		E	D		E	C	
Approach Delay (s/veh)		39.4			112.7			42.1			29.8	
Approach LOS		D			F			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	101	41	793	1155	94
Future Vol, veh/h	25	101	41	793	1155	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	101	41	793	1155	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2077	1202	1249	0	-	0
Stage 1	1202	-	-	-	-	-
Stage 2	875	-	-	-	-	-
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	60	227	564	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	227	564	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	48.9	0.6	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	564	-	56	227	-	-
HCM Lane V/C Ratio	0.073	-	0.446	0.445	-	-
HCM Control Delay (s/veh)	11.9	-	113.3	33	-	-
HCM Lane LOS	B	-	F	D	-	-
HCM 95th %tile Q (veh)	0.2	-	1.7	2.1	-	-