Noise Assessment
(WJV Acoustics, Inc. 2026)

D

APPENDIX

ENVIRONMENTAL NOISE ASSESSMENT

DON CHAPIN CONCRETE PLANT & RECYCLING FACILITY
SAN BENITO COUNTY, CALIFORNIA

WJVA Report No. 25-48

PREPARED FOR

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1. INTRODUCTION

Project Description

Concrete Ready-Mix Batch Plant

The project includes relocation of an existing concrete ready-mix batch plant currently operating approximately 3.6 miles north of the project site. The proposed, new facility would produce approximately 40,000 cubic yards of concrete annually, requiring approximately 5,500 inbound loads of raw materials and 4,000 outbound loads of finished concrete per year. The concrete ready-mix batch plant area includes a permanent 550 square foot building that has a restroom for employees.

Recycling Operations

The project would include on-site recycling of waste asphalt and concrete into recycled aggregate products, and processing of soils into topsoil, bio-soils, and other reusable products. Recycling operations would occur periodically, for approximately four months each year, with an estimated 40,000 tons of materials recycled and off-hauled annually (approximately 1,600–1,800 outbound truck trips per year).

Precast Facility

A precast concrete facility would manufacture precast products such as tanks, barrier rails, and concrete boxes. The operation would average two to four truck round trips per day. The precast facility includes a temporary approximately 550 square foot building that has a restroom for employees.

Employment and Operations

The existing operations employ up to 50 employees, who would move to the proposed new facility, including:

- 15 truck drivers;
- 5 ready-mix plant workers;
- 10 precast facility employees;
- 5 recycling operation employees (seasonal);
- 4 maintenance and support staff (intermittent);
- 1 full-time scale attendant; and
- 10 additional employees for future reuse of existing on-site buildings.

The facility would operate up to six days per week, generally from 5:00 a.m. to 5:00 p.m., with most activities concluding by early afternoon. Precast and recycling operations would not occur on Saturdays. Occasional nighttime, early morning, or late evening operations may occur as needed to meet project demands, including limited activity during dark hours.

Environmental Noise Assessment

This environmental noise assessment has been prepared to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project site plan (dated January 2024), traffic data provided by Hexagon Transportation Consultants, operational information provided by the applicant, reference noise level measurements of the existing operations (Hollister and Marina locations), and ambient noise level measurements conducted by WJVA at the proposed project site. Revisions to the site plan (provided as Figure 1), project-related equipment and noise level data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

In terms of human perception, a 5 dB increase or decrease is considered to be a noticeable change in noise levels. Additionally, a 10 dB increase or decrease is perceived by the human ear as half as loud or twice as loud. In terms of perception, generally speaking the human ear cannot perceive an increase (or decrease) in noise levels less than 3 dB.

2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

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

b. Would the project result in 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?

a. Noise Level Standards

County of San Benito

Section 9 (Health and Safety Element) of the San Benito County 2035 General Plan (adopted July 25, 2015) establishes land use compatibility criteria in terms of the Day-Night Average Level ($L_{dn/}$DNL). The L_{dn} represents the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and are therefore calculated based upon *annual average* conditions. The General Plan establishes noise exposure criteria for specific land use types. The Noise level criteria (relative to the project) established in the General Plan are provided below.

Goal HS-8.1

> *The County shall require new development to comply with the noise standards shown in Tables 9-1 and 9-2 through proper site and building design, such as building orientation, setbacks, barriers (e.g., earthen berms), and building construction practices. The County shall only consider the use of soundwalls after all design-related noise mitigation measures have been evaluated or integrated into the project or found infeasible.*

Table 9-1 of the General Plan is summarized below as Table I. Table 9-2 of the General Plan is summarized below as Table II.

TABLE I

NON-TRANSPORTATION NOISE LEVEL STANDARDS FOR NOISE-SENSITIVE USES SAN BENITO COUNTY 2035 GENERAL PLAN

Daytime (7 a.m.-10 p.m.)		Nighttime (10 p.m.-7 a.m.)	
L_{eq}	L_{max}	L_{eq}	L_{max}
55	70	45	65

Source: San Benito County 2035 General Plan

TABLE II

LAND USE COMPATIBILITY GUIDELINES FOR COMMUNITY NOISE ENVIRONMENTS SAN BENITO COUNTY 2035 GENERAL PLAN

Land Use Category	Community Noise Exposure L_{dn}/CNEL, dB			
	I	II	III	IV
Residential – Low Density Single Family, Duplex, Mobile Homes	<60	60-65	65-75	75+
Residential – Multi. Family	<60	60-65	65-75	75+
Transient Lodging – Motels, Hotels	<65	65-70	70-80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	<60	60-65	65-75	75+
Auditoriums, Concert Halls, Amphitheaters	--	<60	60-70	70+
Sports Arenas, Outdoor Spectator Sports	<60	60-65	65-75	75+
Playgrounds, Neighborhood Parks	<55	55-65	65-75	75+
Golf Course, Riding Stables, Water Recreation, Cemeteries	<60	60-70	70-80	80+
Office Buildings, Business Commercial and Professional	<65	65-75	75-80	80+
Industrial, Manufacturing Utilities, Agriculture	<70	70-80	80+	--

NOTES:

1. Noise Range I: Clearly Acceptable. The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. (Residential areas: both indoor and outdoor noise environments are pleasant.)
2. Noise Range II: Normally Acceptable. The noise exposure is great enough to be of some concern, but common building construction will make the indoor environment acceptable, even for sleeping quarters.
3. Noise Range III: Normally Unacceptable. The noise exposure is significantly more severe so that unusual and costly building construction is necessary to insure adequate performance of activities. (Residential areas: barriers must be created between the site and prominent noise sources to make the outdoor environment tolerable.)
4. Noise Range IV: Clearly Unacceptable. The noise exposure is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.)

Source: San Benito County 2035 General Plan

Goal HS-8.9 Interior Noise Standards

Adopt the State of California Code of Regulations' (Title 24) minimum noise insulation interior performance standard of 45 dBA L_{dn} for all new residential construction including hotels, motels, dormitories, apartment houses, and single-family dwellings.

Goal HS-8.10 Reduction in Noise Levels at Existing Land Uses

The County shall require new development to comply with the noise standards shown in Tables 9-1 and 9-2 through proper site and building design, such as building orientation, setbacks, barriers (e.g., earthen berms), and building construction practices. The County shall only consider the use of soundwalls after all design-related noise mitigation measures have been evaluated or integrated into the project or found infeasible.

Goal HS-8.11 New Project Noise Mitigation Requirements

Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with the Table 9-1 and 9-2 standards within sensitive areas. If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 9-2 at existing noise-sensitive areas in the project vicinity, unless an exception is made by the County on a case-by-case basis. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 9-2 at the property line of the generating use in anticipation of the future residential development, unless an exception is made by the County on a case-by-case basis.

State of California

There are no state noise standards that are applicable to the project.

Federal Noise Standards

There are no federal noise standards that are applicable to the project.

b. Construction Noise and Vibration

The General Plan provides the following guidelines related to construction activities:

Goal HS-8.3 Construction Noise

The County shall control the operation of construction equipment at specific sound intensities and frequencies during day time hours between 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. No construction shall be allowed on Sundays or federal holidays.

Goal HS-8.12 Construction Noise Control Plans

Require all construction projects to be constructed within 500 feet of sensitive receptors to develop and implement construction noise control plans that consider the following available controls in order to reduce construction noise levels as low as practical:

- *Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;*
- *Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;*
- *Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;*
- *Locate staging areas and construction material areas as far away as possible from adjacent land uses;*
- *Prohibit all unnecessary idling of internal combustion engines;*
- *Notify all abutting land uses of the construction schedule in writing; and*

  Designate a "disturbance coordinator" (e.g. contractor foreman or authorized representative) who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The General Plan also provides some guidance associated with vibration.

Goal HS-8.6 Vibration Screening Distances

The County shall require new residential and commercial uses located adjacent to major freeways or railroad tracks to follow the Federal Transit Administration (FTA) screening distance criteria.

Additional guidance is provided by the Caltrans Transportation and Construction Vibration Guidance Manual. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table III and Table IV and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

TABLE III

GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans

TABLE IV

GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile, historic buildings, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans

3. SETTING

The project site is located at 2751 San Juan Hollister Road, in an unincorporated portion of San Benito County, near the City of Hollister, California. The project site was previously used for industrial uses and is situated among gently rolling hills. Surrounding land uses include agricultural, industrial, and rural-residential land uses.

a. Background Noise Level Measurements

Existing noise levels in the project vicinity are dominated by noise associated with agricultural, industrial and rural-residential land uses. Additional sources of noise observed at the project site include distant vehicle traffic and occasional aircraft overflights.

Measurements of existing ambient noise levels in the project vicinity were conducted on February 3 & 4, 2026. Long-term (24-hour) ambient noise level measurements were conducted at three (3) locations (LT-1, LT-2, and LT-3). The long-term ambient noise measurement sites were located within the project site, in the vicinity and direction of rural-residential land use located near the project site. Short-term (15-minute) ambient noise level measurements were conducted at an additional four (4) locations (ST-1, ST-2, ST-3, and ST-4). The locations of ambient noise measurement sites are provided on Figure 2.

Noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL-820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 40.1 dB between midnight and 1:00 a.m. to a high of 55.9 dB between 11:00 p.m. and midnight. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 52.4 to 88.1 dB. Residual noise levels at the monitoring site, as defined by the L_{90}, ranged from 34.3 to 47.2 dB. The L_{90} is a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured L_{dn} value at site LT-1 was 55.2 dB L_{dn}. Figure 3 graphically depicts hourly variations in ambient noise levels at site LT-1. Figure 4 provides a photograph of measurement site LT-1.

Table V provides the measured L_{eq} and L_{max} noise levels at the LT-1 measurement site for the 24-hour measurement period. Table V also summarizes the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) logarithmic averages.

TABLE V

SUMMARY OF 24-HOUR NOISE LEVEL MEASUREMENTS AT LT-1, dB L_{eq}/L_{max}
DON CHAPIN CONTRETE PLANT & RECYCLING FACILITY
SAN BENITO COUNTY
FEBRUARY 3, 2026

Time	A-Weighted Decibels, dBA L_{50}	
	L_{eq}	L_{max}
12:00 a.m.	40.1	52.9
1:00 a.m.	40.4	55.2
2:00 a.m.	41.9	52.4
3:00 a.m.	42.7	54.1
4:00 a.m.	45.3	54.8
5:00 a.m.	48.5	61.1
6:00 a.m.	55.9	88.1
7:00 a.m.	49.9	59.3
8:00 a.m.	47.3	59.5
9:00 a.m.	45.9	66.0
10:00 a.m.	42.3	59.0
11:00 a.m.	46.1	67.3
12:00 p.m.	43.3	52.7
1:00 p.m.	44.7	60.0
2:00 p.m.	46.5	56.9
3:00 p.m.	47.2	58.7
4:00 p.m.	48.1	69.8
5:00 p.m.	47.0	53.5
6:00 p.m.	47.7	68.8
7:00 p.m.	49.9	77.9
8:00 p.m.	46.2	61.7
9:00 p.m.	43.0	69.7
10:00 p.m.	41.9	63.8
11:00 p.m.	51.9	83.9
Daytime Average (Range)	46.9 (42.3-49.9)	68.4 (52.7-77.9)
Nighttime Average (Range)	49.0 (40.1-55.9)	80.0 (52.4-88.1)

Source: WJV Acoustics, Inc.

Measured hourly energy average noise levels (L_{eq}) at site LT-2 ranged from a low of 33.6 dB between 11:00 p.m. and midnight to a high of 45.1 dB between 8:00 a.m. and 9:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-2 ranged from 46.4 to 69.3 dB. Residual noise levels at the monitoring site, as defined by the L_{90}, ranged from 27.4 to 41.6 dB. The measured L_{dn} value at site LT-2 was 45.8 dB L_{dn}. Figure 5 graphically depicts hourly variations in ambient noise levels at site LT-2. Figure 6 provides a photograph of measurement site LT-2.

Table VI provides the measured L_{eq} and L_{max} noise levels at the LT-2 measurement site for the 24-hour measurement period. Table VI also summarizes the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) logarithmic averages.

TABLE VI

SUMMARY OF 24-HOUR NOISE LEVEL MEASUREMENTS AT LT-2, dB L_{eq}/L_{max}
DON CHAPIN CONTRETE PLANT & RECYCLING FACILITY
SAN BENITO COUNTY
FEBRUARY 3, 2026

Time	A-Weighted Decibels, dBA L_{50}	
	L_{eq}	L_{max}
12:00 a.m.	33.7	51.1
1:00 a.m.	34.7	49.4
2:00 a.m.	37.4	58.1
3:00 a.m.	40.4	54.1
4:00 a.m.	40.5	52.7
5:00 a.m.	41.2	50.3
6:00 a.m.	43.0	51.0
7:00 a.m.	44.0	57.1
8:00 a.m.	45.1	60.2
9:00 a.m.	42.9	69.3
10:00 a.m.	42.8	68.7
11:00 a.m.	41.5	66.0
12:00 p.m.	34.0	50.4
1:00 p.m.	36.3	56.6
2:00 p.m.	35.6	55.9
3:00 p.m.	33.8	52.2
4:00 p.m.	42.7	67.7
5:00 p.m.	38.8	49.1
6:00 p.m.	38.5	46.4
7:00 p.m.	40.2	53.7
8:00 p.m.	43.8	67.3
9:00 p.m.	37.2	48.5
10:00 p.m.	33.9	46.7
11:00 p.m.	33.6	56.2
Daytime Average (Range)	41.2 (33.8-45.1)	63.6 (46.4-69.3)
Nighttime Average (Range)	39.0 (33.6-43.0)	53.5 (46.7-58.1)

Source: WJV Acoustics, Inc.

Measured hourly energy average noise levels (L_{eq}) at site LT-3 ranged from a low of 43.0 dB between midnight and 1:00 a.m. as well as between 1:00 a.m. and 2:00 a.m. to a high of 54.5 dB between 7:00 a.m. and 8:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-3 ranged from 57.6 to 71.4 dB. Residual noise levels at the monitoring site, as defined by the L_{90}, ranged from 33.7 to 50.2 dB. The measured L_{dn} value at site LT-3 was 56.1 dB L_{dn}. Figure 7 graphically depicts hourly variations in ambient noise levels at site LT-3. Figure 8 provides a photograph of measurement site LT-2.

Table VII provides the measured L_{eq} and L_{max} noise levels at the LT-3 measurement site for the 24-hour measurement period. Table VII also summarizes the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) logarithmic averages.

TABLE VII

SUMMARY OF 24-HOUR NOISE LEVEL MEASUREMENTS AT LT-3, dB L_{eq}/L_{max}
DON CHAPIN CONTRETE PLANT & RECYCLING FACILITY
SAN BENITO COUNTY
FEBRUARY 3, 2026

Time	A-Weighted Decibels, dBA L_{50}	
	L_{eq}	L_{max}
12:00 a.m.	43.0	59.6
1:00 a.m.	43.0	58.7
2:00 a.m.	44.9	58.8
3:00 a.m.	46.6	61.0
4:00 a.m.	51.1	71.4
5:00 a.m.	53.5	64.6
6:00 a.m.	54.1	62.2
7:00 a.m.	54.5	63.6
8:00 a.m.	51.9	60.2
9:00 a.m.	48.1	68.9
10:00 a.m.	47.1	64.1
11:00 a.m.	49.7	65.3
12:00 p.m.	48.2	63.0
1:00 p.m.	48.6	60.0
2:00 p.m.	52.2	59.6
3:00 p.m.	52.0	61.7
4:00 p.m.	53.7	70.3
5:00 p.m.	53.3	60.8
6:00 p.m.	52.2	64.5
7:00 p.m.	48.8	59.5
8:00 p.m.	48.9	57.6
9:00 p.m.	48.2	60.9
10:00 p.m.	46.4	59.5
11:00 p.m.	43.9	59.5
Daytime Average (Range)	51.1 (47.1-54.5)	64.2 (57.6-70.3)
Nighttime Average (Range)	49.5 (43.0-54.1)	64.2 (58.7-71.4)

Source: WJV Acoustics, Inc.

The short-term sites noise measurement data included energy average (L_{eq}) maximum (L_{max}) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. Table VIII summarizes short-term noise measurement results.

TABLE VIII

SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA
DON CHAPIN CONTRETE PLANT & RECYCLING FACILITY
SAN BENITO COUNTY
FEBRUARY 3 & 4, 2026

Site	Time	A-Weighted Decibels, dBA							Sources
		L_{eq}	L_{max}	L_2	L_8	L_{25}	L_{50}	L_{90}	
ST-1	8:40 a.m.	52.6	61.4	50.1	47.2	43.6	37.2	34.0	TR, I
ST-1	3:50 p.m.	51.0	63.0	49.4	47.0	42.8	36.9	33.6	TR, I
ST-2	9:00 a.m.	49.6	59.4	48.0	46.4	41.2	35.8	32.6	TR, A
ST-2	4:10 p.m.	47.4	56.5	46.6	45.1	43.1	36.5	33.7	TR, AC
ST-3	9:25 a.m.	46.6	51.4	45.2	44.6	42.2	34.0	32.1	TR, A
ST-3	4:40 p.m.	48.1	55.5	46.8	45.0	41.7	33.8	31.2	TR, AC
ST-4	9:45 a.m.	46.0	53.2	44.9	43.3	40.8	33.1	30.9	TR
ST-4	5:00 p.m.	47.7	56.0	45.2	43.8	41.1	34.5	31.4	TR

TR: Traffic I: Industrial A: Agricultural Activities V: Voices, AC: Aircraft
Source: WJV Acoustics, Inc.

4. PROJECT IMPACTS AND MITIGATION MEASURES

a. Noise Impacts from On-Site Noise Sources

According to the project applicant, the noise-producing components of the project include noise associated with the concrete ready-mix batch plant, the recycling plant, and on-site truck movements. Noise levels associated with these sources are analyzed and summarized below. An analysis and summary of project-related noise levels is provided below. Noise levels were modeled and calculated at six (6) nearby noise-sensitive (rural-residential) land uses. The locations of the analyzed receptor locations (R-1 through R-6) are provided as Figure 9.

There is significant acoustic shielding provided by intervening topography between the locations of both the concrete ready-mix batch plant area and the concrete recycling area and nearby noise-sensitive land uses. This acoustic shielding is analyzed and summarized below.

On-Site Truck Movements:

The project would utilize an existing 16-foot wide two-way access road to connect the proposed new driveway with a new parking area within the eastern side of the project site. The parking area consists of 35 standard vehicle parking stalls and 38 truck parking stalls. Trucks would utilize this road to access both the recycling plant facility and the batch plant facility areas. Truck movements would occur at distances of 700 feet or greater from the closest noise-sensitive land uses (residential).

WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 71-77 dB at a distance of 50 feet. Taking into account the standard rate of noise attenuation with increased distance from a source (-6 dB/doubling of distance), truck movements would not be expected to exceed 55 dB L_{max} at any nearby sensitive receptor locations. Such levels would not exceed San Benito County daytime or nighttime noise level standards at any noise-sensitive location.

Concrete Ready-Mix Batch Plant Noise Levels:

The project would move the existing concrete batch plant operations from the existing location at 2735 Bolsa Road, in Hollister, to the proposed project site location on San Juan Hollister Road. According to the project applicant, the same equipment currently utilized at the Bolsa Road location will be moved to the San Juan Hollister Road location and would operate in a similar fashion. In order to quantify noise levels associated with concrete ready-mix batch plant operations, WJVA conducted reference noise level measurements at the existing Bolsa Road location.

Reference noise level measurements were conducted at the Bolsa Road concrete ready-mix batch plant location on February 3 & 4, 2026. According to site staff, the batch-plant was fully operational, and operations were “typical” in nature during the reference noise measurement period. The noise meter was located approximately 225 feet from the center point of the batch plant, and measured noise levels took into account the batch-plant operations as well as all ancillary activities including truck movements in and out of the area. Figure 10 provides the

location of the noise meter in relation to the ready-mix plant. Figure 11 provides a photograph of the ready-mix noise monitor location.

Noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL-820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Batch plant noise level measurements commenced at approximately 10:00 a.m. on February 3rd and concluded at approximately noon on February 4th. The batch plant operated from approximately 7:00 a.m. to approximately 6:00 p.m. Table IX summarizes the measured noise levels, during periods of batch plant operation.

TABLE IX

SUMMARY OF READY-MIX BATCH PLANT NOISE LEVELS, dB L_{eq}/L_{max}
DON CHAPIN CONCRETE PLANT & RECYCLING FACILITY
SAN BENITO COUNTY
FEBRUARY 3 & 4, 2026

Time	A-Weighted Decibels, dBA L_{50}	
	L_{eq}	L_{max}
February 3, 2026		
10:00 a.m.	56.6	80
11:00 a.m.	59.6	79
12:00 p.m.	60.7	78.3
1:00 p.m.	62.9	83.4
2:00 p.m.	58.9	84.2
3:00 p.m.	59.5	79.4
4:00 p.m.	57.6	75.8
5:00 p.m.	59.8	74.6
February 4, 2026		
7:00 a.m.	67.4	79.6
8:00 a.m.	63.6	88
9:00 a.m.	63.3	83.1
10:00 a.m.	61.9	80.2
11:00 a.m.	58.2	88.1
Average	**61.8**	**82.9**

Source: WJV Acoustics, Inc.

As summarized above in Table IX, noise levels associated with the ready-mix batch plant operations (taking into account all associated noise sources) was determined to be approximately 62 dB L_{eq} and approximately 83 dB L_{max}, at a reference distance of approximately 225, as measured from the center point area of the batch plant to the noise meter location.

Recycling Plant Noise Levels:

The project would include on-site recycling of waste asphalt and concrete into recycled aggregate products, and processing of soils into topsoil, bio-soils, and other reusable products. According to the project applicant, the recycling plant would generally operate at the project site approximately every fourteen (14) months, for a period of up to four (4) months. The recycling plant operations would typically occur Monday through Friday, between approximately 7:00 a.m. to 4:00 p.m., daily.

Recycling plant reference noise level measurements were conducted at the Don Chapin Sand Plant facility, in Marina, California. Recycling plant noise levels were measured on February 3 & 4, 2026. According to site staff, the recycling-plant was fully operational, and operations were "typical" in nature during the reference noise measurement period. The noise meter was located approximately 250 feet from the center point of the recycling plant, and measured noise levels took into account the recycling plant operations as well as all ancillary activities including truck movements in and out of the area. Figure 12 provides the location of the noise meter in relation to the recycling plant. Figure 13 provides a photograph of the recycling plant noise monitor location.

Noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL-820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Recycling plant noise level measurements commenced at approximately noon on February 3rd and concluded at approximately 11:00 a.m. on February 4th. The recycling plant operated from approximately 7:00 a.m. to approximately 4:00 p.m. Table X summarizes the measured noise levels, during periods of recycling plant operation.

TABLE X

SUMMARY OF RECYCLING PLANT NOISE LEVELS, dB L_{eq}/L_{max}
DON CHAPIN CONCRETE PLANT & RECYCLING FACILITY
SAN BENITO COUNTY
FEBRUARY 3 & 4, 2026

Time	A-Weighted Decibels, dBA L_{50}	
	L_{eq}	L_{max}
February 3, 2026		
12:00 p.m.	66.8	77.7
1:00 p.m.	71.3	81.4
2:00 p.m.	71.5	82.1
3:00 p.m.	71.1	80.1
4:00 p.m.	69.8	77.6
February 4, 2026		
7:00 a.m.	68.7	75.9
8:00 a.m.	69.4	81.4
9:00 a.m.	68.5	78.7
10:00 a.m.	66.4	70.2
Average	**69.6**	**79.4**

Source: WJV Acoustics, Inc.

As summarized above in Table X, noise levels associated with the recycling plant operations (taking into account all noise sources) was determined to be approximately 70 dB L_{eq} and approximately 79 dB L_{max}, at a reference distance of approximately 250, as measured from the center point area of the recycling plant to the noise meter location.

Topographical Acoustic Shielding:

As described above, there is substantial topographical changes between the locations of the closest sensitive receptors and the proposed ready-mix batch plant and recycling plant areas at the project site. This intervening topography between noise sources (ready-mix batch plant operations and concrete recycling operations) and sensitive receptors (R-1 through R-6) provides significant noise attenuation.

WJVA utilized an insertion loss (noise reduction) model to calculate the noise level reduction that would be provided by the intervening topography. The model calculates the insertion loss of a barrier (wall, berm, or intervening topography) of a given height based on the effective height of the noise source, height of the receptor, distance from the receptor to the barrier, and distance from the noise source to the barrier.

Table XI summarizes the acoustic shielding data applied to model the topographic insertion loss (noise reduction) associated with the ready-mix batch plant operational noise levels, at the closest sensitive receptors to the project site. The approximate elevation of the proposed batch plant location is 450 feet (above sea level), and the effective modeled height of the batch plant noise source was assumed to be twenty (20) feet above ground level elevation (470 feet above sea level). Table XI also provides the modeled insertion loss (noise reduction) associated with ready-mix batch plant operations at the closest sensitive receptors to the project site. It should

be noted; there is no topographical noise reduction from ready-mix batch plant operations at sensitive receptor R-4, as there is not intervening topography between noise source location and receptor location.

TABLE XI

READY-MIX BATCH PLANT NOISE ATTENUATION DATA
2751 SAN JUAN HOLLISTER ROAD
SAN BENITO COUNTY, CALIFORNIA

Analyzed Sensitive Receptor	Distance (feet): Receptor to Batch Plant	Sensitive Receptor Elev. (feet)	Intervening Elev. (feet)	Insertion Loss, dB (Noise Reduction)
R-1	1500	272	484	13.4
R-2	1600	346	486	12.0
R-3	1625	371	482	11.3
R-4	1675	498	N/A	0
R-5	1915	405	493	15.7
R-6	1425	275	463	17.3

Source: WJV Acoustics, Inc.

Table XII summarizes the acoustic shielding data applied to model the topographic insertion loss (noise reduction) associated with the recycling plant operational noise levels, at the closest sensitive receptors to the project site. The approximate elevation of the proposed recycling plant location is 400 feet (above sea level), and the effective modeled height of the batch plant noise source was assumed to be twenty (20) feet above ground level elevation (420 feet above sea level). Table XII also provides the modeled insertion loss (noise reduction) associated with recycling plant operations at the closest sensitive receptors to the project site.

TABLE XII

RECYCLING PLANT NOISE ATTENUATION DATA
2751 SAN JUAN HOLLISTER ROAD
SAN BENITO COUNTY, CALIFORNIA

Analyzed Sensitive Receptor	Distance (feet): Receptor to Recycling Plant	Sensitive Receptor Elev. (feet)	Intervening Elev. (feet)	Insertion Loss, dB (Noise Reduction)
R-1	2465	272	462	13.9
R-2	1900	346	484	14.8
R-3	2050	371	481	14.0
R-4	1980	498	456	7.8
R-5	1675	405	477	13.2
R-6	1000	275	453	17.1

Source: WJV Acoustics, Inc.

WJVA calculated project-related noise levels at each of the six analyzed sensitive receptor locations based upon the above-described reference noise level measurements, the distances between the noise sources and the closest sensitive receptors, and the noise attenuation

provided by the existing topography between the proposed locations of the ready-mix batch plant, the recycling plant and the closest sensitive receptors to the project site. Table XIII provides the noise levels associated with each noise source (batch plant and recycling plant) as well as the combined noise levels that would be expected during times both plants are in simultaneous operation, for each of the six closest sensitive receptor locations. The noise levels summarized in Table XIII have been rounded to the closest decibel.

TABLE XIII

DON CHAPIN CONCRETE PLANT & RECYCLING FACILITY NOISE LEVELS
2751 SAN JUAN HOLLISTER ROAD
SAN BENITO COUNTY, CALIFORNIA

Analyzed Sensitive Receptor	Ready-Mix Batch Plant Noise Levels, dB L_{eq}	Recycling Plant Noise Levels, dB L_{eq}	Combined Noise Levels	
			dB, L_{eq}	dB L_{max}
R-1	32	36	37	53
R-2	33	37	39	54
R-3	33	37	39	54
R-4	44	44	47	66
R-5	28	40	40	50
R-6	29	41	41	50

Source: WJV Acoustics, Inc.

Noise levels summarized above in Table XIII indicate that project-related noise levels would not be expected to exceed any San Benito County daytime (7:00 a.m. to 10:00 p.m.) noise level standards. However, if both plants (batch plant and recycling plant) were in simultaneous operation, combined noise levels could exceed San Benito County nighttime (10:00 p.m. to 7:00 a.m.) noise level standards at sensitive receptor location R-4.

Based upon information provided by the project applicant, the recycling plant would generally operate at the project site approximately every fourteen (14) months, for a period of up to four (4) months. The applicant has indicated that the recycling plant operations would typically occur Monday through Friday, between approximately 7:00 a.m. to 4:00 p.m., daily. If the recycling plant is not operational outside of the daytime hours of 7:00 a.m. to 10:00 p.m. (which according to the applicant, it would not), project-related noise levels would not be expected to exceed San Benito County noise level standards at any sensitive receptor location.

b. Project Traffic Noise Impacts on Existing Noise-Sensitive Land Uses (No Impact)

WJVA utilized the FHWA Traffic Noise Model to quantify expected project-related increases in traffic noise exposure in the project vicinity. Traffic noise exposure levels for Existing and Existing Plus Project were calculated based upon the FHWA Model and traffic volumes provided by Hexagon Transportation Consultants, Inc. The percentages of truck traffic on SR 156 were obtained from Caltrans. For the purpose of this analysis WJVA applied the SR 156 truck percentages to all analyzed roadway segments. The day/night distribution of traffic used for

modeling was estimated based upon previous studies WJVA has conducted along similar roadways. As the majority of analyzed roadway sections do not have any sensitive receptors located adjacent to the roadway, traffic noise exposure was calculated at a reference setback distance of 100 feet from the centerline of each roadway segment. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

The San Benito County exterior noise level standard for transportation noise sources is 60 dB L_{dn} for residential land uses (and other noise-sensitive land uses). Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the County's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact is also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the County's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear.

Table XIV provides a comparison of traffic noise levels along roadways near the project site, for Existing and Existing Plus Project traffic conditions. Noise levels described in Table XIV do not take into account any localized acoustic shielding that may result from intervening topography, existing buildings or existing sound walls, and should be considered a worst-case assessment of traffic noise exposure levels.

As described in Table XIV, project-related traffic is not expected to result in noise levels at any sensitive receptors to exceed the County's noise level standard or result in an increase of 3 dB in any sensitive receptor locations where noise levels already exceed the County's noise level standard without the implementation of the project. Project-related traffic is not expected to significantly increase traffic noise levels (as defined by the L_{dn} metric) at any roadway.

TABLE XIV

PROJECT-RELATED INCREASES IN TRAFFIC NOISE, dB, L_{dn}
DON CHAPIN CONCRETE PLANT AND RECYCLING FACILITY
SAN BENITO COUNTY, CALIFORNIA

Roadway	Existing	Existing Plus Project	Change	Significant Impact?
SR 156 (w/o Union Rd)	71	71	0	No
SR 156 (e/o Union Rd)	70	70	0	No
Union Rd (s/o SR 156)	65	65	0	No
San Juan Hollister Rd (e/o Union Rd)	47	49	+2	No
SR 156 (w/o San Juan Hollister Rd)	66	66	0	No
SR 156 (e/o San Juan Hollister Rd)	66	66	0	No
San Juan Hollister Rd (n/o SR 156)	52	52	0	No
San Juan Hollister Rd (s/o SR 156)	52	55	+3	No

Source: WJV Acoustics, Inc.
Hexagon Transportation Consultants, Inc.
1. Noise levels calculated at a reference distance of 100 feet from centerline of each roadway

Reference to Table XIV indicates that the project would not result in any measurable increase in traffic noise along the majority of analyzed roadway segments. Noise Exposure levels along San Juan Hollister Road (east of Union Road) would be expected to increase by approximately 2 dB and noise exposure levels along San Juan Hollister Road (south of SR 156) would be expected to increase by approximately 3 dB. However, noise exposure levels would not exceed 60 dB L_{dn} at any sensitive receptor location along these roadway segments. Therefore, the project-related increases in traffic noise exposure would not result in any significant impacts at any noise-sensitive land use in the project vicinity.

c. Noise From Construction (No Impact)

Construction noise is typically not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. Extraordinary noise-producing activities (e.g., pile driving) are not anticipated. San Benito County restricts hours of construction activity to occur between the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is allowed on Sundays or federal holidays. Furthermore, San Benito County requires the implementation of a construction noise control plan if construction is to occur within 500 feet of a sensitive receptor. For this project, construction activities are not anticipated within 500 feet of a sensitive receptor.

As a point of reference, Table XV provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

TABLE XV

TYPICAL CONSTRUCTION EQUIPMENT MAXIMUM NOISE LEVELS, dBA

Type of Equipment	100 Ft.	200 Ft.	300 Ft.
Concrete Saw	84	78	74
Crane	75	69	65
Excavator	75	69	65
Front End Loader	73	67	63
Jackhammer	83	77	73
Paver	71	65	61
Pneumatic Tools	79	73	69
Dozer	76	70	66
Rollers	74	68	64
Trucks	80	72	70
Pumps	74	68	64
Scrapers	81	75	71
Portable Generators	74	68	64
Backhoe	80	74	70
Grader	80	74	70

Source: FHWA
Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987

d. Vibration Impacts (No Impact)

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. None of these activities are anticipated to occur with construction or operation of the proposed project. Due to the distances between the project site and the closest sensitive receptor locations, vibration from construction activities would not be expected to result in damage or annoyance (Table III and Table IV). Additionally, vibration levels from project operations would not be expected to result in any damage or annoyance.

As a point of reference, typical vibration levels at distances of 100 feet and 300 feet are summarized by Table XVI. After full project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses.

TABLE XVI

TYPICAL VIBRATION LEVELS DURING CONSTRUCTION

	PPV (in/sec)	
Equipment	**@ 100´**	**@ 300´**
Bulldozer (Large)	0.011	0.006
Bulldozer (Small)	0.0004	0.00019
Loaded Truck	0.01	0.005
Jackhammer	0.005	0.002
Vibratory Roller	.03	0.013
Caisson Drilling	.01	0.006

Source: *Caltrans*

5. IMPACT SUMMARY

- Noise levels associated with the project would not be expected to exceed San Benito County daytime (7:00 a.m. to 10:00 p.m.) noise level standards at any nearby sensitive receptor location.

- According to information provided by the applicant, the recycling plant would be operational at the project site approximately every fourteen (14) months, for an ongoing period of approximately four (4) months, and would operate Monday through Friday between the hours of 7:00 a.m. to 5:00 p.m. If the recycling plant were to operate simultaneously with the batch plant during the nighttime hours of 10:00 pm. To 7:00 a.m., combined noise levels (batch plant and recycling plant) could exceed San Benito County nighttime noise level standards at analyzed sensitive receptor R-4. **Therefore, both plants must not operate simultaneously between the nighttime hours of 10:00 p.m. to 7:00 a.m.**

- Noise levels associated with both the batch plant operations and the recycling plant operations would not exceed any San Benito County nighttime (10:00 p.m. to 7:00 a.m.) noise level standards at any sensitive receptor locations if either (batch plant or recycling plant) were operational individually at any given time.

The conclusions and recommendations of this acoustical analysis are based upon the best information known to WJV Acoustics Inc. (WJVA) at the time the analysis was prepared concerning the proposed project site plan, project hours of operation, project equipment noise levels, project equipment locations, traffic volumes and roadway configurations. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in project equipment (type and locations), motor vehicle technology, noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,



Walter J. Van Groningen
President

WJV:wjv

FIGURE 1: PROJECT SITE PLAN

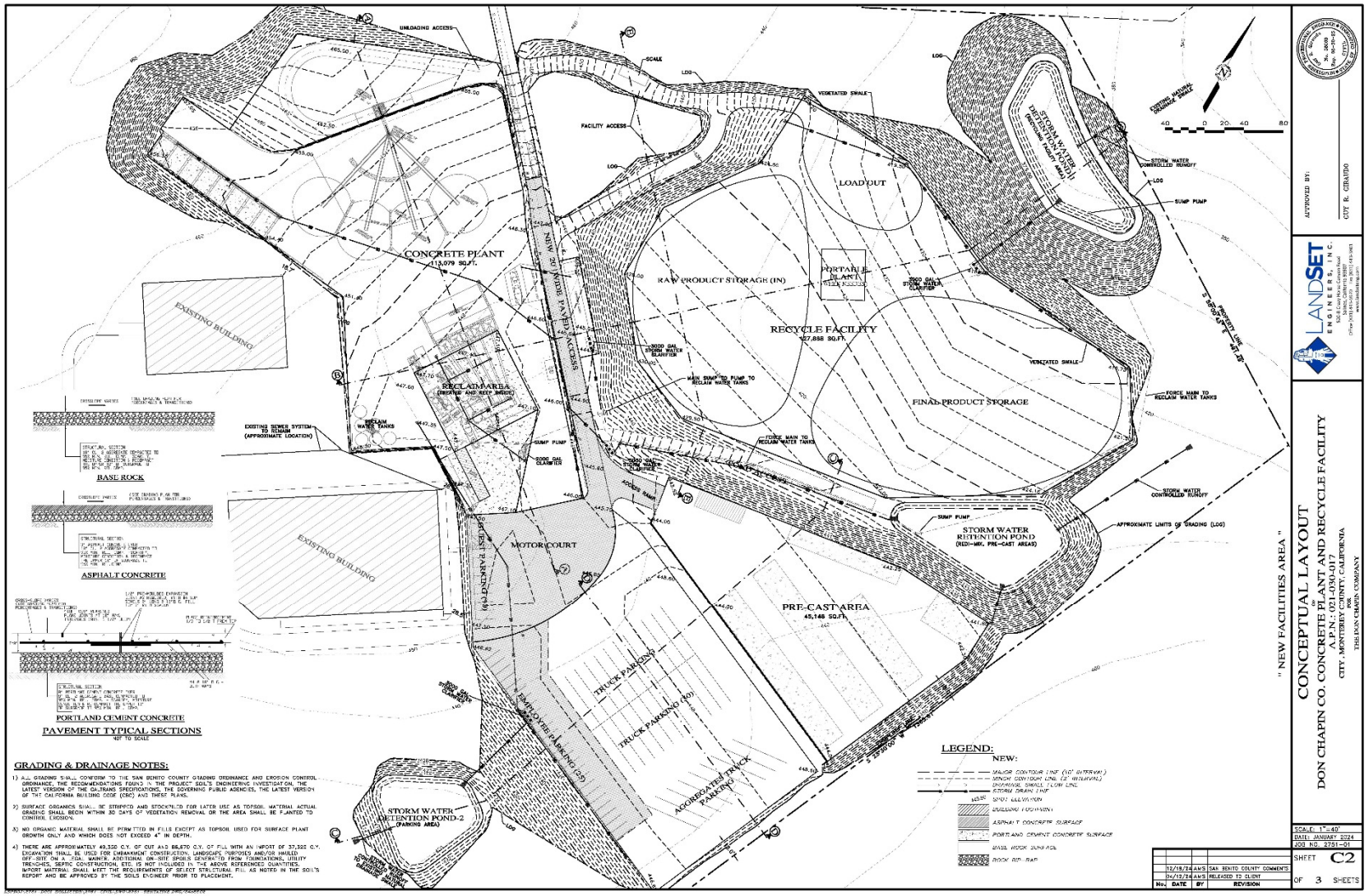


FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES



FIGURE 3: HOURLY NOISE LEVELS AT AMBIENT NOISE MEASUREMENT SITE LT-1

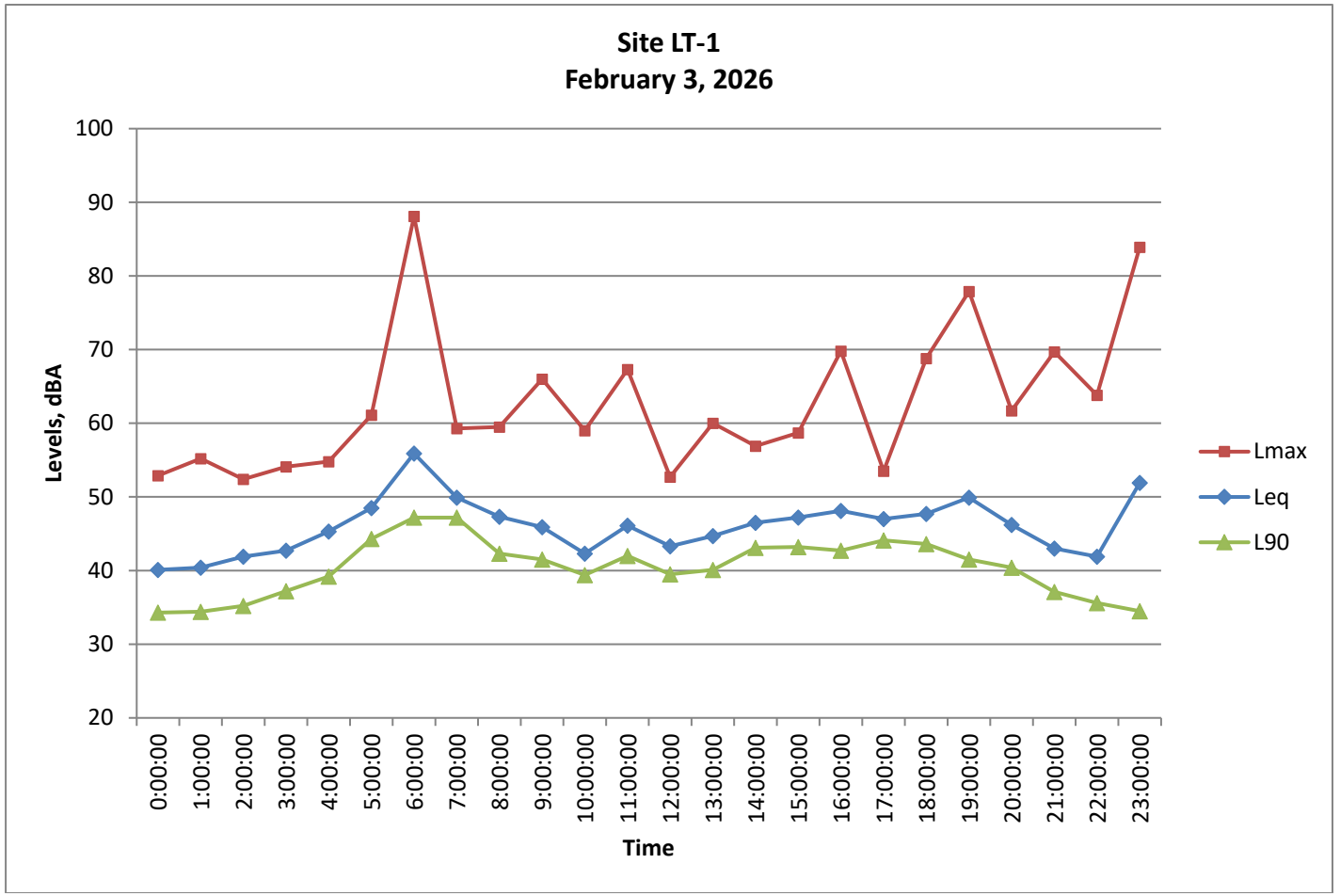


FIGURE 4: AMBIENT NOISE MEASUREMENT SITE LT-1



FIGURE 5: HOURLY NOISE LEVELS AT AMBIENT NOISE MEASUREMENT SITE LT-2

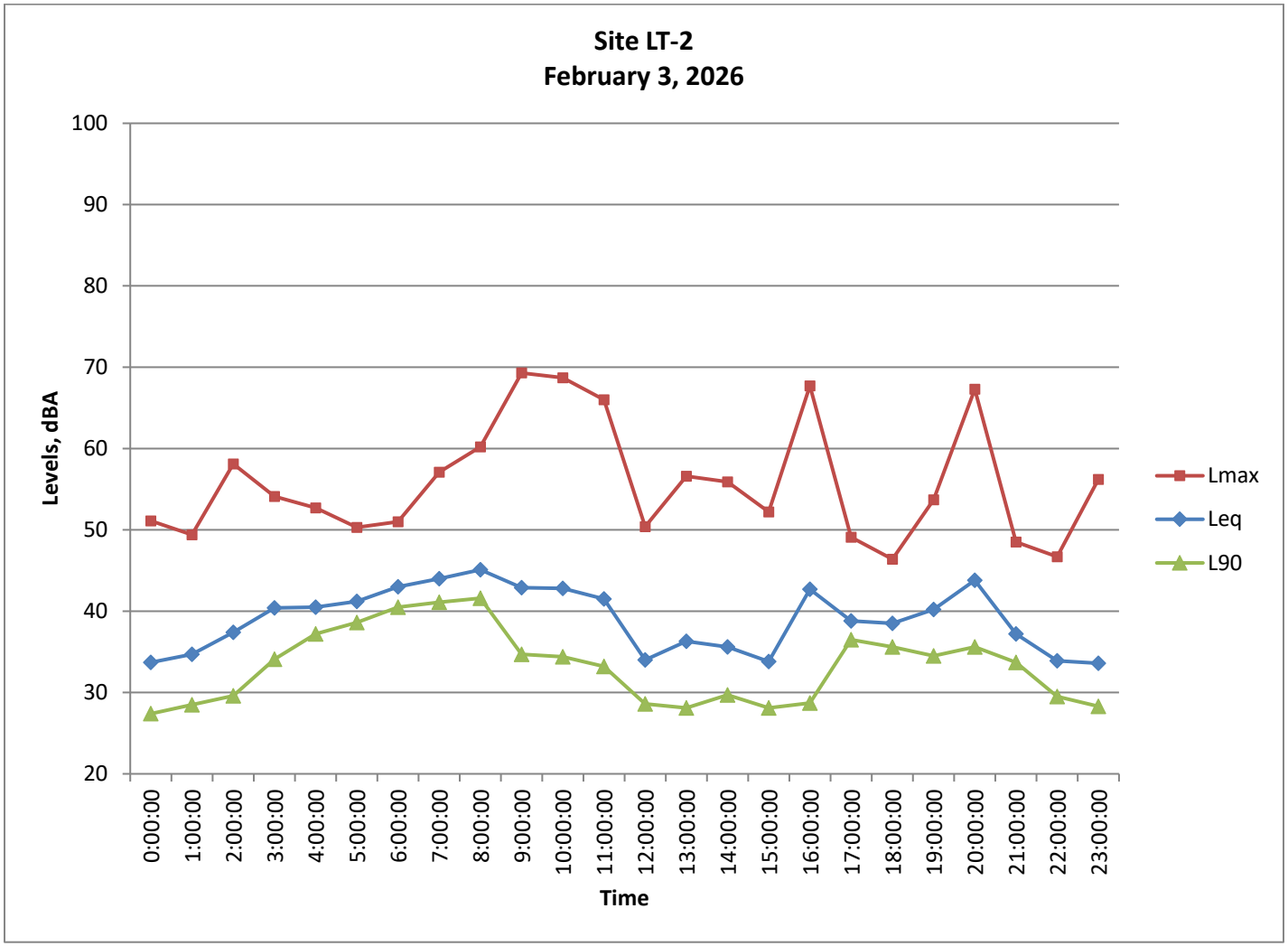


FIGURE 6: AMBIENT NOISE MEASUREMENT SITE LT-2

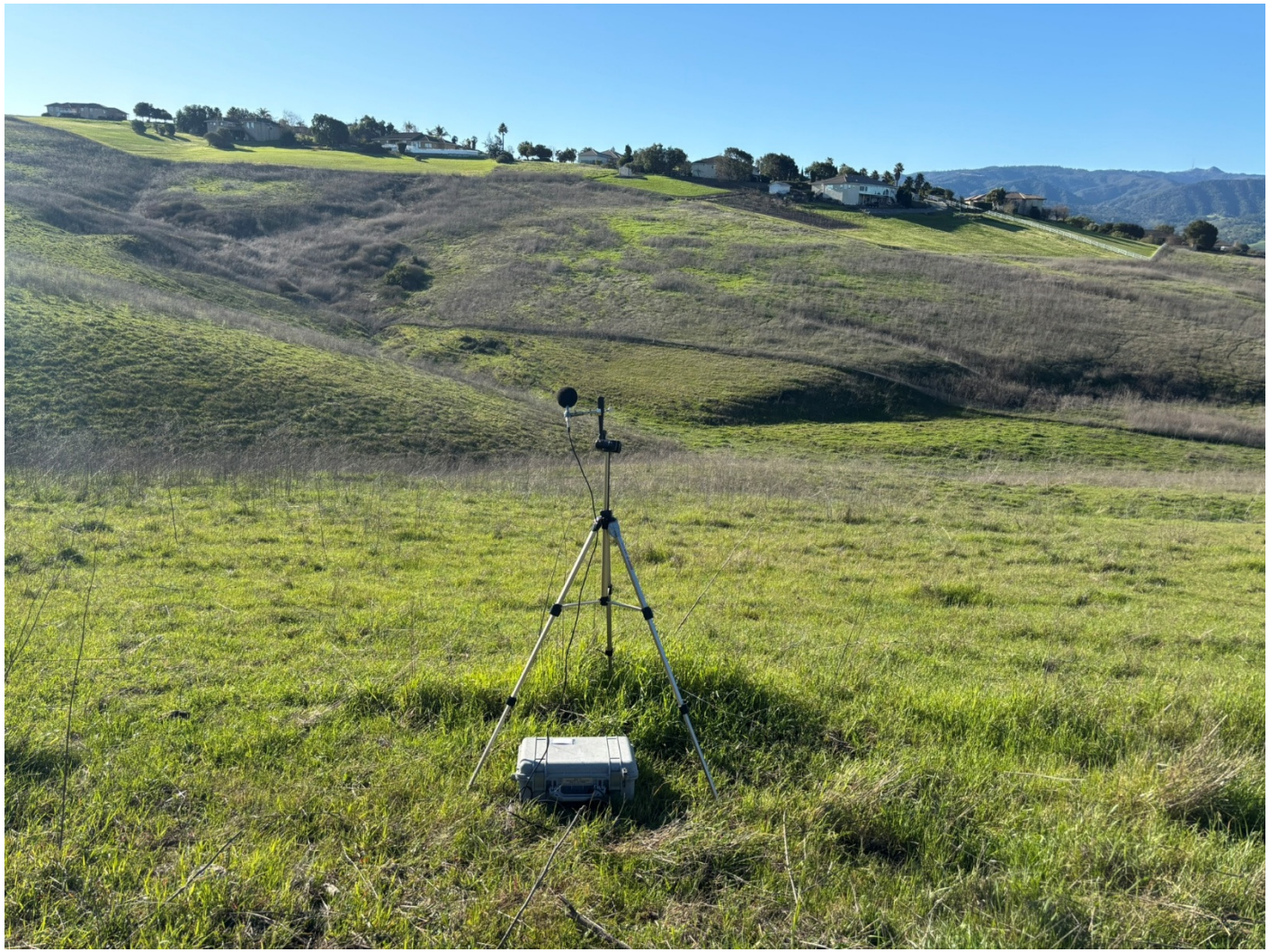


FIGURE 7: HOURLY NOISE LEVELS AT AMBIENT NOISE MEASUREMENT SITE LT-3

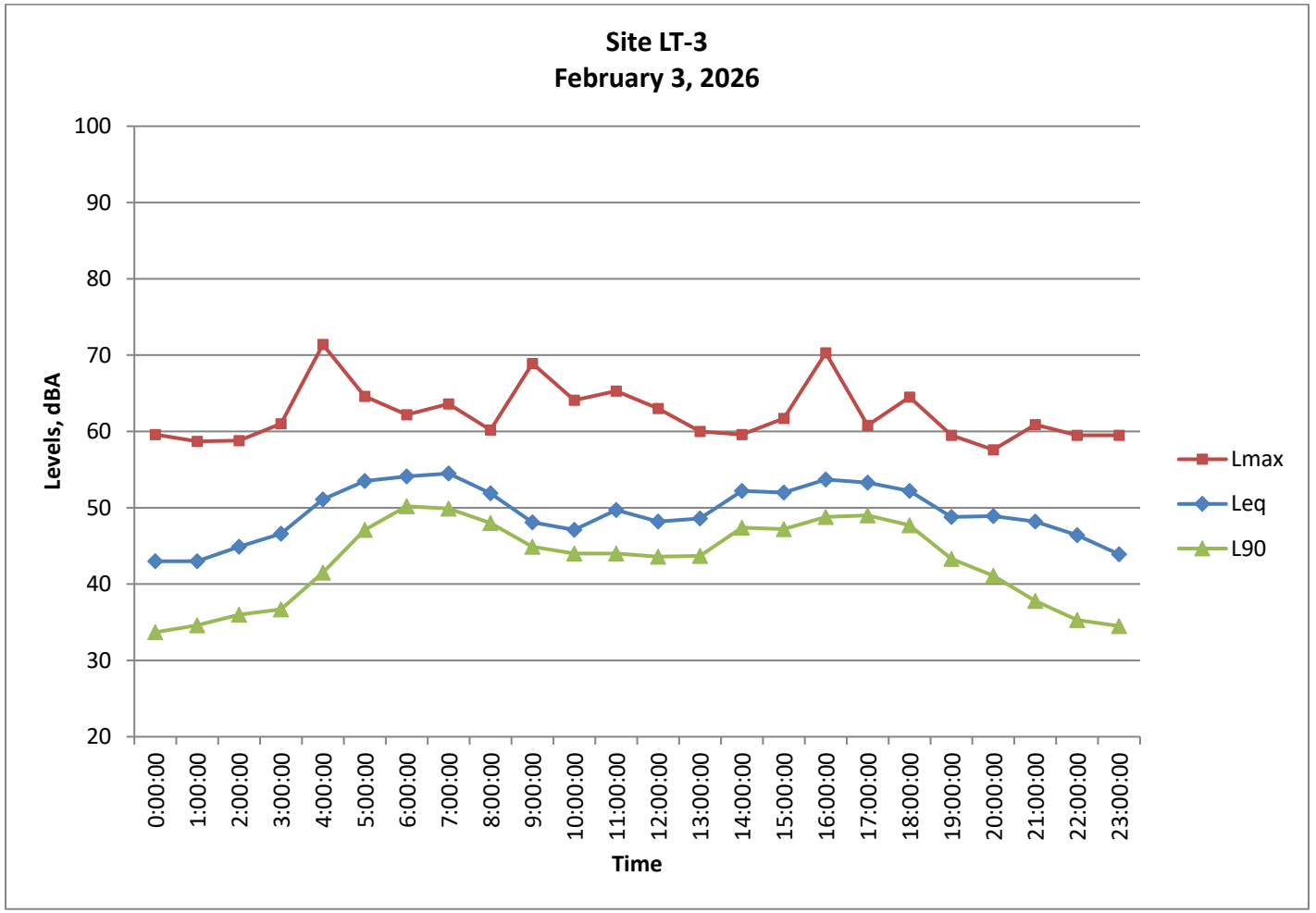


FIGURE 8: AMBIENT NOISE MEASUREMENT SITE LT-3



FIGURE 9: ANALYZED NOISE-SENSITIVE RECEPTORS



FIGURE 10: CONCRETE READY-MIX BATCH PLANT NOISE MEASUREMENT LOCATION



FIGURE 11: CONCRETE READY-MIX BATCH PLANT NOISE MEASUREMENT SITE



FIGURE 12: RECYCLING PLANT NOISE MEASUREMENT LOCATION



FIGURE 13: RECYCLING PLANT NOISE MEASUREMENT SITE



APPENDIX A-1

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DNL/L_{dn}: Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq}: Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max}: The maximum noise level recorded during a noise event.

L_n: The sound level exceeded "n" percent of the time during a sample interval (L_{90}, L_{50}, L_{10}, etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

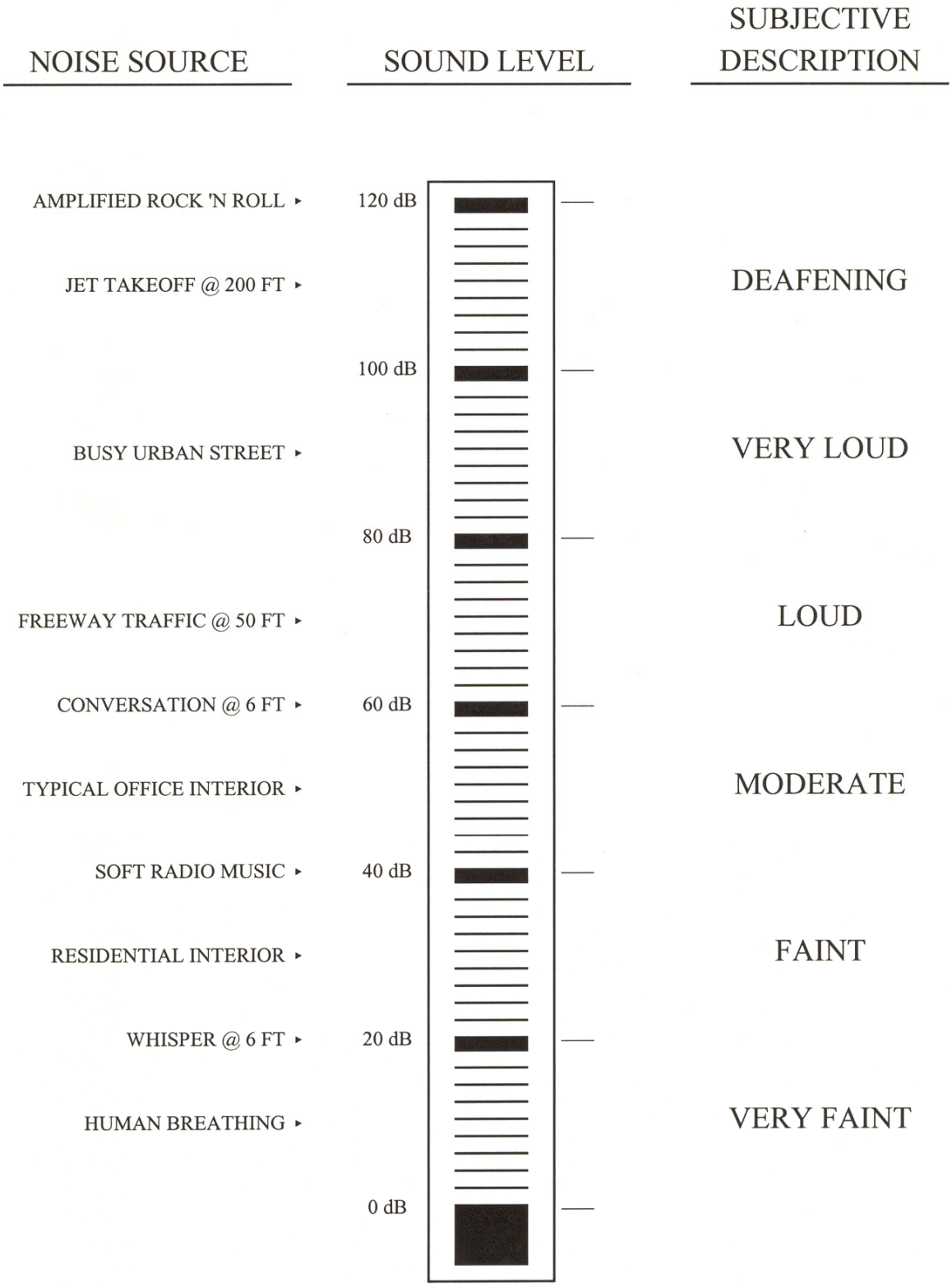
NOISE LEVEL REDUCTION (NLR): The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of noise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL: Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC): The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS



APPENDIX C

TRAFFIC NOISE MODELING CALCULATIONS

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
February 23, 2026

Project #:	25-48
Description:	Existing
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	SR 156	w/o Union Rd	24320	90		10	4.8	10.4	55	100	
2	SR 156	e/o Union Rd	17660	90		10	4.8	10.4	55	100	
3	Union Rd	s/o SR 156	5520	90		10	4.8	10.4	55	100	
4	San Juan Hollister Rd	e/o Union Rd	100	90		10	4.8	10.4	55	100	
5	SR 156	w/o San Juan Hollister Rd	7830	90		10	4.8	10.4	55	100	
6	SR 156	e/o San Juan Hollister Rd	7700	90		10	4.8	10.4	55	100	
7	San Juan Hollister Rd	n/o SR 156	340	90		10	4.8	10.4	55	100	
8	San Juan Hollister Rd	s/o SR 156	330	90		10	4.8	10.4	55	100	

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
February 23, 2026

Project #:	25-48
Description:	existing plus project
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	SR 156	w/o Union Rd	24430	90		10	4.8	10.4	55	100	
2	SR 156	e/o Union Rd	17750	90		10	4.8	10.4	55	100	
3	Union Rd	s/o SR 156	5540	90		10	4.8	10.4	55	100	
4	San Juan Hollister Rd	e/o Union Rd	160	90		10	4.8	10.4	55	100	
5	SR 156	w/o San Juan Hollister Rd	8030	90		10	4.8	10.4	55	100	
6	SR 156	e/o San Juan Hollister Rd	7820	90		10	4.8	10.4	55	100	
7	San Juan Hollister Rd	n/o SR 156	340	90		10	4.8	10.4	55	100	
8	San Juan Hollister Rd	s/o SR 156	650	90		10	4.8	10.4	55	100	