INITIAL STUDY

# PISTACCHIO BUSINESS PARK

# MADERA COUNTY

OCTOBER 2026

# INITIAL STUDY

# PISTACCHIO BUSINESS PARK

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Project #250147

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## *List of Abbreviations and Acronyms*

| | |
|---|---|
| AB | Assembly Bill |
| AE | Agricultural Exclusive |
| ALUCP | Airport Land Use Compatibility Plan |
| APNs | Assessor Parcel Numbers |
| AQAP | Air Quality Attainment Plans |
| AQIA | Air Quality Impact Analysis |
| ARB | Air Resources Board |
| ARE-40 | Agricultural, Rural, Exclusive 40-acre |
| BMPs | Best Management Practices |
| BUG | Backlight, Uplight, and Glare |
| CAAQS | California Ambient Air Quality Standards |
| CalEEMod | California Emissions Estimator Model |
| CALGreen | California Green Building Standards Code |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCAA | California Clean Air Act |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CGS | California Geological Survey |
| CO | carbon monoxide |
| CRG | Commercial, Rural, General District |
| DOC | Department of Conservation |
| DOF | Department of Finance |
| EIR | Environmental Impact Report |
| FEMA | Federal Emergency Management Agency |
| FHSZ | Fire Hazard Severity Zone |
| FMMP | Farmland Mapping and Monitoring Program |
| GAMAQI | Guidance for Assessing and Mitigating Air Quality Impacts |
| GHG | greenhouse gas |
| GPA | General Plan Amendment |
| HAPs | Hazardous Air Pollutants |
| HARP | Hotspots Analysis and Reporting Program |
| HFC | hydrofluorocarbons |
| HI | hazard index |
| HMBP | Hazardous Materials Business Plan |
| IBC | International Building Code |
| I-L | Industrial, Urban or Rural, Light District |
| ISR | Indirect Source Review |
| kWh | kilowatt-hours |
| LE | Land Evaluation |
| LESA | Land Evaluation and Site Assessment |

| | |
|---|---|
| LI | Light Industrial/Business Park |
| LOS | Level of Service |
| LRA | Local Responsibility Area |
| MCLHMP | Madera County Local Hazard Mitigation Plan |
| MCTC | Madera County Transportation Commission |
| MDB&M | Mount Diablo Base and Meridian |
| MMT $CO_2e$ | million metric tons of $CO_2$ equivalent |
| MRZ | Mineral Resource Zones |
| MUSD | Madera Unified School District |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NOx | nitrogen oxide |
| NPDES | National Pollutant Discharge Elimination System |
| OSHA | Occupational Safety and Health Agency |
| PFC | perfluorocarbons |
| PG&E | Pacific Gas and Electric Company |
| $PM_{10}$ | particulate matter with a diameter of 10 micrometers or smaller |
| $PM_{2.5}$ | particulate matter with a diameter of 2.5 micrometers or smaller |
| PMI | point of maximum impact |
| PRC | Public Resources Code |
| ROG | reactive organic gas |
| SA | Site Assessment |
| SB | Senate Bill |
| SCH | State Clearinghouse |
| SF6 | sulfur hexafluoride |
| SJVAB | San Joaquin Valley Air Basin |
| SJVAPCD | San Joaquin Valley Air Pollution Control District |
| $SO_2$ | sulfur dioxide |
| SOx | sulfur oxide |
| SRA | State Responsibility Area |
| SWPPP | Stormwater Pollution Prevention Plan |
| TAZ | Traffic Analysis Zones |
| USDA | United States Department of Agriculture |
| USFWS | United States Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| UST | underground storage tanks |
| VMT | vehicle miles traveled |
| WSA | Water Supply Assessment |
| WUI | Wildland Urban Interface |

# SECTION 1 - INTRODUCTION

## *1.1 - Overview*

The Project proponent requests discretionary approvals from Madera County that include a General Plan Amendment (GPA) to change the land use designation of Assessor Parcel Numbers (APNs) 029-260-003 and 029-260-005 from Agricultural Exclusive (AE) to Light Industrial/Business Park (LI) and to change the zoning designation of the properties from Agricultural, Rural, Exclusive 40-acre (ARE-40) to Industrial, Urban or Rural, Light District (I-L). The applicant proposes to develop the properties as a business park with eight buildings/units that would consist of warehousing and light industrial uses.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code section 21000 et seq.) to assess whether the Project has the potential to result in significant effects on the environment. This Initial Study concludes that the Project would have the potential to result in significant effects on the environment and, therefore, an Environmental Impact Report (EIR) is required for the Project.

## *1.2 - California Environmental Quality Act*

The County of Madera is the Lead Agency for this Project pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Code of California Regulations, Title 14, section 15000 et seq.). Section 3 of this Initial Study uses the CEQA Guidelines Appendix G Environmental Checklist to examine the potential for the Project to result in significant environmental effects.

This Initial Study finds that the Project may have a significant effect on the environment and, therefore, an EIR will be prepared and certified by the County prior to consideration of County approvals necessary for the Project.

Notwithstanding the determination that an EIR is needed for the Project, this Initial Study has been completed and is intended to be made available for public review during circulation of the EIR Notice of Preparation and to identify environmental resource topics for which this Initial Study determines the Project would not have the potential to result in significant environmental effects and therefore may be eliminated from detailed evaluation in the EIR.

## *1.3 - Impact Terminology*

The following terminology is used to describe the level of significance of impacts associated with each of the environmental topics assessed in this Initial Study.

- A finding of "no impact" is made when the analysis determines the Project would have no effect.
- A finding of "less than significant" is made when the analysis concludes the Project may result in an adverse environmental effect but the effect would not be significant.

- A finding of "less than significant with mitigation incorporated" is made when the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant. Because this Initial Study determines that an EIR will be prepared, this Initial Study does not identify any impacts as "less than significant with mitigation incorporated," and any necessary mitigation will be further considered and presented in the EIR.
- A finding of "potentially significant" is made when the analysis concludes that the Project could have a significant adverse effect. Mitigation measures that may be available to avoid or reduce such effects to less-than-significant levels are not identified in this Initial Study but will be considered in the EIR.

## *1.4 - Document Organization and Contents*

This Initial Study contains the following sections:

- *Section 1 – Introduction:* This section provides an overview of CEQA, intended uses of this Initial Study, document organization, and a list of regulations that have been incorporated by reference.
- *Section 2 – Project Description:* This section describes the Project at a level of detail sufficient for the purposes of this Initial Study.
- *Section 3 – Resource Subjects Checklists:* This section contains the evaluation of 21 different environmental resource factors contained in Appendix G of the CEQA Guidelines. Each environmental resource factor is analyzed to determine whether the proposed Project would have an impact. One of three findings is made, which includes: no impact, less-than-significant impact, or potentially significant. Because the evaluation in this Initial Study determines that the Project could result in one or more potentially significant impacts, an EIR will be prepared.
- *Section 4 – List of Preparers:* This section identifies the individuals who prepared the Initial Study.
- *Section 5 – Bibliography:* This section contains a list of references used in the preparation of this Initial Study.

## *1.5 - Incorporated by Reference*

The following documents and/or regulations are incorporated into this Initial Study by reference:

- Madera County General Plan
- Madera County Draft General Plan Draft Environmental Impact Report State Clearinghouse (SCH) #93102017
- Madera County Zoning Ordinance
- Madera Integrated Regional Water Management Plan Prop 1 Update
- Madera Countywide Airport Land Use Compatibility Plan
- Madera County Local Hazard Mitigation Plan Update

# SECTION 2 - PROJECT DESCRIPTION

## *2.1 - Introduction*

The Project proponent/applicant requests discretionary approvals from Madera County that include a General Plan Amendment (GPA) to change the land use designation of Assessor Parcel Numbers (APNs) 029-260-003 and 029-260-005 from Agricultural Exclusive (AE) to Light Industrial/Business Park (LI) and to change the zoning designation of the properties from Agricultural, Rural, Exclusive 40-acre (ARE-40) to Industrial, Urban or Rural, Light District (I-L). The applicant proposes to develop the properties as a business park with eight buildings/units that would consist of warehousing and light industrial uses. Figure 2-1 is a map of the regional location, Figure 2-2 shows the Project location, and Figure 2-3 shows the Project's conceptual site plan.

## *2.2 - Project Location*

The Project is located on an approximately 59-acre site on the northeast corner of Avenue 18 ½ and Road 22, consisting of two parcels: APNs 029-260-003 and 029-260-005, located in the southwestern region of unincorporated Madera County, California. The Project site is located approximately 5.50 miles northwest of the City of Madera. The proposed site is generally bounded by Avenue 18 ¾ to the north, Golden State Boulevard to the east, Avenue 18 ½ to the south, and Road 22 to the west. The site is located within Section 32, Township 10S, Range 17E, Mount Diablo Base and Meridian (MDB&M), of the Berenda U.S. Geological Survey (USGS) Quad Map.

## *2.3 - Environmental Setting*

The Project site is currently composed of approximately 57 acres of agricultural fields and an approximately 2.0-acre ponding basin with limited perimeter vegetation on the northeast corner of the Project site. The Project site is surrounded by rural residential and agricultural uses to the north, row crop and a commercial truck shop to the east, a church, rural residential and agricultural uses to the south, commercial trucking to the south and agricultural uses to the west.

## *2.4 - Project Description*

The Project parcels are currently designated Agricultural Exclusive (AE) in the Madera County General Plan and zoned Agricultural, Rural, Exclusive 40-acre (ARE-40). The applicant is requesting a GPA to change the land use designation of the properties to Light Industrial/Business Park (LI), and is requesting to change the zoning to Industrial, Urban, or Rural, Light District (I-L) in order to develop a business park with eight buildings/units.

The requested General Plan Light Industrial/Business Park (LI) land use designation provides for industrial parks, research and development, warehouses, light manufacturing, general commercial uses, professional offices, airports and airstrips, outdoor theaters, public

and quasi-public uses, and similar and compatible uses, with a maximum floor-area-ratio of 0.50.

Pursuant to Madera County Zoning Code Section 18.42.101(A), permitted uses within the requested I-L – Industrial, Urban or Rural, Light District are:

- light industrial use
- general commercial establishment
- customer service establishment
- communication tower/wireless communications facility placed atop an existing structure, which will not increase the height of said structure above twenty additional feet, or exceed the height limit of this zone district, whichever is greater
- motel
- office
- emergency shelter

Additional uses are allowed within the I-L zone district with issuance of a Zoning Permit or Conditional Use Permit; however, the Project does not include a request for or issuance of a Zoning Permit or Conditional Use Permit.

The discretionary approvals sought by the applicant include the GPA and Zone Change under which the proposed buildings and uses would be a permitted use. For the purposes of this Initial Study, potential environmental effects are assessed in consideration of the buildings and uses presently identified by the applicant.

As identified by the applicant, the total building footprint square footage will be 1,119,612 sf (25.70 acres) with a mix of approximately 37 percent for warehousing and 63 percent for other Light Industrial uses. Currently, there are no tenants secured for occupation. The following buildings are proposed:

- Building 1 is 76,239 sf (1.75 acres) for future light industrial use
- Building 2 is 76,113 (1.75 acres) for future light industrial use
- Building 3 is 111,618 sf (2.5 acres) for future light industrial use
- Building 4 is 111,595 sf (2.5 acres) for future light industrial use
- Building 5 is 123,200 sf (2.8 acres) for future light industrial use
- Building 6 is 123,200 sf (2.8 acres) for future light industrial use
- Building 7 is 84,000 sf (1.9 acres) for future light industrial use
- Building 8 is 414,046 sf (9.5 acres) of warehousing

The proponent/applicant further intends that the maximum height of buildings would not exceed 35 feet, whereas the I-L zoning allows for building heights of up to 60 feet. The applicant intends to retain the existing approximately 2.0-acre ponding basin on APN 029-260-005, and proposes the construction of internal circulation roads, parking, sidewalks, curb and gutter, lighting, and landscaping in accordance with County standards. Access is proposed to be from Road 22 and Avenue 18 ½. Roof-top solar panels are planned to be installed to offset energy consumption. The Project will connect to an existing public water

and wastewater system located at the truck stop. This system will be analyzed to ensure it can accommodate the proposed Project uses at full buildout.

Construction of the development is anticipated to occur over a period of up to 60 months to complete full buildout. It is anticipated that the following pieces of equipment would be used during construction activities:

- Roller
- Loaded trucks
- Excavator
- Generator
- Service truck
- Air compressor

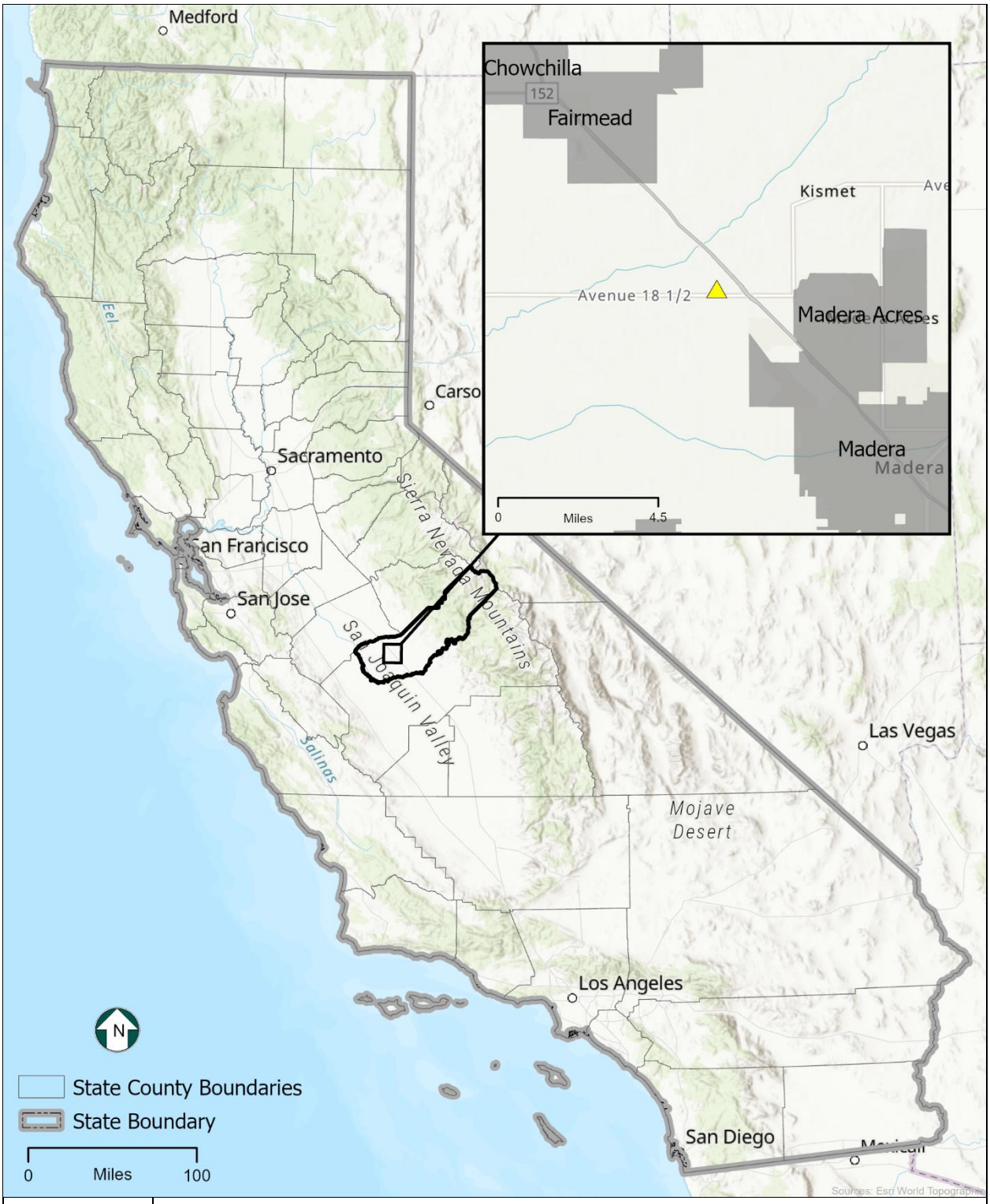


**Figure 2-1**
**Regional Location**

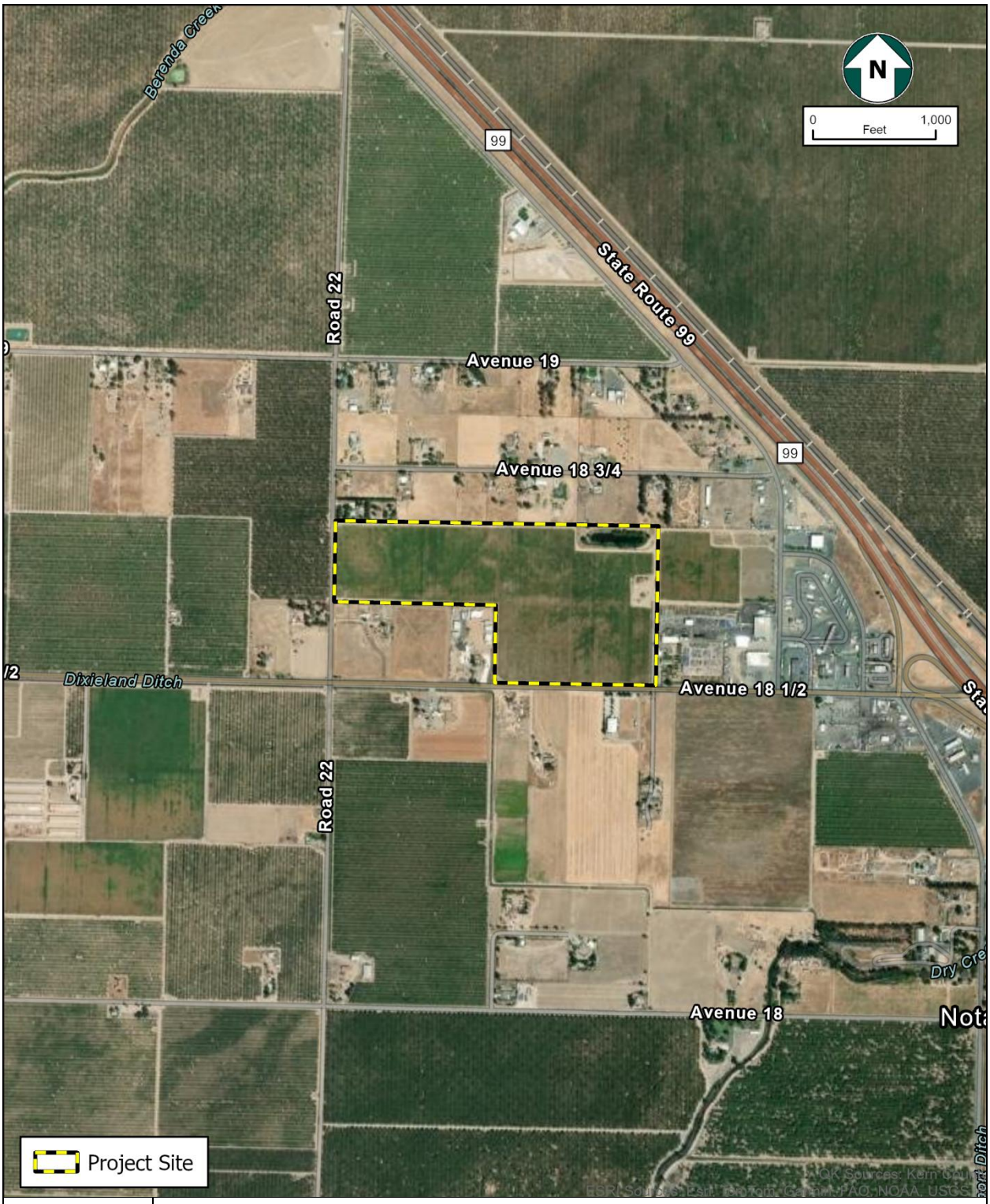


Figure 2-2
Project Site

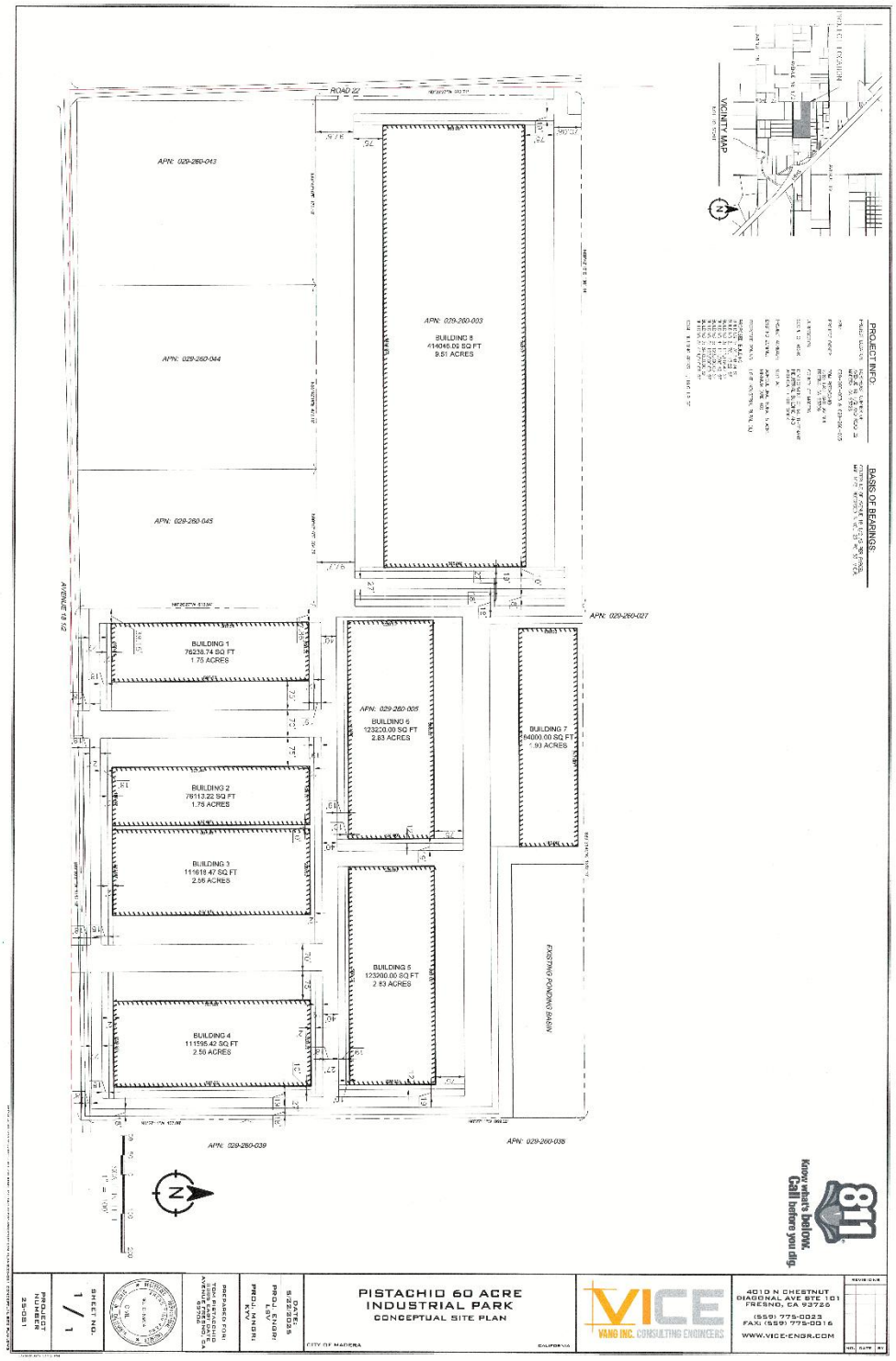


**Figure 2-3**
**Conceptual Site Plan**

# SECTION 3 - INITIAL STUDY ENVIRONMENTAL CHECKLIST

## *3.1 - Environmental Checklist*

1. **Project Title:**

   Pistacchio Business Park

2. **Lead Agency Name and Address:**

   County of Madera, Planning Division
   200 W. 4th Street, Suite 3100
   Madera, CA 93637

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

   Contact Person:
   Trevor Stearns, Senior Planner
   Phone: (559) 675-7821

4. **Project Location:**

   The Project is located on an approximately 59-acre site on the northeast corner of Avenue 18 ½ and Road 22, consisting of two parcels: APNs 029-260-003 and 029-260-005, located in the southwestern region of unincorporated Madera County, California. The Project site is located approximately 5.50 miles northwest of the City of Madera. The proposed site is generally bounded by Avenue 18 ¾ to the north, Golden State Boulevard to the east, Avenue 18 ½ to the south, and Road 22 to the west. The site is located within Section 32, Township 10S, Range 17E, Mount Diablo Base and Meridian (MDB&M), of the Berenda U.S. Geological Survey (USGS) Quad Map.

5. **General Plan Designation:**

   Existing: Agricultural Exclusive (AE) by the Madera County General Plan

   Proposed: Light Industrial/Business Park (LI) by the Madera County General Plan

6. **Zoning:**

   Existing: Agricultural, Rural, Exclusive 40-acre (ARE-40)

   Proposed: Light Industrial/Business Park (LI)

7. **Description of Project:**

   The Project parcels are currently designated Agricultural Exclusive (AE) in the Madera County General Plan and zoned Agricultural, Rural, Exclusive 40-acre (ARE-40). The applicant is requesting a General Plan Amendment (GPA) to change the land use

designation of the properties to Light Industrial/Business Park (LI), and is requesting to change the zoning to Industrial, Urban or Rural, Light District (I-L) in order to develop a business park with eight buildings/units.

The requested General Plan Light Industrial/Business Park (LI) land use designation provides for industrial parks, research and development, warehouses, light manufacturing, general commercial uses, professional offices, airports and airstrips, outdoor theaters, public and quasi-public uses, and similar and compatible uses, with a maximum floor-area-ratio of 0.50.

Pursuant to Madera County zoning code section 18.42.101(A), permitted uses within the requested I-L – Industrial, Urban or Rural, Light District are:

- light industrial use
- general commercial establishment
- customer service establishment
- communication tower/wireless communications facility placed atop an existing structure, which will not increase the height of said structure above twenty additional feet, or exceed the height limit of this zone district, whichever is greater
- motel
- office
- emergency shelter

Additional uses are allowed within the I-L zone district with issuance of a Zoning Permit or Conditional Use Permit; however, the Project does not include a request for or issuance of a Zoning Permit or Conditional Use Permit.

The discretionary approvals sought by the applicant include the GPA and Zone Change under which the proposed buildings and uses would be a permitted use. For the purposes of this Initial Study, potential environmental effects are assessed in consideration of the buildings and uses presently identified by the applicant.

As identified by the applicant, the total building footprint square footage will be 1,119,612 sf (25.70 acres) with a mix of approximately 37 percent for warehousing and 63 percent for other Light Industrial uses. Currently, there are no tenants secured for occupation. The following buildings are proposed:

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- Building 7 is 84,000 sf (1.9 acres) for future light industrial use
- Building 8 is 414,046 sf (9.5 acres) of warehousing

The proponent/applicant further intends that the maximum height of buildings would not exceed 35 feet, whereas the I-L zoning allows for building heights of up to 60 feet. The applicant intends to retain the existing approximately 2.0-acre ponding basin on APN 029-260-005, and proposes the construction of internal circulation roads, parking, sidewalks, curb and gutter, lighting, and landscaping in accordance with County standards. Access is proposed to be from Road 22 and Avenue 18 ½. Roof-top solar panels are planned to be installed to offset energy consumption. The Project will connect to an existing public water and wastewater system located at the truck stop. This system will be analyzed to ensure it can accommodate the proposed Project uses at full buildout.

Construction of the development is anticipated to occur over a period of up to 60 months to complete full buildout. It is anticipated that the following pieces of equipment would be used during construction activities:

- Roller
- Loaded trucks
- Excavator
- Generator
- Service truck
- Air compressor

**8. Surrounding Land Uses and Setting:**

The Project is surrounded by rural residential and agricultural uses to the north, row crops and a commercial truck shop to the east, a church, rural residential and agricultural uses to the south, commercial trucking to the south and agricultural uses to the west.

**9. Other Public Agencies Whose Approval May be Required:**

- San Joaquin Valley Air Pollution Control District (SJVAPCD)

**10. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of the significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

A Sacred Land Files search was requested from the Native American Heritage Commission (NAHC), which responded with its findings that indicate negative results. Based on the results of the cultural records search prepared for the Project and the lack of historical or archaeological resources previously identified within a half-mile radius of the proposed site, the potential to encounter subsurface cultural resources is minimal. The potential to uncover subsurface historical or archaeological deposits would be considered unlikely. Additionally, the Project construction would be conducted within the partially developed and previously disturbed parcel.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the NAHC's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

## *3.2 - Environmental Checklists Introduction*

This section of the Initial Study provides an initial evaluation of the Project's potential to result in significant environmental effects associated with various resource subjects and impact topics using the checklists found in the Environmental Checklist Form of Appendix G of the CEQA Guidelines. Section 3.3 identifies the resource subject areas for which the initial evaluation concludes that the Project may have a significant effect and warrants further evaluation in an Environmental Impact Report (EIR) and identifies the resource subject areas for which the evaluation determines the Project would not have the potential to result in significant effects and thus can be eliminated from detailed evaluation in the EIR. Section 3.4 provides a summary of the Initial Study's determination that an EIR is required, and Section 3.5 provides individual resource checklists, identifies the topics evaluated, and describes the Project impact evaluation and conclusion for each impact.

## 3.3 - Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklists and evaluation discussion in Section 3.5 of this Initial Study.

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

## 3.4 - Determination

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed Project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed

adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

| | |
|---|---|
| Signature | Date |
| | County of Madera |
| Printed Name | For |

## *3.5 - Evaluation of Environmental Impacts*

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to Projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as Project-level, indirect as well as direct and construction as well as operational impacts.

3. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced the effect from "Potentially Significant Impact" to a "Less-than-Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a lless-than-significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program environmental impact report (EIR), or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached and other sources used, or individuals contacted should be cited in the discussion.

8. This is only a suggested form and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a Project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question.

    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

| | | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **3.5.1 - AESTHETICS** | | | | | |
| Except as provided in Public Resources Code Section 21099, would the Project: | | | | | |
| a. | Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☒ |
| b. | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c. | In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? 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 that would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

### *Discussion*

#### Impact #3.5.1a – Would the Project have a substantial adverse effect on a scenic vista?

Scenic vistas are defined as expansive views of highly valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as topography, water courses, rock outcrops, and natural vegetation, as well as manmade scenic structures. Goal 1.H. of the County's General Plan establishes that the visual and scenic resources of Madera County are important quality-of-life amenities for County residents and a principal asset in the promotion of recreation and tourism. To support this goal, policies were developed that limit development on ridgelines and hills in scenic rural areas, promote limited grading and reduce exposure of bare soils, as well as the conservation of forest wilderness and recreation areas.

The Project is surrounded by rural residential and agricultural uses to the north, row crops and a commercial truck shop to the east, a church, rural residential and agricultural uses to the south, commercial trucking to the south and agricultural uses to the west. The Project site is located on flat land, which has historically been utilized for row crop cultivation that is not on or near a ridgeline or hillside. The proposed development would create a built environment that would reduce the amount of land exposed to the elements and include

landscaping, which would support Policy 1.H.2. With compliance with General Plan policies, no impact is anticipated on scenic resources. Therefore, the Project would have no impacts related to scenic vista, and will not be evaluated in the EIR.

**Impact #3.5.1b – Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway?**

See Impact #3.5.1a above.

There are trees on the Project site. The trees around the ponding basin are proposed to remain in place. No rock outcroppings are present on the Project site. According to the County's Background Report and Draft Environmental Impact Report (EIR) for the General Plan, California Historical Resources database, and the National Register of Historic Places, there are no eligible or registered historic places or buildings on or near the Project site. Furthermore, the Project site is not near or adjacent to an eligible or officially designated state scenic highway (California Department of Transportation, 2025).

The Project does not include the removal of trees, rock outcroppings, or degradation of any historic building(s) or state scenic highways. There, the Project would have no impacts related to scenic resources within a state scenic highway and will not be evaluated in the EIR.

**Impact #3.5.1c – In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?**

See Impact #3.5.1a and b above.

The Project is located in the southwestern region of unincorporated Madera County, which is a non-urbanized area. The Project site is located on flat land that has historically been utilized for row crop cultivation. The Project would change the visual qualities commonly found with row crop cultivation, such as bare soil, dust, agricultural equipment, cultivar, etc. to visual qualities commonly found in a modern General Plan land use designation and zoning of the Project site in a manner that would permit development of a business park such as, commercial buildings, loading docks, trucks, walkways, landscaping, customers, etc.

The Project is surrounded by rural residential and agricultural uses to the north, row crops and a commercial truck shop to the east, a church, rural residential and agricultural uses to the south, commercial trucking to the south and agricultural uses to the west. Therefore, the proposed Project would not differ significantly from the existing visual qualities the public may see of the commercial truck shop to the east and south of the Project site. Furthermore, the Project will comply with all applicable zoning and other regulations governing scenic quality, such as landscaping. Therefore, Project impacts to visual quality and character will be less than significant and will not be evaluated in the EIR.

**Impact #3.5.1d – Would the Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

See Impact #3.5.1a through c, above.

***Construction***

Construction activity would focus on specific areas of the sites and may create temporary sources of glare caused by construction, such as construction equipment or reflective construction materials like metal sheeting. Construction of the residential development would occur over a maximum of 12 to 18 months. Construction of the proposed Project would occur between 7:00 am and 7:00 pm Monday through Friday and 9:00 am on Saturdays, with no construction on Sundays, pursuant to Madera County Municipal Code Section 9.58.020(G).

***Operation (post-construction)***

The following regulatory requirements will reduce or eliminate light and glare sources on the site during operation:

- Any signage that may be developed as a result of this Project would be required to adhere to the County of Madera's signage requirements in Chapter 18.90 (Sign Regulations) that require all lights to be hooded and directed to minimize glare.

- All landscaping on the Project site will adhere to Madera County Municipal Code Section 18.102.120(H)(3), which states, "Landscaping shall be installed in such a manner as to limit flare and light impacts."

- Any lighting in parking or paved areas should be hooded and designed to reflect away from adjoining property lines and right-of-way, whether public or private, pursuant to Madera County Municipal Code 18.102.120 (J).

- California Green Building Standards has numerous requirements that may be applicable to the Project, such as A5.203.1.1.1, which regulates outdoor lighting in the Green Building Standards Code states that all newly installed outdoor lighting power shall be no greater than 90 percent of the Allowed Outdoor Lighting Power and general hardscape lighting within the scope of Title 24, Part 6, Section 140.7(b)1 shall have a color temperature no higher than 3000 Kilowatts. The Allowed Outdoor Lighting Power calculation is specified in Title 24, Part 6, Section 140.7, Requirements for Outdoor Lighting. Furthermore, Section 5.106.8 regulates light pollution reduction to reduce Backlight, Uplight, and Glare (BUG) in compliance with BUG ratings standards.

Light and glare impacts potentially caused by the development of the proposed Project would be reduced to less than significant with adherence to the above-referenced local and State regulations related to light pollution. Therefore, further analysis of light and glare impacts is not warranted in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|

## *3.5.2 - AGRICULTURE AND FORESTRY RESOURCES*

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:

| | | | | | |
|---|---|---|---|---|---|
| a. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☒ | ☐ |
| b. | Conflict with existing zoning for agricultural use or a Williamson Act contract? | ☐ | ☐ | ☒ | ☐ |
| c. | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d. | Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e. | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☒ | ☐ |

The discussion below is based on a Land Evaluation and Site Assessment (LESA) Model completed for the Project, attached as Appendix A.

### *Discussion*

**Impact #3.5.2a – Would the Project 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?**

If a project were to convert any amount of acreage from Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, then that project would exhibit a significant impact under the CEQA Guidelines Appendix G. According to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, the Project site consists of Rural Residential, Unique Farmland and Prime Farmland classifications (Figure 3.5.2-1). The Project would convert 11.036 acres of Prime Farmland and 43.768 acres to a business park, which is a non-agricultural use. FMMP designations and their corresponding acreage amounts are notated below in Table 3.5.2-1. The Project site is bounded by Rural Residential Land to the north, Urban and Built-Up Land and Unique Farmland to the east, Rural Residential Land and Farmland of Local Importance to the south, and Prime Farmland to the west.

**Table 3.5.2-1**
**FMMP Acreage**

| FMMP Designation | Acreage |
|---|---|
| Urban and Built-Up Land | 0.395 |
| Prime Farmland | 11.036 |
| Rural Residential Land | 4.092 |
| Unique Farmland | 43.768 |
| **Total** | 59.291 |

Source: DOC

According to the General Plan's EIR, the direct and potential conversion of Prime Farmland/Farmland of Statewide Importance in the Chowchilla/Fairmead area, Madera area, and South 41 Corridor area is considered a significant adverse impact. However, there are no mitigation measures available to reduce this loss to a less-than-significant level. In determining whether impacts to agricultural resources are significant environmental effects, the California Agricultural Land Evaluation and Site Assessment (LESA) Model (1997), prepared by the California Department of Conservation (DOC), may be used as a tool to assess the significance of impacts on agricultural resources and farmland conversion.

A LESA was prepared for this Project in order to assess the significance of the project-specific impacts to agricultural resources (QK, 2025a). The LESA Model is composed of a Land Evaluation (LE) portion, which measures soil quality, and the Site Assessment (SA) portion, which evaluates parcel size and on-farm investments. The LE and SA subscores are summed

to determine the Final LESA score. A Final LESA Score of 0 to 39 points is not considered significant. A final score between 40 and 59 points is considered significant only if the LE and SA subscores are each greater than or equal to 20 points. A final score between 60 and 79 points is considered significant unless either the LE or SA subscores are less than 20 points. A final score between 80 and 100 points is considered significant. The proposed Project's Final LESA Score is 37.3 points, with an LE subscore of 11.8 points and a SA subscore of 25.5 points.

The General Plan identifies Farmland in Madera County to include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land; Farmland accounts for 790,284 acres of 861,433 total acres of land in the County. The DEIR for the General Plan concludes that 73,566 acres, or 0.09 percent of Farmland will be converted at build-out of the General Plan. The Project would result in an approximately 0.007 percent decrease in Farmland in Madera County.

Due to the nominal contribution to the reduction in Farmland and a Final LESA Score below 39 points, the conversion of agricultural land associated with implementation of the proposed Project would not have a significant impact on agricultural resources under CEQA (QK, 2025a). Impacts related to the conversion of Farmland of Local Importance to a non-agricultural use would be less than significant and therefore, further analysis is not warranted in the EIR.

**Impact #3.5.2b – Would the Project conflict with existing zoning for agricultural use or a Williamson Act contract?**

The Project would change the General Plan land use designation and zoning of the Project site in a manner that would permit development of light industrial land uses on lands currently zoned for agricultural purposes. The Project site is not subject to a Williamson Act land use contract, according to data available from the California Department of Conservation.

The subject parcels are currently zoned Agricultural, Rural, Exclusive 40-acre (ARE-40) and are designated Agricultural Exclusive (AE) by the Madera County General Plan. The applicant is requesting a Zone Change to Light Industrial (LI) and GPA to Light Industrial/Business Park (LI) in order to develop a business park with eight buildings/units.

Approval of the proposed Zone Change would correct conflicts with the existing agricultural zone district, and the Project site is not currently under a Williamson Act contract. Impacts would be less than significant for the purposes of this Initial Study, and therefore, further analysis is not warranted in the EIR.

**Impact #3.5.2c – Would the Project 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))?**

The Public Resources Code (PRC) Section 12220(g) and Section 4526 defines "Forest land" as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions and that allows for the management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland, pursuant to PRC 4526, is land other than land owned by the federal government and land designated as experimental forest land, which is available for and capable of growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

The site is currently cultivated with row crops, and the only tree cover exists around the ponding basin, which the Project will not disturb or develop. Furthermore, the tree coverage around the ponding basin accounts for approximately 0.01 percent of the available land and does not qualify as "Forest land." As there are no forest lands or timberlands on the Project site, the Project would not result in the loss or conversion of forest land to a non-forest use and would have no impact, and therefore, further analysis is not warranted in the EIR.

**Impact #3.5.2d – Would the Project result in the loss of forest land or conversion of forest land to non-forest use?**

See discussion of Impact #3.5.2c above. The Project site does not contain forest land and, therefore, the Project would have no impact associated with the loss or conversion of forest land to non-forest use.

**Impact #3.5.2e – Would the Project 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?**

See discussion of Impacts #3.5.2a and #3.5.2d above. The Project site does not contain forest land. Therefore, further analysis is not warranted in the EIR.

The Project would change the General Plan land use designation and zoning of the Project site in a manner that would permit development of commercial and light industrial land uses on lands currently zoned for agricultural purposes. The Project site is classified as Prime Farmland and Unique Farmland by the DOC FMMP. As noted previously, due to the nominal contribution to the reduction in Farmland and a Final LESA Score below 39 points, the conversion of agricultural land associated with the implementation of the proposed Project would be less than significant related to agricultural resources under CEQA, and therefore, further analysis is not warranted in the EIR.

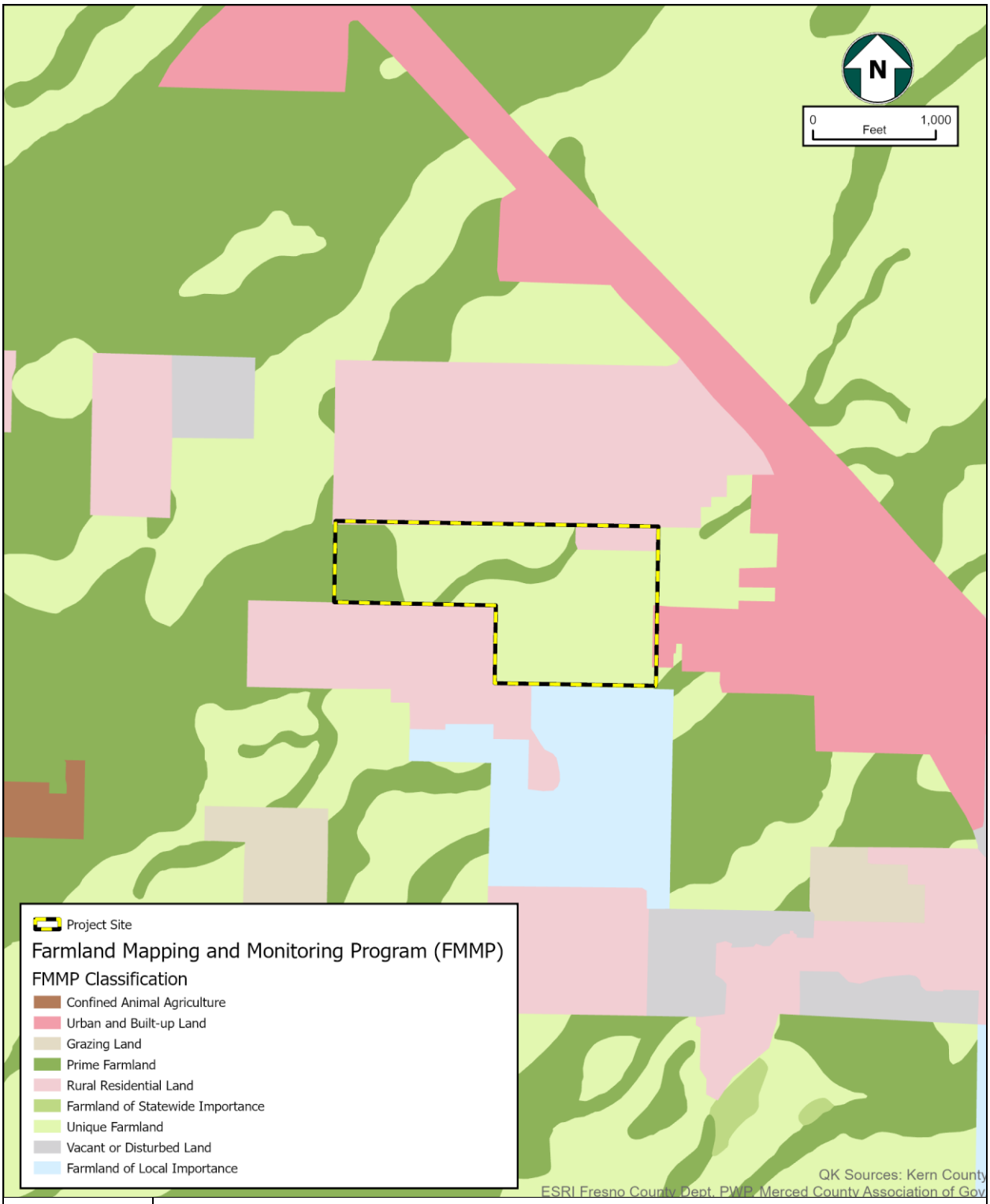


Figure 3.5.2-1
Farmland Classifications Map

| | | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|---|

## *3.5.3 - AIR QUALITY*

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

| | | | | | |
|---|---|---|---|---|---|
| a. | Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b. | Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ☒ | ☐ |
| c. | Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d. | Result in other emissions (such as those leading to odor) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

### *Discussion*

The analysis in this section is based on an Air Quality Impact Analysis (AQIA) prepared for this Project and a Traffic Study, attached as Appendix B and C respectively.

**Impact #3.5.3a – Would the Project conflict with or obstruct implementation of the applicable air quality plan?**

#### *Plan Consistency*

The AQIA was prepared pursuant to the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) and CEQA Statute and Guidelines. The Project area is located within Madera County in the San Joaquin Valley Air Basin (SJVAB or Basin). Madera County is included among the eight counties that comprise the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD acts as the regulatory agency for air pollution control in the Basin and is the local agency empowered to regulate air pollutant emissions for the Project area. The SJVACPD, along with the California Air Resources Board (CARB), operates an air quality monitoring network that provides average concentrations of those pollutants for which State or federal agencies have established ambient air quality standards.

CEQA Guidelines and the Federal Clean Air Act (Sections 176 and 316) contain specific references on the need to evaluate consistency between a proposed project and the applicable Air Quality Attainment Plans (AQAP) for the Project site. To accomplish this, CARB

has developed a three-step approach to determine project conformity with the applicable AQAP:

- Determination that an AQAP is being implemented in the area where the project is being proposed. The SJVAPCD has implemented the current, modified AQAP as approved by CARB.
- The proposed project must be consistent with the growth assumptions of the applicable AQAP. The proposed Project is included in the employment increases projected in the Madera County General Plan.
- The project must contain in its design all reasonably available and feasible air quality control measures. The proposed Project incorporates various policy and rule-required implementation measures that will reduce related emissions.

The California Clean Air Act (CCAA) and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions such as reductions in vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, and traffic congestion, in order to reduce vehicular emissions, can be implemented as control measures under the CCAA as well. Additional measures may also be implemented through the building process, such as providing electrical outlets on exterior walls of structures to encourage the use of electrical landscape maintenance equipment or measures such as electrical outlets for electrical systems on diesel trucks to reduce or eliminate idling time.

As the growth represented by the proposed Project will be revised once the GPA has been approved and reflected in the Madera County General Plan and incorporated into the AQAP, conclusions may be drawn from the following criteria:

- That, by definition, the proposed emissions from the Project are below the SJVAPCD's established emissions impact thresholds.
- That the primary source of emissions from the Project would be motor vehicles, which would be licensed through the State of California and whose emissions are already incorporated into the CARB's Madera County Emissions Inventory.

Based on these factors, the Project is consistent with the AQAP.

The Madera County Transportation Commission (MCTC) Conformity Analysis demonstrates that the regional transportation expenditure plans (2022 Regional Transportation Plan and the 2025 Federal Transportation Improvement Program) in the Madera County portion of the San Joaquin Valley air quality attainment areas would not hinder the efforts set out in the CARB's SIP for each area's non-attainment pollutants (CO, $O_3$, and $PM_{10}$). The analysis uses an adopted regional growth CUBE model with population, employment, and land use data from the California Department of Finance (DOF) and the Bureau of Labor Statistics.

The MCTC Regional Conformity Analysis considers GPA and Zone Changes that were enacted at the time of the analysis as projected growth within the area based on land use designations incorporated within the Madera County General Plan. Land use designations that are altered

based on subsequent GPAs that were not included in the Regional Conformity Analysis were not incorporated into the MCTC analysis. Consequently, if a proposed project is not included in the regional growth forecast using the latest planning assumptions, it may not be said to conform to the regional growth forecast.

The DOF Projections were used to develop projections related to household and employment growth. The employment totals for each forecast year were estimated using the ratio of employment from the 2018 base year inventory. Land use and socioeconomic data at the zonal level are used for determining trip generation in the traffic model. Socio-economic data at the Traffic Analysis Zones (TAZ) level were developed based on historic trends and planned development activity in consultation with the local agency representatives of the MCTC Technical Advisory Committee.

Under the current Madera County Zoning, the Project site is designated as Agricultural Rural Exclusive – 40 acres (ARE-40). Under current policies, only after a GPA is approved can housing and employment assumptions be updated to reflect the capacity changes. The proposed development does require a Zone Change; therefore, the existing growth forecast will need to be modified to reflect these changes.

### *Short-Term Construction Emissions*

Short-term emissions from the construction phases of a project would have temporary impacts on air quality. Table 3.5.3-1 presents the Project's short-term emissions based on the anticipated construction period. As calculated with CalEEMod, the estimated short-term construction-related emissions would not exceed SJVAPCD significance threshold levels during any given year and would, therefore, be less than significant.

**Table 3.5.3-1**
**Short-Term Project Emissions**

| Emissions Source | Pollutant (tons/year) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| 2026 | 0.307 | 2.238 | 2.793 | 0.007 | 0.430 | 0.179 |
| 2027 | 0.391 | 2.403 | 3.595 | 0.010 | 0.613 | 0.195 |
| 2028 | 0.368 | 2.291 | 3.472 | 0.010 | 0.610 | 0.191 |
| 2029 | 0.342 | 2.133 | 3.251 | 0.010 | 0.584 | 0.182 |
| 2030 | 2.634 | 0.246 | 0.458 | 0.001 | 0.028 | 0.012 |
| Significance Threshold | 10 | 10 | 100 | 27 | 15 | 15 |
| Is Threshold Exceeded for a Single Year After Mitigation? | No | No | No | No | No | No |

### SJVAPCD District Rule 9510 – Indirect Source Review (ISR) Program

Furthermore, the proposed Project is subject to the SJVAPCD's District Rule 9510 – ISR program since the Project includes at least 25,000 sf of light industrial space. Rule 9510 and the Administrative ISR Fee Rule (Rule 3180) are the result of State requirements outlined in the California Health and Safety Code, Section 40604, and the SIP. The purpose of the SJVAPCD's ISR program is to reduce emissions of NOx and $PM_{10}$ from new projects. In general, new development contributes to the air pollution problem in the Valley by increasing the number of vehicles and vehicle miles traveled (VMT). The total cost of emission reductions for the Project will be established during the formal ISR review process, utilizing the SJVAPCD's ISR Fee Estimator calculator as the basis for calculation.

### SJVAPCD Regulation VIII (Dust Control)

As the Project would be completed in compliance with SJVAPCD Regulation VIII, dust control measures would be taken to ensure compliance, specifically during the grading and construction phases. The required Regulation VIII measures are as follows:

- Water previously exposed surfaces (soil) whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.
- Water all unpaved haul roads a minimum of three times/day or whenever visible dust from such roads is capable of drifting from the site or approaches 20 percent opacity.
- Reduce speed on unpaved roads to less than 15 miles per hour.
- Install and maintain a track-out control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicles with three or more axles.
- Stabilize all disturbed areas, including storage piles, which are not being actively utilized for production purposes, using water, chemical stabilizers, or by covering with a tarp or other suitable cover.
- Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading, or cut and fill operations with application of water or by presoaking.
- When transporting materials offsite, maintain a freeboard limit of at least 6 inches and cover or effectively wet to limit visible dust emissions.
- Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions, and use of blowers is expressly forbidden.)
- Stabilize the surface of storage piles following the addition or removal of materials using water or chemical stabilizer/suppressants.
- Remove visible track-out from the site at the end of each workday.
- Cease grading or other activities that cause excessive (greater than 20 percent opacity) dust formation during periods of high winds (greater than 20 mph over a one-hour period).

#### CONSTRUCTION EXHAUST EMISSIONS

The following requirements reduce the potential for long-term emissions from the Project, which are required as a matter of regulatory compliance:

- The Project design shall comply with applicable standards set forth in Title 24 of the Uniform Building Code to minimize total consumption of energy.
- The developer shall comply with the provisions of SJVAPCD Rule 4601 - Architectural Coatings during the construction of all buildings and facilities. Application of architectural coatings shall be completed in a manner that poses the least emissions impacts whenever such application is deemed proficient.
- The applicant shall comply with the provisions of SJVAPCD Rule 4641 during the construction and pavement of all roads and parking areas within the project area. Specifically, the applicant shall not allow the use of:
  - Rapid cure cutback asphalt.
  - Medium cure cutback asphalt.
  - Slow cure cutback asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.3); or Emulsified asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.4).
  - The developer shall comply with applicable provisions of SJVAPCD Rule 9510 (Indirect Source Review).

The proposed Project would be required to comply with all recommended measures for construction activities listed in the GAMAQI, applicable measures set forth in Title 24 of the Uniform Building Code, and applicable SJVAPCD rules.

### *Long-Term (Operational) Project Emissions*

Long-term emissions are caused by operational mobile sources and area source emissions from the on-site building.

#### FUGITIVE DUST EMISSIONS

Operation of the Project site at full build-out is not expected to present a substantial source of fugitive dust ($PM_{10}$) emissions. The main source of $PM_{10}$ emissions would be from vehicular traffic associated with the Project site.

$PM_{10}$, on its own as well as in combination with other pollutants, creates a health hazard. SJVAPCD's Regulation VIII establishes required controls to reduce and minimize fugitive dust emissions. The following SJVAPCD Rules and Regulations apply to the proposed Project (and all projects):

- Rule 4102 – Nuisance – prohibits a facility from posing as a nuisance to surrounding receptors and can impose penalties for nuisance issues such as dust, smoke, excess emissions, etc. Compliance with this rule ensures that the area around the Project site will not be adversely impacted by such issues.

- Regulation VIII – Fugitive $PM_{10}$ Prohibitions – a series of regulations to reduce and/or eliminate the generation of particulate matter (PM) that can adversely impact visibility as well as the health and safety of people on-site or in the vicinity of the Project.
  - Rule 8011 – General Requirements – this rule is to reduce ambient concentrations of fine particulate matter ($PM_{10}$) by requiring actions to prevent, reduce, or mitigate anthropogenic (human-caused) fugitive dust emissions.
  - Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities – restricts generation of airborne dust and visibility impacts from these activities. Places limits on opacity and equipment operation under certain adverse weather conditions.
  - Rule 8041 – Carryout and Trackout – requires that equipment and vehicles leaving the construction site control the amount of dirt, soil, or mud that is tracked offsite and onto public roadways. This helps eliminate or minimize dust generation and opacity degradation.
  - Rule 8051 – Open Areas – limits fugitive dust from open areas, i.e., areas on a construction site that are not actively being constructed upon but may generate wind-blown dust.

The Project would comply with applicable SJVAPCD Rules and Regulations, the local zoning codes, and additional emissions reduction measures recommended later in this analysis, in Section 7, Mitigation and Other Recommended Measures.

#### EXHAUST EMISSIONS

Project-related transportation activities from industry would generate mobile source ROG, NOx, SOx, CO, $PM_{10}$, and $PM_{2.5}$ exhaust emissions. Exhaust emissions would vary substantially from day to day, but would average out over the course of an operational year. The variables factored into estimating total Project emissions include level of activity, site characteristics, weather conditions, and number of visitors.

The SJVAPCD has established thresholds of significance for determining environmental significance, which are provided in Table 3.5.3-2 below.

**Table 3.5.3-2**
**SJVAPCD CEQA Thresholds of Significance**

| Criteria Pollutant | Significance Level | | |
|---|---|---|---|
| | Construction Emissions | Operational Permitted Emissions | Operational Non-Permitted Emissions |
| CO | 100 tons/yr | 100 tons/yr | 100 tons/yr |
| NOx | 10 tons/yr | 10 tons/yr | 10 tons/yr |
| ROG | 10 tons/yr | 10 tons/yr | 10 tons/yr |
| SOx | 27 tons/yr | 27 tons/yr | 27 tons/yr |
| $PM_{10}$ | 15 tons/yr | 15 tons/yr | 15 tons/yr |
| $PM_{2.5}$ | 15 tons/yr | 15 tons/yr | 15 tons/yr |

***Projected Emissions***

The proposed Project is expected to have long-term air quality impacts as shown in Table 3.5.3-3. Emission calculations are available in Appendix B.

**Table 3.5.3-3**
**Post-Project Max Year (Operational Emissions)**

| Emissions Source | Pollutant (tons/year) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
| Operational Emissions | 2.44 | 2.74 | 16.59 | 0.05 | 4.46 | 1.16 |
| SJVAPCD Threshold | 10 | 10 | 100 | 27 | 15 | 15 |
| Is Threshold Exceeded After Mitigation? | No | No | No | No | No | No |

As shown in Table 3.5.3-3, operations-related emissions, as calculated in Appendix B, would not exceed the SJVAPCD significant threshold levels. Therefore, the Project is less than significant for operational emissions.

As shown in Table 3.5.3-2 and Table 3.5.3-3, construction and operations-related emissions, as calculated in Appendix B, would not exceed the SJVAPCD significant threshold levels. Based on these factors, the Project is consistent with the AQAP and would comply with all applicable District regulations and codes. Therefore, emissions generated by the Project do not exceed adopted thresholds and would have a less-than-significant impact. This issue does not warrant further evaluation in the EIR.

**Impact #3.5.3b – Would the Project 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

As mentioned in Impact #3.5.3a, the SJVAPCD acts as the regulatory agency for air pollution control in the Basin and is the local agency empowered to regulate air pollutant emissions for the Project area. The SJVACPD, along with the California Air Resources Board (CARB), operates an air quality monitoring network that provides average concentrations of those pollutants for which State or federal agencies have established ambient air quality standards. Under the established National Ambient Air Quality Standards (NAAQS) criteria pollutants, SJVAB is classified as non-attainment/extreme for Ozone (8-hour) and non-attainment for $PM_{10}$. Under the California Ambient Air Quality Standards (CAAQS), the SJVAB is classified as non-attainment/severe for Ozone (1-hour), non-attainment for Ozone (8-hour), and non-attainment for $PM_{10}$ and $PM_{2.5}$.

As indicated in Tables 3.5.3-1 and 3.5.3-2, the proposed Project would generate less-than-significant impacts to criteria air pollutants; therefore, the Project's incremental contribution to cumulative air quality impacts would not be cumulatively considerable (CEQA Guidelines Section 15064(h)(3)). Nevertheless, GAMAQI also states, "If a project is significant based on the thresholds of significance for criteria pollutants, then it is also

cumulatively significant. This does not imply that if the project is below all such significance thresholds, it cannot be cumulatively significant." (SJVAPCD, 2015). Based on the analysis conducted for this Project, it is individually less than significant. This AQIA, however, also considered the impacts of the proposed Project in conjunction with the impacts of other projects previously proposed in the area. The following cumulative impacts were considered:

- Cumulative $O_3$ Impacts (ROG and NOx) from numerous sources within the region, including transport from outside the region. $O_3$ is formed through chemical reactions of ROG and NOx in the presence of sunlight.
- Cumulative CO Impacts produced primarily by vehicular emissions.
- Cumulative $PM_{10}$ Impacts from within the region and locally from the various projects. Such projects may cumulatively produce a significant amount of $PM_{10}$ if several projects conduct grading or earthmoving activities at the same time; and
- Hazardous Air Pollutant (HAP) impacts on sensitive receptors.

### *Cumulative $O_3$ (ROG and NOx) and $PM_{10}$ Impacts*

Table 3.5.3-4
2030 Emissions Projections – Proposed Project, Madera County and SJVAB

| | ROG | $NO_X$ | $PM_{10}$ |
|---|---|---|---|
| Proposed Project | 2.44 | 2.74 | 4.46 |
| Madera County | 4450.4 | 2220.3 | 6933.5 |
| SJVAB | 104,380.5 | 38,036.3 | 99,271.2 |
| Proposed Project Percent of Madera County | 0.055% | 0.123% | 0.064% |
| Proposed Project Percent of SJVAB | 0.002% | 0.007% | 0.004% |
| Madera County Percent of SJVAB | 4.264% | 5.837% | 6.984% |

As shown above in Table 3.5.3-4, the proposed Project would pose an inconsequential impact on regional $O_3$ and $PM_{10}$ formation. Therefore, this Project would not be considered cumulatively considerable in its contribution to regional $O_3$ and $PM_{10}$ impacts.

### *Cumulative CO Impacts*

The SJVAPCD's GAMAQI has identified CO impacts from impacted traffic intersections and roadway segments as being potentially cumulatively considerable. Traffic increases and added congestion caused by a project can combine to cause a violation of the SJVAPCD's CO standard, also known as a "hotspot." There are two criteria established by the GAMAQI by which CO "hotspot" modeling is required:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to LOS E or F.
- A traffic study indicates that the project would substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

According to the traffic study prepared for this Project, impacted intersections and roadway segments are anticipated to operate at a LOS of C or better through payment of development impact fees. Therefore, CO "hotspot" modeling was not conducted for this Project, and no concentrated excessive CO emissions are expected to be caused once the proposed Project is completed.

As discussed above, both construction and operational emissions are not anticipated to exceed SJVAPCD's established emissions thresholds and significance thresholds for all CEQA air quality determinations. Therefore, this Project would not have a significant impact on the SJVAB. The proposed Project would not 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 and would have a less-than-significant impact. Therefore, further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.3c – Would the Project expose sensitive receptors to substantial pollutant concentrations?**

Sensitive receptors are defined as locations where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside, such as schools, hospitals, nursing homes, and daycare centers. The nearest residential sensitive receptor to the proposed Project is located adjacent to portions of the Project's sites. Table 3.5.3-5 lists the known non-residential sensitive receptors close to the Project site.

**Table 3.5.3-5**
**Sensitive Receptors Located Close to the Project Site**

| Receptor | Type of Facility | Distance from Project (miles) | Direction from Project |
|---|---|---|---|
| Dixieland Elementary School | School | 3.07 | West |
| Cogir of CedarCreek | Assisted Living | 4.57 | Southeast |
| Lupe's Daycare | Daycare | 3.34 | Southeast |
| Camarena Health – Country Club Health Center | Health Center | 4.51 | Southeast |

***Thresholds for Hazardous Air Pollutants***

The SJVAPCD's GAMAQI states, "From a health risk perspective, there are basically two types of land use projects that have the potential to cause long-term public health risk impacts:

- Type A Projects: Land use projects that will place new toxic sources in the vicinity of existing receptors.
- Type B Projects: Land use projects that will place new receptors in the vicinity of existing toxic sources" (SJVAPCD, 2015).

Table 3.5.3-6 presents the thresholds of significance used with toxic air contaminants when evaluating hazardous air pollutants (HAPs).

**Table 3.5.3-6**
**Measures of Significance – Toxic Air Contaminants**

| Agency | Level | Description |
|---|---|---|
| Significance Thresholds Adopted for the Evaluation of Impacts Under CEQA | | |
| SJVAPCD | Carcinogens | Maximally Exposed Individual risk **equals or exceeds** 20 in one million. |
| | Non-Carcinogens | **Acute**: Hazard Index **equals or exceeds** 1.0 for the Maximally Exposed Individual. **Chronic**: Hazard Index **equals or exceeds** 1.0 for the Maximally Exposed Individual. |

GAMAQI recommends that Lead Agencies consider situations wherein a new or modified source of Hazardous Air Pollutants (HAPs) is proposed for a location near an existing residential area or other sensitive receptors when evaluating potential impacts related to HAPs. The proposed Project would result in emissions of HAPs from construction activities and would be located near existing residents; therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed Project is required.

To predict the potential health risk to the population attributable to emissions of HAPs from the proposed Project, ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over the construction period for construction emissions. Similarly, predicted concentrations were used to calculate non-cancer chronic and acute hazard indices, which are the ratio of expected exposure to acceptable exposure. The basis for evaluating potential health risks is the identification of sources with increased HAPs. Health risk is determined using the Hotspots Analysis and Reporting Program (HARP) software distributed by the CARB.

SJVAPCD has set the level of significance for carcinogenic risk at twenty in one million, which is understood as the possibility of causing 20 additional cancer cases in a population of one million people. The level of significance for chronic non-cancer risk is a hazard index of 1.0. All receptors were modeled with a three-year exposure to construction activities.

The carcinogenic risk and the health hazard index (HI) for chronic non-cancer risk at the point of maximum impact (PMI) do not exceed the significance levels of 20 in one million (20 x 10-6) and 1.0, respectively, for the proposed Project. The PMIs are identified by receptor location and risk and are provided in Table 3.5.3-7. Detailed modeling information, including electronic AERMOD and HARP2 output files, on-site testing, terrain, and climate factors, is provided in Appendix B.

Table 3.5.3-7
Potential Maximum Impacts Predicted by HARP

| | Cancer Risk | Chronic Hazard Index |
|---|---|---|
| Construction | 10.78E-06 | 5.66E-03 |
| SJVAPCD Threshold | 20.0E-06 | 1.0 |
| Exceedance | No | No |
| Receptor # | 1149 | 1149 |
| UTM Easting (m) | 307728.87 | 307728.87 |
| UTM Northing (m) | 3905669.65 | 3905669.65 |

Note: UTM = Universal Transverse Mercator

As shown above in 3.5.3-7, the maximum predicted cancer risk for the proposed Project is 10.78E-06. The maximum chronic non-cancer hazard index for the proposed Project is 5.66E-03. Since the PMI remained below the significance threshold for cancer and chronic risk, this Project would not have an adverse effect to any of the surrounding communities.

The potential health risk attributable to the proposed Project is determined to be less than significant based on the following conclusions:

- Potential carcinogenic risk from the proposed Project is below the significance level of twenty in a million at each of the modeled receptors.
- The hazard index for the potential chronic non-cancer risk from the proposed Project is below the significance level of 1.0 at each of the modeled receptors.
- The hazard index for the potential acute non-cancer risk was not calculated since there is no acute risk associated with DPM emission; therefore, the proposed Project is considered below the significance level.

Therefore, potential risk to the sensitive receptors attributable to emissions of HAPs from the proposed Project would be less than significant, and further evaluation in the EIR is not warranted.

**Impact #3.5.3d – Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

The SJVAPCD's GAMAQI states, "An analysis of potential odor impacts should be conducted for both of the following two situations:

- Generators – projects that would potentially generate odorous emissions are proposed to be located near existing sensitive receptors or other land uses where people may congregate.
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources."

The SJVAPCD has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin. These are presented in GAMAQI, along with a reasonable distance from the source, within which the degree of odors could possibly be significant. The distance recommendations can be used as a screening tool to qualitatively assess a project's potential to adversely affect area receptors." Common odor sources listed by the District include wastewater treatment plants, sanitary landfills, composting facilities, petroleum refineries, chemical manufacturing, feedlots, rendering plants, and other similar uses. The Project would develop an industrial park, and conditionally permitted uses and anticipated activities at the Project site are not listed in the GAMAQI as a source that would create objectionable odors, the Project is not expected to be a source of objectionable odors.

Based on the provisions of the SJVAPCD's GAMAQI, the proposed Project would not exceed any screening trigger levels to be considered a source of objectionable odors or other emissions. Furthermore, there does not appear to be any significant source of objectionable odors or other emissions in close proximity that may adversely impact the Project site when it is in operation. Additionally, the Project emissions estimates indicate that it would not be expected to adversely impact surrounding receptors. As such, the proposed Project would not be a source of any odorous compounds, nor would it likely be impacted by any odorous source or other emissions. Therefore, the Project will have a less-than-significant impact, and further evaluation of this issue is not warranted in the EIR.

| . | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.4 - BIOLOGICAL RESOURCES** | | | | |
| Would the Project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☒ | ☐ | ☐ | ☐ |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☒ | ☐ | ☐ | ☐ |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☒ | ☐ | ☐ | ☐ |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☒ | ☐ | ☐ | ☐ |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☒ | ☐ | ☐ | ☐ |
| f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? | ☒ | ☐ | ☐ | ☐ |

### *Discussion*

**Impact #3.5.4a – Would the Project 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?**

The Project site is currently agricultural land with a ponding basin in the northeast corner of the property boundaries. The Project site and surrounding vicinity may contain sensitive or special-status species. The proposed Project's potential to have a substantial adverse effect, either directly or through habitat modifications, on any candidate, sensitive, or special-status species in local or regional plans or regulations by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS) will be evaluated in the EIR to identify potential impacts and to formulate avoidance or mitigation measures, if applicable.

**Impact #3.5.4b – Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

The Project site is currently agricultural land with a ponding basin in the northeast corner of the property boundaries. Field surveys for sensitive natural communities have been completed for the proposed Project, and the results will be included in the EIR. The proposed Project's potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service will be evaluated in the EIR to identify potential impacts and to formulate avoidance or mitigation measures, if applicable.

**Impact #3.5.4c – Would the Project 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?**

The Project's potential to adversely affect State or federally protected wetlands will be evaluated in the EIR to identify potential impacts and to formulate avoidance or mitigation measures, if applicable.

**Impact #3.5.4d – Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

The Project's potential to interfere with the movement of any native resident or migratory fish or wildlife species will be evaluated in the EIR to identify potential impacts and to formulate avoidance or mitigation measures, if applicable.

**Impact #3.5.4e – Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The Project's potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, will be further evaluated in the

EIR to identify potential impacts and to formulate avoidance or mitigation measures, if applicable.

**Impact #3.5.4f – Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?**

The Project's potential to conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan will be further evaluated in the EIR to identify potential impacts and to formulate avoidance or mitigation measures, if applicable.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.5 - CULTURAL RESOURCES** | | | | |
| Would the Project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? | ☒ | ☐ | ☐ | ☐ |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | ☒ | ☐ | ☐ | ☐ |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | ☒ | ☐ | ☐ | ☐ |

### *Discussion*

**Impact #3.5.5a – Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?**

Development of the Project would require ground disturbance for grading and excavation for building infrastructure, which could impact historical resources pursuant to CEQA Guidelines Section 15064.5 if such resources are present at the site. Further evaluation in the EIR is warranted to identify potential impacts to historical, archeological resources, and tribal cultural resources and to formulate avoidance or mitigation measures, if applicable.

**Impact #3.5.5b – Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?**

See discussion of Impact #3.5.5a above.

Due to the nominal amount of prehistoric archaeological information within the majority of the County, including the Project, would require ground disturbance for grading and excavation for building infrastructure, which could impact prehistoric archaeological resources during grading and construction activities within previously undisturbed soils. Further evaluation in the EIR is warranted to identify potential impacts to archaeological resources to formulate avoidance or mitigation measures, if applicable.

**Impact #3.5.5c – Would the Project disturb any human remains, including those interred outside of formal cemeteries?**

See discussion of Impact #3.5.5a above.

Development of the Project would require ground disturbance for grading and excavation for building infrastructure, which could impact tribal cultural resources, such as human remains that are interred outside of formal cemeteries. A cultural records search was conducted for the proposed Project. Further evaluation in the EIR is warranted to identify potential impacts to historical, archeological resources, and tribal cultural resources and to formulate avoidance or mitigation measures, if applicable.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.6 - ENERGY** | | | | |
| Would the Project: | | | | |
| a. Result in a 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? | ☐ | ☐ | ☒ | ☐ |

The analysis in this section is based on an Air Quality Impact Analysis (AQIA) prepared for this Project, attached as Appendix B.

### *Discussion*

**Impact #3.5.6a – Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?**

CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). The means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered "wasteful, inefficient and unnecessary" if it were to violate State and federal energy standards and/or result in significant adverse impacts related to Project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

#### *Construction*

The Project will adhere to all applicable CBC in design, construction, and waste management. Construction associated with the Project would be required to comply with California's Title 24 energy efficiency requirements, which also includes the 2022 California Green Building Standards Code and other applicable County development standards. Energy demand during

the construction phase would result from the transportation of materials, construction equipment, and construction worker vehicle trips.

As discussed in Impact #3.5.3a, short-term emissions from the construction phases of a project would have temporary impacts, and as presented in Table 3.5.3-1, the Project's short-term construction-related emissions would not exceed SJVAPCD significance threshold levels during any given year. Construction-related activities of the proposed Project would consume energy (in the form of fuel) due to the operation of construction-related equipment. Construction-related activities will be short-duration and temporary in nature regarding gasoline and diesel fuel consumption. The increase in fuel (energy) consumption associated with construction-related activities would be minimal in comparison to Statewide and regional fuel consumption. Construction-related equipment and vehicles would be operated in accordance with energy efficiency standards required under the California Energy Code and State policies adopted by the California Energy Commission (CEC), including the Energy Action Plan that prioritizes energy resources efficiency for California's future energy needs, thereby minimizing energy consumption associated with the construction-related equipment and vehicles primarily powered by non-renewable fuels. This includes limiting idling time, ensuring that all equipment is maintained as recommended by manufacturer manuals, using electric equipment whenever possible in lieu of diesel- or gasoline-powered equipment, and other requirements for the efficient use of energy.

The Project would comply with the SJVAPCD requirements regarding the limitation of vehicle idling and the use of fuel-efficient vehicles and equipment. Energy-saving strategies will be implemented where possible to further reduce the Project's energy consumption during the construction phase. Strategies being implemented include those recommended by the California Air Resources Board (CARB) that may reduce both the Project's energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption. While construction of the Project would result in energy consumption, this energy use is not unnecessary or inefficient, and energy use would be minimized through compliance with local, State, and federal regulations.

Electricity services and any allowed natural gas use for the proposed Project would be provided by Pacific Gas and Electric Company (PG&E). The Project is expected to connect to PG&E utilities via infrastructure extensions and connections that are acceptable to both PG&E and the County. Electricity consumption in Madera County in 2024 was 1,687 million kilowatt-hours (kWh), and natural gas consumption attributable to Fresno County in 2024 was 50.54 million therms (MBTU) (California Energy Commission (CEC), 2024a) (California Energy Commission (CEC), 2024b). Roof-top solar panels will be installed to offset energy consumption. All units will only utilize ENERGY STAR-certified appliances, which are known for their energy and water efficiency, wherever feasible.

According to the General Plan's Draft EIR, PG&E would be able to provide adequate service and expects to maintain the level of service from continuing growth rates (Madera County Planning Department, 1994). Furthermore, General Plan Policy 3.A.1. and County review

processes, perhaps at the building permit stage, would ensure that adequate public facilities are available to serve the new development.

**Policy 3.A.1.** The County shall ensure, through the development review process, that adequate public facilities and services are available to serve new development. The County shall not approve new development where existing facilities are inadequate unless the applicant can demonstrate that all necessary public facilities will be installed or adequately financed and maintained (through fees or other means).

Furthermore, business park and light industrial land uses that may be developed at the Project site under the Project's proposed land use designation and zoning changes would be subject to energy conservation requirements in the California Energy Code (24 CCR Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (CALGreen) (24 CCR Part 11). Adherence to Title 24 requirements would ensure that the Project would not result in wasteful or inefficient use of nonrenewable resources due to operation.

Because construction-related energy use would be temporary and limited to the greatest extent feasible through consistency with federal, State and local policies related to energy conservation and operation of the Project will comply with all energy efficiency standards required under Title 24 and comply with applicable General Plan and local regulations that reduce energy usage, the Project's construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources and would result in a less-than-significant impact. Therefore, further analysis of this issue is not warranted in the EIR.

**Impact #3.5.6b – Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?**

See discussion in Impact #3.5.6a, above.

Energy-saving strategies will be implemented where feasible to reduce the Project's energy consumption during the construction and post-construction phases. Strategies being implemented include those recommended by CARB that may reduce both the Project's construction energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption. Additionally, as outlined in the SJVAPCD's GAMAQI, the Project includes recommendations to reduce energy consumption by shutting down equipment when not in use for extended periods, limiting the usage of construction equipment to eight cumulative hours per day, usage of electric equipment for construction whenever possible in lieu of diesel or gasoline powered equipment and to encourage employees to carpool to retail establishments or to remain on-site during lunch breaks.

As noted in Impact #3.5.6a, the Project will comply with applicable energy conservation requirements in the California Energy Code (24 CCR Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), CALGreen (24 CCR Part 11), and anticipates the use of roof-top solar facilities to provide onsite electricity production.

Based on this analysis, the Project would be consistent and not conflict with or obstruct a State or local plan related to renewable energy or energy consumption. Impacts would be less than significant. Therefore, further analysis of this issue is not warranted in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.7 - GEOLOGY AND SOILS** | | | | |
| Would the Project: | | | | |
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☒ | ☐ |
| ii. Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv. Landslides? | ☐ | ☐ | ☒ | ☐ |
| b. Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☒ | ☐ |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas 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*

The analysis in this section is substantiated, in part, by a Phase I Environmental Site Assessment prepared for this Project (Krazan & Associates, Inc., 2025), attached as Appendix D.

**Impact #3.5.7a(i) – Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving – Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

According to the California Earthquake Hazards Zone Application maintained by the Department of Conservation, California Geological Survey (CGS), the Project is not within or near an Earthquake Fault Zone (California Geological Society, 2025). The Project site is located in a region distant from known active faults, with the nearest located in the western portion of the San Joaquin Valley, approximately 45 miles west of the Project site. The nearest potentially active fault is the Clovis fault, which is considered to be active within Quaternary time (within the past two million years) and is thus classified as "potentially active." This fault lies approximately six miles south of the Madera County line, in Fresno County. The western half of Madera County, within which the Project site is located, is in the lowest Earthquake Shaking Potential for California. The magnitude of potential future seismic activity within the Project area is not likely to be severe (Madera County, 2017). The development of structures on the Project site would comply with California Building Code (CBC) requirements that would ensure acceptable and safe building practices that meet seismic design standards to reduce potential adverse effects from fault-related ground shaking. Therefore, with consideration of active and potentially active faults and mandatory compliance with CBC requirements, the Project would result in a less-than-significant impact. Therefore, further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.7a(ii) – Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving – strong seismic ground shaking?**

See discussion of Impact #3.5.7a(i) above pertaining to faults and seismic activity potential.

As noted above, there are no known active earthquake faults or Alquist-Priolo fault zones that traverse the County. The County will ensure that all new construction complies with applicable local and State regulations to reduce any potentially significant impacts to structures resulting from strong seismic ground shaking at the Project site. Therefore, the Project impacts would be less than significant. Therefore, further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.7a(iii) – Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving – seismic-related ground failure, including liquefaction?**

See discussion of Impact #3.5.7a(i) and (ii) above.

Liquefaction is defined as a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburdened pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. The possibility of liquefaction is dependent upon grain size, relative density, confining pressure, saturation of the soils, and intensity and duration of ground shaking. In order for liquefaction to occur, three criteria must be met: "low density," coarse-grained (sandy) soils, a groundwater depth of less than about 50 feet, and a potential for seismic shaking from nearby large magnitude earthquakes.

According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service, soils at the subject site are described as San Joaquin, a moderately well-drained sandy loam with very slow infiltration rates (Krazan & Associates, Inc., 2025). Groundwater in the subject site vicinity was reported to be first encountered at a depth of approximately 300 feet in fall 2024 (Krazan & Associates, Inc., 2025).

The County does not contain any active or potentially active fault lines that could trigger liquefaction, and structures built on the Project site would be subject to CBC seismic design standards and site soil stabilization requirements that have been developed to reduce seismic-related ground failure that may cause risk of loss, injury, or death.

Given the soil profile, absence of groundwater above 300 ft in depth, and unlikely nature of liquification discussed in the General Plan's DEIR, the Project would have a less-than-significant impact, exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Adherence to all applicable regulations would reduce or avoid any potential impacts to structures resulting from liquefaction at the Project site, and impacts would be less than significant. Therefore, further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.7a(iv) – Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving – landslides?**

The Project site is currently utilized for row crop cultivation on flat land with no significant topographical features. The General Plan Background Report states, "There is no risk of large landslides in the valley area of the county, since it is essentially flat and topographically featureless (Madera County, 1995b)." The Project site is flat and is designated as 'Very Low Landslide Potential' by the U.S. Landslide Inventory and Susceptibility Inventory (United States Geological Survey, 2025). As such, there is no potential for rock falls or landslides to impact the Project in the event of a major earthquake, as the area has no dramatic elevation changes. The Project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, the Project

will have a less-than-significant impact. Therefore, further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.7b – Would the Project result in substantial soil erosion or the loss of topsoil?**

***Construction***

The Project site and surrounding properties are predominantly flat and will require minimal grading. Construction activities for development on the Project site would disturb soils and would expose these disturbed areas to potential erosion by wind and water.

However, since the Project is anticipated to disturb more than one acre of land, it would be subject to National Pollutant Discharge Elimination System (NPDES) Program requirements, including a site-specific Stormwater Pollution Prevention Plan (SWPPP). A SWPPP must identify potential sources of erosion or sedimentation, as well as identify and implement various types of Best Management Practices (BMPs) to prevent erosion and sedimentation from occurring during construction. Typical BMPs intended to control erosion include sandbags, retention basins, silt fencing, street sweeping, etc. County Municipal Code Section 16.12.130 requires the applicant to implement BMPs outlined in an NPDES permit. The Project is not expected to result in substantial erosion or the loss of topsoil with the incorporation of the requirements of the approved SWPPP. Furthermore, the Project will comply with all grading requirements as outlined in Title 24 and Appendix J of the CBC.

***Operation***

Once constructed, the Project will be developed with both impermeable surfaces and permeable surfaces; there will be very little to no exposed soil. Impermeable surfaces would include internal roadways, parking lots, and building rooftops. Permeable surfaces would include landscaped areas, stormwater pond(s), and undeveloped areas. Implementation of the Project would create areas where water can percolate slowly into the ground and would include designed stormwater drainage systems compliant with local and state requirements that would allow for proper control of water during rain events. As compared to the Project site's existing condition, development of the Project site would decrease the overall amount of exposed topsoil on the parcels subjected to wind and water erosion, decreasing the overall erosion potential.

Furthermore, the Project will comply with all applicable local and State requirements for stormwater pollution prevention, such as Madera County Municipal Code Chapter 16.12 (Stormwater and Storm Sewer Systems) that enforces illicit stormwater discharge and best practices, and obtain a SWPPP, as discussed previously. The development of the Project would not result in substantial soil erosion or the loss of topsoil and would result in a less-than-significant impact. Therefore, further analysis of this issue is not warranted in the EIR.

**Impact #3.5.7c – Would the Project 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?**

See discussion in Impact #3.5.7a(iii) and 3.5.7a(iv) above.

As noted previously, the site and surrounding area are flat with little to no topography. According to the U.S. Landslide Inventory and Susceptibility map, there are no slopes on or near the site, and the Project would not expose the people or structures to significant risks from landslides (United States Geological Survey, 2025).

The proposed Project will comply with all County and State regulations pertaining to construction, including CBC and the County Municipal Code. Compliance with the existing regulatory framework would be adequate to reduce any potential impacts to less-than-significant levels. Moreover, the Project will be designed by an engineer to resist potential side effects of spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant. Therefore, further analysis of this issue is not warranted in the EIR.

**Impact #3.5.7d – Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

See discussion in Impact #3.5.7a(iii) and 3.5.7a(iv) above.

General Plan DEIR Policy 6.A.1. states, "The County shall require the preparation of soils engineering and geologic-seismic analysis prior to permitting development in areas prone to geologic or seismic hazards (i.e., groundshaking, landslides, liquefaction, critically expansive soils)" (Madera County Planning Department, 1994). This Policy is consistent with requirements found in the International Building Code, which is adopted by the County, that when required by the building official, a written report of the investigation shall be submitted that includes, but is not limited to, soil samples, profiles, and water table levels (International Building Code (IBC), 2003).

All structures would be subject to all International Building Code and California Building Code earthquake construction standards, including those relating to soil characteristics. Further, development of the Project site requires compliance with the County's applicable grading and erosion control measures. Impacts would be less than significant. Therefore, further analysis of this issue is not warranted in the EIR.

**Impact #3.5.7e – Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?**

The proposed Project proposes to connect to the existing small public sewer treatment plant that is located on the truck stop to the east. This issue will be further evaluated in the EIR.

**Impact #3.5.7f – Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

The County's DEIR contains the following policies relating to paleontological resources:

- **4.D.2.** The County shall coordinate with the cities and advisory councils in the county to promote the preservation and maintenance of Madera County's paleontological, archaeological, and historical resources.
- **4.D.3.** The County shall require that discretionary development projects identify and protect from damage, destruction and abuse, important historical, archaeological, paleontological and cultural sites and their contributing environment.

The Project site has previously been disturbed by past agricultural activities. There are no known unique geologic features located in the County's Planning Area (Madera County Planning Department, 1994). Therefore, impacts would be less than significant, and further evaluation of this issue in the EIR is not warranted.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.8 - GREENHOUSE GAS EMISSIONS** | | | | |
| Would the Project: | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

### *Discussion*

The analyses in this section are based on an Air Quality Impact Analysis (AQIA) prepared for this Project (QK, 2025b), attached as Appendix B.

**Impact #3.5.8a – Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

The SJVAPCD, a CEQA Trustee Agency for this Project, has developed thresholds to determine the significance of a proposed project – either implement Best Performance Standards or achieve a 29 percent reduction from BAU (a specific numerical threshold). However, the SJVAPCD has established its BAU and baseline emissions based on the years 2002-2004 and 2020, respectively. The 2020 projected baseline has passed, and at this time, no new guidance has been approved for determining BAU and projected baseline for the next target year. Therefore, the 29 percent reduction from BAU cannot be applied to the subject Project in order to determine significance. Additionally, a Best Performance Standards threshold has not been established. For this Project, compliance with locally adopted climate plans will be used to determine the level of significance for GHG. Therefore, the GHG analysis for this Project follows the suggestions from the Court's ruling on the Newhall Ranch development project in order to determine the significance of using the project design features.

In the Court's final ruling, it offered suggestions that were deemed appropriate use of the BAU methodology:

- Lead agencies can use the comparison to BAU methodology if they determine what reduction a particular project must achieve in order to comply with statewide goals.
- Project design features that comply with regulations to reduce emissions may demonstrate that those components of emissions are less than significant.
- Lead agencies could also demonstrate compliance with locally adopted climate plans or apply specific numerical thresholds developed by some local agencies.

Neither the City of Madera nor Madera County has developed specific thresholds for GHGs. As discussed in Section 4.1, the SJVAPCD, a CEQA Trustee Agency for this Project, has developed thresholds to determine the significance of a proposed project – either implement Best Performance Standards or achieve a 29 percent reduction from BAU (a specific numerical threshold). However, the SJVAPCD has established their BAU and baseline emissions based on the years 2002-2004 and 2020, respectively. The 2020 projected baseline has passed, and at this time, no new guidance has been approved for determining the BAU and projected baseline for the next target year. Therefore, the 29 percent reduction from BAU cannot be applied to the subject Project in order to determine significance. Additionally, a Best Performance Standards threshold has not been established. For this Project, compliance with locally adopted climate plans will be used to determine the level of significance of GHG.

The proposed Project's construction and operational GHG emissions were estimated using the CalEEMod. The Project's GHG emissions are primarily from mobile source activities. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified as $CO_2e$. Table 3.5.8-1 presents the Project's annual GHG emissions.

**Table 3.5.8-1**
**Estimated Annual GHG Emissions (MT/Year)**

| Source | $CO_2e$ |
|---|---|
| Total Construction Emissions | 1,555 |
| *Annualized Construction Emissions*[1] | 52 |
| Total Operational Emissions | 3,292 |
| **Total Project Emissions** | **3,344** |

(QK, 2025b)

In the decade after SJVAPCD adopted their Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, several new laws and executive orders were adopted that require additional reductions in years after 2020. For instance, Senate Bill 32 requires that GHG emissions be 40 percent less than 1990 levels by 2030. More drastic still, Senate Bill 100, which was signed by the Governor recently, requires 100 percent zero-carbon electricity by 2045. On the day SB 100 was signed into law, the Governor also signed Executive Order B-55-18, which commits California to total, economy-wide carbon neutrality by 2045. Clearly, the 2009 Guidance may be somewhat inadequate in producing a meaningful comparison by today's standards, which propose a grand vision that, if achieved, would fundamentally change how business is conducted and citizens live in the State. Thus, as discussed in the most recent updates to the Scoping Plan, the objectives of the Scoping Plan affect entire sectors of the economy, and it no longer makes sense to evaluate GHG emissions on a project level.

For these reasons, Project GHG emissions levels presented in Table 3.5.8-1 are primarily for disclosure purposes. The Project's largest contributors to GHG emissions are from electricity and exhaust from transportation fuels. Electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the

GHG Cap-and-Trade Program and other programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each such sector-wide program exists within the framework of AB 32 and its descendant laws, the purpose of which is to achieve GHG emissions reductions consistent with the AB 32 Scoping Plan.

The Project would generate GHGs from electricity use and combustion of gasoline/diesel fuels, each of which is regulated near the top of the supply chain. As such, each citizen of California (including those creating emissions of this Project) will have no choice but to purchase electricity and fuels produced in a way that is acceptable to the California market. Thus, Project GHG emissions will be consistent with the relevant plan (i.e., AB 32 Scoping Plan). The Project would meet its fair share of the cost to mitigate the cumulative impact of global climate change because energy purchases are from the California market. Thus, consumers of electricity and transportation fuels are, in effect, regulated by higher-level emissions restrictions on the producers of these energy sources. The Project would have a less-than-significant impact on applicable GHG reduction plans, and the Project's contribution to cumulative global climate change impacts would not be cumulatively considerable, and impacts would be less than significant. Therefore, further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.8b – Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

On September 27, 2006, Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006 (the Act), was enacted by the State of California. The legislature stated, "Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." The Act caps California's GHG emissions at 1990 levels by 2020. The Act defines GHG emissions as all of the following gases: carbon dioxide (CO2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. This agreement represents the first enforceable statewide program in the U.S. to cap all GHG emissions from major industries that include penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the State that serve California residents and businesses. According to CARB, California has met its 2020 GHG emission reduction target (QK, 2025b).

Subsequent legislation by the California legislature has included Senate Bill (SB) 32, which expanded on AB 32 to reduce GHG emissions to 40 percent below the 1990 levels by 2030; AB 197, which increased the legislative oversight of the CARB by adding two legislatively appointed non-voting members to the CARB Board and provided additional protection to disadvantaged communities; SB 350, which increased California's renewable energy electricity procurement goal; and SB 100, which established a landmark policy requiring renewable energy and zero-carbon resources to supply 100 percent of electrical retail sales to end-use customers and 100 percent of electricity procured to serve State agencies by 2045.

CARB is responsible for developing and maintaining the California GHG emissions inventory. This inventory estimates the amount of GHGs emitted into and removed from the atmosphere by human activities within California and supports the AB 32 Climate Change Program. CARB's current GHG emission inventory covers the years 2000 through 2017 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

In 2022, emissions from statewide emitting activities were 371.1 million metric tons of $CO_2$ equivalent (MMT $CO_2e$), which is 9.3 MMT $CO_2e$ lower than 2021 levels. 2022 emissions have decreased by 24 percent since peak levels in 2004 and are 59.9 MMT $CO_2e$ below the 1990 emissions level and the State's 2020 GHG limit (QK, 2025b).

CARB estimates that transportation was the source of approximately 39 percent of California's GHG emissions in 2022, followed by industrial sources at 23 percent. Other sources of GHG emissions were electricity sources at 16 percent, residential plus commercial activities at 14 percent, and agriculture at 8 percent (QK, 2025b).

As noted in Impact #3.5.8a above, the Project would not generate cumulatively considerable GHG impacts, nor would it conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The Project will not result in the emissions of hydrofluorocarbons (HFC), perfluorocarbons (PFC), or sulfur hexafluoride (SF6), the other gases identified as GHG in AB 32. The proposed Project will be subject to any regulations developed under AB 32 as determined by CARB. Furthermore, the Project will be required to implement energy conservation regulations (Title 24) and Green Building Code standards. Project impacts would be less than significant. Therefore, further evaluation of this issue is not warranted in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.9 - *HAZARDS AND HAZARDOUS MATERIALS*** | | | | |
| Would the Project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☒ | ☐ | ☐ | ☐ |
| c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☒ | ☐ |
| d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☒ | ☐ |
| e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area? | ☐ | ☐ | ☐ | ☒ |
| f. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | ☐ | ☐ | ☒ | ☐ |

### *Discussion*

The analysis in this section is substantiated, in part, by a Phase I Environmental Site Assessment prepared for this Project (Krazan & Associates, Inc., 2025), attached as Appendix D.

**Impact #3.5.9a – Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

#### *Construction*

Construction would involve the transport, use, storage, and disposal of hazardous materials and petroleum products that are commonly used at construction sites. These hazardous materials could include diesel fuel, lubricants, paints, solvents, and cement products containing strong basic or acidic chemicals. Although the transportation of hazardous materials could result in accidental spills or other hazards, the U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in 49 USC 5101. The standard accident and hazardous materials recovery training and procedures are enforced by the State and followed by private State-licensed, certified, and bonded transportation companies and contractors.

As previously mentioned, given that the Project would disturb more than one acre of land, the Project would be required to file a Notice of Intent with the RWQCB and apply for a Construction General Permit. Project construction activities would be subject to the requirements of the Construction General Permit, which would regulate clearing, grading, stockpiling, and excavation during construction. A SWPPP would be developed for the Project as part of the Construction General Permit. The SWPPP would include BMPs designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the Project.

Short-term construction impacts related to the transport, use, and disposal of hazardous materials would be less than significant with implementation of the Project-specific SWPPP and compliance with Madera County Environmental Health Certified Unified Program Agency (CUPA) and safety regulations prescribed by the U.S. Department of Transportation Office of Hazardous Materials Safety for transportation of hazardous materials.

Construction activities would be required to adhere to all Occupational Safety and Health Agency (OSHA) and Cal/OSHA standards for the protection of workers during the construction period. Therefore, no significant hazards to the public or to the environment through the routine transport, use, or disposal of hazardous waste during the construction of the light industrial business park would occur and impacts would be less than significant.

***Operation (post-construction)***

Once developed, the uses associated with the Project site would produce a small amount of hazardous waste associated with maintenance activities, which could include pesticides/rodenticides, fertilizers, paints, detergents, other cleaners, and waste oil.

Facilities that store, use, or handle hazardous materials above reportable amounts are required to prepare and file a Hazardous Materials Business Plan (HMBP) for the safe storage and use of chemicals. In the event of an emergency, firefighters, health officials, planners, public safety officers, health care providers, and others rely on the HMBP. An HMBP must be submitted if the business handles and/or stores hazardous material equal to or greater than these minimum reportable quantities:

- 55 gallons for liquids
- 500 pounds for solids
- 200 cubic feet (at standard temperature and pressure) for compressed gases

Based on the analysis above, Project construction and operation are not anticipated to result in significant impacts due to the transportation, use, or disposal of hazardous materials. Therefore, the impacts would be less than significant, and further analysis of this issue is not warranted in the EIR.

**Impact #3.5.9b – Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Due to the Project site's historic agricultural and residential uses, there is potential for historic septic tanks or other underground storage tanks (UST) that will be fully analyzed in the EIR.

**Impact #3.5.9c – Would the Project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

See Impacts #3.5.9a and b above.

Dixieland Elementary School is the closest school in proximity to the Project site, located approximately 3.07 miles west. There are no proposed schools within a quarter mile of the proposed Project. As noted above, construction activities typically include minimal amounts of hazardous materials, such as lubricants and diesel fuel, during construction. All storage, handling, and disposal of hazardous materials during Project construction would comply with applicable safety standards and regulations, and the Project would be required to prepare and implement a SWPPP under the NPDES permit. The SWPPP identifies potential sources of pollution from the Project that may affect the quality of stormwater discharge and requires that BMPs be implemented to prevent contamination at the source. By implementing BMPs during construction activities, accidental spills of hazardous materials

would be contained, and soil and groundwater contamination would be minimized or prevented. Included in these BMPs are spill prevention and control measures for hazardous materials. As discussed in Impact #3.5.3a, emissions from construction and related activities is expected to be minimal and not significant.

The development of the Project would not result in the use or emission of substantial quantities of hazardous materials that would pose a human or environmental health risk. Additionally, all materials would be handled, stored, and disposed of in accordance with applicable standards and regulations. The Project would not result in the use or emission of hazardous materials that would adversely affect a school, and impacts would be less than significant. Therefore, further evaluation is not warranted in the EIR.

**Impact #3.5.9d – Would the Project be located on a site that 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?**

A review of the EnviroStor map and Cortese list database did not identify any active or historic hazardous material site or hazardous material cleanup site within 11 miles of the Project site (California Department of Toxic Substances Control, 2025).

As such, the Project site will not create a significant hazard to the public or the environment and will have no impact. Therefore, further evaluation is not warranted in the EIR.

**Impact #3.5.9e – 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?**

The Madera Municipal Airport is located approximately 1.94 miles southeast of the Project site. According to the Madera Countywide Airport Land Use Compatibility Plan (ALUCP), a small portion of the southeast corner of the Project site is located in Compatibility Zone D (Other Airport Environs) within the Airport Influence Area of the Madera Municipal Airport (Madera County Airport Land Use Commission, 2015). Any use creating visual or electronic hazards to flight is not compatible with the Project site.

Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots' vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. Based on permitted or conditionally permitted uses, it is highly unlikely that any proposed development on the site would include building or structures that exceed height restrictions or that require flashing red lights that might be considered a flight hazard. Additional conditional restrictions may be applicable to uses within the Light Industrial zone district, as determined by the County.

According to the ALUCP, the Project site is not located within an area of concern regarding noise and safety associated with the Airport.

Exhibit 5C in the ALUCP demonstrates that 88 percent of daily traffic to the Madera Airport occurs during the day; therefore, nighttime light sources generated from the Project site would have minimal effect on a majority of the airport's daily trips. As discussed in Impact #3.5.1d, the Project will comply with County lighting requirements, including construction limited to 7:00 am to 7:00 pm Monday through Friday and 9:00 am and 5:00 pm on Saturdays, with no construction on Sundays, pursuant to Madera County Municipal Code Section 9.58.020(G) and lighting in parking or paved areas will be hooded and designed to reflect away from adjoining properties (Madera County Municipal Code 18.102.120 (J)). Furthermore, Procedural Policy 2.1.1. and 2.3.1. may require the Project to be reviewed by the Madera County Airport Land Use Commission due to the GPA component of the Project (Fresno County Airport Land Use Commission, 2018). Therefore, even though a small portion of the Project site is located within Compatibility Zone D (Other Airport Environs) of the Madera Municipal Airport, the proposed Project will not result in a safety hazard or excessive noise for people residing or working in the Project area, as compliance with County standards would reduce impacts to less than significant. Further analysis of this issue is not warranted in the EIR.

**Impact #3.5.9f – Would the Project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?**

The purpose of the Madera County Local Hazard Mitigation Plan (MCLHMP) is to reduce or eliminate long-term risk to people and property from hazards in the three participating jurisdictions (cities of Chowchilla and Madera and the North Fork Rancheria of Mono Indians) (Madera County, 2017). In addition to the MCLHMP, the Project will be required to comply with County safety requirements adopted in the Fire Code and other code requirements for emergency response. These requirements will include the minimum emergency access requirements and fire suppression requirements.

The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, the Project would have a less-than-significant impact, and further analysis is not warranted in the EIR.

**Impact #3.5.9g – Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

There has been an increased risk of wildfire vulnerability due to drought and tree mortality in the County. Ongoing and aggressive wildfire mitigation activities in the Planning Area continue to effectively mitigate and prevent out-of-control, damaging wildfires (Madera County, 2017). This includes the County increasing the number of defensible space inspections, which have been effective in reducing the amount of ground fuels that contribute to large, uncontrolled wildfires.

According to available data from Cal Fire, the Project site is within the Local Responsibility Area (LRA) of the Madera County Fire Department (Cal Fire, 2024). The Project site is not categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire (Cal Fire, 2024).The closest location designated as Moderate Fire Hazard Zone is located 7.5 miles east of the Project site in the foothills adjacent to Madera Lake (Cal Fire, 2024).

The Wildland Urban Interface (WUI) is the zone of transition between unoccupied land and human development. It is the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels (U.S. Fire Administration, 2022). The Project site is not located within the WUI (Mark Gilbert, ESRI, 2021). Furthermore, the Project areas are generally flat, and by implementing State and local fire code requirements, the Project would not exacerbate the risk of exposure of Project occupants to wildfire. Therefore, impacts would be less than significant, and further analysis would not be warranted in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.10 - HYDROLOGY AND WATER QUALITY** | | | | |
| Would the Project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface 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 of amount of surface runoff in a manner which would result flooding on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional 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*

**Impact #3.5.10a – Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality?**

As discussed in Impact #3.5.7e, the Project proposes to develop a small wastewater treatment package plant, and the impacts of waste discharge will be fully analyzed in the EIR.

**Impact #3.5.10b – Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?**

The proposed Project will be provided with water from an existing special district adjacent to the Project site. A Water Supply Assessment (WSA) is being prepared for the proposed Project, the findings of which will be fully analyzed in the EIR.

**Impact #3.5.10c(i) –Would the Project 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 result in substantial erosion or siltation on- or off-site?**

The existing drainage pattern of the site and area would be affected by the Project development because of the increase in impervious surfaces at the site, such as rooftops, internal roadways, and sidewalks. As discussed in Impact #3.5.7b, potential impacts on water quality from erosion and sedimentation are expected to be less than significant and would be localized, temporary, and in conformance with SWPPP BMPs during construction. The existing ponding basin will be utilized for stormwater retention.

The Project does not propose to alter the course of a stream or river through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. The Project would contain pervious features, such as landscaping, which may help to slow stormwater drainage and recharge groundwater on-site. The Project will comply with all applicable local building codes and regulations to minimize impacts during construction and post-construction. Construction-related erosion and sedimentation impacts due to soil disturbance would be less than significant after implementing a SWPPP and BMPs required by the NPDES, as well as County standards and requirements. Given this, the Project would result in a less-than-significant impact. Therefore, further analysis of this issue is not warranted in the EIR.

**Impact #3.5.10c(ii) – Would the Project 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 substantially increase the rate of amount of surface runoff in a manner which would result flooding on- or off-site?**

See also Impact #3.5.10c(i) above.

As previously discussed, the Project does not propose to alter the course of a stream or river, and any surface runoff generated through construction will comply with the Project's SWPPP, as well as applicable County regulations and standards. Furthermore, the Project will comply with all applicable County regulations and standards pertaining to drainage and stormwater collection.

The Project site is designated as Special Flood Hazard Areas Zone AO (DEPTH 1 Feet) by the Federal Emergency Management Agency (FEMA). The Project's applicants, contractors, and/or developers would be required to comply with applicable provisions of Madera County Municipal Code Section IV. FLOOD DAMAGE PREVENTION. Measures could include, but are not limited to, submittal of a development permit prior to construction, and designing and engineering the structures to meet elevation and floodproofing requirements. These may include, but are not limited to, raising building evaluations one to two feet above freeboard, and will be determined by County public works staff prior to construction. Therefore, with compliance with applicable local, State, and federal requirements, the Project would have a less-than-significant impact, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.10c(iii) – Would the Project 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 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?**

See Impact #3.5.7b and c and Impact #3.5.10c(i) and c(ii).

As previously mentioned, the Project would comply with all applicable State and County regulations and standards pertaining to stormwater drainage. The Project will contain pervious landscaping features which will slow the runoff of stormwater and aid with groundwater recharge. The Project will utilize the existing ponding basin as a stormwater retention basin. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.10c(iv) – Would the Project 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 impede or redirect flood flows?**

The site is flat with no stream or river water features. As discussed under Impact #3.5.10(c)(i) – (c)(iii), Project construction activities could potentially alter the course of the existing drainage pattern on-site. The Project would be required to comply with the NPDES Construction General Permit by preparing a SWPPP to specify BMPs to prevent construction pollutants. The proposed Project does not include any construction activities that would directly alter the course of a stream or river.

As discussed in Impact #3.5.10c(ii), the Project site is flat and is within a Flood Hazard Zone; therefore, flooding may occur on the Project site. However, as previously noted, the Project would comply with all applicable State and County regulations to ensure proper flow and collection of stormwater. These may include, but are not limited to, raising building evaluations one to two feet above freeboard, which will be determined by County public works staff prior to construction. Therefore, the Project Impacts would be less than significant, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.10d – Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?**

The Project site is not located near the ocean or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Tsunamis are waves generated in oceans from seismic activity. Due to the inland location of the site, tsunamis are not considered a hazard for the Project site. Therefore, there is no potential for the site to be inundated by a tsunami or mudflow.

A seiche is a wave generated by the periodic oscillation of a body of water whose period is a function of the resonant characteristics of the containing basin as controlled by its physical dimensions. There is a small pond located on the northeast boundary of the Project site, but given the relatively small size of the pond and that there are no Alquist-Priolo Special Studies Zones in the county, as discussed in Impact #3.5.7a(i), there is no potential for the inundation of the Project site by seiche.

As discussed in Impact #3.5.10c(ii), the Project site is flat and is within a Flood Hazard Zone; therefore, flooding may occur on the Project site. However, as previously noted, the Project would comply with all applicable State and County regulations to ensure proper flow and collection of stormwater. These may include, but are not limited to, raising building evaluations one to two feet above freeboard, which will be determined by County public works staff prior to construction. Therefore, the Project would have a less-than-significant impact related to flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.10e – Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

See Impacts #3.5.10a and b above. The proposed Project may be provided with water from an existing water district or by other means. A WSA will be prepared for the proposed Project, the findings of which will be fully analyzed in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.11 - LAND USE AND PLANNING** | | | | |
| Would the Project: | | | | |
| 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*

**Impact #3.5.11a – Would the Project physically divide an established community?**

The Project is proposing a Zone Change from Agricultural, Rural, Exclusive 40-acre (ARE-40) and are designated Agricultural Exclusive (AE) to Light Industrial (LI) and GPA to Light Industrial/Business Park (LI) to develop a business park with eight buildings/units. There are approximately 14 parcels directly east of the Project site that are zoned Commercial, Rural, General District (CRG). The CRG district contains similar uses to the LI zone district, such as, but not limited to: general commercial and customer service establishments. Current uses appear to be commercial truck repair shops and highway convenience establishments, like gas stations, motels, and quick marts. The Project would extend commercial/industrial uses further west into rural residential neighborhoods. Nevertheless, circulation around the subject parcel to allow for travel to adjacent neighborhoods would remain consistent with the current external road design and be compliant with applicable local and state standards pertaining to circulation. Therefore, the Project would not create a division between any established communities. The proposed Project would not physically divide an established community. Therefore, the Project will have no impact, and further evaluation in the EIR is not warranted.

**Impact #3.5.11b – Would the Project 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?**

The Project is proposing a Zone Change from Agricultural, Rural, Exclusive 40-acre (ARE-40) and is designated Agricultural Exclusive (AE) to Light Industrial (LI) and GPA to Light Industrial/Business Park (LI) to develop a business park with eight buildings/units. Further evaluation of this issue will be discussed in the EIR.

| | | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| **3.5.12 - MINERAL RESOURCES** | | | | | |
| Would the Project: | | | | | |
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b. | Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | ☐ | ☐ | ☐ | ☒ |

### *Discussion*

**Impact #3.5.12a – Would the Project 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?**

The California Department of Conservation, Geological Survey, classifies lands into Aggregate and Mineral Resource Zones (MRZ) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans.

MRZs have been established by the state Department of Conservation, Division of Mines and Geology in the southern part of the county along the San Joaquin River within the South 41 Corridor area, approximately 16 miles southeast of the Project site.

The Project site is not located in an identified CalGEM oilfield, and there are no known wells located on the site (CalGEM, 2025). The proposed Project would not result in the loss of availability of mineral resources, as the Project does not propose the extraction of mineral resources.

Based on the analysis herein, 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. Therefore, Project impacts would be less than significant, and further evaluation of this issue in the EIR is not warranted.

**Impact #3.5.12b – Would the Project 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?**

See discussion in #3.5.12a.

The proposed Project is not designated as a mineral recovery area, and the Project would not alter any existing plans that protect mineral resources. As a result, the proposed Project would not interfere with known mining operations and would not result in the loss of land designated for mineral and petroleum.

The proposed Project would not 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. Therefore, impacts would be less than significant, and further evaluation of this issue in the EIR is not warranted.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.13 - NOISE** | | | | |
| Would the Project result in: | | | | |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies? | ☒ | ☐ | ☐ | ☐ |
| b. Generation of excessive ground-borne vibration or ground-borne 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*

**Impact #3.5.13a – 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 a local general plan or noise ordinance or applicable standards of other agencies?**

The Project's potential to generate a substantial increase in ambient noise levels will be evaluated in the EIR.

**Impact #3.5.13b – Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?**

The Project's potential to generate excessive ground-borne vibration or ground-borne noise levels will be evaluated in the EIR.

**Impact #3.5.13c – 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?**

The Project site is located approximately 1.9 miles northwest of the Madera Municipal Airport. The Project's potential to expose people to excessive noise levels associated with airport operations will be evaluated in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.14 - POPULATION AND HOUSING** | | | | |
| Would the Project | | | | |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

### *Discussion*

**Impact #3.5.14a – Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

The applicant is requesting a Zone Change and GPA to develop an eight-building/unit business park without specified tenants, although one building has been specified for warehousing. The eight new buildings will extend commercial/light industrial uses that already exist in the community east of the Project site near SR 99.

A community may increase in population if a project proposes to develop new homes or businesses that people would move into a community to live or work. The Project does not propose the development of new homes. At full build-out, the Project would produce approximately 379 employees (140 employees for warehouse use and 239 employees for general industrial park use). However, since the potential jobs being created would not be specialized, highly technical, or considered to be high paying, it is reasonably assumed that the Project would provide employment opportunities for existing residents in the region and that the Project would not result in substantial unplanned population growth. Therefore, impacts would be less than significant, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.14b – Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

The Project site is located on existing row crop fields and does not propose the demolition or removal of existing housing that people may be occupying. The Project sites will not displace existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, the Project would have no impact, and further evaluation of this issue is not warranted in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.15 - PUBLIC SERVICES** | | | | |
| Would the Project: | | | | |
| a. 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 to other performance objectives for any of the public services: | | | | |
| (i) Fire protection? | ☐ | ☐ | ☒ | ☐ |
| (ii) Police protection? | ☐ | ☐ | ☒ | ☐ |
| (iii) Schools? | ☐ | ☐ | ☒ | ☐ |
| (iv) Parks? | ☐ | ☐ | ☒ | ☐ |
| (v) Other public facilities? | ☐ | ☐ | ☒ | ☐ |

### *Discussion*

**Impact #3.5.15a(i) – 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 to other performance objectives for any of the public services - Fire Protection?**

The City of Madera Fire Station 58 is located approximately 3.25 miles southeast of the Project site, and Madera County Fire Station 3 is located 4.19 miles northeast of the Project site.

Prior to the issuance of any building permits related to future development of the site, the developer will be required to pay development impact fees. A portion of those funds will be specifically earmarked for the use of Fire Facilities to maintain an adequate level of service within its service boundary. The entire Project, whether submitted in phases or not, will be subject to review by the County Engineering, Public Works, and Fire Department in order to determine whether the Project's infrastructure design is in compliance with County policies for development. The Project's water system will be reviewed to verify that the system can

supply the required fire flow for fire protection purposes. The establishment of gallons-per-minute requirements for fire flow shall be based on the review of the County Fire Department.

Development of the Project will increase the need for fire protection services and expand the service area and response times of the local County Fire Department. As previously mentioned, the Project will be required to adhere to any conditions/policies pertaining to the construction of infrastructure needed by the Fire Department to provide an adequate level of fire protection service.

The timing of when new fire service facilities would be required, or details about size and location, cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded fire service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. According to the General Plan and the standard review procedures for development projects within the County, the Project's plans and permits will be reviewed for input from the Fire Department. The Project's proposed construction would be located adjacent to existing commercial services, which the County Fire Department already serves. The developer will be required to pay development impact fees to offset increased demands for impact fire protection.

Additionally, development is expected to comply with the applicable CBC fire code and all applicable development regulations. The construction and operation of the proposed Project are not expected to increase the risk of fires on and adjacent to the Project site and are not expected to require the provision of new or altered fire protection facilities. Therefore, the impact would be less than significant, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.15a(ii) – 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 to other performance objectives for any of the public services – Police Protection?**

The Madera County Sheriff's Office is responsible for public protection and investigating crimes occurring within the unincorporated areas of Madera County. The Sheriff's Office Headquarters is located approximately 3.14 miles southeast of the Project site. The Project proposes to develop a light industrial business park adjacent to existing commercial and residential uses, which may increase the need for law enforcement services. Nevertheless, the developer would be required to pay appropriate development fees based on the adopted fee calculations and is responsible for constructing any infrastructure needed to serve the Project.

The timing of when new police service facilities would be required, or details about size and location, cannot be known until such facilities are planned and proposed, and any attempt to

analyze impacts to a potential future facility would be speculative. As new or expanded police service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Impacts would be less than significant, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.15a(iii) – 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 to other performance objectives for any of the public services – Schools?**

The Project site is located within the Madera Unified School District (MUSD or District), which provides public education for kindergarten through 12th grade in this region of the Planning Area. The District serves 20,000 students and has 2,000 employees (Madera Unified School District, n.d.). The Project site is within the attendance areas of Dixieland Elementary School (K-8), located 3.07 miles west of the Project site, and Matilda Torres High School, located 4.0 miles southeast of the Project site.

According to the MUSD website, "In 1986, the California Legislature authorized AB 2926, which allows school districts to levy impact or developer fees on residential and commercial/industrial development for the purposes of funding the construction or reconstruction of school facilities. The basis of the school facilities legislation is the relationship between new development and the impact on school facilities to provide adequate school facilities for the student population that new development generates. The authority for the District's assessment of developer fees is set forth in Education Code Section 17620, pursuant to Government Code 65995 (Madera Unified School District, n.d.).

As noted previously, at full build-out, the Project would produce approximately 379 employees. However, these potential jobs would not be specialized, highly technical, or considered to be high-paying. Therefore, it is reasonably assumed that the Project would provide employment opportunities to existing residents in the region and would not increase the number of new students. The most recent developer fees are set at $0.84 per square foot. The development will be subject to the most up-to-date school impact fees to mitigate any increased impact on school facilities. Project impacts will be less than significant, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.15a(iv) – 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 to other performance objectives for any of the public services – Parks?**

Parks and recreation facilities in Madera County are largely within the City of Madera, as Madera County does not operate or maintain parks in the unincorporated areas of Madera County. There are no parks or recreation facilities near the Project site; the nearest park is

the Pan-American Park in the City of Madera, located approximately 5.22 miles southeast of the Project site.

At full build-out, the Project would produce approximately 379 employees. It is assumed that the Project would provide employment opportunities to existing residents in the region and would not increase the use of local parks and recreational areas. Given the distance from the Project site, it is unlikely that employees would use this park on breaks, given a typical 30-minute break time, which would not cause a significant impact to maintain parks.

At the time of development of the General Plan, there were no parks in the unincorporated regions of Madera County. In order to encourage the development of parks and recreation facilities, the General Plan Policy Document outlines goals and policies that seek to develop and expand public and private recreational facilities to serve the needs of residents and visitors (Madera County Planning Department, 1994). The collection of development fees is a means for the County to implement this policy, which the developer may need to pay for this Project.

The developer will be required to pay development impact fees to support the implementation of Policy 4.A.4. Given that there aren't any County parks or facilities in close proximity to the Project site for employees to use and the developer would pay impact fees related to parks and recreation, the Project would have a less-than-significant impact, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.15a(v) – 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 to other performance objectives for any of the public services – Other Public Facilities?**

See Impact #3.5.15a(i) through (iv) above.

The nearest library to the Project site is the Madera Branch Library of the San Joaquin Valley Library System, located approximately 5.80 miles southeast in the City of Madera. The nearest healthcare facility would be Camarena Health, located approximately 4.16 miles southeast in the City of Madera. The nearest hospital is located 7.42 miles southeast of the Project site in the City of Madera.

The General Plan DEIR contains the following applicable policies and programs related to public facilities:

Policies:

- **3.A.1.** The County shall ensure, through the development review process, that adequate public facilities and services are available to serve new development. The County shall not approve new development where existing facilities are inadequate

unless the applicant can demonstrate that all necessary public facilities will be installed or adequately financed and maintained (through fees or other means).

- **3.A.2.** The County shall ensure that public facilities and services are developed and operational as they are needed to serve new development.

- **3.B.1.** The County shall require that new development pay its fair share of the cost of developing new facilities and services and upgrading existing public facilities and services; exceptions may be made when new development generates significant public benefits (e.g., low-income housing) and when alternative sources of funding can be identified to offset foregone revenues.

Programs:

- **3.4.** The County shall develop and adopt ordinances specifying acceptable methods for new development to pay for new capital facilities and expanded services. Possible mechanisms include development fees, assessment districts, land/facility dedications, county service areas, and community facilities districts.

- **3.5.** The County shall adopt and periodically update fee schedules for new development to fund needed public facilities and services.

  Given the above policies and programs, the developer will pay their fair share through payment of development fees to offset any new services needed, although it is highly unlikely the Project will generate any significant impacts on the existing parks and recreation system based on the number of employees. Therefore, the proposed Project would have a less-than-significant impact by complying with General Plan policies, programs, and the respective County standards and fees that correlate to those programs to accommodate new development, and impacts would be less than significant. Therefore, further evaluation of this issue is not warranted in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.16 - RECREATION** | | | | |
| Would the Project: | | | | |
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

### *Discussion*

**Impact #3.5.16a – 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?**

As discussed in Impact #3.5.15a(iv), there are no parks or recreation facilities near the Project site, and there are no parks owned and maintained in the unincorporated areas of Madera County. At full build-out, the Project would produce approximately 379 employees. The nearest park is 5.22 miles southeast of the Project site; it is unlikely that future employees working at the Pistacchio Business Park would utilize parks in the City of Madera during working hours.

It is assumed that the Project would provide employment opportunities to existing residents in the region and would not increase the use of local parks and recreational areas. Therefore, the Project would have a less-than-significant impact on existing neighborhood and regional parks, and further evaluation of this issue is not warranted in the EIR.

**Impact #3.5.16b – Would the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

The Project does not include recreational facilities or require the construction or expansion of recreational facilities; therefore, this Project would have no impact on recreational facilities, and further evaluation of this issue is not warranted in the EIR.

| | | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| ***3.5.17 - TRANSPORTATION*** | | | | | |
| Would the Project: | | | | | |
| 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*

**Impact #3.5.17a – Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

The Project's potential to conflict with a program, plan, ordinance or policy addressing the circulation system will be fully evaluated in the EIR.

**Impact #3.5.17b – Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

The Project's potential to conflict with or be inconsistent with CEQA Guidelines section 15064.3(b) will be evaluated in the EIR.

**Impact #3.5.17c – Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The Project's potential to increase roadway hazards will be evaluated in the EIR.

**Impact #3.4.17d – Would the Project result in inadequate emergency access?**

The Project's potential to result in inadequate emergency access will be evaluated in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.18 - TRIBAL CULTURAL RESOURCES** | | | | |
| Would the Project: | | | | |
| a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is: | | | | |
| Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or | ☒ | ☐ | ☐ | ☐ |
| 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 Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe. | ☒ | ☐ | ☐ | ☐ |

### *Discussion*

**Impact #3.5.18a(i) – 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 – 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)?**

Pursuant to PRC 21080.3.1, the County will issue project notifications to California Native American tribal representatives and, on request by tribal representatives, will consult with tribes to determine the potential for the Project to result in impacts to tribal cultural resources. The findings and full analysis will be provided in the EIR.

**Impact #3.5.18a(ii) – 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 – 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.**

Pursuant to PRC 21080.3.1, the County will issue project notifications to California Native American tribal representatives and, on request by tribal representatives, will consult with tribes to determine the potential for the Project to result in impacts to tribal cultural resources. The findings and full analysis will be provided in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.19 - UTILITIES AND SERVICE SYSTEMS** | | | | |
| Would the Project: | | | | |
| a. Require or result in 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? | ☒ | ☐ | ☐ | ☐ |
| 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 that 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*

**Impact #3.5.19a – Would the Project require or result in 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?**

#### *Water*

As discussed in Impact #3.5.10b, the proposed Project will obtain water from an existing public water and wastewater system associated with the adjacent truck stop. A WSA is being prepared for the proposed Project, the findings of which will be fully analyzed in the EIR.

### *Wastewater*

As discussed in Impact #3.5.7e, the Project proposes that it will connect to an existing public water and wastewater system associated with the adjacent truck stop, and the impacts of this will be fully analyzed in the EIR. Therefore, this section, which analyzes waste discharge requirements, will be fully analyzed in the EIR.

### *Stormwater*

The Project proposes the development of an eight-unit light industrial business park. Any stormwater generated during construction would adhere to BMPs outlined in the Project's SWPPP. The Project will be designed and constructed so that stormwater drainage infrastructure will comply with all applicable local stormwater regulations, such as Madera County Municipal Code Section 16.12 (Stormwater and Storm Sewer Systems). The use of County stormwater drainage infrastructure is not anticipated to have significant impacts and would result in a less-than-significant impact, and will not be further analyzed in the EIR.

### *Electricity and Natural Gas*

The Pacific Gas and Electric Company (PG&E) provides electric and natural gas utilities to all developed areas of Madera County, and natural gas to the valley areas except the southeastern part of the county (Madera County, 1995b). The Project is expected to connect to PG&E electric service via infrastructure extensions and connections that are acceptable to both PG&E and the County. Roof-top solar panels will be installed to offset energy consumption. The Project is not anticipated to result in additional construction related to new or expanded electrical or natural gas facilities. The Project would result in a less-than-significant impact and will not be further analyzed in the EIR.

### *Telecommunications Facilities*

The Project site is located in an area with urban development to the north and east, where existing telecommunications facilities, such as AT&T, Ponderosa Telephone, or Sierra Telephone, provide coverage. The Project does not propose or require the development of new or expanded telecommunications facilities. The Project would result in a less-than-significant impact and will not be further analyzed in the EIR.

**Impact #3.5.19b – Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?**

As previously noted, the proposed Project will obtain water from an existing public water and wastewater system associated with the adjacent truck stop. A WSA is being prepared for the proposed Project, the findings of which will be fully analyzed in the EIR.

**Impact #3.5.19c – Would the Project result in a determination by the wastewater treatment provider that 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?**

As discussed in Impact #3.5.7e, the Project proposes to develop a small package plant for waste discharge, and the impacts of this will be fully analyzed in the EIR.

**Impact #3.5.19d – Would the Project 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?**

Mandatory commercial recycling was one of the measures adopted in the AB 32 Scoping Plan by the Air Resources Board (ARB) pursuant to the California Global Warming Solutions Act, Chapter 488, Statutes of 2006 (CalRecycle, 2025a). The Mandatory Commercial Recycling Measure focuses on increased commercial waste diversion as a method to reduce GHG emissions. It is designed to achieve a reduction in GHG emissions of 5 million metric tons of carbon dioxide ($CO_2$) equivalents. To achieve the measure's objective, an additional 2 to 3 million tons of materials annually will need to be recycled from the commercial sector by the year 2020 and beyond. This regulation reflects the statutory provisions of AB 341 (Chesbro, Chapter 476, Statutes of 2011) and provides additional procedural clarifications.

Pursuant to AB 314, the Project's developer/operator would be required to provide solid waste and recycling services to building occupants if the proposed establishments generate more than four cubic yards of waste per week. The Redrock Environmental Group would provide solid waste and recycling hauling services to the Project site, which would be hauled to Fairmead Landfill / Mammoth Recycling Facility and Transfer Station at 21739 Road 19 in Chowchilla (Madera County Public Works Solid Waste Management, 2025).

CalRecycle provides solid waste generation rate estimates for the amount of waste created by sector type. An industrial waste generation source produces approximately 62.5 pounds (lb)/1000 sf/day (CalRecycle, 2026). The proposed Project is approximately 1,119,612 sf, which would generate approximately 12,770.57 tons or 42.57 cubic yards ($y^3$) per year[1]. The Fairmead Landfill (Fairmead Solid Waste Disposal Site, 20-AA-0002) has a maximum permitted capacity of 9,400,000 cubic yards and a remaining capacity of 9,400,000 cubic yards, with an estimated closure date of December 31,2028 (CalRecycle, 2025b). As such, the Project would be served by a landfill with sufficient capacity to accommodate the Project's waste disposal needs, and impacts associated with the disposition of solid waste would be less than significant.

The Project would not generate solid waste in excess of State or Local Standards and would comply with applicable Cal Green Building Code requirements related to construction waste; therefore, the impacts from the Project's construction and operational solid waste would be less than significant. Therefore, further analysis is not warranted in the EIR.

**Impact #3.5.19e – Would the Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?**

[1](1,119,612sf/1000=1,119.6128sf*62.5lbs*365=25,541,148.75lbs/year/2000lbs=12,770.57 tons/300 conversion rate=42.568 $y^3$).

See discussion for Impact #3.5.19d.

The proposed Project would be required to provide solid waste and recycling services for business occupants pursuant to AB 341. Therefore, implementation of the proposed Project would result in less-than-significant impacts, and further analysis is not warranted in the EIR.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **3.5.20 - WILDFIRE** | | | | |
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project: | | | | |
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| b. Due to slope, prevailing winds and other factors, exacerbate wildfire risks and thereby expose Project occupants to, pollutant concentration 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*

**Impact #3.5.20a – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?**

As discussed in Impact #3.5.9f and g, the Project is not located in a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire, nor is the site located in a WUI area (Cal Fire, 2024; Mark Gilbert, ESRI, 2021).

Furthermore, as noted previously, the Project will adhere to the standards set forth in the County Municipal Codes and Fire Code to ensure safe design and construction related to fire risks. The Project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation

activities. Driveways and access points would be designed for the ingress and egress of fire trucks and other emergency vehicles. Therefore, the Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant, and further analysis in the EIR would not be warranted.

**Impact #3.5.20b – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project, due to slope, prevailing winds and other factors, exacerbate wildfire risks and thereby expose Project occupants to, pollutant concentration from a wildfire or the uncontrolled spread of a wildfire?**

See Impact #3.5.20a.

The Project site is not located in an SRA or classified as a very high fire hazard severity zone, WUI zone. Furthermore, the Project site is flat and not known for prevailing winds; therefore, the Project would not exacerbate wildfire risks due to slope or prevailing winds. Impacts would be less than significant, and further analysis in the EIR would not be warranted

**Impact #3.5.20c – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project 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?**

See Impacts #3.5.9a and g and #3.5.20a and b above.

All road improvements would be completed in accordance with the applicable County standards and specifications. Additionally, the Project would extend power and telephone services from existing lines in accordance with County and PG&E standards. Furthermore, the Project would be required to be consistent with the California Fire Code and County Fire Code. Therefore, the Project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment, and impacts would be less than significant, and further analysis of this issue is not warranted in the EIR.

**Impact #3.5.20d – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?**

See Impacts #3.5.7b and c, Impact #3.5.9g, Impact #3.5.10a, Impact #3.5.19a related to stormwater and #3.5.20a, b, and c above.

The Project is not located on land designated as a very high fire hazard severity zone within the SRA. The Project site is topographically flat land. There are no slopes on or near the property, and the Project would not expose people or structures to significant risks from downslope or downstream flooding or landslides due to the result of runoff, post-fire instability, or drainage changes. As previously mentioned, the Project would comply with all

applicable local and state regulations pertaining to the construction and operation of stormwater runoff. Therefore, the Project would have a less-than-significant impact, and further analysis of this issue is not warranted in the EIR.

| | | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| ***3.5.21 - MANDATORY FINDINGS OF SIGNIFICANCE*** | | | | | |
| a. | Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | ☒ | ☐ | ☐ | ☐ |
| b. | Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are significant when viewed in connection with the effects of past Projects, the effects of other current Projects and the effects of probable future Projects.) | ☐ | ☒ | ☐ | ☐ |
| c. | Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☒ | ☐ | ☐ |

### *Discussion*

**Impact #3.5.21a – Does the Project have the potential to 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?**

As discussed in Impact #3.5.4a through #3.5.4f (Biological Resources) and Impact #3.5.5a through 3.5.4c (Cultural Resources), the Project could potentially have significant impacts on special-status species and cultural resources, so these issues will be fully evaluated in the EIR.

**Impact #3.5.21b - Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are significant when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)**

As detailed in the preceding discussions, the Project could potentially have cumulatively considerable environmental effects that cause substantial adverse effects on the issue areas of biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, tribal cultural and utilities, which will be fully analyzed in the EIR.

**Impact #3.5.21c - Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**

As detailed in the preceding discussions, the proposed Project could potentially have environmental effects that cause substantial adverse effects on human beings in the issue areas of biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, tribal cultural and utilities, which will be fully analyzed in the EIR.

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# APPENDIX A
## LAND EVALUATION AND SITE ASSESSMENT (LESA)

LESA – AGRICULTURAL CONVERSION STUDY

## MADERA COUNTY

# PISTACCHIO BUSINESS PARK PROJECT

OCTOBER 2025

# AGRICULTURAL CONVERSION AND FOREST RESOURCES STUDY

# PISTACHIO BUSINESS PARK PROJECT

**Consultant:**

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October 2025

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Project #250147

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## *ACRONYMS AND ABBREVIATIONS*

| | |
|---|---|
| CEQA | California Environmental Quality Act |
| CRC | California Resources Corporation |
| DOC | California Department of Conservation |
| FMMP | Farmland Mapping and Monitoring Program |
| FPPA | Farmland Protection Policy Act |
| MCDA | Madera County Department of Agriculture |
| MCGP | Madera County General Plan |
| LCC | Land Capability Classification System |
| LE | Land Evaluation |
| LESA | Land Evaluation and Site Assessment |
| NRCS | Natural Resources Conservation Service |
| SA | Site Assessment |
| tvd | true vertical depth |
| USDA | United States Department of Agriculture |
| WRCC | Western Regional Climate Center |
| ZOI | Zone of Influence |

# SECTION 1 - INTRODUCTION

## *1.1 - Purpose and Methods of Assessment*

This study is an Agricultural Conversion and Forest Resources Study prepared for the proposed Industrial park. The Project is located on an approximately 59.12-acre site on the northeast corner of Avenue 18 ½ and Road 22 consisting of two parcels (Assessor Parcel Number [APN]: 029-260-003 and 029-260-005) located in southwestern area of unincorporated Madera County, California. The Project site is located approximately 5.50 miles northwest of the City of Madera. The proposed site is generally bounded by Avenue 18 ¾ to the north, Golden State Boulevard to the east, Avenue 18 ½ to the south and Road 22 to the west. The site is located within Section 32, Township 10S, Range 17E, Mount Diablo Base and Meridian (MDB&M), of the Berenda U.S. Geological Survey (USGS) Quad Map.

The subject parcels are currently zoned Agricultural, Rural, Exclusive 40-acre (ARE-40) and are designated Agricultural Exclusive (AE) by the Madera County General Plan. The applicant is requesting a Zone Change to Light Industrial (LI) and General Plan Amendment to Light Industrial/Business Park (LI) in order to develop a business park with eight buildings/units.

Total building footprint square footage will be 1,119,612 square feet (25.70 acres) with a mix of approximately 37 percent for warehousing and 63 percent for other Light Industrial uses. Currently, there are no tenants secured for occupation. The following buildings are proposed:

- Building 1 is 76,238.74 square feet (1.75 acres) for future light industrial use
- Building 2 is 76,113.22 (1.75 acres) for future light industrial use
- Building 3 is 111,618.47 square feet (2.56 acres) for future light industrial use
- Building 4 is 111,595.42 square feet (2.56 acres) for future light industrial use
- Building 5 is 123,200 square feet (2.83 acres) for future light industrial use
- Building 6 is 123,200 square feet (2.83 acres) for future light industrial use
- Building 7 is 84,000 square feet (1.93 acres) for future light industrial use
- Building 8 is 414,046.09 square feet (9.51 acres) of warehousing

The existing ponding basin that is approximately 2.0 acres, on APN 029-260-005, would remain. The Project also proposes the construction of internal circulation roads, parking, sidewalks, curb and gutter, lighting and landscaping to meet County standards. Access would be from Road 22 and Avenue 18 ½. Roof-top solar panels will be installed to offset energy consumption. Water will be provided to the site from a private well and wastewater will be processed through a private septic system.

The Project does not have the potential to impact forest resources; therefore, forest resources will not be discussed in detail in this study. However, the Project does have the potential to impact agricultural resources. This study provides a discussion of considerations for those analyzing the proposed Project area.

### *1.1.1 - AGRICULTURAL RESOURCES*

In determining whether impacts to agricultural resources are significant environmental effects, the California Agricultural Land Evaluation and Site Assessment (LESA) Model (1997) prepared by the California Department of Conservation (DOC) may be used as a tool to assess the significance of impacts on agricultural resources and farmland conversion.

This study was prepared using the LESA Model in the context of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000 et seq.).

## *1.2 - Project Description*

### *1.2.1 - LOCATION*

This Agricultural Conversion Study evaluates the conversion and/or impact of approximately 59.12 acres of land that has been identified within the scope of the Project for the Industrial Business Park. The site is located in the western region of Madera County, approximately 6.3 miles northwest of the City of Madera (Figure 1-1). The Project location is shown in Figure 1-2 and labeled as "Project Site." The Project is comprised of 2 parcels that span across one section, township, and range. Please see Table 1-1 identifying each parcel and its respective acreage. The entirety of the Project site is located within Madera County.

**Table 1-1**
**Project Parcel and Size Information**

| APN # | Acres |
|---|---|
| 029-260-005 | 39.12 |
| 029-260-003 | 20.0 |

Source: Madera County GIS Data

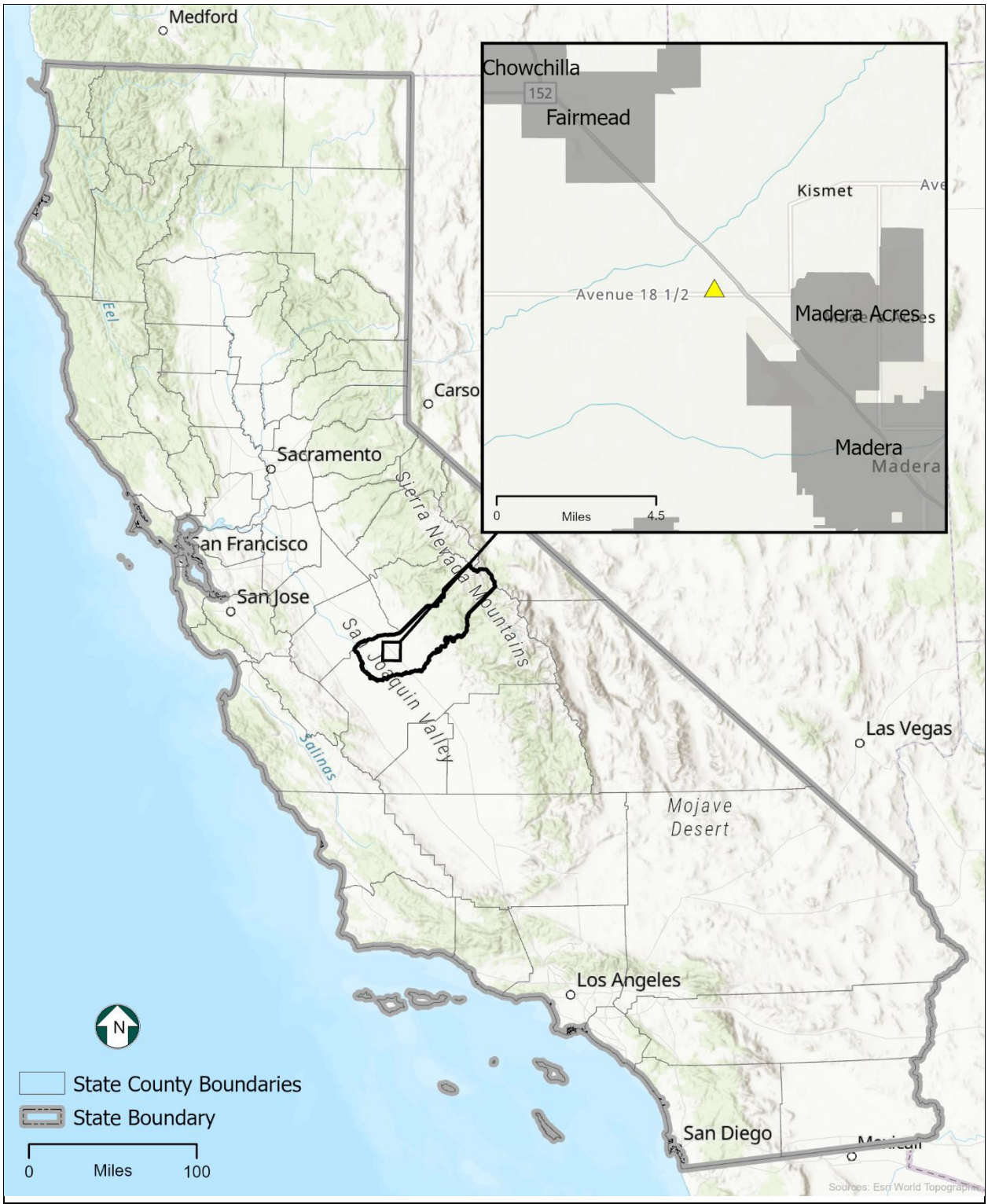



**Figure 1-1**
**Regional Location**

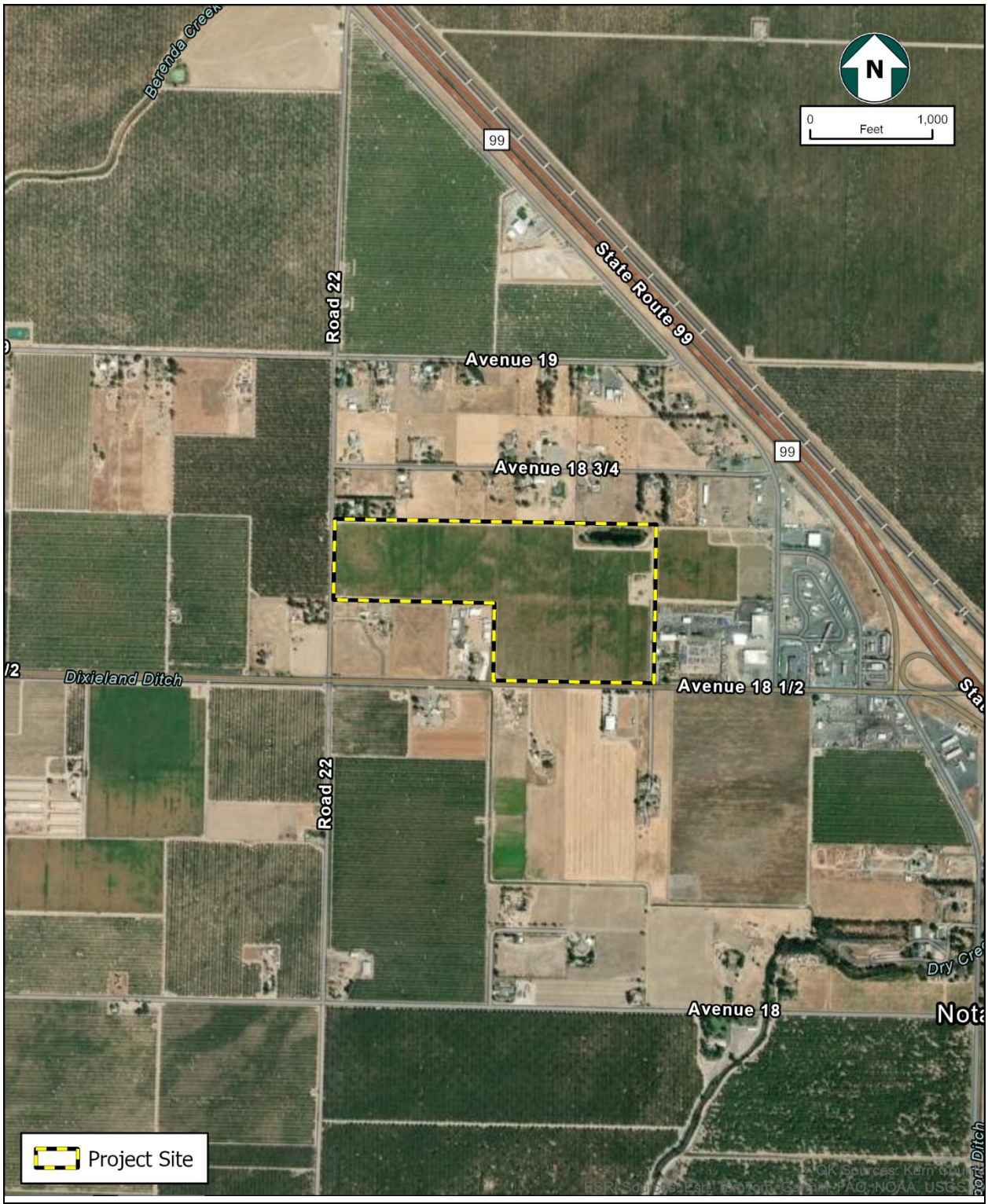



Figure 1-2
Project Site

### *1.2.2 - PROJECT CHARACTERISTICS*

This study is an Agricultural Conversion and Forest Resources Study prepared for the Project includes approximately 59.12 acres (Project).

The subject parcels are currently zoned Agricultural, Rural, Exclusive 40-acre (ARE-40) and are designated Agricultural Exclusive (AE) by the Madera County General Plan. The applicant is requesting a Zone Change to Light Industrial (LI) and General Plan Amendment to Light Industrial/Business Park (LI) in order to develop a business park with eight buildings/units.

Total building footprint square footage will be 1,119,612 square feet (25.70 acres) with a mix of approximately 37 percent for warehousing and 63 percent for other Light Industrial uses. Currently, there are no tenants secured for occupation. The following buildings are proposed:

- Building 1 is 76,238.74 square feet (1.75 acres) for future light industrial use
- Building 2 is 76,113.22 (1.75 acres) for future light industrial use
- Building 3 is 111,618.47 square feet (2.56 acres) for future light industrial use
- Building 4 is 111,595.42 square feet (2.56 acres) for future light industrial use
- Building 5 is 123,200 square feet (2.83 acres) for future light industrial use
- Building 6 is 123,200 square feet (2.83 acres) for future light industrial use
- Building 7 is 84,000 square feet (1.93 acres) for future light industrial use
- Building 8 is 414,046.09 square feet (9.51 acres) of warehousing

Projects involving changes in land use sometimes convert agricultural lands and/or forest resources to non-agricultural uses. Conserving forest resources, including the ecosystem provided by forests, and protecting populations impacted by urban/forest interface is important in land use decisions. In addition, conserving productive agricultural lands requires a careful project-specific evaluation of the direct and indirect effects, as well as the cumulative effects of agricultural land conversion.

There are 2 parcels within the Project totaling approximately 59.12 acres (roads and canals are excluded from this total). The Madera County General Plan (MCGP) land use designations and zone districts of the Project areas and the vicinity are illustrated in Figures 1-4 and 1-5.

The Project currently includes one Madera County zone classification (ARE – Exclusive Agriculture 40-acres); refer to the attached Project maps and surface owner tables, which include Madera County zone classifications and General Plan designations.

For the purposes of environmental analysis, the properties would be developed with warehousing and permitted uses in the Light Industrial (IL) zone district. Uses that require approval of a Conditional Use Permit (CUP) or other discretionary action, would possibly be subject to additional environmental analysis by the County prior to approval. Madera County has determined that warehousing is a permitted use in the IL zone district, pursuant to Madera County Code § 18.42.010 (A). Other permitted uses in the IL zone district include:

- Light industrial use
- General commercial establishment
- Customer service establishment
- Communication tower/wireless communications facility placed atop an existing structure, which will not increase the height of said structure above twenty additional feet, or exceed the height limit of this zone district, whichever is greater
- Motel
- Office
- Emergency Shelter

The following discretionary actions are required for the proposed development:

- Zone Change from Agricultural, Rural, Exclusive 40-acre (ARE-40) to Light Industrial (LI)
- General Plan Amendment from Agricultural Exclusive (AE) to Light Industrial/Business Park (LI)

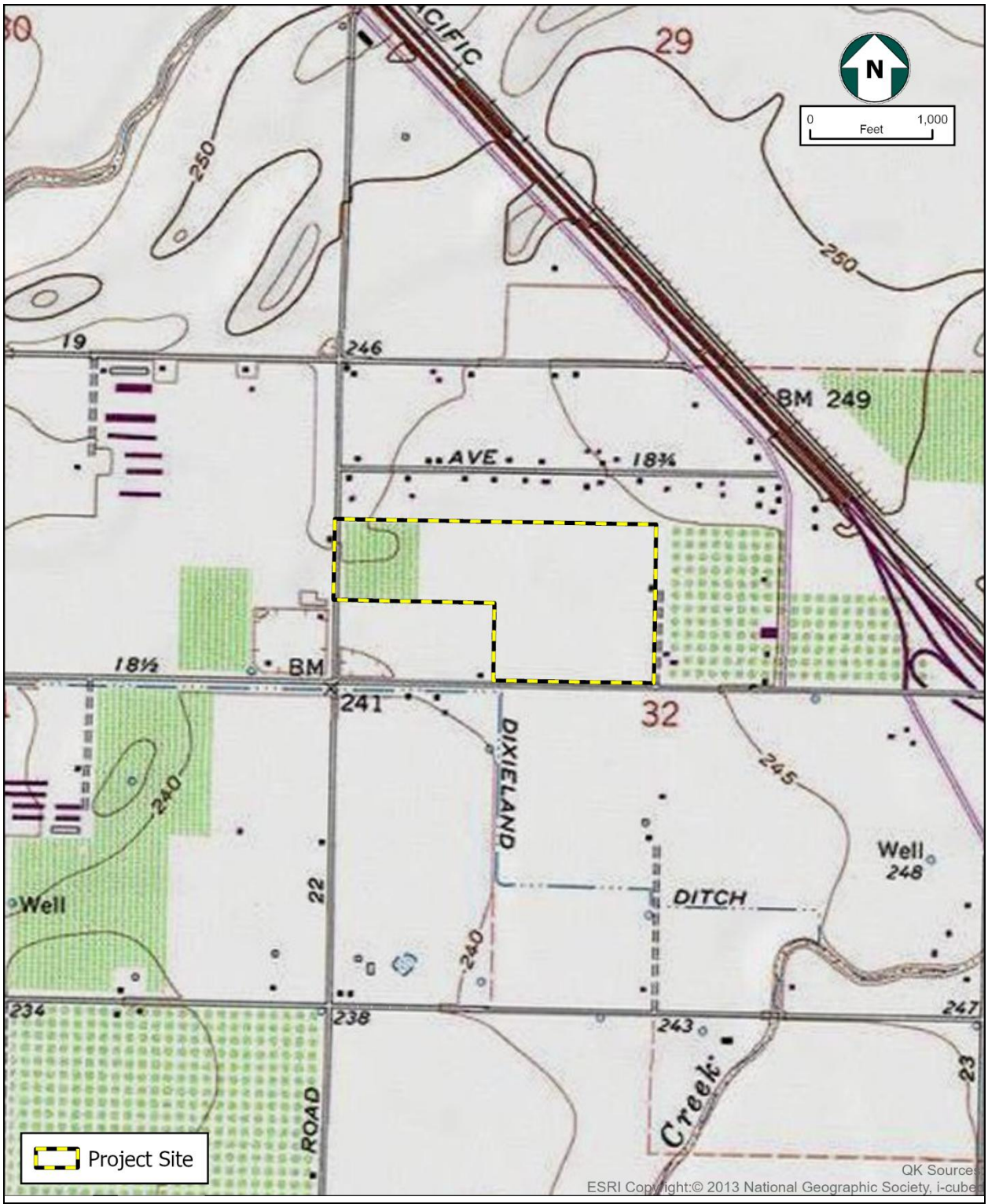



**Figure 1-3**
**Topographic Base Map**

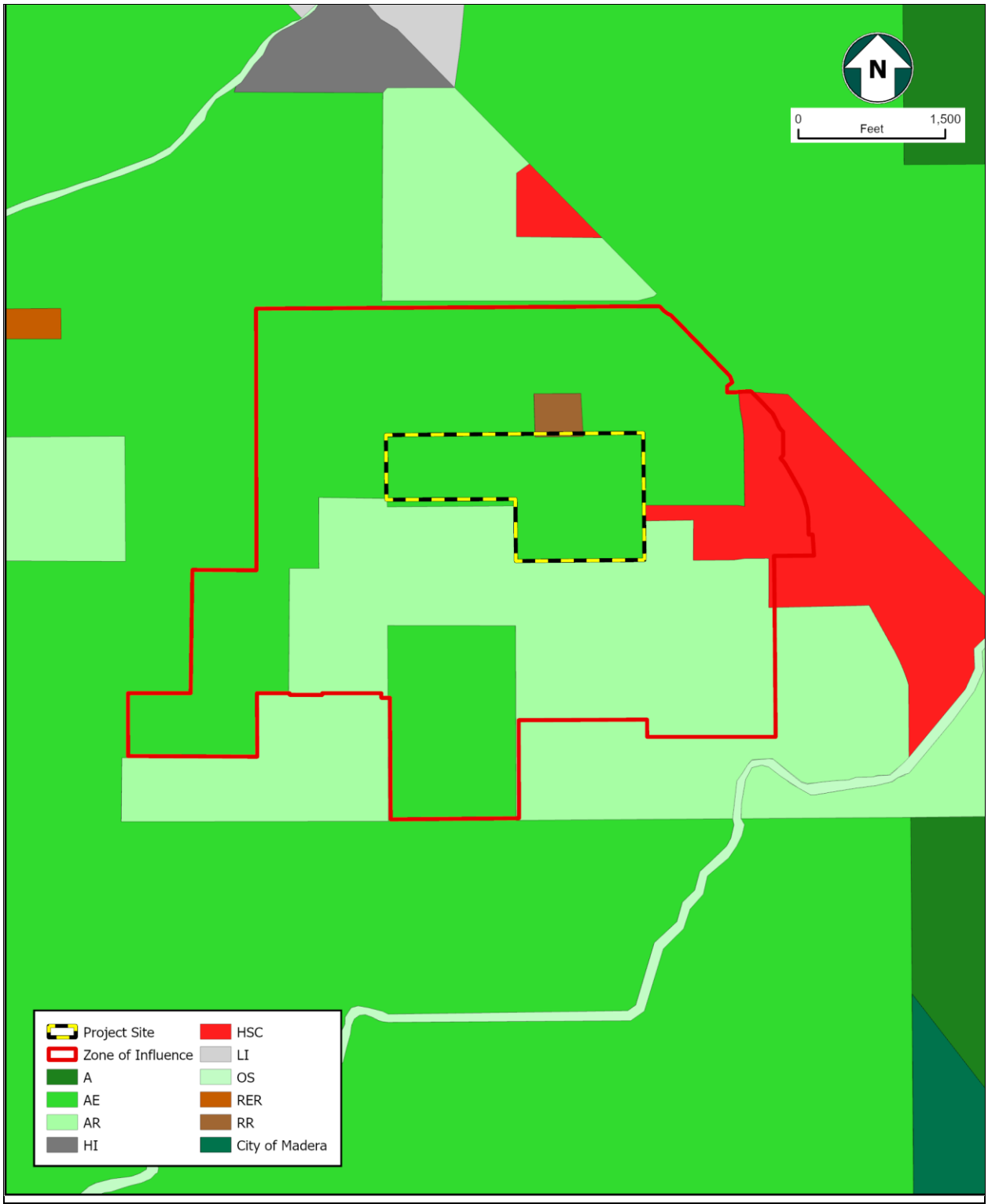



Figure 1-4
General Plan Land Use Designation

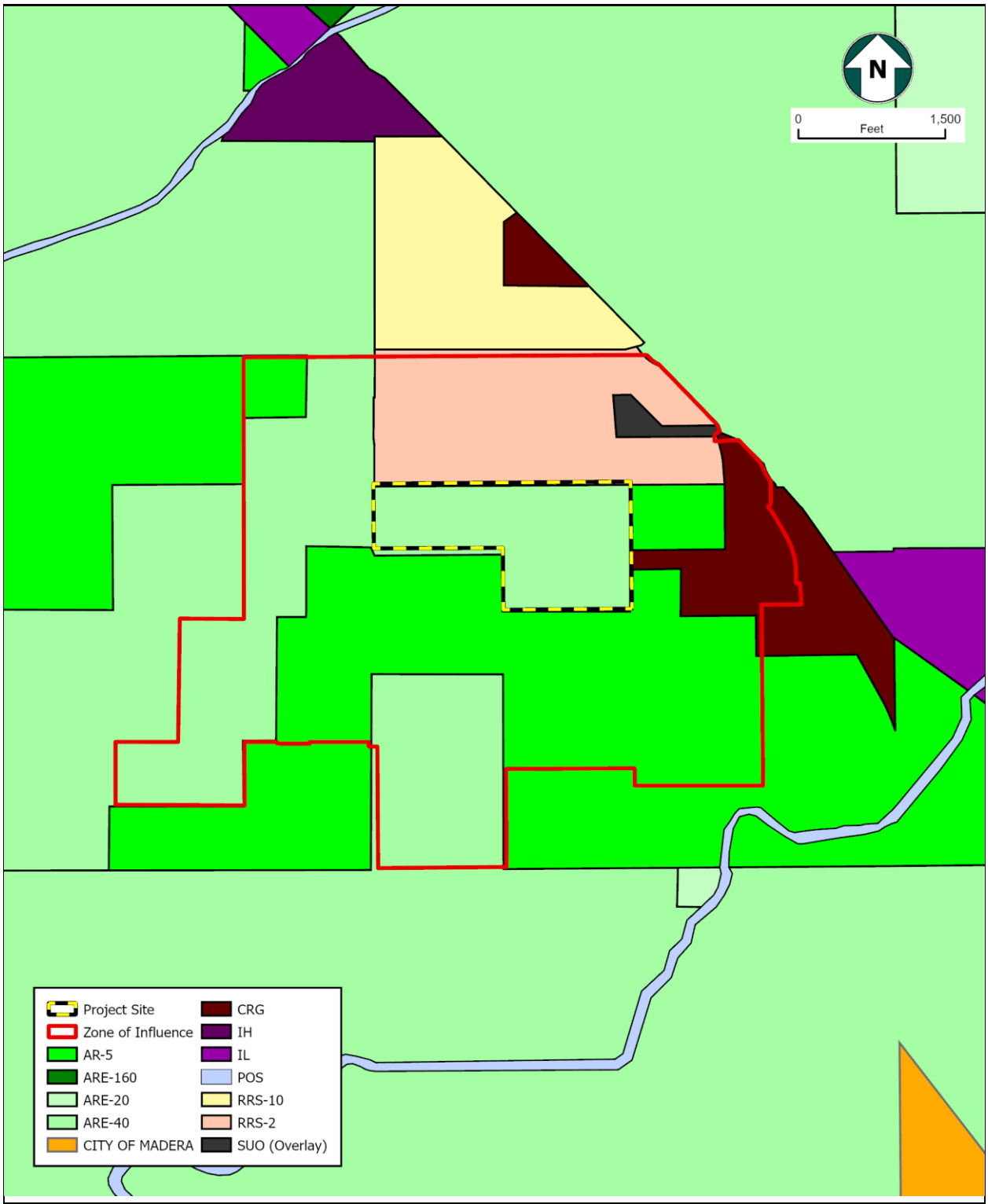



Figure 1-5
Zoning

# SECTION 2 - REGULATORY SETTING

This section describes the regulatory setting related to agricultural resources in the Project area.

## *2.1 - Federal*

### *2.1.1 - FARMLAND PROTECTION POLICY ACT (7 USC 4201)*

The purpose of the Farmland Protection Policy Act (FPPA) is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. It additionally directs federal programs to be compatible with State and local policies for the protection of farmlands. Congress passed the Agriculture and Food Act of 1981 (Public Law 97–98) containing the FPPA—Subtitle I of Title XV, Sections 1539–1549. The final rules and regulations were published in the Federal Register on June 17, 1994.

The FPPA is administered by the United States Department of Agriculture and is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to non-agricultural uses. It ensures that, to the greatest possible extent, federal programs are administered to be compatible with state and local units of government, as well as private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the FPPA every two years. The FPPA does not authorize the federal government to regulate the use of private or non-federal land or, in any way, affect the property rights of owners.

For the purpose of FPPA, farmland includes Prime Farmland, Unique Farmland, and Land of Statewide or Local Importance. Farmland subject to FPPA requirements does not currently have to be used for cropland. It can be forest land, pastureland, cropland, or other lands, but not water or urban built-up land. The USDA provides mapping services and data online as the single authoritative source of soil survey information.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to non-agricultural use and are completed by a federal agency or with assistance from a federal agency (California Department of Conservation, 2011).

## *2.2 - State of California*

### *2.2.1 - CALIFORNIA DEPARTMENT OF CONSERVATION, DIVISION OF LAND RESOURCE PROTECTION*

The DOC applies the Natural Resources Conservation Service (NRCS) soil classifications to identify agricultural lands. Pursuant to the DOC's Farmland Mapping and Monitoring Program (FMMP), these designated agricultural lands are included in the Important Farmland Maps used in planning for the present and future of California's agricultural land

resources. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides an analysis of agricultural land use and land use changes throughout California. The DOC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

The list below provides a description of all the categories mapped by the DOC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are referred to as Farmland (California Department of Conservation, 2004).

**Prime Farmland.** Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

**Farmland of Statewide Importance.** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

**Unique Farmland**. Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

**Farmland of Local Importance**. Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. Farmland of Local Potential is not designated within Madera County.

**Grazing Land**. Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

**Urban and Built-up Land**. Land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, and public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

**Other Land**. Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land

surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

### 2.2.2 - CALIFORNIA LAND CONSERVATION (WILLIAMSON ACT)

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is promulgated in California Government Code Sections 51200–51297.4 and, therefore, is applicable only to specific land parcels within the State of California. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. Private land within locally designated agricultural preserve areas is eligible for enrollment under Williamson Act contracts. However, an agricultural preserve must consist of no less than 100 acres. In order to meet this requirement, two or more parcels may be combined if they are contiguous, or if they are in common ownership (California Department of Conservation, 2011).

The Williamson Act program is administered by the DOC, in conjunction with local governments, which administer the individual contract arrangements with landowners. The landowner commits the parcel to a 10-year period wherein no conversion out of agricultural use is permitted. The contract automatically renews each year unless a notice of non-renewal or cancellation is filed. In return, the land is taxed at a rate based on the actual use of the land for agricultural purposes, as opposed to its unrestricted market value. An application for immediate cancellation can also be requested by the landowner, provided that the proposed immediate cancellation application is consistent with the cancellation criteria stated in the California Land Conservation Act and those adopted by the affected county or city. Non-renewal or immediate cancellation does not change the zoning of the property. Participation in the Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners.

As defined by the Williamson Act, prime agricultural land includes: (1) Class I and II soils as classified by the NRCS; (2) land that qualifies for rating 80 through 100 in the Storie Index Rating by the University of California, Division of Agricultural Sciences; (3) land that supports livestock used for the production of food and fiber and with at least one animal unit per acre; (4) land planted with fruit or nut-bearing crops that yield not less than $200 per acre annually during commercial bearing periods; or (5) land that has returned from the production of unprocessed agricultural plant products and annual gross value of not less than $200 per acre for three of the previous five years (Government Code, Section 51201(c)(1)-(5)).

### 2.2.3 - FARMLAND SECURITY ZONE ACT

The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy. Farmland Security Zone Act contracts are sometimes referred to as "Super Williamson Act contracts." Under the provisions of this act, a landowner already under a Williamson Act contract can apply for Farmland Security Zone status by entering into a

contract with the county. Farmland Security Zone classification automatically renews each year for an additional 20 years. In return for a further 35 percent reduction in the taxable value of land and growing improvements (in addition to Williamson Act tax benefits), the owner of the property promises not to develop the property into non-agricultural uses.

### *2.2.4 - Public Resources Code Section 21060.1*

The Public Resource Code Section 21060.1 defines agricultural land for the purposes of assessing environmental impacts pursuant to CEQA using the FMMP. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides an analysis of agricultural land use and land use changes throughout California.

## *2.3 - Local*

The portions of the Project are within the Madera County General Plan (MCGP) and are assigned land use designations. The site is also governed by the Madera County Zoning Ordinance, which effectively enforces the policies relating to the development. These adopted plans identify the types of land uses permitted in a variety of land use designations and zone districts and define the development parameters within each land use category.

### *2.3.1 - Madera County General Plan*

The AE designation provides for agricultural uses, limited agricultural support service uses, agriculturally oriented services, timber production, mineral extraction, airstrips, public and commercial refuse disposal sites, recreational uses, public and quasi-public uses, and similar and compatible uses. The minimum parcel size shall be 36 to 640 acres. Allowable residential development in areas designated Agriculture Exclusive includes one to two single family homes per parcel, secondary residential units, caretaker/employee housing, and farmworker housing.

Agricultural and Natural Resources

**Goal 5.A.** To designate adequate agricultural land and promote development of agricultural uses to support the continued viability of Madera County's agricultural economy.

***Policy 5.A.1.*** The County shall maintain agriculturally-designated areas for agricultural uses and direct urban uses to designated new growth areas, existing communities, and/or cities.

***Policy 5.A.2.*** The County shall discourage the conversion of prime agricultural land to urban uses unless an immediate and clear need can be demonstrated that indicates a lack of land for non- agricultural uses.

*Policy 5.A.3.* The County shall seek to ensure that new development and public works projects do not encourage further expansion of urban uses into designated agricultural areas.

*Policy 5.A.5.* The County shall allow the conversion of existing agricultural land to urban uses only within designated urban and rural residential areas, new growth areas, and within city spheres of influence where designated for urban development on the General Plan Land Use Diagram.

*Policy 5.A.6.* The County shall encourage continued and, where possible, increased agricultural activities on lands designated for agricultural uses.

*Policy 5.A.9.* The County shall encourage infill development in urban areas as an alternative to expanding urban boundaries into agriculturally-designated areas.

### 2.3.2 - MADERA COUNTY ZONING ORDINANCE

The Madera County Zoning Ordinance establishes the basic regulations under which land is developed. This includes allowable uses, building setback requirements, and development standards. Pursuant to State law, the Zoning Ordinance must be consistent with the MCGP. The basic intent of the Madera County Zoning Ordinance is to promote and protect the public health, safety, and welfare via the orderly regulation of land uses throughout the unincorporated area of the County. This zoning code applies to all property in unincorporated Madera County, except land owned by the United States or any of its agencies.

#### *Zoning Districts*

A description of the zoning districts within the program area is provided below:

**ARE-40.** This zone allows a guest house and/or communications tower/wireless communications facilities and conditionally accommodates a wide range of agricultural uses. This zone is applied to lands that are in agricultural use.

**Williamson Act Standard Uniform Rules**

Madera County has adopted a set of Agricultural Preserve Standard Uniform Rules that identify land uses that are considered compatible uses within agricultural preserves established under the Williamson Act. These rules are designed to restrict the uses of land enrolled in a Williamson Act contract to agriculture or other compatible uses. Agricultural uses include crop cultivation, grazing operations, commercial wind farms, livestock breeding, dairies, and uses that are incidental to agricultural uses.

# SECTION 3 - ENVIRONMENTAL SETTING

## *3.1 - State of California*

### *3.1.1 - STATE OF CALIFORNIA AGRICULTURAL PRODUCTION*

In 2022, the State of California had 24 million acres of land dedicated to farm and ranch use, with 68,400 farms in operation. This number represents approximately less than four percent of the nation's total farming operations. However, these farms account for approximately 10 percent of the national gross cash receipts from crops, livestock, and livestock products, representing $61.7 billion in revenue.

The California Department of Food and Agriculture reported in their 2012–2013 Resource Directory that the average farm size in California is 351 acres, compared to the United States average of 463 acres. California's top 20 crop and livestock commodities were valued at more than $47.9 billion in 2022.

### *3.1.2 - STATE OF CALIFORNIA FARMLAND CONVERSION*

According to the DOC's most recent Farmland Conversion Report (2016–2018), irrigated farmland in California decreased by 56,186 acres between 2016 and 2018. Irrigated farmland was the source of 30 percent of all new urban and built-up land. Specifically, Prime Farmland contributed to 12 percent of urban land. The land was removed from irrigated categories—to uses aside from urban—at a rate 19 percent higher than compared with the prior update (128,105 acres in 2016 and 152,627 acres in 2018). Land idling and reversion to dry farming were responsible for the majority of this type of conversion. The San Joaquin Valley and Sacramento Valley were most impacted by land idling, roughly accounting for 60,329 acres and 18,812 acres of irrigated lands being converted due to the cessation of irrigation, respectively.

## *3.2 - Madera County*

### *3.2.1 - MADERA COUNTY AGRICULTURAL PRODUCTION*

Agriculture in Madera County significantly contributes to the State's economy.

Table 3-1
Madera County Agricultural Economy (2022–2023)

| Year | $ Value (Billions) |
|---|---|
| 2022 | 1,993,331,000 |
| 2023 | 1,859,365,000 |

Source: (Madera County Department of Agriculture, 2023)

A detail by crop of the economic value of Madera County's crops, which contributed to Madera County's economic outcomes, is listed in Table 3-2.

**Table 3-2**
**Madera County Crop Economic Value (2022–2023)**

| Category | 2022 | 2023 | Total Change |
|---|---|---|---|
| Fruit & Nut Crops | $1,178,902,000 | $1,130,357,000 | -$48,545,000 |
| Field Crops & Rangeland | $105,811,000 | $82,932,000 | -$22,879,000 |
| Vegetable Crops | $31,864,000 | $52,228,000 | $20,364,000 |
| Nursery Crops | $20,330,000 | $23,759,000 | $3,429,000 |
| Forest Products | $925,000 | $1,133,000 | $208,000 |
| Livestock & Poultry | $123,414,000 | $153,117,000 | $29,703,000 |
| Livestock & Poultry Products | $462,327,000 | $353,450,000 | -$108,877,000 |
| Apiary products | $69,758,000 | $62,389,000 | -$7,369,000 |
| **Total Economic Value** | **$1,993,331,000** | **$1,859,365,000** | **(-$133,966,000)** |

According to the 2023 Agricultural Crop Report prepared by the Madera County Agricultural Commissioner's Office, the County produces more than 250 different crops, including more than 30 types of fruits and nuts, 40 types of vegetables, and 20 field crops, as well as lumber, nursery stock, livestock, poultry, and dairy products. A detail by crop of the harvested and rangeland acreage that contributed to Madera County's economic outcomes is listed in Table 3-3.

**Table 3-3**
**Madera County Harvested Crops (2022–2023) in Acres**

| Category | 2022 | 2023 | Total Change |
|---|---|---|---|
| Fruit & Nut Crops | 286,640 | 275,700 | -10,940 |
| Field Crops & Rangeland | 432,030 | 437,900 | 5,870 |
| Vegetable Crops | 6,400 | 7,100 | 700 |
| Nursery Crops | 230 | 230 | 0 |
| **Total Harvest Acreage** | **725,300** | **720,930** | **-4,370** |

### *3.2.2 - MADERA COUNTY FARMLAND CONVERSION*

According to the DOC's California Land Conservation (Williamson) Act 2020 Status Report, from 2016 to 2020, 3,744 acres in Madera County were added to Important Farmland as identified by the FMMP. The conversion of agricultural land to urban uses is affected by other economic factors, such as the economic benefits property owners sometimes realize by converting their farmland to urban or other commercial or industrial uses.

## *3.3 - Project*

The Project predominantly comprises undeveloped land. There are no permits for agricultural production within the Project and is currently not under cultivation. Properties adjacent to the northeast area of the Project are being utilized for agricultural uses. The percentage of the Project being utilized for agricultural purposes is approximately zero. The Project Area is identified on the FMMP as containing 11.036 acres of Prime Farmland and 43.768 acres of Unique Farmland (Figure 3-3 and Table 3-4). Furthermore, the Project does not include agricultural preserves within its boundary (Figure 3-1).

### *3.3.1 - AGRICULTURAL CROPS—PROJECT AREA*

The overall Project site is 59.12 acres. The subject properties within the Project have been used in agricultural production within the last three reportable years (2021–2023). As of 2025 the Project site has been tilled but is no longer under agricultural production.

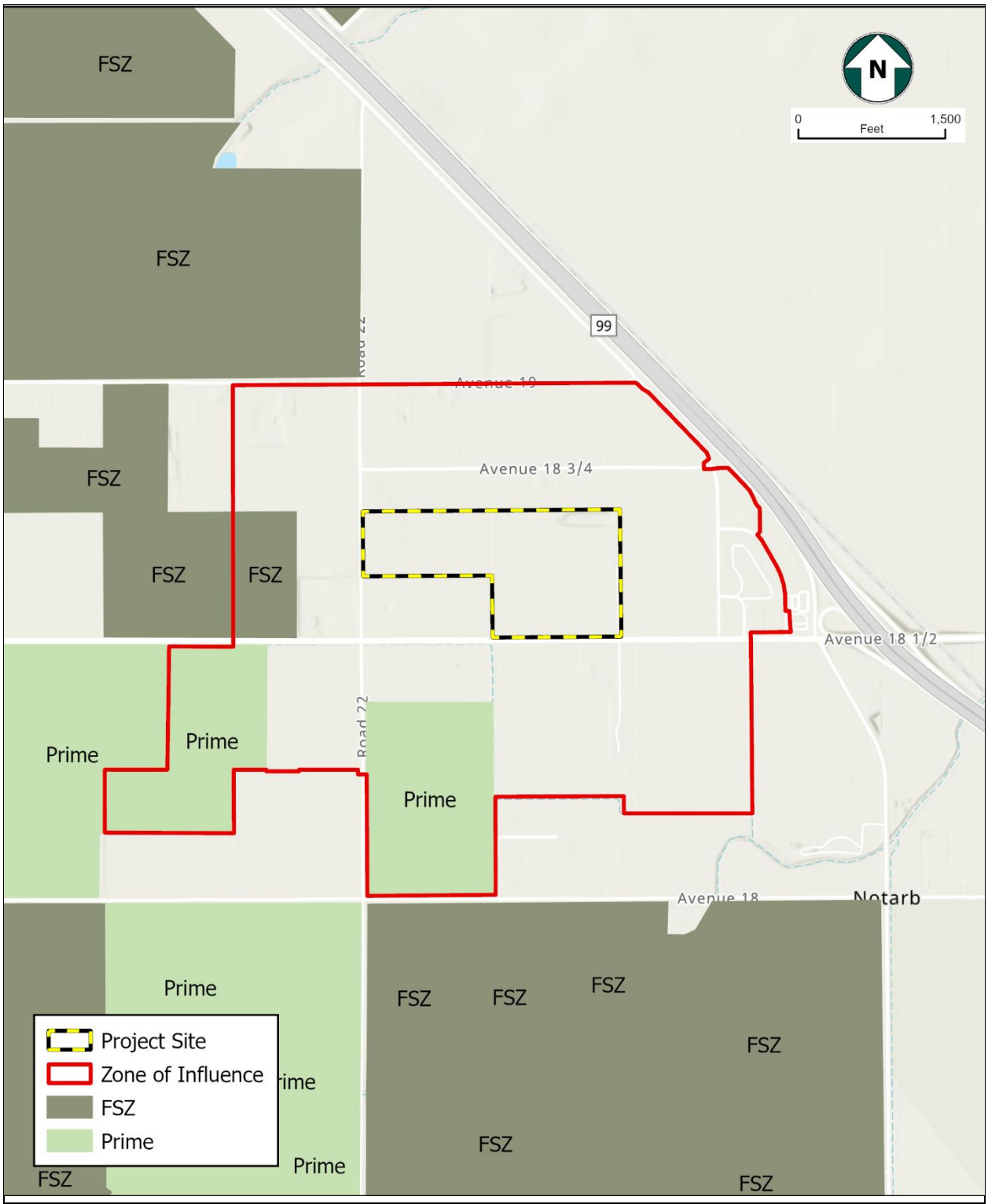



**Figure 3-1**
**Williamson Act Contracted Lands**

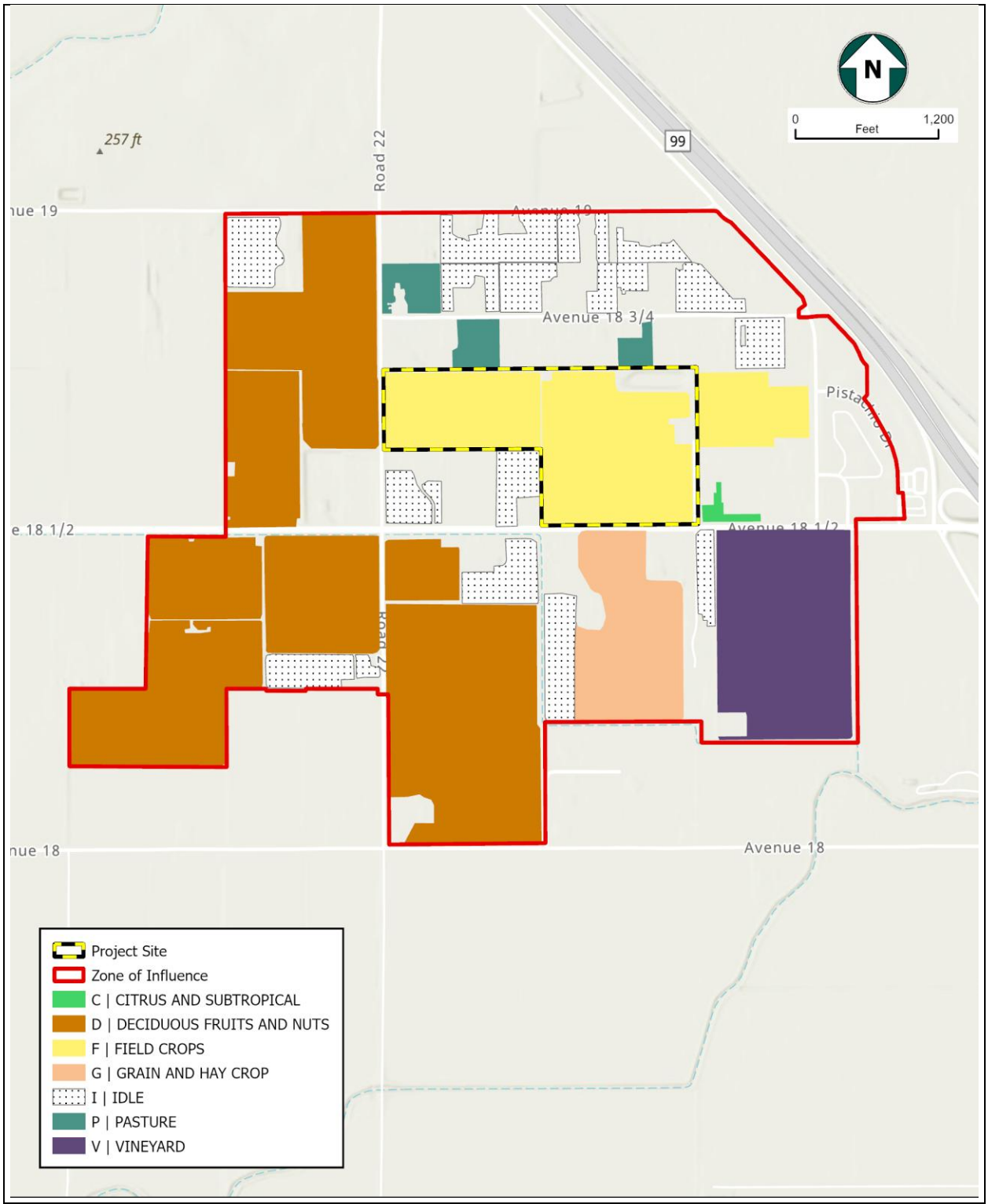



**Figure 3-2**
**Crop Land**

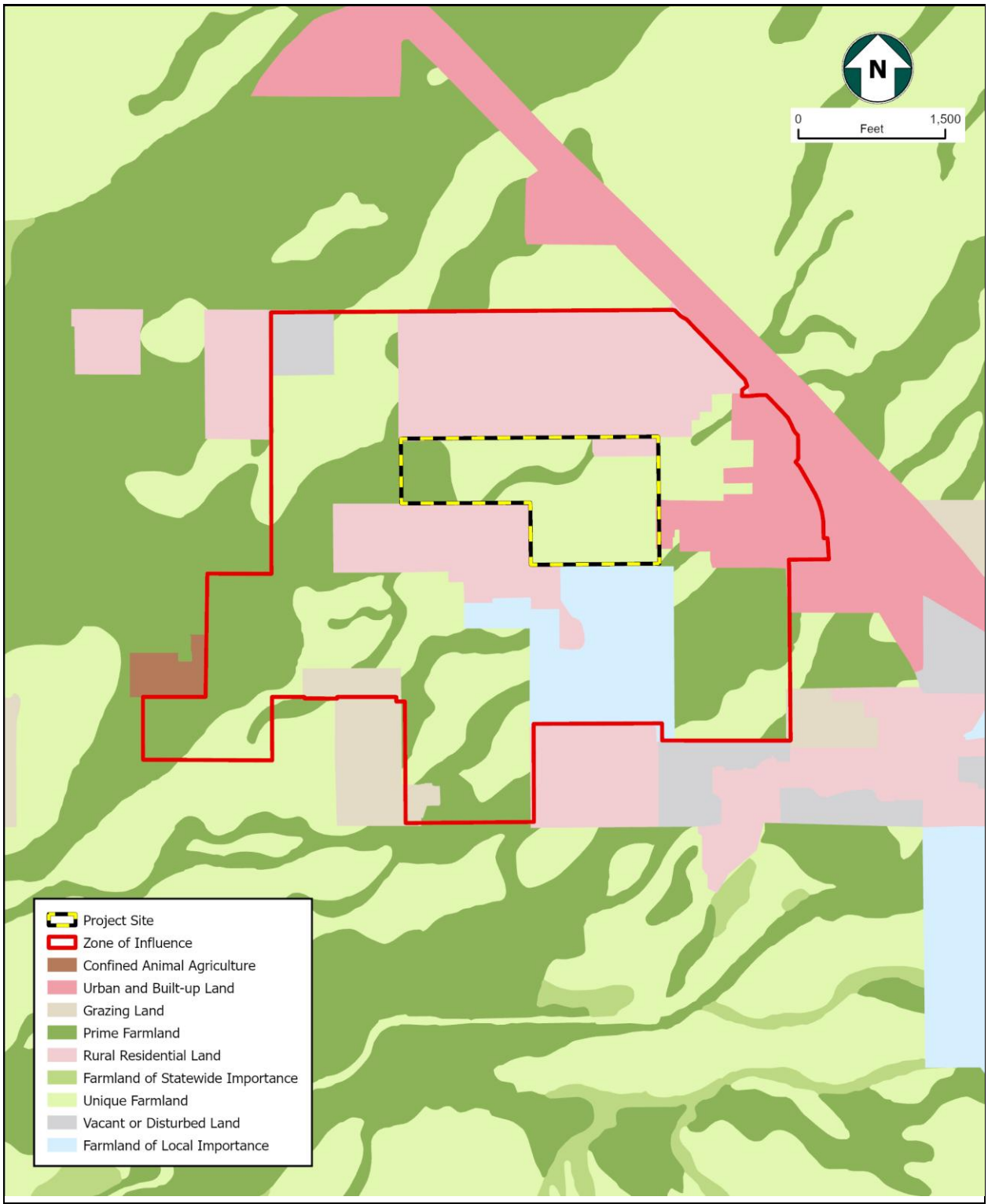



Figure 3-3
FMMP

Figure 3-2 shows the location of commodities grown based on information available from permits issued by the Madera County Agricultural Commissioner's Office that may share the Project's water supply entitlements.

The term "Prime," as it refers to a rating for agricultural/farmland use, has two meanings in California. The Farmland Mapping and Monitoring Program determines the location and extent of "Prime Farmland." The parameters used are if the property has been used for irrigated agricultural production at some time during the four years prior to the Important Farmland Map data. In addition to land use, the soil must meet the physical and chemical criteria for Prime Farmland or Farmland of Statewide Importance as determined by the USDA Natural Resources Conservation Service (NRCS). NRCS soil factors include water moisture regimes, available water capacity, developed irrigation water supply, soil temperature range, acid-alkali balance, water table, soil sodium content, flooding (uncontrolled runoff from natural precipitation), erodibility, permeability rate, rock fragment content, and soil rooting depth.

In addition, a "Prime" designation as it relates to the Williamson Act has a slightly different legislative meaning based on State law as well as within the local policies and procedures. Farmland may be enrolled under the "Prime Agricultural Land" designation within the Madera County Williamson Act program if it meets certain size requirements, is part of a specific preserve area designated within the County, has appropriate zoning as well, and meets specific economic or production criteria.

### *3.3.2 - SOILS – PROJECT AREA*

As shown in Figure 3-4, the Project contains multiple soil types that include Atwater loamy sand, Greenfield coarse sandy loam, and San Joaquin sandy loam. Each soil type's class with and without irrigation is denoted in Table 3-5.

**Table 3-4**
**Project Soil Classes**

| Soil Map Unit | Soil Type | Capability Class with Irrigation | Capability Class without Irrigation |
|---|---|---|---|
| AtA | Atwater loamy sand, 0 to 3 percent slopes, MLRA 17 | IIe-4 | VIIc |
| GrA | Greenfield coarse sandy loam, 0 to 3 percent slopes | IIe-1 | VIIe |
| SaA | San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17 | IVs-3 | VIIc |

Source: (United States Department of Agriculture (USDA), 2024)

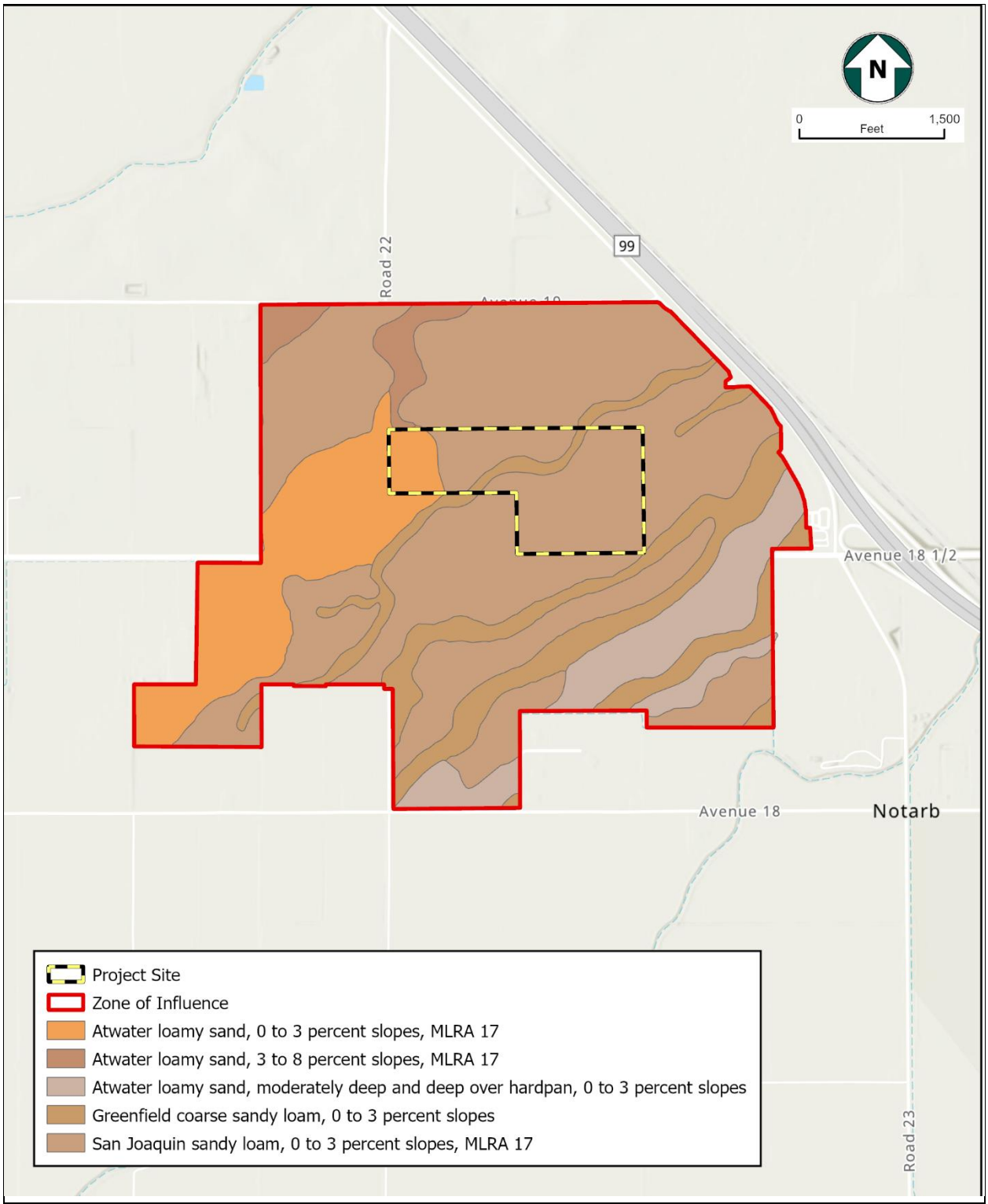



**Figure 3-4**
**Soils Information Map**

**Atwater loamy sand, 0 to 3 percent slopes (AtA).-**This soil is similar to Ahwater loamy sand, 3 to 8 percent slopes, except for having more gentle slopes. Runoff is very slow. *Use andmanagement.-This* soil is used for the same crops as Atwater loamy sand, 3 to 8 percent slopes, but a larger proportion has been leveled and irrigated. Deep cuts have been made in places. As a result the surface soil is variable in thickness, and the subsoil and in places, the parent material are exposed. Because of this, the growth of crops is uneven, and such differences may persist for a considerable period after leveling. .(Capability unit Ile-4; natural land type A5 ; Storie index rating 76)

**Greenfield coarse sandy loam, 0 to** 3 **percent slopes (GrA).-**This soil occurs along some of the local streams in the old, low terraces. The surface soil is grayish brown to pale brown or brown, and in places the subsoil has a strong brownish cast. Drainage is good, surface runoff is very slow, and internal drainage is moderately rapid. The available water holding capacity and natural fertility are moderate. The root zone is very deep, and the erosion hazard is slight. *Use and management.-This* soil is suitable for many row, forage, vine, and orchard crops. It is used principally for dry farmed grain, but a few small areas are irrigated and planted to crops. Dry farmed grain will probably respond to phosphorus or phosphorus with small amounts of nitrogen. Irrigated non-leguminous crops will respond to nitrogen, and irrigated legumes to phosphorus and probably to sulfur. (Capability unit I-1; natural land type A1; Storie index rating 87)

**San Joaquin sandy loams, 0 to 3 percent slopes (SaA).-**This complex includes fine sandy loam, sandy loam, and coarse sandy loam, so closely associated that separating them was impractical. The color of the surface layer ranges from brown to reddish brown and yellowish red. Because of the hummocky microrelief, the hardpan is variable. It tends to be thinner, softer, and farther below the surface in the mounds and to be thicker, harder, and nearer the surface in the inter-mound areas. In some intermound areas the soil is finer textured and merges with small bodies of the Alamo soils. Small areas that have a loam surface layer are also included. Drainage is good; surface runoff is very slow to slow, and internal drainage is very slow. The root zone is shallow, and the moisture-holding capacity and natural fertility are low. The erosion hazard is slight. Use and management.-Range and dry farmed grain are the principal uses of these soils. In some places, the surface has been leveled and the hardpan has been broken with heavy equipment or explosives. Such areas are used for irrigated crops, including pasture, alfalfa, cotton, figs, and grapes. Even where the hardpan has been removed, it is best to grow shallow-rooted crops because the substratum is softly consolidated. Pasture of shallow-rooted grasses and legumes is one of the best uses for irrigated areas, and ladino clover is one of the best suited legumes. Fertility trials indicate that these soils are deficient in nitrogen, phosphorus, and, for legumes, sulfur. Under irrigation, legumes respond to phosphorus and sulfur; other crops respond to nitrogen and probably require phosphorus at the higher levels of production. Dry farmed grain responds to phosphorus, alone or with small amounts of nitrogen. Range legumes are benefited by applications of_ phosphorus and sulfur, and the legumes supply the nitrogen needed by the grasses. (Capability unit IV s-3; natural land type C13; Storie index rating 27).

### *3.3.3 - WILLIAMSON ACT CONTRACTS—PROJECT AND SURROUNDING AREA*

As mentioned in Section 1.2, the Project consists of 2 parcels with a combined acreage of 59.12 acres. No parcels within the Project are subject to Williamson Act contracts.

There are 64 parcels located inside the Zone of Influence (ZOI) (Figure 3-5). Three of the ZOI parcels are under an active Williamson Act contract. A majority of the identified parcels within the ZOI are similar to the area within the Project boundary, except for parcels east of the Project. Those parcels are more comparable to typical valley floor parcels with agricultural uses. All of these parcels at least partially intersect the 0.25-mile ZOI radius. The ZOI is defined as land near a given project, both directly adjoining and within a defined distance away, which is likely to influence it. The concept of ZOI and its significance will be discussed in further detail in the analysis portion of this study.

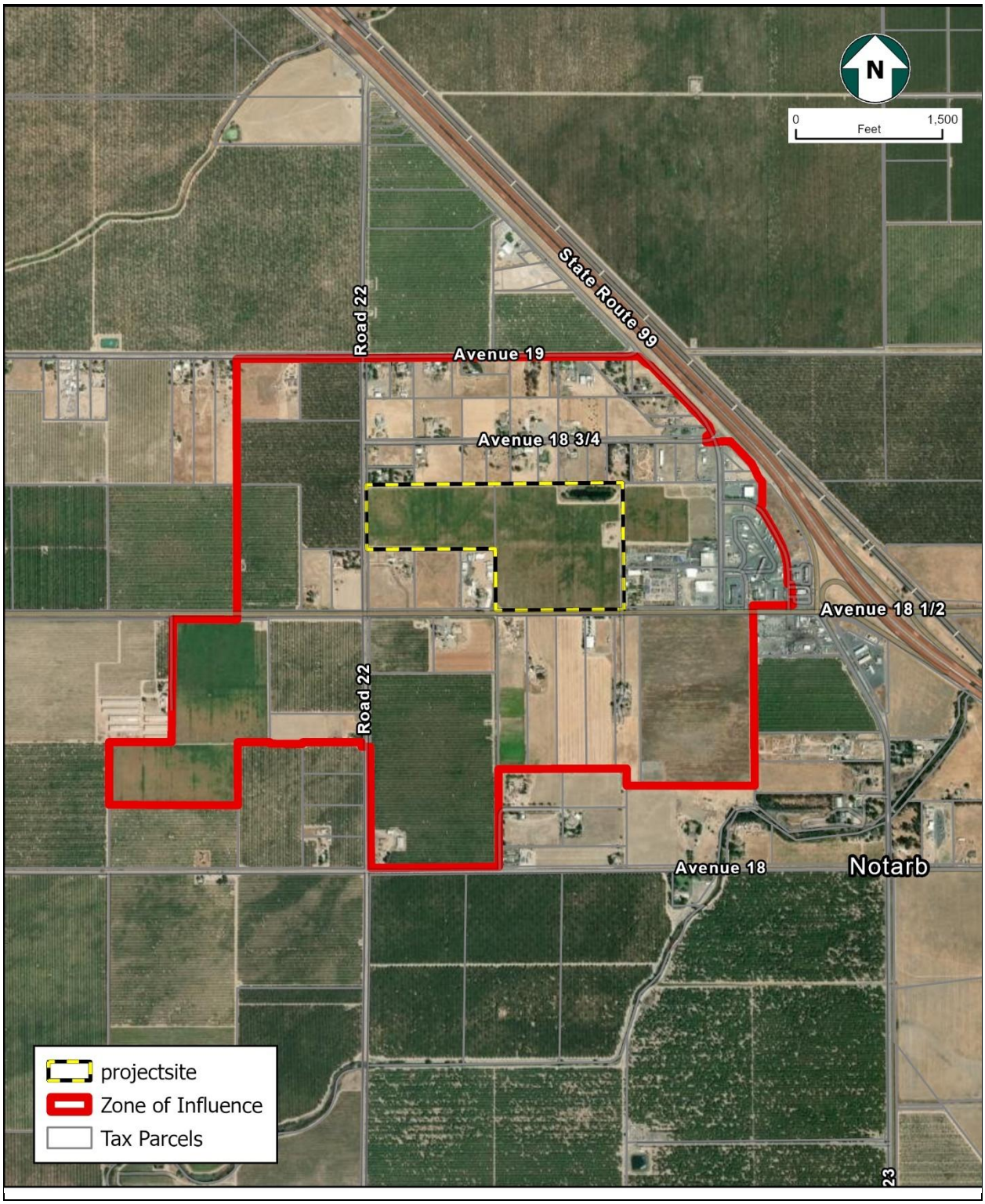
### *3.3.4 - WATER—PROJECT AREA*

Properties that are under cultivation obtain water for the irrigation of crops either through private groundwater wells or contract surface water agreements with a local water district. The Project area is primarily within the Madera Irrigation District, and supply comes from a combination of surface and groundwater.

### *3.3.5 - CLIMATE—PROJECT AREA*

The Project area is located in the southern Central Valley of California; this area has the rainy winters and dry summers characteristic of a Mediterranean climate. The Central Valley has greater temperature extremes than the coastal areas because it is less affected by the moderating influence of the Pacific Ocean.

Madera County is characterized by a semi-arid climate. Temperatures range from 51 degrees Fahrenheit (F) to 98 degrees F in the summer and from 35 degrees F to 66 degrees F in the winter. Annual rainfall is approximately 11 inches. The majority of the rainfall occurs from November to April.
Madera County is located in central California, stretching from the fertile San Joaquin Valley into the Sierra Nevada mountains. Its climate is generally warm and dry, with hot summers and mild, wet winters. Summers are long and arid, with average highs around 95-99°F (35-37°C), while winters are cold and partly cloudy, with average lows near 38-41°F (3-5°C). Annual rainfall is low, around 10-12 inches, with most precipitation falling in the winter months.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Avenue 18 3/4
Avenue 18 1/2
Road 22
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projectsite
Zone of Influence
Tax Parcels

Figure 3-5
Zone of Influence Map

# SECTION 4 - FARMLAND CONVERSION IMPACT ANALYSIS

This section evaluates the impacts of farmland conversion with respect to the factors identified by Madera County and the California Agricultural Land Evaluation and Site Assessment Model (LESA).

## *4.1 - Methodology*

This study follows the guidelines prescribed by Madera County in their *Guidelines for Agricultural Soils/Farmland Conversion Studies* and the California LESA Model to assess the proposed Project's potential impacts to agricultural lands. The Project is not subject to a Williamson Act land use contract and therefore will not require approval of a request for cancellation of a Williamson Act contract (Figure 3-1).

### *4.1.1 - LAND EVALUATION AND SITE ASSESSMENT (LESA)*

The LESA Model provides guidelines for rating the relative quality of land resources based on specific, measurable features. It is intended "to provide lead agencies with an optional methodology to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process" (Public Resources Code Section 21095). It is designed to assist in the making of determinations of the potential significance of a project's conversion of agricultural lands.

The California Agricultural LESA Model encompasses six different factors, which are divided into two sets: (1) two land evaluation factors (Land Capability Classification Rating and Storie Index Rating are based upon measures of the quality of soil resources and are intended to measure the inherent, soil-based qualities of land as they relate to agricultural suitability; and (2) four site assessment factors (Project Size Rating, Water Resource Availability Rating, Surrounding Agricultural Lands Rating, and Surrounding Protected Resource Lands Rating) are intended to measure social, economic, and geographic attributes that also contribute to the overall value of agricultural land.

The two sets of factors are evenly weighted, meaning the two land evaluation factors and four site assessment factors are of equal importance. However, each of these six factors is separately rated on a 100-point scale for a given project. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project, with a maximum attainable score of 100 points. This final project score provides a quantitative measurement to assist decision-makers in making a determination of the level of significance of a project's potential impacts.

The California LESA Model includes two separately rated land evaluation factors: the Land Capability Classification Rating and the Storie Index Rating, discussed below.

## *Land Evaluation (LE) Factors*

The California LESA Model includes two land evaluation factors, discussed below, that are separately rated.

### *THE LAND CAPABILITY CLASSIFICATION RATING (LCC)*

The Land Capability Classification System is used by the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) to determine a soil's agricultural productivity. The LCC indicates the suitability of soils for most kinds of crops. Groupings are made according to the limitations of the soils when used to grow crops and the risk of damage to soils when used in agriculture. The soils are grouped according to their limitations for field crops, the risk of damage if they are used for crops, and the way they respond to management. Soils are rated from Class I to Class VIII, with soils having the fewest limitations receiving the highest rating (Class I). The "prime" soil classification indicates the absence of soil limitations, which, if present, would require the application of management techniques (e.g., drainage, leeching, special fertilizing practices) to enhance production. Specific subclasses are also utilized to further characterize soils. Soil types found in the Project area are illustrated in Figure 3-4. A general description of soil classifications, as defined by NRCS, along with the scoring within the LESA Model of the LCC classification, is provided below in Table 4-1 and Table 4-2, respectively.

**Table 4-1**
**Land Capability Classifications**

| Soil Class | Description |
|---|---|
| I | Soils have few limitations that restrict their use. |
| II | Soils have moderate limitations that reduce the choice of plants, or that require special conservation practices. |
| III | Soils have severe limitations that reduce the choice of plants, require conservation practices, or both. |
| IV | Soils have very severe limitations that reduce the choice of plants, require very careful management, or both. |
| V | Soils are not likely to erode but have other limitations; impractical to remove soils that limit their use largely to pasture, range, woodland, or wildlife habitat. |
| VI | Soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture, range, woodland, or wildlife habitat. |
| VII | Soils have severe limitations that make them unsuited to cultivation and restrict their use largely to pasture, range, woodland, or wildlife habitat. |
| VIII | Soils and landforms have limitations that preclude their use for commercial plant production and restrict their use to recreation, wildlife habitat, water supply, or to aesthetic purposes. |

Source: (USDA, 2021)

Table 4-2
Land Capability Classifications

| Classification Symbol | Rating |
|---|---|
| I | 100 |
| IIe | 90 |
| IIs, w | 80 |
| IIIe | 70 |
| IIIs, w | 60 |
| IVe | 50 |
| IVs, w | 40 |
| V | 30 |
| VI | 20 |
| VII | 10 |
| VIII | 0 |

The LESA Model scores LLC utilizing a specified method based on a proportion of the site within that classification. The percentage of the site within each LLC classification is multiplied by the corresponding score designation and then added together to give an overall score of the project. Table 4-3 shows each soil type's LCC score.

Table 4-3
Project Site – LLC Rating and Storie Rating Proportional Scores

| Soil Map Unit | Project Acres | Proportion of Project Area | LCC | LCC Rating | LCC Score | Storie Index | Storie Index Score |
|---|---|---|---|---|---|---|---|
| SaA | 47.68 | 80.7% | IVs-3 | 10 | 8.1 | 27 | 21.8 |
| GrA | 3.8 | 6.4% | IIe-1 | 10 | 0.6 | 87 | 5.6 |
| AtA | 7.6 | 12.9% | IIe-4 | 10 | 1.3 | 76 | 9.8 |
| **Total Acres** | **59.1** | **100.0%** | | **LCC Total** | **10.0** | **Storie Total** | **37.2** |

Based on the weighted percentage of the total Project acreage, the comprehensive LCC Rating of the Project is 2.5.

### *THE STORIE INDEX RATING*

The Storie Index provides a numeric rating (based upon a zero to 100 scale) of the relative degree of suitability or value of a given soil for intensive agriculture. The rating is based only on soil characteristics. Four factors that represent the inherent characteristics and qualities of the soil are considered in the Storie Index Rating: profile characteristics, texture of the surface layer, slope, and other factors such as drainage or salinity. In some situations, only the United States Department of Agriculture's LCC information may be available. In situations where other information is available, the Storie Index Rating can be calculated from information contained in soil surveys conducted by qualified soil scientists; however, if limitations of time and/or resources restrict the derivation of the Storie Index Rating using these methods, the Storie Index Rating may be obtained by relying solely upon the LCC

rating. In addition, the USDA, Natural Resources Conservation Services provides a useful online mapping tool that provides soil information and data, which includes the Storie Index Rating for approximately 95 percent of all U.S. sites. A score ranging from 0 to 100 percent is determined for each factor, and the scores are then multiplied together to derive a Storie Index Rating. Storie Index Ratings have been combined into six grade classes as follows: Grade 1 (excellent), 100 to 80; Grade 2 (good), 79 to 60; Grade 3 (fair), 59 to 40; Grade 4 (poor), 30 to 20; Grade 5 (very poor), 19 to 10; and Grade 6 (non-agricultural), less than 10. The Project's soil type was previously described in Section 3.3 of this study. Table 4-3 shows the proportional breakdown and comprehensive score of the Project Area as it relates to the overall Storie Rating.

Based on the weighted percentage of the total Project acreage, the comprehensive Storie Rating of the Project is 37.2

## *Site Assessment (SA) Factors*

The four site assessment factors that are separately rated and included in the California LESA Model are discussed below.

### *THE PROJECT SIZE RATING*

The Project Size Rating is based on identifying acreage totals for the soil classes derived from the Storie Index within the Project Area, and then determining what grouping generates the highest Project Size score and what percentage of each group of the total Project Area. The Project Size Rating relies upon acreage figures that were tabulated under the Land Capability Classification Rating. The total Project consists of Class I, Class II, and Class III soils. The scoring of the Project Size is shown in Table 4-4.

**Table 4-4**
**Project Size Scoring**

| Class I and II | | Class III | | Class IV or higher | |
|---|---|---|---|---|---|
| Acres | Score | Acres | Score | Acres | Score |
| >80 | 100 | >160 | 100 | >320 | 100 |
| 60-79 | 90 | 120-159 | 90 | 240-319 | 80 |
| 40-59 | 80 | 80-119 | 80 | 160-239 | 60 |
| 20-39 | 50 | 60-79 | 70 | 100-159 | 40 |
| 10-19 | 30 | 40-59 | 60 | 40-99 | 20 |
| 10< | 0 | 20-39 | 30 | 40< | 0 |
| | | 10-19 | 10 | | |
| | | 10< | 0 | | |

The Project's Size Score is 30, based on the fact that Class I&II soils have the highest rating within the Project area, which is 11.4 acres.

### *THE WATER RESOURCES AVAILABILITY RATING*

The Water Resources Availability Rating is based upon identifying the various water sources that may supply a given property, and then determining whether different restrictions in supply are likely to occur in years characterized as being periods of drought and non-drought. Consideration is also given to both the physical and economic factors that may restrict water availability. Please see Table 4-5 for a representation of the LESA Water Availability Scoring System.

**Table 4-5**
**LESA Water Availability Scoring System**

| Option | Non-Drought Years Restrictions | | | Drought Years Restrictions | | | Water Resource Score |
|---|---|---|---|---|---|---|---|
| | Irrigated Production Feasible? | Physical Restrictions? | Economics Restrictions? | Irrigated Production Feasible? | Physical Restrictions? | Economics Restrictions? | |
| 1 | Yes | No | No | Yes | No | No | 100 |
| 2 | Yes | No | No | Yes | No | Yes | 95 |
| 3 | Yes | No | Yes | Yes | No | Yes | 90 |
| 4 | Yes | No | No | Yes | Yes | No | 85 |
| 5 | Yes | No | No | Yes | Yes | Yes | 80 |
| 6 | Yes | Yes | No | Yes | Yes | No | 75 |
| 7 | Yes | Yes | Yes | Yes | Yes | Yes | 65 |
| 8 | Yes | No | No | No | | | 50 |
| 9 | Yes | No | Yes | No | | | 45 |
| 10 | Yes | Yes | No | No | | | 35 |
| 11 | Yes | Yes | Yes | No | | | 30 |
| 12 | Irrigated production is not feasible, but rainfall is adequate for dryland production in both drought and non-drought years. | | | | | | 25 |
| 13 | Irrigated production is not feasible, but rainfall is adequate for dryland production in non-drought years (but not in drought years). | | | | | | 20 |
| 14 | Neither irrigated nor dryland production is feasible. | | | | | | 0 |

During non-drought years, irrigated production of all parcels with active agricultural activities is feasible without any economic or physical restrictions due to the availability of surface water and on-site wells, if necessary. During drought years, irrigated production may be limited only due to economic limitations due to limited surface water supplies. However, this may be offset by increasing private groundwater usage from existing wells operated by the applicable water district to supply adequate water services. It is assumed that there is water available to irrigate crops as needed, based on the available data and history of ongoing cultivation. There is no reported crop history on parcels within the Project. Therefore, due to the lack of agricultural activity within the Project, no agricultural uses will be negatively affected through the implementation of the Project. Therefore, it is assumed that the properties have sufficient water during drought and non-drought years, and there are no limitations or restrictions.

Therefore, based on this information, the Project's Water Resource Availability Rating is 100.

### *THE SURROUNDING AGRICULTURAL LAND RATING*

Determination of the Surrounding Agricultural Land Rating is based on the identification of a project's ZOI, which is defined as that land near a given project, both directly adjoining and within a defined distance, that is likely to influence and be influenced by the agricultural land use of the subject Project. The Surrounding Agricultural Land Rating is designed to provide a measurement of the level of agricultural land use for lands close to a given project. The California Agricultural LESA Model rates the potential significance of converting an agricultural parcel with a large proportion of surrounding land in agricultural production more highly than one with a relatively small percentage of surrounding land in agricultural production.

The defined distance of the ZOI recommended in the LESA Model (a minimum of 0.25 miles from the project boundary from the smallest rectangular area that completely encompasses the Project area) is the result of several iterations during model development for assessing an area that will generally be a representative sample of surrounding land use. Figure 3-5 shows the ZOI surrounding the entire Project area and the corresponding agricultural usage as documented by the total area of the surrounding area within the ZOI is approximately 570.71 acres and was used to calculate the Surrounding Agricultural Land Ratings, as shown in Table 4-6.

**Table 4-6**
**Surrounding Agricultural Land Rating Scoring**

| Percent of ZOI in Agriculture | Score |
|---|---|
| 90-100% | 100 |
| 80-89% | 90 |
| 75-79% | 80 |
| 70-74% | 70 |
| 65-69% | 60 |
| 60-64% | 50 |
| 55-59% | 40 |
| 50-54% | 30 |
| 45-50% | 20 |
| 40-44% | 10 |
| < 40% | 0 |

According to data available from Madera County, approximately 332.98 acres of agricultural land comprise approximately fifty eight percent of the ZOI. Therefore, based on the surrounding agricultural activities and uses, the Project's Surrounding Agricultural Land Rating is 40.

### *THE SURROUNDING PROTECTED RESOURCE LAND RATING*

The Surrounding Protected Resource Land Rating is essentially an extension of the Surrounding Agricultural Land Rating, and it is scored in a similar manner. Protected resource lands are those lands with long-term use restrictions that are compatible with or supportive of agricultural uses of land. Included among them are the following:

- Williamson Act contracted lands.
- Publicly owned lands maintained as a park, forest, or watershed resource.
- Lands with agricultural, wildlife habitat, open space, or other natural resource easements that restrict the conversion of such land to urban and industrial uses.

The total area of the surrounding area within the ZOI is approximately 570.71 acres, which will be used to calculate the Surrounding Agricultural Land Ratings, as shown in Table 4-7.

**Table 4-7**
**Surrounding Protected Resource Land Rating Scoring**

| Percent of ZOI in Protected | Score |
|---|---|
| 90-100% | 100 |
| 80-89% | 90 |
| 75-79% | 80 |
| 70-74% | 70 |
| 65-69% | 60 |
| 60-64% | 50 |
| 55-59% | 40 |
| 50-54% | 30 |
| 45-50% | 20 |
| 40-44% | 10 |
| < 40% | 0 |

According to the Madera County online mapping system, approximately 127.23 acres of protected resource land are within the ZOI. Therefore, based on the surrounding agricultural activities and uses, the Surrounding Agricultural Land Ratings are 0.

## *Final LESA Determination*

A single LESA score is generated for a given project after a comprehensive review of all parcels within the project area has been scored and weighted. The California Agricultural LESA Model is weighted so that 50 percent of the total LESA score of a given project is derived from the land evaluation factors, and 50 percent is derived from the site assessment factors. Individual factor weights are listed below, with the sum of the factor weights required to equal 100 percent. Table 4-8 lists the factors and percentages used in LESA scoring.

**Table 4-8**
**LESA Factors and Weighted Percentages**

| LESA Factors | Percentages |
|---|---|
| **Land Evaluation Factors** | |
| Land Capability Classification (LCC) | 2.5 |
| Storie Index Rating | 9.3 |
| **Land Evaluation (LE) Subtotal** | **11.8** |
| **Site Assessment Factors** | |
| Project Size Rating | 4.5 |
| Water Resource Availability | 15.0 |
| Surrounding Agricultural Lands | 6.0 |
| Surrounding Protected Resource Lands Rating | 0.0 |
| **Site Assessment (SA) Subtotal** | **25.5** |
| **Total LESA Factor Weighting** | **37.3** |

Notes: The LESA scoring sheet is provided in Appendix A.

The overall Project's total LESA score is 37.3, which is a comprehensive score for the Project.

Table 4-9 articulates the California LESA Model Scoring Thresholds for determining the significance of a project's impacts.

**Table 4-9**
**California LESA Model Scoring Thresholds**

| Total LESA Score | Scoring Decision |
|---|---|
| 0 to 39 | Not Considered Significant |
| 40 to 59 Points | Considered Significant only if LE and SA subscores are each greater than or equal to 20 points |
| 60 to 79 Points | Considered Significant unless either LE or SA subscore is less than 20 points |
| 80 to 100 Points | Considered Significant |

This determination is based on the results of the California Agricultural LESA prepared for the Project (Appendix A). The LESA Model concludes that the Project has a total score of 37.3 points, which falls within the not considered significant category.

# SECTION 5 - IMPACT ANALYSIS

The Madera County Environmental Checklist identifies, per CEQA Guidelines Appendix G, that a project would have a significant impact on agriculture and forestry resources if it would:

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 Williamson Act contract.
C. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
D. Result in the loss of forestland 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 the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.
F. Result in the cancellation of an open space contract made pursuant to the California Land Conservation Act of 1965 or Farmland Security Zone contract for any parcel of 100 acres or more (Public Resources Code Section 15206(b)(3)).

## *5.1 - Convert Important Farmland*

### *5.1.1 - IMPACT ANALYSIS*

Implementation of the proposed Project would allow for the construction of an Industrial Park. According to the FMMP, the Project includes portions identified as Important Farmland (Prime: 11.036 ac, Unique: 43.768 ac = 54.828 ac), as shown in Figure 3-3 and Table 5-1 below. Note Important Farmland designations are from the DOC FMMP data, which is not the same as the Williamson Act Prime Farmland designation. Under CEQA, FMMP Prime Farmland, Unique Farmland, and Farmland of Statewide Importance are referred to as Farmland and are considered a protected agricultural resource. For further context, within Madera County jurisdiction, the Agricultural zone district is essentially a default zone designation used to categorize land that is outside urban/metropolitan areas.

**Table 5-1**
**FMMP Acreage**

| FMMP Designation | Acreage |
|---|---|
| Urban and Built-Up Land | 0.395 |
| Prime Farmland | 11.036 |
| Rural Residential Land | 4.092 |
| Unique Farmland | 43.768 |
| **Total** | 59.291 |

Source: DOC

The proposed Project's Final LESA Score is 37.3 points, with an LE subscore of 11.8 points and a SA subscore of 25.5 points. Due to the Final LESA Score below 39 points, the conversion of agricultural land associated with implementation of the proposed Project would not represent a significant impact to agricultural resources under CEQA.

Therefore, due to the overall Projects size the implementation of the proposed Project will have a ***less than significant impact.***

## *5.2 - Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract*

### *5.2.1 - IMPACT ASSESSMENT*

This impact evaluates the potential for the proposed Project to conflict with existing agricultural zoning or Williamson Act contracts.

#### *Agricultural Zoning*

The Madera County Zoning Ordinance classifies the overall Project Area encompassing properties within the ARE-30 (Agricultural, Rural, Exclusive – 40 acres zone district). An Industrial Park is not an approved use within this zone district. Therefore, upon lead agency approval of the of a Zone Change, the proposed Project would be consistent, and the impact of conversion of agricultural land to a permitted, consistent use would be lessened.

#### *Williamson Act Contract*

Following the approval of the proposed Project allows for the submittal and review of project-specific site plan reviews for Industrial Park areas within the Project area. As stated in Section 3.3.3, the Project area does not include any parcels that are subject of a Williamson Act contract. Thus, the development of the Project will not require the cancellation of a land use contract and there would be no impact.

#### *MITIGATION MEASURES*

No mitigation is required.

#### *Level of Significance*

*No Impact.*

## 5.3 - Forest Land

### 5.3.1 - IMPACT ASSESSMENT

This impact evaluates the potential for the proposed Project to conflict with existing forest land zoning or result in the loss of forest land or results in the conversion of forest land to non-forest use.

Public Resources Code Section 12220(g) defines forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions and that allows for the management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Public Resources Code Section 4526 defines timberland as land other than land owned by the federal government and land designated by the board as experimental forest land, which is available for and capable of growing a crop of trees of a commercial species used to produce lumber and other forest products. Government Code Section 51104 defines timberland zoned Timberland Production as an area that has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber or for growing and harvesting timber and compatible uses

The overall Project srea is currently zoned for agricultural use. The site is devoid of trees and therefore does not meet the criteria as a Forestland. There is no forest land zoning in the Project area, and there are no forest uses within the Project srea. The Project would not conflict with zoning for or cause rezoning of forest land, timberland, or timberland-zoned timberland production. Additionally, it would not result in the loss of forest land or conversion of forest land to non-forest land. Lastly, the Project would not involve any other changes in the existing environment, which could result in the conversion of forest land to non-forest use due to their location or nature. Therefore, no impacts would occur.

#### Level of Significance

*No Impact*.

#### MITIGATION MEASURES

No mitigation is required.

## 5.4 - Pressures to Convert Farmland to Non-Agricultural Use

### 5.4.1 - IMPACT ASSESSMENT

This impact evaluates the potential for the proposed Project to create pressure to convert farmland to non-agricultural use. Based on the assessment provided in this study, the Project would not induce the conversion of other nearby agricultural lands to non-agricultural uses for the following reasons:

- There are no properties conducting agricultural uses within the Project Area. There are a few parcels adjacent to the east of the Project Area that are conducting agricultural uses, as evidence of the Department of Water Resource (DWR) (Figure 3-2). As mentioned in previous sections, the Project seeks to allow for an Industrial Park, therefore, due to the location of the actively cultivated agricultural lands in relation to the Project Area, the Project is not anticipated to affect nearby growers' ability to farm and would not require additional restrictions and limitations on pesticides, fungicides, and herbicides used on the crops as the Project does not include the addition of any sensitive receptors to the adjacent agriculture lands.
- The implementation of the Project would not substantially affect the agricultural character of the area. As mentioned in Section 4.1.1, the water availability rating only pertains to the parcels that are being used for agricultural activities. The discussion of surrounding properties and how they have managed rotational crop use is not measured in the Water Availability Scoring System since it does not have any bearing on water use on-site.

Accordingly, impacts associated with the conversion of agricultural lands to non-agricultural uses would be less than significant.

#### *Level of Significance*

Impacts are *Less than Significant*.

#### *MITIGATION MEASURES*

No mitigation is required.

## *5.5 - Cancellation of Open Space Contract*

### *5.5.1 - IMPACT ASSESSMENT*

Madera County's adopted threshold analyzes whether the Project would result in the cancellation of an open space contract made pursuant to the California Land Conservation Act of 1965 (Williamson Act) or a Farmland Security Zone contract for any parcel of 100 or more acres (Section 15206(b)(3) Public Resources Code.

Implementation of the proposed Project would not result in the cancellation of Williamson Act contracts within the Project due to the lack of contracts within the Project. As noted in Section 1.2.2, the approval of the proposed Project does not approve the development of each parcel within the Project Area but allows for the Applicant to submit Project-specific site plan reviews that must be accepted and approved by Madera County. This is further confirmed by the results of the California Agricultural LESA, as noted in Section 4.1.1 above. The LESA Model concludes that the Project has a total score of 37.3 points, which falls within the "Not Considered Significant". Therefore, the implementation of the proposed Project would have no impact.

#### *MITIGATION MEASURES*

No mitigation is required.

### *Level of Significance After Mitigation*

*No Impacts.*

## *5.6 - Cumulative Impacts*

### *5.6.1 - IMPACT ASSESSMENT*

The geographic scope for cumulative impacts is Madera County as a whole. As discussed previously, Madera County ranks high on the list of California counties with respect to urbanization and loss of farmland. Although growth in population is likely to decrease the amount of agricultural land in Madera County in the future, other factors, including the availability of water, also contribute to decreases in farmland.

Current conditions related to drought, water availability, and the economic impacts of water purchases may have resulted in some of the Project Areas being excluded from agriculture during previous years. Furthermore, the historical use of the Project area does not promote agricultural uses since there are active residential and commercial activities occurring near the Project area. The proposed Project will be compatible use with all zones the Project is situated within with the acquisition of appropriate entitlement approvals. The Project does not limit agricultural activities such as pesticide spraying and crop dusting or create impacts such as dust or debris that would otherwise force agricultural activities from the surrounding area.

The Project's beneficial aspects relate to job creation, and increased sale and property taxes. Implementation of the Project would have favorable effects and no impacts on the regional agriculture economy. Notwithstanding these factors, which reduce project impacts, the potential conversion of agricultural land to non-agricultural use, combined with other area projects, would result in a cumulatively less than significant impact.

#### *MITIGATION MEASURES*

No mitigation is required.

### *Level of Significance*

Impacts are cumulatively *less than significant.*

# SECTION 6 - SUMMARY OF FINDINGS

This report evaluated the overall impact of a Project that spans an area of approximately 59.12 acres of land within Madera County. The Project Area does not have active farmland within its boundary, using the LESA Model, Madera County's guidelines for the conversion of agricultural resources, and the CEQA Guidelines. Based on the analysis contained in this report and supporting evidence, this report finds that the Project:

- Would result in a minor removal of Important Farmland from agricultural production based on a qualitative analysis.
- Would not conflict with existing agricultural uses in the Project's vicinity.
- Would not be considered to result in a significant impact based on a quantitative assessment using the LESA Model.
- Would not encourage the premature removal of properties held under a Willaimson Act contract located within the Project's vicinity.
- Would not result in a significant and unavoidable impact to agricultural resources under CEQA.
- Would not result in a cumulatively significant and unavoidable project-level impact to agricultural resources under CEQA.

For these reasons, the Project's impacts related to the conversion of agricultural uses to non-agricultural uses are considered as less than significant pursuant to CEQA.

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# APPENDIX A
# LESA MODEL WORKSHEET

| Soil Map Unit | Project Acres | Proportion of Project Area | LCC irrigated | LCC nonirrigated |
|---|---|---|---|---|
| SaA | 47.68 | 80.7% | IVs-3 | VIIe |
| GrA | 3.8 | 6.4% | IIe-1 | VIIc |
| AtA | 7.6 | 12.9% | IIe-4 | VIIe |
| **Total Acres** | **59.1** | **100%** | | |

| Land Capability Classification | LCC Point Rating |
|---|---|
| I | 100 |
| IIe | 90 |
| IIs,w | 80 |
| IIIe | 70 |
| IIIs,w | 60 |
| IVe | 50 |
| IVs,w | 40 |
| V | 30 |
| VI | 20 |
| VII | 10 |
| VIII | 0 |

**LCC Class I or II soil**

| *Acres* | *Score* |
|---|---|
| 80 or above | 100 |
| 60-79 | 90 |
| 40-59 | 80 |
| 20-39 | 50 |
| 10-19 | 30 |
| fewer than 10 | 0 |

| LCC Rating | LCC Score | Storie Index | Storie Index Score | | LCC Class I- | LCC Class III | LCC Class IV-VII) |
|---|---|---|---|---|---|---|---|
| 10 | 8.1 | 27 | 21.8 | | | | 47.7 |
| 10 | 0.6 | 87 | 5.6 | | 3.8 | | |
| 10 | 1.3 | 76 | 9.8 | | 7.6 | | |
| LCC Total | 10.0 | Storie Total | 37.2 | Total Acres | 11.4 | 0.0 | 47.7 |
| | | | | Project Size : | 30 | 0 | 20 |
| | | | | | Highest Sc | 30 | |

ls

e

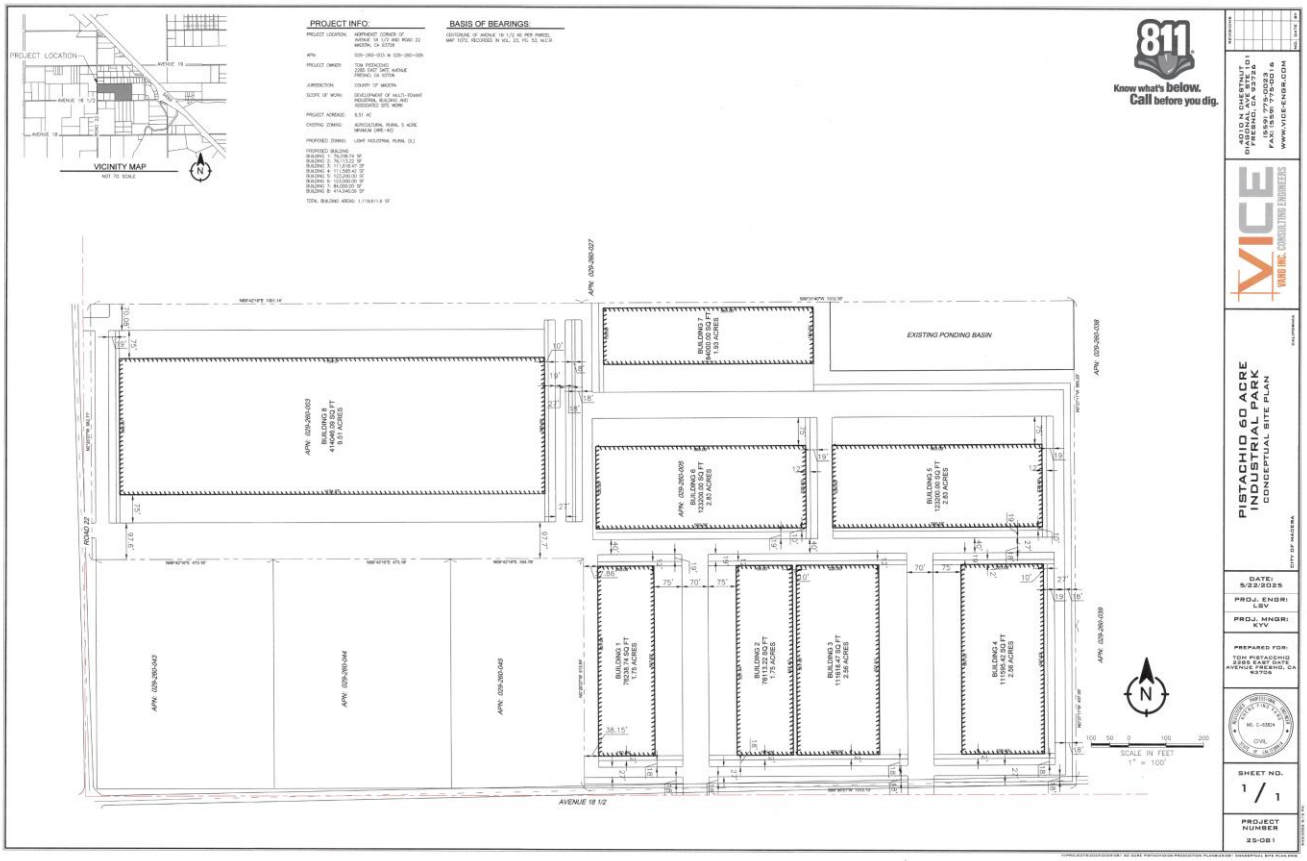
| LCC Class III soils | |
|---|---|
| *Acres* | *Score* |
| 160 or above | 100 |
| 120-159 | 90 |
| 80-119 | 80 |
| 60-79 | 70 |
| 40-59 | 60 |
| 20-39 | 30 |
| 10-19 | 10 |
| fewer than 10 | 0 |

| LCC Class IV or lower | |
|---|---|
| *Acres* | *Score* |
| 320 or above | 100 |
| 240-319 | 80 |
| 160-239 | 60 |
| 100-159 | 40 |
| 40-99 | 20 |
| fewer than 40 | 0 |

# APPENDIX B
## AIR QUALITY IMPACT ANALYSIS

# AIR QUALITY IMPACT ANALYSIS

# PISTACCHIO BUSINESS PARK PROJECT




## OCTOBER 2025

# AIR QUALITY IMPACT ANALYSIS

# PISTACCHIO BUSINESS PARK

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October 2025

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Project #250147

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## LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| °C | degrees Celsius |
| °F | degrees Fahrenheit |
| AAQA | Ambient Air Quality Analysis |
| AB | Assembly Bill |
| AERMOD | Air Dispersion Modeling and Risk Assessment Tool |
| AQAP | Air Quality Attainment Plans |
| AQIA | Air Quality Impact Analysis |
| BACT | best available control technology |
| BAU | business as usual |
| BMCM | Bulk Material Control Measures |
| CAAQS | California Ambient Air Quality Standards |
| CalEEMod | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| CAPCOA | California Air Pollution Control Officers Association |
| CARB | California Air Resources Board |
| CAT | Climate Action Team |
| CCAA | California Clean Air Act |
| CEQA | California Environmental Quality Act |
| CFCs | chlorofluorocarbons |
| $CH_4$ | Methane |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | $CO_2$ equivalents |
| EGR | exhaust gas recirculation |
| EIR | Environmental Impact Report |
| EPA | Environmental Protection Agency |
| GAMAQI | Guidance for Assessing and Mitigating Air Quality Impacts |
| GHG | greenhouse gas |
| GPA | General Plan Amendments |
| GWP | Global Warming Potential |
| $H_2S$ | hydrogen sulfide |
| HAPs | hazardous air pollutants |
| HARP | Hotspots Analysis and Reporting Program |
| HI | hazard index |
| IPCC | Intergovernmental Panel on Climate Change |
| MaderaCOG | Madera Council of Governments |
| LOS | Level of Service |
| M-1 | Light Manufacturing |
| M-2 | General Manufacturing |
| M-3 | Heavy Industrial |
| MMT $CO_2e$ | million metric tons of $CO_2$ equivalent |
| $N_2O$ | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |

| | |
|---|---|
| $NO_2$ | nitrogen dioxide |
| NOx | nitrogen oxides |
| NSR | New Source Review |
| $O_3$ | ozone |
| OEHHA | Office of Environmental Health Hazard Assessment |
| Pb | lead |
| PM | particulate matter |
| $PM_{10}$ | particulate matter 10 micrometers |
| $PM_{2.5}$ | particulate matter 2.5 micrometers |
| PMI | point of maximum impact |
| PSD | Prevention of Significant Deterioration |
| RACM | Reasonably Available Control Measures |
| ROG | reactive organic gases |
| RPS | Renewables Portfolio Standard |
| SB | Senate Bill |
| SIL | significant impact levels |
| SIPs | State Implementation Plans |
| SJVAB | San Joaquin Valley Air Basin |
| SJVAPCD | San Joaquin Valley Air Pollution Control District |
| $SO_2$ | sulfur dioxide |
| SOx | sulfur oxides |
| USGCRP | United States Global Change Research Program |
| USGS | United States Geological Survey |
| VDE | visible dust emissions |
| VERA | Voluntary Emission Reduction Agreement |

# SECTION 1 - EXECUTIVE SUMMARY

Quad Knopf, Inc. (QK) has completed an Air Quality Impact Analysis (AQIA) for the Pistacchio Business Park Project (Project). The Project is located on the northeast corner of Avenue 18 ½ and Road 22. The Project is located near the City of Madera, CA within the County of Madera.

The project site is located on a vacant 59-acre parcel (APN 029-260-003 and -005) to be developed. The Project proposes to develop the Total building footprint square footage will be 1,119,612 square feet (25.70 acres) with a mix of approximately 37 percent for warehousing and 63 percent for other Light Industrial uses.

The proposed Project's construction and operations would include the following criteria pollutant emissions: reactive organic gases (ROG), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), and suspended particulate matter ($PM_{10}$ and $PM_{2.5}$). Project operations would generate air pollutant emissions from mobile (vehicle activity from delivery trucks, consumers, and employees), energy sources (natural gas and electricity usage), and area sources (incidental activities related to architectural coating, consumer products, and landscape maintenance). Project construction and operational activities would also generate greenhouse gas (GHG) emissions. Criteria and GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.29 (California Air Pollution Control Officers Association (CAPCOA), 2024), which is the most current version of the model approved for use by the San Joaquin Valley Air Pollution Control District (SJVAPCD).

**Error! Reference source not found.** presents the Project's construction emissions and provides substantial evidence to support a less-than-significant air quality impact on the San Joaquin Valley Air Basin (SJVAB).

**Error! Reference source not found.** presents the Project's operations emissions and provides substantial evidence to support a less-than-significant air quality impact on the SJVAB after mitigation.

SJVAPCD uses a single threshold for the determination of significance for both project-specific and cumulative impacts. As such, a qualitative evaluation of the cumulative projects supports the finding that the Project's contribution would not be cumulatively considerable because the proposed Project's incremental emissions would be *less than significant*.

# SECTION 2 - INTRODUCTION

## *2.1 - Purpose*

This AQIA was prepared pursuant to the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD, 2015) and the California Environmental Quality Act (CEQA) Statute and Guidelines (CEQA, 2024).

## *2.2 - General Project Description*

The Project is located near northeast corner of Avenue 18 ½ and Road 22. The project is located in City of Madera, CA within the County of Madera. The project site is located on a vacant 59-acre parcel (APN 029-260-003 & -005) to be developed. The Project proposes to develop the Total building footprint square footage will be 1,119,612 square feet (25.70 acres) with a mix of approximately 37 percent for warehousing and 63 percent for other Light Industrial uses. Currently, there are no tenants secured for occupation. The following buildings are proposed:

- Building 1 is 76,238.74 square feet (1.75 acres) for future light industrial use
- Building 2 is 76,113.22 (1.75 acres) for future light industrial use
- Building 3 is 111,618.47 square feet (2.56 acres) for future light industrial use
- Building 4 is 111,595.42 square feet (2.56 acres) for future light industrial use
- Building 5 is 123,200 square feet (2.83 acres) for future light industrial use
- Building 6 is 123,200 square feet (2.83 acres) for future light industrial use
- Building 7 is 84,000 square feet (1.93 acres) for future light industrial use

Building 8 is 414,046.09 square feet (9.51 acres) of warehousing **Error! Reference source not found.** depicts the regional location and **Error! Reference source not found.** depicts an aerial view of the Project location.

**Error! Reference source not found.**3 depicts the Project site's topography. The Project site is located at an elevation of approximately 250 feet above mean sea level and is surrounded by scattered residential, industrial, and agricultural.

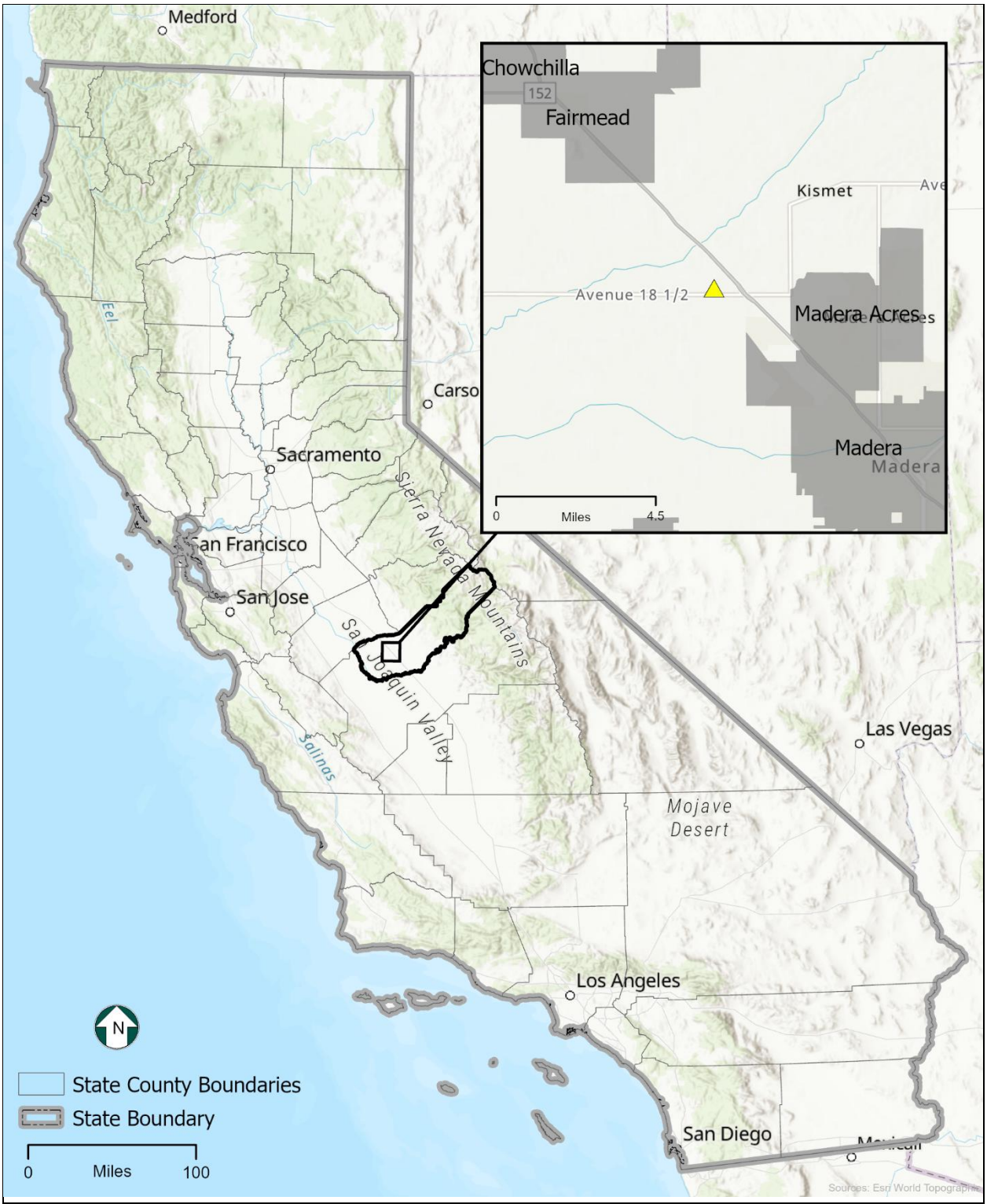


Figure 2-1
Regional Location

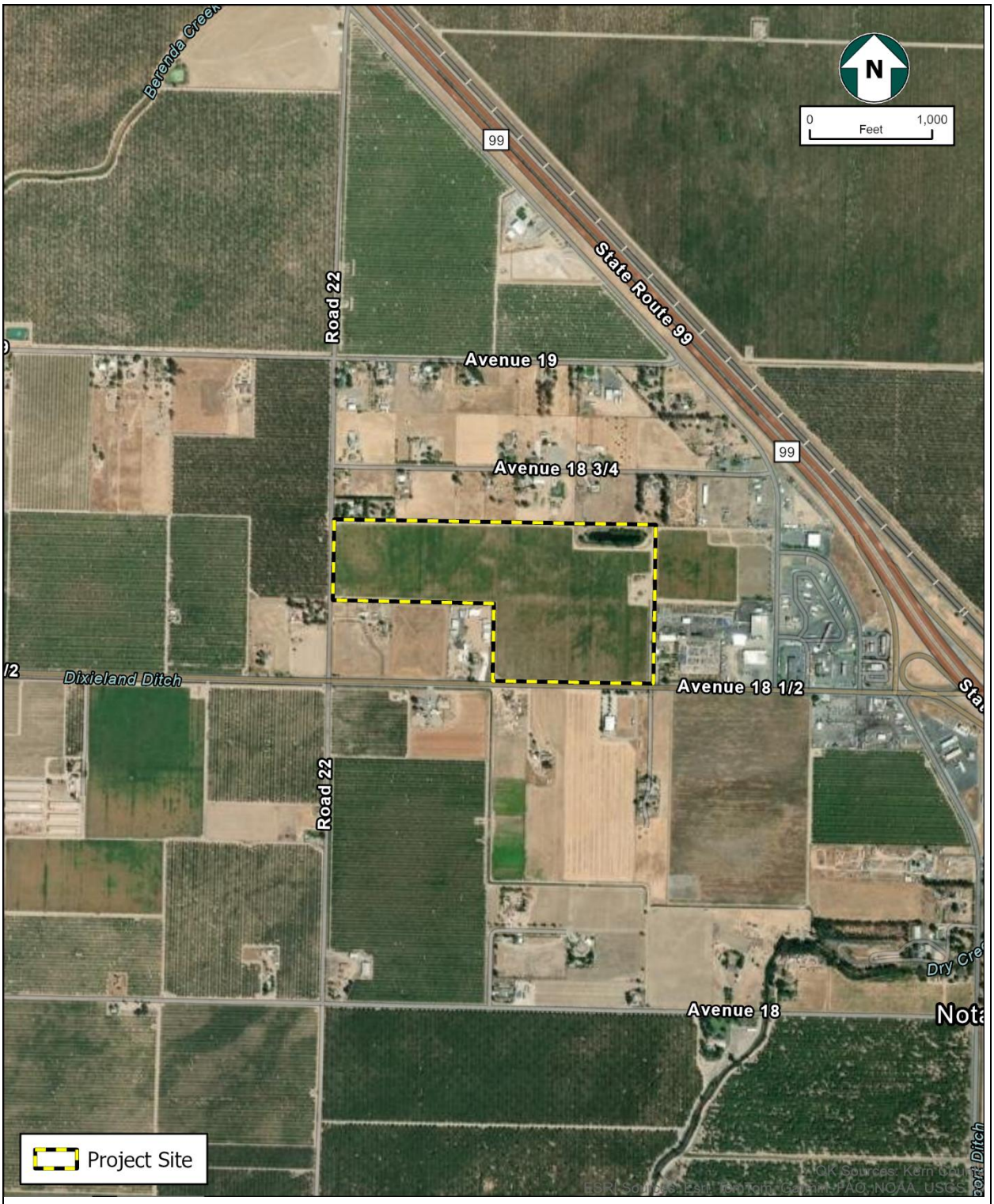


Figure 2-2
Project Location

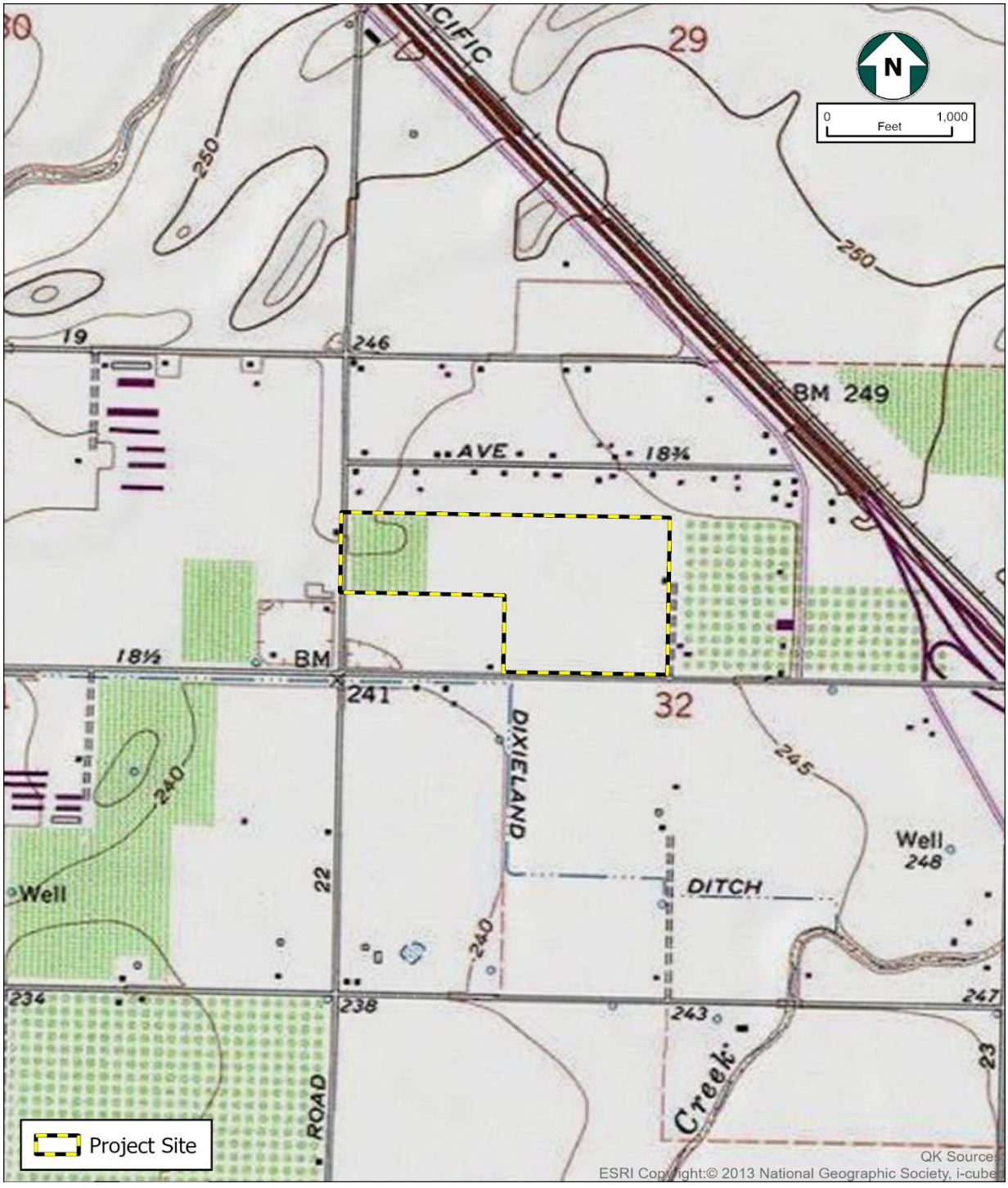


Figure 2-3
Project Site Topography

# SECTION 3 - SETTING

Protection of public health is maintained through the attainment and maintenance of ambient air quality standards for various atmospheric compounds and the enforcement of emissions limits for individual stationary sources. The Federal Clean Air Act requires that the U.S. Environmental Protection Agency (EPA) establish National Ambient Air Quality Standards (NAAQS) to protect the health, safety, and welfare of the public. NAAQS have been established for ozone ($O_3$), CO, $NO_2$, $SO_2$, $PM_{10}$ and $PM_{2.5}$, and lead (Pb). California has also adopted ambient air quality standards (CAAQS) for these "criteria" air pollutants. CAAQS are more stringent than the corresponding NAAQS and include standards for hydrogen sulfide ($H_2S$), vinyl chloride (chloroethene), and visibility-reducing particles. The U.S. Clean Air Act Amendments of 1977 required each state to identify areas that were in non-attainment of the NAAQS and to develop State Implementation Plans (SIPs) containing strategies to bring these non-attainment areas into compliance. NAAQS and CAAQS designation/classification for Madera County are presented in Section 3.1 below.

Responsibility for the regulation of air quality in California lies with the California Air Resources Board (CARB) and the 35 local air districts, with oversight responsibility held by the EPA. CARB is responsible for regulating mobile source emissions, establishing CAAQS, conducting research, managing regulation development, and providing oversight and coordination of the activities of the 35 air districts. The air districts are primarily responsible for regulating stationary source emissions and monitoring ambient pollutant concentrations. CARB also determines whether air basins, or portions thereof, are "unclassified," in "attainment," or in "non-attainment" for the NAAQS and CAAQS relying on statewide air quality monitoring data.

## *3.1 - Air Quality Standards*

The Project area is located within Madera County in the San Joaquin Valley Air Basin (SJVAB or Basin). Madera County is included among the eight counties that comprise the SJVAPCD. The SJVAPCD acts as the regulatory agency for air pollution control in the Basin and is the local agency empowered to regulate air pollutant emissions for the Project area. Table 3-1 provides the NAAQS and CAAQS.

## Table 3-1
## Federal and California Standards

| Pollutant | Averaging Time | NAAQS | CAAQS |
|---|---|---|---|
| | | Concentration | |
| $O_3$ | 8-hour | 0.070 ppm (137 µg/m³)[a] | 0.070 ppm (137 µg/m³) |
| | 1-hour | | 0.09 ppm (180 µg/m³) |
| CO | 8-hour | 9 ppm (10 µg/m³) | 9 ppm (10 µg/m³) |
| | 1-hour | 35 ppm (40 µg/m³) | 20 ppm (23 µg/m³) |
| $NO_2$ | Annual Average | 53 ppb (100 µg/m³) | 0.030 ppm (57 µg/m³) |
| | 1-Hour | 100 ppb (188.68 µg/m³) | 0.18 ppm (339 µg/m³) |
| $SO_2$ | 3-Hour | 0.5 ppm (1,300 µg/m³) | |
| | 24 Hour | 0.14 ppm (365 µg/m³) | 0.04 ppm (105 µg/m³) |
| | 1-Hour | 75 ppb (196 µg/m³) | 0.25 ppm (655 µg/m³) |
| Particulate Matter ($PM_{10}$) | Annual Arithmetic Mean | | 20 µg/m³ |
| | 24-Hour | 150 µg/m³ | 50 µg/m³ |
| Fine Particulate Matter ($PM_{2.5}$) | Annual Arithmetic Mean | 12 µg/m³ | 12 µg/m³ |
| | 24-Hour | 35 µg/m³ | |
| Sulfates | 24-Hour | | 25 µg/m³ |
| Pb[d] | Rolling Three-Month Average | 0.15 µg/m³ | |
| | 30 Day Average | | 1.5 µg/m³ |
| $H_2S$ | 1-Hour | | 0.03 ppm (42 µg/m³) |
| Vinyl Chloride (chloroethene) | 24-Hour | | 0.010 ppm (26 µg/m³) |
| Visibility Reducing particles | 8 Hour (1000 to 1800 PST) | | |

ppm = parts per million
ppb = parts per billion
mg/m³ = milligrams per cubic meter
µg/m³ = micrograms per cubic meter

Source: CARB 2024b
a. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm
b. In 1989, CARB converted both the general statewide 10-mile visibility standards and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Under the provisions of the U.S. Clean Air Act, the Madera County portion of the SJVAB has been classified as non-attainment/extreme, non-attainment/severe, non-attainment, attainment/ unclassified, attainment, or unclassified under the established NAAQS and CAAQS for various criteria pollutants. Table 3-2 provides the SJVAB's designation and classification based on the various criteria pollutants under both NAAQS and CAAQS.

## Table 3-2
## SJVAB Attainment Status

| Pollutant | NAAQS[a] | CAAQS[b] |
|---|---|---|
| Ozone – 1 Hour | No Federal Standard[f] | Non-attainment/Severe |
| Ozone – 8 Hour[8] | Non-attainment/Extreme[e] | Non-attainment |
| $PM_{10}$ | Attainment[c] | Non-attainment |
| $PM_{2.5}$ | Non-attainment[d] | Non-attainment |
| Carbon Monoxide | Attainment/Unclassified | Attainment/Unclassified |
| Nitrogen Dioxide | Attainment/Unclassified | Attainment |
| Sulfur Dioxide | Attainment/Unclassified | Attainment |
| Lead Particulates | No Designation/Classification | Attainment |
| $H_2S$ | No Federal Standard | Unclassified |
| Sulfates | No Federal Standard | Attainment |
| Visibility Reducing Particulates | No Federal Standard | Unclassified |
| Vinyl Chloride | No Federal Standard | Attainment |

*Source*: SJVAPCD 2025a
*Notes*:
a. See 40 CFR Part 81
b. See CCR Title 17 Sections 60200-60210
c. On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the $PM_{10}$ National Ambient Air Quality Standard (NAAQS) and approved the $PM_{10}$ Maintenance Plan.
d. The Valley is designated non-attainment for the 1997 $PM_{2.5}$ NAAQS. EPA designated the Valley as non-attainment for the 2006 $PM_{2.5}$ NAAQS on November 13, 2009 (effective December 14, 2009).
e. Though the Valley was initially classified as serious non-attainment for the 1997 8-hour $O_3$ standard, EPA approved Valley reclassification to extreme non-attainment in the Federal Register on May 5, 2010 (effective June 4, 2010).
f. Effective June 15, 2005, the EPA revoked the federal 1-hour $O_3$ standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme non-attainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour O3 non-attainment areas continue to apply to the SJVAB.

The SJVACPD, along with CARB, operates an air quality monitoring network that provides average concentrations of those pollutants for which State or federal agencies have established ambient air quality standards. Information from the various monitoring stations is available from the corresponding agency's websites. A map of the monitoring stations in the SJVAB is provided in **Error! Reference source not found.** below.

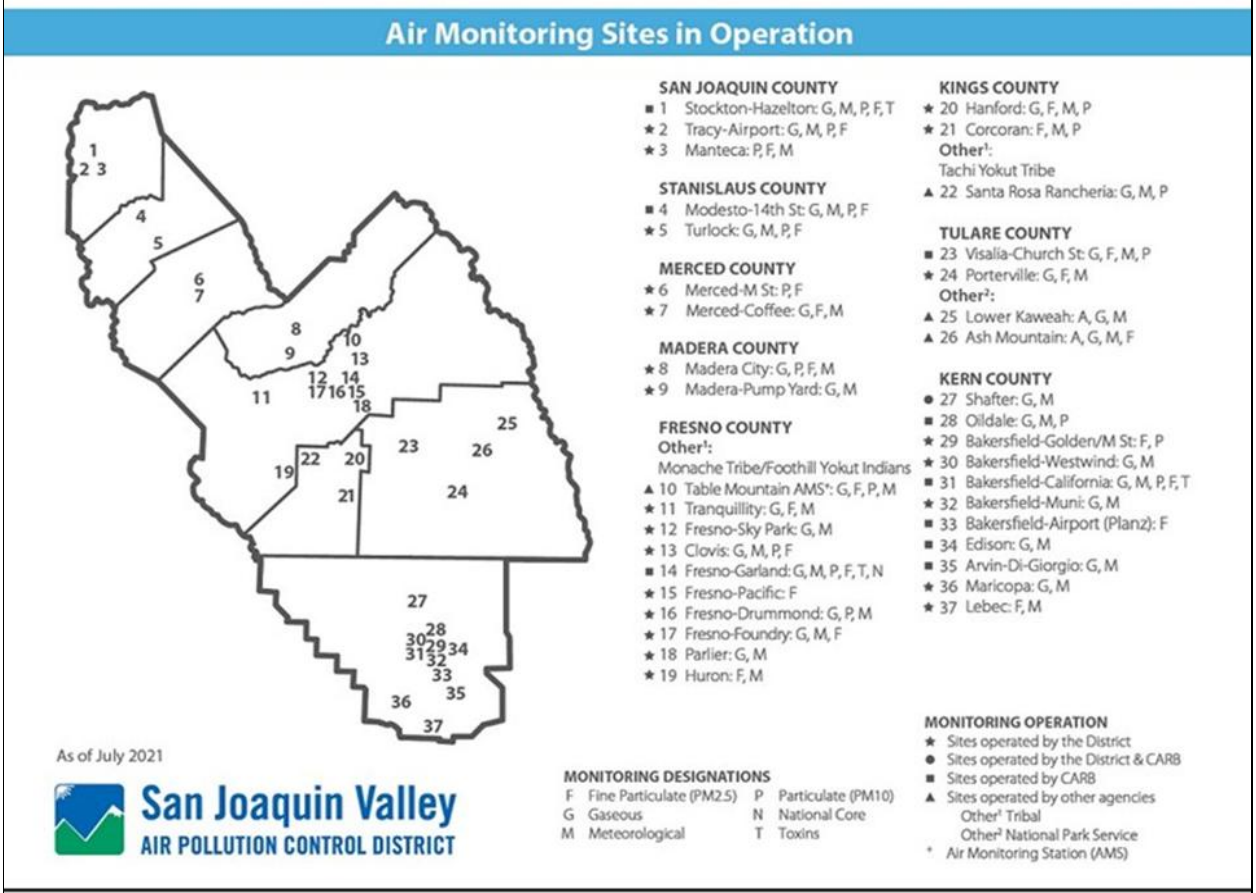


Figure 3-1
CARB Monitoring Network

## *3.2 - Existing Air Quality*

For the purposes of background data and this air quality assessment, this analysis relied on data collected in the last three years for the CARB monitoring stations that are located in closest proximity to the Project site. **Error! Reference source not found.** provides the background concentrations for $O_3$, particulate matter of 10 microns ($PM_{10}$), particulate matter of less than 2.5 microns ($PM_{2.5}$), CO, $NO_2$, Pb and $H_2S$ as of 2024. Information is provided for the Madera –28261 Avenue 14, Madera – Pump Yard and Fresno – Garland for 2022 through 2024. No data is available for $SO_2$, Vinyl Chloride, or other toxic air contaminants in the SJVAB.

Table 3-3
Existing Air Quality Monitoring Data in Project Area

| Pollutant and Monitoring Station Location | Maximum Concentration | | | Days Exceeding Standard | | |
|---|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2022 | 2023 | 2024 |
| **$O_3$ – 1-hour CAAQS (0.09 ppm)** | | | | | | |
| Madera – 28261 Avenue 14 | 0.101 | 0.100 | 0.093 | 1 | 1 | 0 |
| Madera – Pump Yard | 0.090 | 0.087 | 0.099 | 0 | 0 | 1 |
| **$O_3$ – 8-hour NAAQS (0.070 ppm)** | | | | | | |
| Madera – 28261 Avenue 14 | 0.081 | 0.086 | 0.082 | 9 | 13 | 19 |
| Madera – Pump Yard | 0.078 | 0.077 | 0.082 | 4 | 6 | 11 |
| **$O_3$ – 8-hour CAAQS (0.070 ppm)** | | | | | | |
| Madera – 28261 Avenue 14 | 0.082 | 0.087 | 0.083 | 10 | 15 | 19 |
| Madera – Pump Yard | 0.079 | 0.077 | 0.083 | 5 | 8 | 13 |
| **$PM_{10}$ – 24-hour CAAQS (50 µg/m³)** | | | | | | |
| Madera – 28261 Avenue 14 | 136.7 | 135.6 | 147.7 | 64 | 78 | 86 |
| Fresno – Garland | 109.2 | 107.8 | 128.9 | 73 | 54 | 60 |
| **$PM_{10}$ – 24-hour NAAQS (150 µg/m³)** | | | | | | |
| Madera – 28261 Avenue 14 | 140.5 | 136.9 | 151.4 | 0 | 0 | 0 |
| Fresno - Farland | 116.1 | 109.3 | 132.9 | 0 | 0 | 0 |
| **$PM_{2.5}$ - 24-hour NAAQS (35 µg/m³)** | | | | | | |
| Madera – 28261 Avenue 14 | 40.2 | 36.9 | 46.3 | 3 | 1 | 4 |
| Fresno - Garland | 53.3 | 39.1 | 52.8 | 13 | 4 | 7 |
| **CO - 8-Hour CAAQS & NAAQS (9.0 ppm)** | | | | | | |
| No data collected | * | * | * | * | * | * |
| **$NO_2$ - 1-Hour CAAQS (0.18 ppm)** | | | | | | |
| Madera – Pump Yard | 0.034 | 0.032 | 0.028 | 0 | 0 | 0 |
| Fresno - Garland | 0.054 | 0.047 | 0.042 | 0 | 0 | 0 |
| **$NO_2$ - 1-Hour NAAQS (0.10 ppm)** | | | | | | |
| Madera – Pump Yard | 0.035 | 0.032 | 0.028 | 0 | 0 | 0 |
| Fresno - Garland | 0.055 | 0.048 | 0.042 | 0 | 0 | 0 |
| **$SO_2$ – 24-hour Concentration - CAAQS (0.04 ppm) & NAAQS (0.14 ppm)** | | | | | | |
| No data collected | * | * | * | * | * | * |
| **Pb - Maximum 30-Day Concentration CAAQS (1500 ng/m³)** | | | | | | |
| Fresno - Garland | 42 | 6.5 | 6.5 | * | * | * |
| **H2S – 1-Hour CAAQS (0.03 ppm)** | | | | | | |
| No data collected | * | * | * | * | * | * |

Source: CARB 2024
Notes: ppm= parts per million
* There was insufficient (or no) data available to determine the value.

The following describes criteria air pollutants, typical sources, health effects, and recently documented pollutant levels in the Project vicinity.

### *3.2.1 - OZONE ($O_3$)*

The SJVAB has high concentrations of $O_3$, and these high levels are known to cause eye irritation and impair respiratory functions. High levels of $O_3$ can also affect plants and materials. Grapes, lettuce, spinach, and many types of garden flowers and shrubs are particularly vulnerable to $O_3$ damage. $O_3$ is not directly emitted into the atmosphere; it is a secondary pollutant produced from a photochemical interaction between hydrocarbons and nitrogen oxides (NOx). One to three hours of strong sunlight in a stable atmosphere creates $O_3$. The "$O_3$ season," therefore, typically spans from April through October. $O_3$ is a regional pollutant; wind transports and diffuses the precursors while activating the photochemical reaction process. The data presented in **Error! Reference source not found.**Table 3-3 shows that the Project area monitoring stations exceeded the 1-hour average ambient $O_3$ CAAQS and the 8-hour average ambient $O_3$ NAAQS and CAAQS between 2022 through 2024.

### *3.2.2 - SUSPENDED PARTICULATE MATTER ($PM_{10}$ AND $PM_{2.5}$)*

Both NAAQS and CAAQS now apply to particulates under 10 microns ($PM_{10}$). Since the smaller diameter fraction of total suspended particulates is documented to represent the greatest health hazard, EPA has established NAAQS for particulates under 2.5 microns ($PM_{2.5}$). The Project area is classified as attainment for $PM_{10}$ and non-attainment for $PM_{2.5}$ for NAAQS.

Dust and fumes from industrial and agricultural operations generate particulate matter. Natural activities, such as wind-raised dust, fires, and ocean spray, also increase the level of particulates in the atmosphere. The largest source of $PM_{10}$ and $PM_{2.5}$ in Madera County is vehicle movement over paved and unpaved roads from demolition and construction activities and farming operations. $PM_{10}$ and $PM_{2.5}$ are considered regional pollutants, with elevated levels typically occurring over a wide geographic area. Concentrations tend to be highest in the winter, during periods of high atmospheric stability and low wind speed. Very small particulates may contain absorbed gases that produce injury to the respiratory tract. Particulates of aerosol size suspended in the air can both scatter and absorb sunlight, producing haze and reducing visibility. They can also damage a wide range of materials. Table 3-3 shows that $PM_{10}$ levels exceeded the CAAQS, and both $PM_{10}$ and $PM_{2.5}$ exceeded the NAAQS in 2022 and 2024, respectively. Similar levels can be expected to occur in the vicinity of the Project site.

### *3.2.3 - CARBON MONOXIDE (CO)*

Ambient CO concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic. Relatively high concentrations of CO would be expected along heavily traveled roads and near busy intersections. Wind speed and atmospheric mixing also influence CO concentrations.

Internal combustion engines, principally in vehicles, produce CO due to incomplete fuel combustion. Various industrial processes also produce CO emissions through incomplete combustion. Gasoline-powered motor vehicles are typically the major source of this contaminant. CO does not irritate the respiratory tract but passes through the lungs directly into the bloodstream, and by interfering with the transfer of fresh oxygen to the blood, deprives sensitive tissues of oxygen, thereby aggravating cardiovascular disease, causing fatigue, headaches, and dizziness. CO is not known to have adverse effects on vegetation, visibility, or materials. **Error! Reference source not found.** reports insufficient data for the CO monitoring at any monitoring stations during the three-year period from 2022 through 2024.

### *3.2.4 - NITROGEN DIOXIDE ($NO_2$) AND HYDROCARBONS*

Madera County has been designated as an unclassified area for the NAAQS for $NO_2$. $NO_2$ is the "whiskey brown" colored gas readily visible during periods of heavy air pollution. Mobile sources account for nearly all the County's NOx emissions, most of which are emitted as $NO_2$. Combustion in motor vehicle engines, power plants, refineries, and other industrial operations are the primary sources in the air basin. Railroads and aircraft are other potentially significant sources of combustion air contaminants. Oxides of nitrogen are direct participants in photochemical smog reactions. The emitted compound, nitric oxide, combines with oxygen in the atmosphere in the presence of hydrocarbons and sunlight to form $NO_2$ and $O_3$. $NO_2$, the most significant of these pollutants, can color the atmosphere at concentrations as low as 0.5 ppm on days of 10-mile visibility. NOx is an important air pollutant in the region because it is a primary receptor of ultraviolet light, which initiates the reactions producing photochemical smog. It also reacts in the air to form nitrate particulates.

Motor vehicles are the major source of reactive hydrocarbons in the basin. Other sources include evaporation of organic solvents and petroleum production and refining operations. Certain hydrocarbons can damage plants by inhibiting growth and by causing flowers and leaves to fall. Levels of hydrocarbons currently measured in urban areas are not known to cause adverse effects in humans. However, certain members of this contaminant group are important components in the reactions which produce photochemical oxidants. **Error! Reference source not found.** shows that the $NO_2$ NAAQS and CAAQS were not exceeded over the three-year period of 2022 through 2024. Hydrocarbons are not currently monitored.

### *3.2.5 - SULFUR DIOXIDE*

Madera County has been designated as an Attainment/unclassified area for the NAAQS for $SO_2$. $SO_2$ is the primary combustion product of sulfur or sulfur-containing fuels. Fuel combustion is the major source of this pollutant, while chemical plants, sulfur recovery plants, and metal processing facilities are minor contributors. Gaseous fuels (natural gas, propane, etc.) typically have lower percentages of sulfur-containing compounds than liquid fuels such as diesel or crude oil. $SO_2$ levels are generally higher in the winter months. Decreasing levels of $SO_2$ in the atmosphere reflect the use of natural gas in power plants and boilers.

At high concentrations, $SO_2$ irritates the upper respiratory tract. At lower concentrations, when respirated in combination with particulates, $SO_2$ can result in greater harm by injuring lung tissues. Sulfur oxides (SOx), in combination with moisture and oxygen, result in the formation of sulfuric acid, which can yellow the leaves of plants, dissolve marble, and oxidize iron and steel. SOx can also react to produce sulfates that reduce visibility and sunlight. **Error! Reference source not found.** shows no data has been reported over the three-year period.

### *3.2.6 - LEAD (PB) AND SUSPENDED SULFATE*

Ambient Pb levels have dropped dramatically due to the increase in the percentage of motor vehicles that run exclusively on unleaded fuel. Ambient Pb levels in Fresno (the closest monitoring station to the Project) are well below the ambient standard and are expected to continue to decline; the data reported in **Error! Reference source not found.** only shows the highest concentration as the number of days exceeding standards is not reported. Suspended sulfate levels have stabilized to the point where no excesses of the State standard are expected in any given year.

## *3.3 - Climate*

The most significant single control on the weather pattern of the San Joaquin Valley is the semi-permanent subtropical high-pressure cell, referred to as the "Pacific High." During the summer, the Pacific High is positioned off the coast of northern California, diverting ocean-derived storms to the north. Hence, the summer months are virtually rainless. During the winter, the Pacific High moves southward, allowing storms to pass through the San Joaquin Valley. Almost all the precipitation expected during a given year occurs from December through April. During the summer, the predominant surface winds are out of the northwest. Air enters the Valley through the Carquinez Strait and flows toward the Tehachapi Mountains. This up-valley (northwesterly) wind flow is interrupted in early fall by the emergence of nocturnal, down-valley (southeasterly) winds, which become progressively more predominant as winter approaches. Wind speeds are generally highest during the spring and lightest in fall and winter. The relatively cool air flowing through the Carquinez Strait is warmed on its journey south through the Valley. On reaching the southern end of the Valley, the average high temperature during the summer is nearly 100 degrees Fahrenheit (°F). Relative humidity during the summer is quite low, causing large diurnal temperature variations. Temperatures during the summer often drop into the upper 60s. In winter, the average high temperatures reach into the mid-50s, and the average low drops to the mid-30s. In addition, another high-pressure cell, known as the "Great Basin High," develops east of the Sierra Nevada Mountain Range during winter. When this cell is weak, a layer of cool, damp air becomes trapped in the basin, and extensive fog results. During inversions, vertical dispersion is restricted, and pollutant emissions are trapped beneath the inversion and pushed against the mountains, adversely affecting regional air quality. Surface-based inversions, while shallow and typically short-lived, are present most mornings. Elevated inversions, while less frequent than ground-based inversions, are typically longer lasting and create more severe air stagnation problems. The winter season characteristically has the poorest conditions for vertical mixing of the entire year.

Meteorological data for various monitoring stations is maintained by the Western Regional Climate Center. Meteorological data for the Project site is expected to be similar to the data recorded at the Madera monitoring station. This data is provided in **Table 3-4**, which contains average precipitation data recorded at the Madera monitoring station. Over the 88-year period from January of 1928 through June of 2016 (the most recent data available), the average annual precipitation was 6.17 inches.

**Table 3-4**
**Madera, California Weather Data**

| Period of Record Monthly Climate Summary for the Period 01/01/1928 to 06/01/2016 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annual |
| Average Max. Temperature (F) | 54.0 | 61.2 | 67.2 | 74.8 | 83.9 | 91.6 | 98.2 | 96.4 | 90.9 | 80.3 | 66.1 | 55.2 | 76.6 |
| Average Min. Temperature (F) | 35.9 | 39.1 | 41.8 | 45.5 | 51.3 | 56.7 | 61.4 | 59.9 | 55.3 | 47.8 | 39.6 | 35.7 | 47.5 |
| Average Total Precipitation (in.) | 1.98 | 1.92 | 1.81 | 1.08 | 0.39 | 0.09 | 0.01 | 0.02 | 0.14 | 0.58 | 1.18 | 1.78 | 10.99 |
| Average Total SnowFall (in.) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Average Snow Depth (in.) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Percent of possible observations for period of record:
Max. Temp.: 97.4% Min. Temp.: 97% Precipitation: 98.4% Snowfall: 98.7% Snow Depth: 98.7%
Source: Western Regional Climate Center, 2024.

## *3.4 - Climate Change and Greenhouse Gases*

### *3.4.1 - GLOBAL CLIMATE CHANGE*

"Global climate change" refers to changes in average meteorological conditions on the earth with respect to temperature, precipitation, and storms, lasting for decades or longer. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred by some scientists and policymakers to "global warming" because it helps convey the notion that in addition to rising temperatures, other changes in global climate may occur. Climate change may result from the following influences:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun.
- Natural processes within the climate system (e.g., changes in ocean circulation).
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, and desertification).

As determined from worldwide meteorological measurements between 1990 and 2005, the primary observed effect of global climate change has been a rise in the average global tropospheric temperature of 0.36 degrees Fahrenheit (°F) per decade. Climate change

modeling shows that further warming could occur, which could induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns, or more energetic aspects of extreme weather (e.g., droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones). Specific effects from climate change in California may include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the Sacramento-San Joaquin River Delta.

Human activities, including fossil fuel combustion and land use changes, release carbon dioxide ($CO_2$) and other compounds cumulatively termed greenhouse gases. GHGs are effective at trapping radiation that would otherwise escape the atmosphere. This trapped radiation warms the atmosphere, the oceans, and the earth's surface (USGCRP, 2014). Many scientists believe most of the warming observed over the last 50 years is attributable to human activities" (IPCC, 2014). The increased amount of $CO_2$ and other GHGs in the atmosphere is the alleged primary result of human-induced warming.

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. They include $CO_2$, methane ($CH_4$), nitrous oxide ($N_2O$), and $O_3$. In the last 200 years, substantial quantities of GHGs have been released into the atmosphere, primarily from fossil fuel combustion. These human-induced emissions are increasing GHG concentrations in the atmosphere, therefore enhancing the natural greenhouse effect. The GHGs resulting from human activity are believed to be causing global climate change. While human-made GHGs include $CO_2$, $CH_4$, and $N_2O$, some (like chlorofluorocarbons [CFCs]) are completely new to the atmosphere. GHGs vary considerably in terms of Global Warming Potential (GWP), the comparative ability of each GHG to trap heat in the atmosphere. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to $CO_2$, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of $CO_2$ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "$CO_2$ equivalents" ($CO_2e$).

Natural sources of $CO_2$ include the respiration (breathing) of animals and plants and evaporation from the oceans. Together, these natural sources release approximately 150 billion metric tons of $CO_2$ each year, far outweighing the seven billion metric tons of GHG emissions from fossil fuel burning, waste incineration, deforestation, cement manufacturing, and other human activity. Nevertheless, natural GHG removal processes such as photosynthesis cannot keep pace with the additional output of $CO_2$ from human activities. Consequently, GHGs are building up in the atmosphere (Enviropedia, 2019).

Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of $CH_4$ production include wetlands, termites, and oceans. Human activity accounts for the majority of the approximately 500 million metric tons of $CH_4$ emitted annually. These anthropogenic sources include the mining and burning of fossil

fuels, digestive processes in ruminant livestock such as cattle, rice cultivation, and the decomposition of waste in landfills. The major removal process for atmospheric $CH_4$, the chemical breakdown in the atmosphere, cannot keep pace with source emissions; therefore, $CH_4$ concentrations in the atmosphere are rising.

Worldwide emissions of GHGs in 2008 were 30.1 billion metric tons of $CO_2e$ and have increased considerably since that time (United Nations, 2011). Emissions from the top five emitting countries (China, the United States, India, the Russian Federation, and Japan) and the European Union accounted for approximately 70 percent of total global GHG emissions in 2014. The United States was the number two producer of GHG emissions, behind China. The primary GHG emitted by human activities was $CO_2$, representing approximately 80 percent of total GHG emissions (U.S. EPA, 2024).

In 2022, the United States emitted approximately 6,343.2 million metric tons of $CO_2e$. Between 1990 and 2022, CO2 emissions from fossil fuel combustion decreased by 1.1 percent; emissions decreased by 18.2 percent (1,044.7 MMT CO2e) from 2005 levels; and from 2021 to 2022, these emissions increased by 1.0 percent (45.1 MMT CO2e). (U.S. EPA, 2024).

Worldwide, energy-related $CO_2$ emissions are expected to increase through 2050. Projections indicate that resources, demand, and technology costs will drive the shift from fossil to non-fossil energy sources, but current policies are not enough to decrease global energy-sector emissions. This outcome is largely due to population growth, regional economic shifts toward more manufacturing, and increased energy consumption as living standards improve. Globally, we project increases in energy consumption to outpace efficiency improvements. China remains the primary source of energy-related $CO_2$ emissions through 2050 across all cases, although its share of total global $CO_2$ emissions declines. Further, across all cases we project India to displace the United States and our Other Asia-Pacific modeling region to displace Western Europe as the second- and third-highest emitters of energy-related $CO_2$ emissions by 2050, respectively. (U.S. EIA, 2023).

CARB is responsible for developing and maintaining the California GHG emissions inventory. This inventory estimates the amount of GHGs emitted into and removed from the atmosphere by human activities within California and supports the Assembly Bill (AB) 32 Climate Change Program. CARB's current GHG emission inventory covers the years 2000 through 2017 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

In 2022, emissions from statewide emitting activities were 371.1 million metric tons of $CO_2$ equivalent (MMT $CO_2e$), which is 9.3 MMT $CO_2e$ lower than 2021 levels. 2022 emissions have decreased by 24 percent since peak levels in 2004 and are 59.9 MMT $CO_2e$ below the 1990 emissions level and the State's 2020 GHG limit (CARB 2024a).

CARB estimates that transportation was the source of approximately 39 percent of California's GHG emissions in 2022, followed by industrial sources at 23 percent. Other

sources of GHG emissions were electricity sources at 16 percent, residential plus commercial activities at 14 percent, and agriculture at 8 percent (CARB, 2024a).

### *3.4.2 - EFFECTS OF GLOBAL CLIMATE CHANGE*

Changes in the global climate are assessed using historical records of temperature changes that have occurred in the past. Climate change scientists use this temperature data to extrapolate a level of statistical significance, specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from past climate changes in rate and magnitude.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fifth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, could range from 1.1 degree Celsius (°C) to 6.4°C (8 to 10.4°Fahrenheit) (IPCC, 2013). Global average temperatures and sea levels are expected to rise under all scenarios (IPCC, 2014). The IPCC concluded that global climate change was largely the result of human activity, mainly the burning of fossil fuels. However, the scientific literature is not consistent regarding many aspects of climate change, the actual temperature changes during the 20th century, and contributions from human versus non-human activities.

Effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme weather events, and degradation of air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems. Heat-related problems include heat rash and heat stroke, drought, etc. In addition, climate-sensitive diseases may increase, such as those spread by mosquitoes and other disease-carrying insects. Such diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture. Global warming may also contribute to air quality problems from increased frequency of smog and particulate air pollution.

According to the 2006 California Climate Action Team (CAT) Report, several climate change effects can be expected in California over the course of the next century (CalEPA, 2006). These are based on trends established by the IPCC and are summarized below.

- A diminishing Sierra snowpack declining by 70 percent to 90 percent, threatening the State's water supply.
- A rise in sea levels, resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Sea level rises of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. (Note: This condition

would not affect the proposed Project area, as it is a significant distance away from coastal areas.)

- An increase in temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- Increased risk of large wildfires if rain increases as temperatures rise. Wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant fuel available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- Increasing temperatures from 8 to 10.4°F under the higher emission scenarios, leading to a 25 percent to 35 percent increase in the number of days that ozone pollution levels are exceeded in most urban areas (see below).
- Increased vulnerability of forests due to forest fires, pest infestation, and increased temperatures.
- Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- A decrease in the health and productivity of California's forests. Climate change can cause an increase in wildfires, an enhanced insect population, and the establishment of non-native species.
- Increased electricity demand, particularly in the hot summer months.
- Increased ground-level ozone formation due to higher reaction rates of ozone precursors.

### *3.4.3 - GLOBAL CLIMATE CHANGE REGULATORY ISSUES*

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United Nations Framework Convention on Climate Change established an agreement with the goal of controlling GHG emissions, including methane. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The plan consists of more than 50 voluntary programs. Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. Pursuant to the Montreal Protocol, the production and consumption of compounds that deplete $O_3$ in the stratosphere (chlorofluorocarbons

[CFCs], halons, carbon tetrachloride, and methyl chloroform) were phased out by 2000 (methyl chloroform was phased out by 2005).

On September 27, 2006, Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006 (the Act), was enacted by the State of California. The legislature stated, "Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." The Act caps California's GHG emissions at 1990 levels by 2020. The Act defines GHG emissions as all of the following gases: carbon dioxide ($CO_2$), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. This agreement represents the first enforceable statewide program in the U.S. to cap all GHG emissions from major industries that include penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the State that serve California residents and businesses. According to CARB, California has met its 2020 GHG emission reduction target (CARB, 2021).

Subsequent legislation by the California legislature has included Senate Bill (SB) 32, which expanded on AB 32 to reduce GHG emissions to 40 percent below the 1990 levels by 2030; AB 197, which increased the legislative oversight of the CARB by adding two legislatively appointed non-voting members to the CARB Board and provided additional protection to disadvantaged communities; SB 350, which increased California's renewable energy electricity procurement goal; and SB 100, which established a landmark policy requiring renewable energy and zero-carbon resources to supply 100 percent of electrical retail sales to end-use customers and 100 percent of electricity procured to serve State agencies by 2045.

Global warming and climate change have received substantial public attention for more than 20 years. For example, the United States Global Change Research Program was established by the Global Change Research Act of 1990 to enhance the understanding of natural and human-induced changes in the Earth's global environmental system, to monitor, understand, and predict global change, and to provide a sound scientific basis for national and international decision-making. Even so, the analytical tools have not been developed to determine the effect on global warming from a particular increase in GHG emissions, or the resulting effects on climate change in a particular locale. The scientific tools needed to evaluate the impacts that a specific project may have on the environment are even further in the future.

The California Supreme Court's most recent CEQA decision on the Newhall Ranch development case, Center for Biological v. California Department of Fish and Wildlife (November 30, 2015, Case No. 217763), determined that the project's Environmental Impact Report (EIR) did not substantiate the conclusion that the GHG cumulative impacts would be less than significant. The EIR determined that the Newhall Ranch development project would reduce GHG emissions by 31 percent from business as usual (BAU). This reduction was compared to California's target of reducing GHG emissions statewide by 29 percent from business as usual. The Court determined that "the EIR's deficiency stems from taking a

quantitative comparison method developed by the Scoping Plan as a measure of the greenhouse gas reduction effort required by the State as a whole, and attempting to use that method, without adjustments, for a purpose very different from its original design." In the Court's final ruling, it offered suggestions that were deemed appropriate use of the BAU methodology:

1. Lead agencies can use the comparison to BAU methodology if they determine what reduction a particular project must achieve in order to comply with statewide goals.
2. Project design features that comply with regulations to reduce emissions may demonstrate that those components of emissions are less than significant.
3. Lead agencies could also demonstrate compliance with locally adopted climate plans or apply specific numerical thresholds developed by some local agencies.

Neither the City of Madera nor Madera County have developed specific thresholds for GHGs. As discussed in Section 4.1, the SJVAPCD, a CEQA Trustee Agency for this Project, has developed thresholds to determine the significance of a proposed project – either implement Best Performance Standards or achieve a 29 percent reduction from BAU (a specific numerical threshold). However, the SJVAPCD has established their BAU and baseline emissions based on the years 2002-2004 and 2020, respectively. The 2020 projected baseline has passed, and at this time, no new guidance has been approved for determining BAU and projected baseline for the next target year. Therefore, the 29 percent reduction from BAU cannot be applied to the subject Project in order to determine significance. Additionally, a Best Performance Standards threshold has not been established. For this Project, compliance with locally adopted climate plans will be used to determine the level of significance of GHG. Therefore, the GHG analysis for this Project follows the suggestions from the Court's ruling on the Newhall Ranch development project in order to determine the significance of using the Project design features.

# SECTION 4 - IMPACT ASSESSMENT

## *4.1 - Significance Criteria*

To determine whether a proposed Project could create a potential CEQA impact, local, State, and federal agencies have developed various means by which a project's impacts may be measured and evaluated. Such means can generally be categorized as follows:

- Thresholds of significance adopted by air quality agencies to guide lead agencies in their evaluation of air quality impacts under the CEQA.
- Regulations established by air districts, CARB, and EPA for the evaluation of stationary sources when applying for Authorities to Construct, Permits to Operate, and other permit program requirements (e.g., New Source Review).
- Thresholds utilized to determine if a project would cause or contribute significantly to violations of the ambient air quality standards or other concentration-based limits.
- Regulations applied in areas where severe air quality problems exist.

Below are summary tables of these emission-based and concentration-based thresholds of significance for each pollutant, along with a discussion of their applicability.

### *4.1.1 - THRESHOLDS ADOPTED FOR THE EVALUATION OF AIR QUALITY IMPACTS UNDER CEQA*

In order to maintain consistency with CEQA, the SJVAPCD (2015) adopted guidelines to assist applicants in complying with the various requirements. According to the SJVAPCD's GAMAQI, a project would have potentially significant air quality impacts when the project:

- Creates a conflict with or obstructs implementation of the applicable air quality plan.
- Causes a violation of any air quality standard or generates substantial contribution towards exceeding an existing or projected air quality standard.
- Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated non-attainment under a NAAQS and CAAQS (including emissions that exceed quantitative thresholds for $O_3$ precursors).
- Exposes sensitive receptors to substantial pollutant concentrations.
- Creates objectionable odors that affect a substantial number of people.

The SJVAPCD GAMAQI thresholds are designed to implement the general criteria for air quality emissions as required in the CEQA Guidelines, Appendix G, Paragraph III (Title 14 of the California Code of Regulations §15064.7) and CEQA (California Public Resources Code Sections 21000 et al.). SJVAPCD's specific CEQA air quality thresholds are presented in **Error! Reference source not found.**.

Table 4-1
SJVAPCD CEQA Thresholds of Significance

| Criteria Pollutant | Construction Emissions | Operational Emissions | |
|---|---|---|---|
| | | Permitted Equipment and Activities | Non-Permitted Equipment and Activities |
| NOx | 10 tons/yr | 10 tons/yr | 10 tons/yr |
| ROG | 10 tons/yr | 10 tons/yr | 10 tons/yr |
| SOx | 27 tons/yr | 27 tons/yr | 27 tons/yr |
| $PM_{10}$ | 15 tons/yr | 15 tons/yr | 15 tons/yr |
| $PM_{2.5}$ | 15 tons/yr | 15 tons/yr | 15 tons/yr |
| CO | 100 tons/yr | 100 tons/yr | 100 tons/yr |

Source: SJVAPCD, 2015.

### *4.1.2 - THRESHOLD FOR AMBIENT AIR QUALITY IMPACTS*

CEQA Guidelines – Appendix G (Environmental Checklist) states that a project that would "*violate any air quality standard or contribute substantially to an existing or projected air quality violation*" would be considered to create significant impacts on air quality. Therefore, an AQIA should determine whether the emissions from a project would cause or contribute significantly to violations of the NAAQS or CAAQS (presented above in **Error! Reference source not found.**) when added to existing ambient concentrations.

The EPA has established the federal Prevention of Significant Deterioration (PSD) program to determine what comprises "significant impact levels" (SIL) to NAAQS attainment areas. A project's impacts are considered less than significant if emissions are below PSD SIL for a particular pollutant. When a SIL is exceeded, an additional "increment analysis" is required. As the Project would not include modification to the stationary source under New Source Review (NSR), it would not be subject to either PSD or NSR review. The PSD SIL thresholds are used with ambient air quality modeling for a CEQA project to address whether the project would "*violate any air quality standard or contribute substantially to an existing or projected air quality violation*." Ambient air quality emissions estimates below the PSD SIL thresholds would result in less-than-significant ambient air quality impacts on both a project and cumulative CEQA impact analysis. The SJVAB is classified as non-attainment/marginal for the 8-hour $O_3$ NAAQS and, as such, is subject to non-attainment NSR. PSD SILs and increments are more stringent than the CAAQS or NAAQS and represent the most stringent thresholds of significance.

### *4.1.3 - THRESHOLDS FOR HAZARDOUS AIR POLLUTANTS*

The SJVAPCD's GAMAQI states, "From a health risk perspective, there are basically two types of land use projects that have the potential to cause long-term public health risk impacts:

- Type A Projects: Land use projects that will place new toxic sources in the vicinity of existing receptors.

- Type B Projects: Land use projects that will place new receptors in the vicinity of existing toxic sources" (SJVAPCD, 2015).

**Error! Reference source not found.** presents the thresholds of significance used with toxic air contaminants when evaluating hazardous air pollutants (HAPs).

**Table 4-2**
**Measures of Significance – Toxic Air Contaminants**

| Agency | Level | Description |
|---|---|---|
| Significance Thresholds Adopted for the Evaluation of Impacts Under CEQA | | |
| SJVAPCD | Carcinogens | Maximally Exposed Individual risk **equals or exceeds** 20 in one million. |
| | Non-Carcinogens | **Acute**: Hazard Index **equals or exceeds** 1.0 for the Maximally Exposed Individual. **Chronic**: Hazard Index **equals or exceeds** 1.0 for the Maximally Exposed Individual. |

Source: EKAPCD, 1996

### *4.1.4 - GLOBAL CLIMATE CHANGE THRESHOLDS OF SIGNIFICANCE*

On December 17, 2009, SJVAPCD adopted Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD, 2009); which outlined the SJVAPCD's methodology for assessing a project's significance for GHGs under CEQA. The following criteria were outlined in the document to determine whether a project could have a significant impact:

- Projects determined to be exempt from the requirements of CEQA would be determined to have a less-than-significant individual and cumulative impact for GHG emissions and would not require further environmental review, including analysis of project-specific GHG emissions. Projects exempt under CEQA would be evaluated consistent with established rules and regulations governing project approval and would not be required to implement BPS.
- Projects complying with an approved GHG emission reduction plan or GHG mitigation program that avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less-than-significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA-compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement BPS.
- Projects implementing Best Performance Standards would not require quantification of project-specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less-than-significant individual and cumulative impact for GHG emissions.

- Projects not implementing Best Performance Standards would require quantification of project-specific GHG emissions and demonstration that project-specific GHG emissions would be reduced or mitigated by at least 29 percent, compared to business as usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29 percent GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.
- Notwithstanding any of the above provisions, projects requiring the preparation of an Environmental Impact Report for any other reason would require quantification of project-specific GHG emissions. Projects implementing BPS or achieving at least a 29 percent GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.

The SJVAPCD, a CEQA Trustee Agency for this Project, has developed thresholds to determine the significance of a proposed project – either implement Best Performance Standards or achieve a 29 percent reduction from BAU (a specific numerical threshold). However, the SJVAPCD has established their BAU and baseline emissions based on the years 2002-2004 and 2020, respectively. The 2020 projected baseline has passed, and at this time, no new guidance has been approved for determining BAU and projected baseline for the next target year. Therefore, the 29 percent reduction from BAU cannot be applied to the subject Project in order to determine significance. Additionally, a Best Performance Standards threshold has not been established. For this Project, compliance with locally adopted climate plans will be used to determine the level of significance for GHG. Therefore, the GHG analysis for this Project follows the suggestions from the Court's ruling on the Newhall Ranch development project in order to determine the significance of using the project design features.

## *4.2 - Project Related Emissions*

This document was prepared pursuant to the SJVAPCD's GAMAQI. The GAMAQI identifies separate thresholds for a project's short-term (construction) and long-term (operational) emissions.

Project emissions were estimated separately for each emission source. The California Emissions Estimator Model (CalEEMod) was used to estimate emissions for both short-term, construction-related sources and long-term, operations-related sources.

Project emissions were estimated for the following development stages:

- Short-term (Construction and Demolition) – Construction emissions of the proposed Project were estimated in CalEEMod using the default construction schedule and construction equipment for the development. (See Appendix B.)
- Long-term (Operations) – Long-term emissions were also estimated in CalEEMod using model defaults for operations of the aforementioned land use types. (See Appendix B.)

### *4.2.1 - SHORT-TERM EMISSIONS*

Short-term emissions from the construction phases of a project would have temporary impacts on air quality.

The construction emissions were based on the default CalEEMod equipment list for the proposed Project's land use type and development intensity and applying model defaults as well as a conservative analysis approach. In order to be conservative construction emissions were estimated under the assumption that construction would begin in 2025. The dates entered into the CalEEMod program represent the earliest construction timeline, which would estimate the worst-case emissions as construction equipment technology and emissions improve over time; therefore, all estimated emission totals are conservative and reflect a reasonable and legally sufficient estimate of potential impacts. All construction equipment activity levels assumed were based on CalEEMod default values for type, number of equipment, hours per day and horsepower.

Adjustments to the CalEEMod default values were as follows:

- Land use lot acreage was adjusted to match the Project description.
- Demolition construction phase was removed as the Project Location is open land.

SJVAPCD's required measures for all projects were also applied:

- Water exposed area three times per day.
- Reduce vehicle speed to less than 15 miles per hour on unpaved roads.

**Error! Reference source not found.** presents the Project's short-term emissions based on the anticipated construction period.

As calculated with CalEEMod, the estimated short-term construction-related emissions would not exceed SJVAPCD significance threshold levels during any given year and would, therefore, be *less than significant*.

Table 4-3
Short-Term Project Emissions

| Emissions Source | Pollutant (tons/year) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| 2026 | 0.307 | 2.238 | 2.793 | 0.007 | 0.430 | 0.179 |
| 2027 | 0.391 | 2.403 | 3.595 | 0.010 | 0.613 | 0.195 |
| 2028 | 0.368 | 2.291 | 3.472 | 0.010 | 0.610 | 0.191 |
| 2029 | 0.342 | 2.133 | 3.251 | 0.010 | 0.584 | 0.182 |
| 2030 | 2.634 | 0.246 | 0.458 | 0.001 | 0.028 | 0.012 |
| Significance Threshold | 10 | 10 | 100 | 27 | 15 | 15 |
| Is Threshold Exceeded for a Single Year After Mitigation? | No | No | No | No | No | No |

Source: QK 2025

### *4.2.2 - LONG-TERM OPERATIONAL EMISSIONS*

Long-term emissions are caused by operational mobile sources and area source emissions from the on-site building.

#### *Fugitive Dust Emissions*

Operation of the Project site at full build-out is not expected to present a substantial source of fugitive dust ($PM_{10}$) emissions. The main source of $PM_{10}$ emissions would be from vehicular traffic associated with the Project site.

$PM_{10}$, on its own as well as in combination with other pollutants, creates a health hazard. SJVAPCD's Regulation VIII establishes required controls to reduce and minimize fugitive dust emissions. The following SJVAPCD Rules and Regulations apply to the proposed Project (and all projects):

- Rule 4102 – Nuisance – prohibits a facility from posing as a nuisance to surrounding receptors and can impose penalties for nuisance issues such as dust, smoke, excess emissions, etc. Compliance with this rule ensures that the area around the Project site will not be adversely impacted by such issues.
- Regulation VIII – Fugitive $PM_{10}$ Prohibitions – a series of regulations to reduce and/or eliminate the generation of particulate matter (PM) that can adversely impact visibility as well as the health and safety of people on-site or in the vicinity of the Project.
    - Rule 8011 – General Requirements – this rule is to reduce ambient concentrations of fine particulate matter ($PM_{10}$) by requiring actions to prevent, reduce, or mitigate anthropogenic (human-caused) fugitive dust emissions.
    - Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities – restricts generation of airborne dust and visibility

impacts from these activities. Places limits on opacity and equipment operation under certain adverse weather conditions.

- Rule 8041 – Carryout and Trackout – requires that equipment and vehicles leaving the construction site control the amount of dirt, soil, or mud that is tracked offsite and onto public roadways. This helps eliminate or minimize dust generation and opacity degradation.
- Rule 8051 – Open Areas – limits fugitive dust from open areas, i.e., areas on a construction site that are not actively being constructed upon but may generate wind-blown dust.

The Project would comply with applicable SJVAPCD Rules and Regulations, the local zoning codes, and additional emissions reduction measures recommended later in this analysis, in Section 7, Mitigation and Other Recommended Measures.

### *Exhaust Emissions*

Project-related transportation activities from industry would generate mobile source ROG, NOx, SOx, CO, $PM_{10}$, and $PM_{2.5}$ exhaust emissions. Exhaust emissions would vary substantially from day to day but would average out over the course of an operational year. The variables factored into estimating total Project emissions include level of activity, site characteristics, weather conditions, and number of visitors.

### *Projected Emissions*

The proposed Project is expected to have long-term air quality impacts as shown in Table 4-4. Emission calculations are available in Appendix B.

Table 4-4
Post-Project Max Year (Operational Emissions)

| Emissions Source | Pollutant (tons/year) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
| Operational Emissions | 2.44 | 2.74 | 16.59 | 0.05 | 4.46 | 1.16 |
| SJVAPCD Threshold | 10 | 10 | 100 | 27 | 15 | 15 |
| Is Threshold Exceeded After Mitigation? | No | No | No | No | No | No |

As shown in Table 4-4, operations-related emissions, as calculated in Appendix B, would not exceed the SJVAPCD significant threshold levels. Therefore, the Project is less-than-significant for operational emissions.

## *4.3 - Potential Impacts on Sensitive Receptors*

Sensitive receptors are defined as locations where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside, such as schools, hospitals, nursing homes, and daycare centers. The nearest residential sensitive receptor to the proposed Project is located adjacent to portions of the Project's sites. Table

4-5 lists the known non-residential sensitive receptors close to the Project site. Discussion of health risks and risks to sensitive receptors is addressed in detail below in Section 4.6.

**Table 4-5**
**Sensitive Receptors Located close to Project Site**

| Receptor | Type of Facility | Distance from Project (miles) | Direction from Project |
|---|---|---|---|
| Dixieland Elementary School | School | 3.07 | West |
| Cogir of CedarCreek | Assisted Living | 4.57 | Southeast |
| Lupe's Daycare | Daycare | 3.34 | Southeast |
| Camarena Health – Country Club Health Center | Health Center | 4.51 | Southeast |

## *4.4 - Potential Impacts to Visibility to Nearby Class 1 Areas*

Visibility impact analyses are intended for stationary sources of emissions which are subject to the PSD requirements in 40 CFR Part 60; they are not usually conducted for area sources. Under the PSD program, all international parks, national wilderness areas and national memorial parks that exceed 5,000 acres, and of national parks that exceed 6,000 acres are designated as mandatory federal Class I areas which are provided visibility protection under the Clean Air Act. Because the Project's PM10 emissions increases are predicted to be less than the PSD threshold levels, an impact at any Class 1 area or military/airspace operation within 100 kilometers of the Project is extremely unlikely. Therefore, based on the Project's predicted less-than significant PM10 emissions, the Project would be expected to have a *less than significant impact* to visibility at any Class 1 area or military/airspace operation.

## *4.5 - Potential Impacts from Carbon Monoxide*

Ambient CO concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic. Relatively high concentrations of CO would be expected along heavily traveled roads and near busy intersections. CO concentrations are also influenced by wind speed and atmospheric mixing. CO concentrations may be more uniformly distributed when inversion conditions are prevalent in the valley. Under certain meteorological conditions, CO concentrations along a congested roadway or intersection may reach unhealthful levels for sensitive receptors, e.g., children, the elderly, hospital patients, etc. This localized impact can result in elevated levels of CO, or "hotspots," even though concentrations at the closest air quality monitoring station may be below NAAQS and CAAQS.

The localized project impacts depend on whether ambient CO levels in the Project vicinity would be above or below NAAQS. If ambient levels are below the standards, a project is considered to have significant impacts if a project's emissions would exceed one or more of these standards. If ambient levels already exceed a State standard, a project's emissions are considered significant if they would increase 1-hour CO concentrations by 10 ppm or more

or 8-hour CO concentrations by 0.45 ppm or more. There are two criteria established by the SJVAPCD's GAMAQI by which CO "hotspot" modeling is required:

1. A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to LOS E or F.
2. A traffic study indicates that the project would substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

A traffic study was completed for this Project (Peters, 2025). According to the traffic study, impacted intersections and roadway segments are anticipated to operate at a LOS of C or better. Therefore, CO "hotspot" modeling was not conducted for this Project, and no concentrated excessive CO emissions are expected to be caused once the proposed Project is completed.

## *4.6 - Predicted Health Impacts*

GAMAQI recommends that Lead Agencies consider situations wherein a new or modified source of HAPs is proposed for a location near an existing residential area or other sensitive receptors when evaluating potential impacts related to HAPs.

The proposed Project would result in emissions of HAPs from construction activities and would be located near existing residents; therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed Project is required.

To predict the potential health risk to the population attributable to emissions of HAPs from the proposed Project, ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over the construction period for construction emissions. Similarly, predicted concentrations were used to calculate non-cancer chronic and acute hazard indices, which are the ratio of expected exposure to acceptable exposure. The basis for evaluating potential health risks is the identification of sources with increased HAPs. HAP emissions from anticipated on-site construction activities were evaluated.

Health risk is determined using the Hotspots Analysis and Reporting Program (HARP) software distributed by the CARB. HARP2 requires peak 1-hour emission rates and annual-averaged emission rates for all pollutants for each modeling source. The assumptions used to calculate the emission rates for the proposed Project are outlined below.

The most recent version of EPA's AMS/EPA Regulatory Model – AERMOD (recompiled for the Lakes ISC-AERMOD View) was used to predict the dispersion of emissions from the proposed Project. The analysis employed all of the regulatory default AERMOD model keyword parameters, including elevated terrain options.

Diesel combustion emissions from diesel on-site construction equipment were modeled as an area source for on-site construction activity on the property. Diesel particulate matter was calculated using CalEEMod for on-site construction. A unit emission rate of one gram/second (g/sec) was input to AERMOD for each source.

A fenceline discrete receptor grid was placed around the Project site in order to evaluate residences and businesses within close proximity of the Project site. A three-tier grid was used with 25-meter fenceline spacing. The first tier extended 100 meters with 25-meter tier spacing, the second tier extended an additional 200 meters with 50 meter tier spacing and the third tier extended another 400 meters with a tier spacing of 100 meters. A total of 1,515 discrete off-site receptors were analyzed. Elevated terrain options were employed even though there is not complex terrain in the Project area. The 7.5-minute DEM terrain data for Clovis, CA, was processed with AERMAP to identify elevations for the proposed Project.

SJVAPCD-provided AERMET processed meteorological datasets for the Bakersfield monitoring station, calendar years 2018 through 2022 were input to AERMOD (SJVAPCD, 2025d). This was the most recent available dataset available at the time the modeling was conducted. Rural dispersion parameters were used because the operation and the majority of the land surrounding the facility are considered "rural" under the Auer land use classification method (Auer, 1978).

Plot files generated by AERMOD were uploaded to the Air Dispersion Modeling and Risk Assessment Tool (ADMRT) program in the Hotspots Analysis and Reporting Program Version 2 (HARP2) (CARB, 2015). ADMRT post-processing was used to assess the potential for excess cancer risk and chronic and acute non-cancer effects using the most recent health effects data from the California EPA Office of Environmental Health Hazard Assessment (OEHHA) using the OEHHA Derived Method. HARP2 site parameters were set for the mandatory minimum pathways of inhalation, homegrown gardens, soil ingestion, dermal, and mother's milk. The non-inhalation pathways used a deposition rate of 0.02 m/s along with all other default parameters. Risk reports were generated using the derived OEHHA analysis method for carcinogenic risk and non-carcinogenic chronic and acute risk. Site parameters are included in the HARP2 output files. Total cancer risk was predicted for the inhalation pathway at each receptor. A hazard index was computed for chronic non-cancer health effects for each applicable endpoint and each receptor. A hazard index for acute non-cancer health effects was not computed since DPM does not have a risk exposure level for acute risk.

SJVAPCD has set the level of significance for carcinogenic risk at twenty in one million, which is understood as the possibility of causing 20 additional cancer cases in a population of one million people. The level of significance for chronic non-cancer risk is a hazard index of 1.0. All receptors were modeled with a 3-year exposure for construction activities.

The carcinogenic risk and the health hazard index (HI) for chronic non-cancer risk at the point of maximum impact (PMI) do not exceed the significance levels of 20 in one million (20 x 10-6) and 1.0, respectively, for the proposed Project. The PMIs are identified by receptor

location and risk and are provided in Table 4-6. The electronic AERMOD and HARP2 output files are provided in Appendix D.

**Table 4-6**
**Potential Maximum Impacts Predicted by HARP**

| | Cancer Risk | Chronic Hazard Index |
|---|---|---|
| Construction | 10.78E-06 | 5.66E-03 |
| SJVAPCD Threshold | 20.0E-06 | 1.0 |
| Exceedance? | No | No |
| Receptor # | 1149 | 1149 |
| UTM Easting (m) | 307728.87 | 307728.87 |
| UTM Northing (m) | 3905669.65 | 3905669.65 |

Note: UTM = Universal Transverse Mercator

As shown above in **Error! Reference source not found.**, the maximum predicted cancer risk for the proposed Project is 10.78E-06. The maximum chronic non-cancer hazard index for the proposed Project is 5.66E-03. Since the PMI remained below the significance threshold for cancer and chronic risk, this Project would not have an adverse effect to any of the surrounding communities.

The potential health risk attributable to the proposed Project is determined to be *less than significant* based on the following conclusions:

1. Potential carcinogenic risk from the proposed Project is below the significance level of twenty in a million at each of the modeled receptors.
2. The hazard index for the potential chronic non-cancer risk from the proposed Project is below the significance level of 1.0 at each of the modeled receptors.
3. The hazard index for the potential acute non-cancer risk was not calculated since there is no acute risk associated with DPM emission; therefore, the proposed Project is considered below the significance level.

Therefore, potential risk to the population attributable to emissions of HAPs from the proposed Project would be less than significant.

## *4.7 - Potential Impacts from Valley Fever*

The proposed project has the potential to generate fugitive dust and suspend Valley Fever spores with the dust that could then reach nearby sensitive receptors. It is possible that onsite workers could be exposed to Valley Fever spores as fugitive dust is generated during construction. In order to mitigate potential risk, the proposed Project would provide training and personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever. Therefore, the exposure to Valley Fever would be minimized. With the implementation of the mitigation measures, dust from the construction of the proposed project would not add significantly to

the existing exposure level of people to this fungus, including construction workers, and impacts would be reduced to less-than-significant levels.

## *4.8 - Potential Impacts from Asbestos*

Naturally occurring asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during the grading of development projects, and at mining operations.

Serpentinite and/or ultramafic rocks are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties associated with the Sierra Nevada foothills, the Klamath Mountains, and the Coast Ranges. However, according to information provided by the Department of Conservation Division of Mines and Geology, the project site is not located in an area where naturally occurring asbestos is likely to be present (CDCDMG, 2025). Therefore, impacts associated with the exposure of construction workers and nearby sensitive receptors to asbestos would be less than significant.

## *4.9 - Odor Impacts and Mitigation*

The SJVAPCD's GAMAQI states, "An analysis of potential odor impacts should be conducted for both of the following two situations:

1. Generators – projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate.
2. Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources" (SJVAPCD, 2015).

The GAMAQI also states, "The District has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin. These are presented in Table 6 (Screening Levels for Potential Odor Sources), along with a reasonable distance from the source within which the degree of odors could possibly be significant. [Table 6] can be used as a screening tool to qualitatively assess a project's potential to adversely affect area receptors" (SJVAPCD, 2015). Because the Project's anticipated land uses and activities are not listed in Table 6 of the GAMAQI as a source that would create objectionable odors, the Project is not expected to be a source of objectionable odors.

Based on the provisions of the SJVAPCD's GAMAQI, the proposed Project would not exceed any screening trigger levels to be considered a source of objectionable odors or odorous compounds (SJVAPCD, 2015). Furthermore, there does not appear to be any significant source of objectionable odors in close proximity that may adversely impact the Project site when it is in operation. Additionally, the Project emissions estimates indicate that it would not be expected to adversely impact surrounding receptors. As such, the proposed Project

would not be a source of any odorous compounds, nor would it likely be impacted by any odorous source.

## *4.10 - Impacts to Ambient Air Quality*

As stated in the GAMAQI (2015, pp 96-97), SJVAPCD has developed screening levels that require an Ambient Air Quality Analysis (AAQA). The SJVAPCD recommends that an AAQA be performed for all criteria pollutants when emissions of any criteria pollutant resulting from project construction or operational activities exceed the 100 pounds per day screening level, after compliance with Rule 9510 requirements and implementation of all enforceable mitigation measures.

Average daily emissions for construction and operational activities associated with this Project would not exceed 100 pounds per day. Therefore, an AAQA is not required for this Project.

## *4.11 - Impacts to Greenhouse Gases and Climate Change*

The proposed Project's construction and operational GHG emissions were estimated using the CalEEMod. The Project's GHG emissions are primarily from mobile source activities. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified as $CO_2e$. **Error! Reference source not found.** presents the Project's annual GHG emissions.

**Table 4-7**
**Estimated Annual GHG Emissions (MT/Year)**

| Source | $CO_2e$ |
|---|---|
| Total Construction Emissions | 1,555 |
| *Annualized Construction Emissions*[1] | 52 |
| Total Operational Emissions | 3,292 |
| **Total Project Emissions** | **3,344** |

1 Per South Coast AQMD's Methodology

In the decade after SJVAPCD adopted their Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, several new laws and executive orders were adopted that require additional reductions in years after 2020. For instance, Senate Bill 32 requires that GHG emissions be 40 percent less than 1990 levels by 2030. More drastic still, Senate Bill 100, which was signed by the Governor recently, requires 100 percent zero-carbon electricity by 2045. On the day SB 100 was signed into law, the Governor also signed Executive Order B-55-18, which commits California to total, economy-wide carbon neutrality by 2045. Clearly, the 2009 Guidance may be somewhat inadequate in producing a meaningful comparison by today's standards, which propose a grand vision that, if achieved, would fundamentally change how business is conducted and citizens live in the State. Thus, as discussed in the most recent updates to the Scoping Plan, the objectives of the

Scoping Plan affect entire sectors of the economy, and it no longer makes sense to evaluate GHG emissions on a project level.

For these reasons, Project GHG emissions levels presented in Table 4-6 are primarily for disclosure purposes. The Project's largest contributors to GHG emissions are from electricity and exhaust from transportation fuels. Electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the GHG Cap-and-Trade Program and other programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each such sector-wide program exists within the framework of AB 32 and its descendant laws, the purpose of which is to achieve GHG emissions reductions consistent with the AB 32 Scoping Plan.

The Project would generate GHGs from electricity use and combustion of gasoline/diesel fuels, each of which is regulated near the top of the supply chain. As such, each citizen of California (including those creating emissions of this Project) will have no choice but to purchase electricity and fuels produced in a way that is acceptable to the California market. Thus, Project GHG emissions will be consistent with the relevant plan (i.e., AB 32 Scoping Plan). The Project would meet its fair share of the cost to mitigate the cumulative impact of global climate change because energy purchases are from the California market. Thus, consumers of electricity and transportation fuels are, in effect, regulated by higher-level emissions restrictions on the producers of these energy sources. Therefore, the Project would have a less-than-significant impact on applicable GHG reduction plans and the Project's contribution to cumulative global climate change impacts would not be cumulatively considerable.

# SECTION 5 - CUMULATIVE IMPACTS

By its very nature, air pollution has a cumulative impact. The District's non-attainment status is a result of past and present development within the SJVAB. Furthermore, attainment of ambient air quality standards can be jeopardized by increasing emissions-generating activities in the region. No single project would be sufficient in size by itself to result in non-attainment of the regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development within the San Joaquin Valley Air Basin. When assessing whether there is a new significant cumulative effect, the Lead Agency shall consider whether the incremental effects of the project are cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects [CCR §15064(h)(1)]. Per CEQA Guidelines §15064(h)(3), a Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program, including, but not limited to an air quality attainment or maintenance plan that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (SJVAPCD, 2015).

GAMAQI also states, "If a project is significant based on the thresholds of significance for criteria pollutants, then it is also cumulatively significant. This does not imply that if the project is below all such significance thresholds, it cannot be cumulatively significant." (SJVAPCD, 2015). Based on the analysis conducted for this Project, it is individually less than significant. This AQIA, however, also considered the impacts of the proposed Project in conjunction with the impacts of other projects previously proposed in the area. The following cumulative impacts were considered:

- Cumulative $O_3$ Impacts (ROG and NOx) from numerous sources within the region, including transport from outside the region. $O_3$ is formed through chemical reactions of ROG and NOx in the presence of sunlight.
- Cumulative CO Impacts produced primarily by vehicular emissions.
- Cumulative $PM_{10}$ Impacts from within the region and locally from the various projects. Such projects may cumulatively produce a significant amount of PM10 if several projects conduct grading or earthmoving activities at the same time; and
- Hazardous Air Pollutant (HAP) Impacts on sensitive receptors.

## *5.1 - Cumulative Regional Air Quality Impacts*

The most recent, certified SJVAB Emission Inventory data available from the SJVAPCD is based on data gathered for the 2024 annual inventory. This data will be used to assist the SJVAPCD in demonstrating attainment of Federal 1-hour $O_3$ Standards. **Error! Reference source not found.** provides a comparative look at the impacts proposed by the proposed Project to the SJVAB Emissions Inventory.

**Table 5-1**
**Comparative Analysis Based on SJVAB 2024 Inventory**

| Emissions Inventory Source | Pollutant (tons/year) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
| Madera County – 2024[2] | 4,718.35 | 2,991.2 | 10,251.75 | 169.7 | 6,350.6 | 1,518.4 |
| SJVAB – 2024[2] | 108,775.1 | 51,926.7 | 215,561.3 | 2,265.2 | 97,564.5 | 23,861.1 |
| Proposed Project | 2.44 | 2.74 | 16.59 | 0.05 | 4.46 | 1.16 |
| Proposed Project's % of Madera[1] | 0.0517% | 0.0916% | 0.1618% | 0.0295% | 0.0702% | 0.0764% |
| Proposed Project's % of SJVAB[1] | 0.0022% | 0.0053% | 0.0077% | 0.0022% | 0.0046% | 0.0049% |

Source: CARB, 2025
Notes: 1) Percentages equaling 0.0000 could represent a percent <0.00005.
2) This is the latest inventory available as of June 2025, excluding Natural Sources.

As shown in **Error! Reference source not found.** the proposed Project does not pose a substantial increase to basin emissions, as such basin emissions would be essentially the same if the Project is approved.

**Error! Reference source not found.**, Table 5-3, and **Error! Reference source not found.** provide CARB Emissions Inventory projections for the year 2030 for both the SJVAB and the Madera County portion of the air basin. Looking at the SJVAB Emissions predicted by the CARB year 2030 emissions inventory, the Madera County portion of the air basin is a moderate source of the emissions. The proposed Project produces a small portion of the total emissions in both Madera County and the entire SJVAB.

**Table 5-2**
**Emission Inventory SJVAB 2030 Projection – Tons per Year**

| | ROG | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Total Emissions | 104,380.5 | 38,036.3 | 168,950.5 | 2,208.6 | 99,271.2 | 21,758.7 |
| Percent Stationary Sources | 29.98% | 15.51% | 4.43% | 78.83% | 4.30% | 11.34% |
| Percent Area-Wide Sources | 55.76% | 6.01% | 27.47% | 8.59% | 91.44% | 76.99% |
| Percent Mobile Sources | 14.26% | 78.48% | 74.09% | 12.58% | 4.26% | 11.66% |
| Total Stationary Source Emissions | 31,297.7 | 5,897.7 | 7,489.8 | 1,741.1 | 4,266.9 | 2,468.5 |
| Total Area-Wide Source Emissions | 58,202.9 | 2,285.6 | 36,279.9 | 189.8 | 90,775.5 | 16,752.8 |
| Total Mobile Source Emissions | 14,880.3 | 29,852.6 | 125,181.1 | 277.8 | 4,228.9 | 2,537.5 |

Source: CARB, 2025
Note: Total may not add due to rounding.

**Table 5-3**
**Emission Inventory Madera County 2030 Projection – Tons per Year**

| | ROG | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Total Emissions | 4450.4 | 2220.3 | 7129.9 | 170.5 | 6933.5 | 1376.78 |
| Percent Stationary Sources | 23.15% | 22.10% | 5.11% | 89.7% | 4.96% | 17.65% |
| Percent Area-Wide Sources | 63.30% | 5.34% | 23.65% | 4.3% | 92.55% | 75.28% |
| Percent Mobile Sources | 13.55% | 72.56% | 71.24% | 6.0% | 2.49% | 7.07% |
| Total Stationary Source Emissions | 1030.03 | 490.2 | 364.6 | 152.9 | 344.2 | 243.1 |
| Total Area-Wide Source Emissions | 2817.07 | 118.6 | 1686.3 | 7.3 | 6417.1 | 1036.6 |
| Total Mobile Source Emissions | 603.3 | 1611.1 | 5078.9 | 10.2 | 172.3 | 97.5 |

Source: CARB, 2025
Note: Total may not add due to rounding.

Table 5-4
2030 Emissions Projections – Proposed Project, Madera County and SJVAB

| | ROG | $NO_X$ | $PM_{10}$ |
|---|---|---|---|
| Proposed Project | 2.44 | 2.74 | 4.46 |
| Madera County | 4450.4 | 2220.3 | 6933.5 |
| SJVAB | 104,380.5 | 38,036.3 | 99,271.2 |
| Proposed Project Percent of Madera County | 0.055% | 0.123% | 0.064% |
| Proposed Project Percent of SJVAB | 0.002% | 0.007% | 0.004% |
| Madera County Percent of SJVAB | 4.264% | 5.837% | 6.984% |

As shown above, the proposed Project would pose an inconsequential impact on regional $O_3$ and $PM_{10}$ formation. Therefore, this Project would not be considered cumulatively considerable in its contribution to regional $O_3$ and $PM_{10}$ impacts.

## *5.2 - Cumulative Local Air Quality Impacts*

SJVAPCD uses a single threshold for the determination of significance for both project-specific and cumulative impacts. Air quality in SJVAB has improved over the past decades, as shown in Section 3.3, which indicates that the single threshold is sufficient for assessing cumulative impacts. The proposed Project would generate less-than-significant impacts, after mitigation with a VERA, to criteria air pollutants; therefore, the Project's incremental contribution to cumulative air quality impacts would not be cumulatively considerable (CEQA Guidelines Section 15064(h)(3); (SJVAPCD, 2015).

## *5.3 - Cumulative Hazardous Air Pollutants*

The GAMAQI also states that when evaluating potential impacts related to HAPs, "*impacts of local pollutants (CO, HAPs) are cumulatively significant when modeling shows that the combined emissions from the project and other existing and planned projects will exceed air quality standards*." Because the Project would not be a significant source of HAPs, the proposed Project would also *not be expected to pose a significant cumulative CO or HAPs impact*.

## *5.4 - Cumulative Carbon Monoxide (CO) – Mobile Sources*

The SJVAPCD's GAMAQI has identified CO impacts from impacted traffic intersections and roadway segments as being potentially cumulatively considerable. Traffic increases and added congestion caused by a project can combine to cause a violation of the SJVAPCD's CO standard, also known as a "hotspot." There are two criteria established by the GAMAQI by which CO "hotspot" modeling is required:

1. A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to LOS E or F.

2. A traffic study indicates that the project would substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

A Traffic study was completed for this Project (Peters, 2025). According to the traffic study, impacted intersections and roadway segments are anticipated to operate at a LOS of C or better. Therefore, CO "hotspot" modeling was not conducted for this Project, and no concentrated excessive CO emissions are expected to be caused once the proposed Project is completed.

# SECTION 6 - CONSISTENCY WITH THE AIR QUALITY ATTAINMENT PLAN

Air quality impacts from proposed projects within Madera County are controlled through policies and provisions of the SJVAPCD and the Madera County General Plan (, 2008). In order to demonstrate that a proposed project would not cause further air quality degradation in either the SJVAPCD's plan to improve air quality within the air basin or the federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for $O_3$ and $PM_{10}$. The SJVAPCD is required to submit a "Rate of Progress" document to CARB that demonstrates past and planned progress toward reaching attainment for all criteria pollutants. The California Clean Air Act (CCAA) requires air pollution control districts with severe or extreme air quality problems to provide for a five percent reduction in non-attainment emissions per year. The AQAP prepared for the San Joaquin Valley by the SJVAPCD complies with this requirement. CARB reviews, approves, or amends the document and forwards the plan to the EPA for final review and approval within the SIP.

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Source Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, reduces, or controls air contaminants, except those specifically exempted by the SJVAPCD, are required to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010). Additionally, best available control technology (BACT) is required on specific types of stationary equipment and is required to offset both stationary source emission increases along with increases in cargo carrier emissions if the specified threshold levels are exceeded (SJVAPCD Rule 2201, 4.7.1). Through this mechanism, the SJVAPCD would ensure that all stationary sources within the project area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.

## *6.1 - Required Evaluation Guidelines*

CEQA Guidelines and the Federal Clean Air Act (Sections 176 and 316) contain specific references on the need to evaluate consistency between a proposed project and the applicable AQAP for the Project site. To accomplish this, CARB has developed a three-step approach to determine project conformity with the applicable AQAP:

1. Determination that an AQAP is being implemented in the area where the project is being proposed. The SJVAPCD has implemented the current, modified AQAP as approved by CARB.
2. The proposed project must be consistent with the growth assumptions of the applicable AQAP. The proposed Project requires a General Plan Amendment and once approved the employment assumptions for the General Plan will need to be updated.
3. The project must contain in its design all reasonably available and feasible air quality control measures. The proposed Project incorporates various policy and rule-required implementation measures that will reduce related emissions.

The CCAA and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions such as reductions in vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, and traffic congestion, in order to reduce vehicular emissions, can be implemented as control measures under the CCAA as well. Additional measures may also be implemented through the building process, such as providing electrical outlets on exterior walls of structures to encourage the use of electrical landscape maintenance equipment or measures such as electrical outlets for electrical systems on diesel trucks to reduce or eliminate idling time.

As the growth represented by the proposed Project will be revised once the GPA has been approved and reflected in the Madera County General Plan and incorporated into the AQAP, conclusions may be drawn from the following criteria:

1. That, by definition, the proposed emissions from the Project are below the SJVAPCD's established emissions impact thresholds.
2. That the primary source of emissions from the Project would be motor vehicles which would be licensed through the State of California and whose emissions are already incorporated into the CARB's Madera County's Emissions Inventory.

Based on these factors, the Project *is consistent with the AQAP*.

## *6.2 - Consistency with the Madera County Transportation Commission Regional Conformity Analysis*

The Madera County Transportation Commission (MCTC) Conformity Analysis demonstrates that the regional transportation expenditure plans (2022 Regional Transportation Plan and the 2025 Federal Transportation Improvement Program) in the Madera County portion of the San Joaquin Valley air quality attainment areas would not hinder the efforts set out in the CARB's SIP for each area's non-attainment pollutants (CO, $O_3$ and $PM_{10}$). The analysis uses an adopted regional growth CUBE model with population, employment and land use data from the California Department of Finance (DOF) and Bureau of Labor Statistics.

The MCTC Regional Conformity Analysis considers General Plan Amendments (GPA) and zone changes that were enacted at the time of the analysis as projected growth within the area based on land use designations incorporated within the Madera County General Plan. Land use designations that are altered based on subsequent GPAs that were not included in the Regional Conformity Analysis were not incorporated into the MCTC analysis. Consequently, if a proposed project is not included in the regional growth forecast using the latest planning assumptions, it may not be said to conform to the regional growth forecast.

The DOF Projections were used to develop the projections related to household and employment growth. The employment totals for each forecast year were estimated using the ratio of employment from the 2018 base year inventory. Land use and socioeconomic data at the zonal level are used for determining trip generation in the traffic model. Socio economic data at the Traffic Analysis Zones (TAZ) level were developed based on historic

trends and planned development activity in consultation with the local agency representatives of the MCTC Technical Advisory Committee.

Under the current Madera County Zoning, the Project site is designated as Agricultural Rural Exclusive – 40 acre (ARE-40) (see Error! Reference source not found.).

Under current policies, only after a General Plan Amendment (GPA) is approved, can housing and employment assumptions be updated to reflect the capacity changes. The proposed development does require a zone change; therefore, the existing growth forecast will need be modified to reflect these changes.

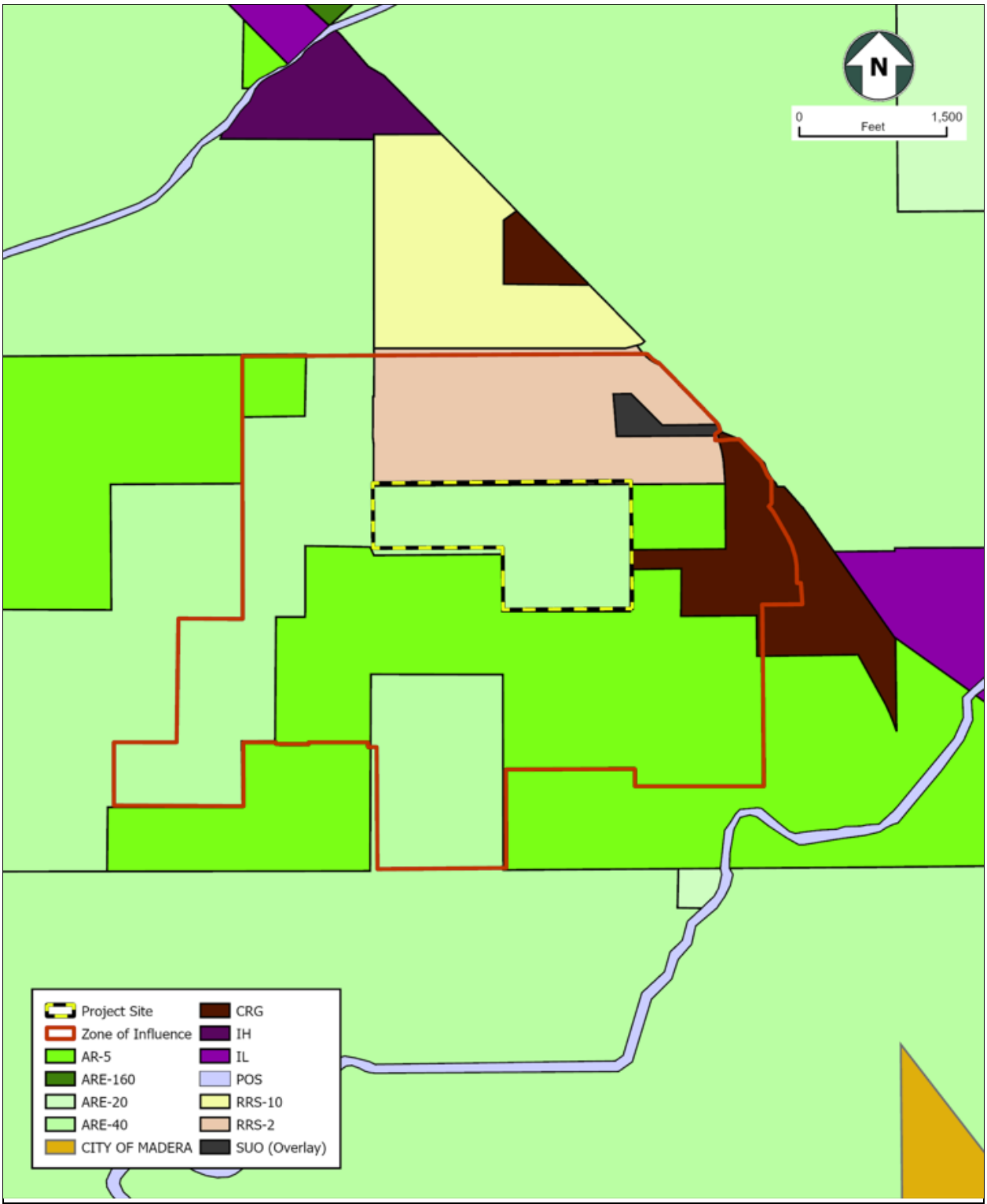


Figure 6-1
Madera County Zoning

# SECTION 7 - MITIGATION AND OTHER RECOMMENDED MEASURES

The estimated construction and operational emissions from the proposed Project would be less than significant after the specific mitigation measures listed below. However, to ensure that the Project is in compliance with all applicable SJVAPCD rules and regulations and that emissions are further reduced, the applicant should implement and comply with a number of measures that are either recommended as a "good operating practice" for environmental stewardship, or they are required by regulation. Some of the listed measures are regulatory requirements or construction requirements that would result in further emission reductions through their inclusion in Project construction and long-term design. The following measures either have been applied to the Project through the CalEEMod model and would be incorporated into the Project by design or would be implemented in conjunction with SJVAPCD rules as conditions of approval.

## *7.1 - Applicable $PM_{10}$ Reduction Measures*

As the Project would be completed in compliance with SJVAPCD Regulation VIII, dust control measures would be taken to ensure compliance, specifically during the grading and construction phases. The required Regulation VIII measures are as follows:

- Water previously exposed surfaces (soil) whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.
- Water all unpaved haul roads a minimum of three times/day or whenever visible dust from such roads is capable of drifting from the site or approaches 20 percent opacity.
- Reduce speed on unpaved roads to less than 15 miles per hour.
- Install and maintain a track-out control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicles with three or more axles.
- Stabilize all disturbed areas, including storage piles, which are not being actively utilized for production purposes using water, chemical stabilizers, or by covering with a tarp or other suitable cover.
- Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading, or cut and fill operations with application of water or by presoaking.
- When transporting materials offsite, maintain a freeboard limit of at least 6 inches and cover or effectively wet to limit visible dust emissions.
- Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions, and use of blowers is expressly forbidden.)
- Stabilize the surface of storage piles following the addition or removal of materials using water or chemical stabilizer/suppressants.
- Remove visible track-out from the site at the end of each workday.
- Cease grading or other activities that cause excessive (greater than 20 percent opacity) dust formation during periods of high winds (greater than 20 mph over a one-hour period).

## *7.2 - Recommended Measures to Reduce Equipment Exhaust*

In addition, the GAMAQI guidance document lists the following measures as approved and recommended for construction activities. These measures are recommended:

- Maintain all construction equipment as recommended by manufacturer manuals.
- Shut down equipment when not in use for extended periods.
- Construction equipment shall operate no longer than eight cumulative hours per day.
- Use electric equipment for construction whenever possible in lieu of diesel or gasoline powered equipment.
- Curtail use of high-emitting construction equipment during periods of high or excessive ambient pollutant concentrations.
- All construction vehicles shall be equipped with proper emissions control equipment and kept in good and proper running order to substantially reduce NOx emissions.
- On-road and Off-road diesel equipment shall use diesel particulate filters if permitted under the manufacturer's guidelines.
- On-road and Off-road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under the manufacturer's guidelines.
- All construction workers shall be encouraged to shuttle (car-pool) to retail establishments or to remain on-site during lunch breaks.

## *7.3 - Recommended Measures to Reduce Equipment Exhaust*

The following measures are recommended to further reduce the potential for long-term emissions from the Project. These measures are required as a matter of regulatory compliance:

- The Project design shall comply with applicable standards set forth in Title 24 of the Uniform Building Code to minimize total consumption of energy.
- The developer shall comply with the provisions of SJVAPCD Rule 4601 - Architectural Coatings, during the construction of all buildings and facilities. Application of architectural coatings shall be completed in a manner that poses the least emissions impacts whenever such application is deemed proficient.
- The applicant shall comply with the provisions of SJVAPCD Rule 4641 during the construction and pavement of all roads and parking areas within the project area. Specifically, the applicant shall not allow the use of:
  - Rapid cure cutback asphalt.
  - Medium cure cutback asphalt.
  - Slow cure cutback asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.3); or Emulsified asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.4).
  - The developer shall comply with applicable provisions of SJVAPCD Rule 9510 (Indirect Source Review).

# SECTION 8 - LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed Project would have short-term air quality impacts due to construction activities as well as vehicular emissions. Both of these impacts would be mitigated and *were found to be less than significant before and after mitigation*.

The proposed Project would result in long-term air quality impacts due to operational and related mobile source emissions. These impacts would be mitigated and were found to *be less than significant before and after mitigation*.

The proposed Project would result in impacts to greenhouse gases and climate change due to construction and operational emissions. These impacts *were found to be less than significant*.

The proposed Project, in conjunction with other past, present, and foreseeable future projects, would result in cumulative short-term and long-term impacts to air quality. The proposed Project's incremental contribution to these impacts would be mitigated below thresholds of significance and would not be considered cumulatively considerable. Therefore, the Project's contribution to cumulative impacts *was found to be less than significant*.

The proposed Project, in conjunction with other past, present, and foreseeable future projects, would result in cumulative long-term impacts to global climate change. The proposed Project's incremental contribution to these impacts will be mitigated to the extent feasible and are considered *less than significant*.

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# APPENDIX C
## TRAFFIC STUDY

# TRAFFIC STUDY

## *Proposed Industrial Park*

***Northeast of the Intersection of Avenue 18½ and Road 22***
***Madera County, California***

***Prepared For:***
Mr. Jeffrey Roberts
P.O. Box 483
Friant, California 93626

***Date:***
February 9, 2026

***Job No.:***
25-031.01

**Approved**
Wes Pringle
Willdan Engineering
03/05/2026 3:56:43 PM

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A CALIFORNIA CORPORATION

Mr. Jeffrey Roberts
P.O. Box 483
Friant, California 93626

February 9, 2026

Subject: Traffic Study
Proposed Industrial Park
Northeast of the Intersection of Avenue 18½ and Road 22
Madera County, California

Dear Mr. Roberts:

## 1.0 INTRODUCTION

This report presents the results of a traffic study for the subject project in Madera County, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the project.

## 2.0 PROJECT DESCRIPTION

The proposed Industrial Park (Project) will be located on two parcels generally northwest of the State Route (SR) 99 interchange at Avenue 18½ in Madera County, California (APN 029-260-003 and 029-260-005). The Project includes eight buildings with a total building area of 1,119,611.9 square feet. A rezone to Light Industrial Rural is required as part of the Project.

Site access is proposed via two driveways connecting to the east side of Road 22 north of Avenue 18½ and to driveways connecting to the north side of Avenue 18½ east of Road 22.

A vicinity map is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. A site plan is presented in Figure 2, Site Plan.

## 3.0 STUDY AREA AND TIME PERIOD

The scope of the traffic study was determined in coordination with County staff, City of Madera staff, and Caltrans staff. A scoping letter dated September 23, 2025 was provided and is presented in Appendix A. The agency responses are also presented in Appendix A.

This report includes operational analyses of the following intersections:

1. Road 22 and Avenue 18½
2. Golden State Boulevard and Avenue 18½
3. Pistacchio Drive and Avenue 18½
4. SR 99 Southbound Ramps/Road 23 and Avenue 18½ (plus traffic signal warrants)
5. SR 99 Northbound Ramps and Avenue 18½ (plus traffic signal warrants)
6. Road 23 and Avenue 17

The study time periods for operational analyses include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours were analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term No-Project Conditions (includes pending and approved projects);
- Near-Term With-Project Conditions (includes pending and approved projects);
- Cumulative (Year 2047) No-Project Conditions;
- Cumulative (Year 2047) Conditions With Project.

## 4.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study intersections are presented in Figure 3, Existing Lane Configurations and Intersection Control.

An Intersection Control Evaluation (ICE) recently approved by Caltrans determined that roundabouts will be constructed at the SR 99 / Avenue 18½ freeway ramps. The roundabouts are required to be constructed by the North Fork Casino. A 10-year design life was established to identify an interchange configuration that will accommodate traffic growth at the ramp intersections without widening the bridges over the freeway and the railroad tracks. The roundabouts are expected to have the following lane configurations in the near-term conditions:

SR 99 southbound ramps/Road 23 and Avenue 18½

West leg: one eastbound left-turn/through lane entering, one eastbound right-turn lane entering, one westbound lane exiting, and one circulatory lane.

East leg: one westbound left-turn/through/right-turn lane entering, one eastbound lane exiting, and one circulatory lane.

North leg: one southbound left-turn/through lane entering, one southbound right-turn lane entering, one northbound lane exiting (SR 99 southbound loop on ramp), and one circulatory lane.

South leg: one northbound left-turn/through lane entering, one northbound right-turn lane entering, one southbound lane exiting, and one circulatory lane.

SR 99 northbound ramps and Avenue 18½

West leg: one eastbound left-turn/through lane entering, one westbound lane exiting, and one circulatory lane.

East leg: one westbound lane entering, one eastbound lane exiting, and one circulatory lane.

North leg: one lane exiting (SR 99 northbound on ramp) and one circulatory lane.

South leg: one northbound left-turn/through lane entering, one northbound right-turn lane entering, and one circulatory lane.

## 5.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were determined by performing manual turning movement counts at the study intersections between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a weekday. The existing peak-hour turning movement volumes are presented in Figure 4, Existing Peak-Hour Traffic Volumes. The traffic count data sheets are presented in Appendix B.

It should be noted that traffic volumes at the intersection of Road 23 and Avenue 17 were affected by a detour that was established to accommodate construction of a roundabout at the intersection of Golden State Boulevard and Avenue 17 while the counts were performed. To correct for the construction traffic, previous traffic counts at the intersection were obtained from the traffic impact analysis report dated June 2020 for the Villages at Almond Grove (formerly Village D) and an annual increase of one percent was applied to estimate the existing traffic volumes presented in Figure 4.

## 6.0 TRIP GENERATION AND ASSIGNMENT

### 6.1 Project Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 1 presents the trip generation estimates for the Project based on ITE Land Use 130, Industrial Park, with the exception that ITE Land Use 150, Warehousing, was applied to Building 8 because of its size.

**Table 1**
**Trip Generation Estimate**

| Land Use and Code | Area (sq. ft.) | Weekday | | A.M. Peak Hour | | | | | P.M. Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Ware-housing (150) | 414,046 | 1.38 | 572 | 0.12 | 77:23 | 38 | 12 | 50 | 0.15 | 28:72 | 18 | 45 | 63 |
| Industrial Park (130) | 705,566 | 2.68 | 1,891 | 0.22 | 77:23 | 120 | 36 | 156 | 0.23 | 28:72 | 46 | 117 | 163 |
| **TOTAL:** | **1,119,612** | **-** | **2,463** | **-** | **-** | **158** | **48** | **206** | **-** | **-** | **64** | **162** | **226** |

Reference: *Trip Generation Manual, 12th Edition, Institute of Transportation Engineers 2025*
Rates are reported in trips per 1,000 square feet of building area.

Table 2 presents an estimate of the number of truck trips expected to be generated by the Project. The values presented in Table 2 are included within the total trips presented in Table 1.

**Table 2**
**Project Truck Trip Generation Estimate**

| Land Use and Code | Area (sq. ft.) | Weekday | | A.M. Peak Hour | | | | | P.M. Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Warehousing (150) | 414,046 | 0.43 | 178 | 0.02 | 52:48 | 5 | 4 | 9 | 0.02 | 53:47 | 5 | 4 | 9 |
| Industrial Park (130) | 705,566 | 0.48 | 339 | 0.03 | 52:48 | 11 | 11 | 22 | 0.03 | 56:44 | 12 | 10 | 22 |
| **TOTAL:** | **1,119,612** | **-** | **517** | **-** | **-** | **16** | **15** | **31** | **-** | **-** | **17** | **14** | **31** |

Reference: *Trip Generation Manual, 12th Edition, Institute of Transportation Engineers 2025*
Rates are reported in trips per 1,000 square feet of building area.

## 6.2 Project Passenger Car Equivalents

Passenger car equivalents (PCE) represent the number of passenger cars displaced by a single heavy vehicle (typically considered to be vehicles with more than four wheels touching the pavement during normal operations) under certain roadway, traffic, and control conditions. The use of PCEs compensates for the operational characteristics of heavy vehicles (e.g., slower acceleration and deceleration than passenger vehicles) as well as the roadway space displaced. The Transportation Research Board *Highway Capacity Manual, 6th Edition,* identifies a PCE factor of 2.0 for a default mix of trucks in level terrain on highway segments. A greater PCE factor is reasonable at intersections. For purposes of the operational analyses required in this study, a PCE factor of 2.5 was used for trucks. Table 3 presents a summary of the peak-hour Project trips in terms of PCE.

**Table 3**
**Project Peak-Hour Trip Generation- PCE**

| Type of Trip | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | |
|---|---|---|---|---|---|---|
| | Entering | Exiting | Total | Entering | Exiting | Total |
| Truck | 40 | 38 | 78 | 43 | 25 | 68 |
| Automobile | 142 | 33 | 175 | 47 | 148 | 195 |
| **TOTALS:** | **182** | **71** | **253** | **90** | **173** | **263** |

## 6.3 Project Trip Distribution and Assignment

The Project trips were distributed to the adjacent road network considering the results of a Project-specific select zone analysis that was performed using the Madera County travel model maintained by the Madera County Transportation Commission, as well as engineering judgment considering the distribution of existing traffic volumes available from other studies, the locations and types of streets in the study area, and complementary land uses in the region. The anticipated percentage distribution of Project trips is presented in Figure 5, Project Trip Distribution Percentages. The peak-hour Project trips identified in Table 1 are presented in Figure 6, Project Peak-Hour Traffic Volumes. The peak-hour Project trips identified in Table 3 are presented in Figure 7, Project Peak-Hour Traffic Volumes (Passenger Car Equivalents).

## 7.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

The existing-plus-Project traffic volumes are presented in Figure 8, Existing-Plus-Project Peak-Hour Traffic Voumes, and were determined by adding the values in Figures 4 and 6. The existing-plus-Project traffic volumes in terms of PCE are presented in Figure 9, Existing-Plus-Project Peak-Hour Traffic Voumes (Passenger Car Equivalents), and were determined by adding the values in Figures 4 and 7.

## 8.0 CUMULATIVE PROJECTS

Projects that are pending but are not yet complete are included in the analyses to assess cumulative impacts. The following projects are included in the analyses:

- North Fork Rancheria Casino – Phase 1 (including roundabouts at the SR 99 interchange with Avenue 18½ as described above)
- Maverik project on the north side of Avenue 18½ east of SR 99
- Warehouse buildings at 18612 Golden State Boulevard

The following known projects are included only in the year 2047 analyses:

- Parcel Map 4230 with traffic volumes obtained from a traffic impact study report dated May 15, 2018
- the Villages at Almond Grove (formerly Village D) traffic volumes obtained from a traffic impact analysis report dated June 2020

The trips expected to be generated by the cumulative projects are presented in separate figures in Appendix C.

## 9.0 NEAR-TERM TRAFFIC VOLUMES

The near-term no-Project traffic volumes and the locations of the near-term projects are presented in Figure 10, Near-Term No-Project Peak-Hour Traffic Volumes. The near-term with-Project traffic volumes are presented in Figure 11, Near-Term With-Project Peak-Hour Traffic Volumes. The near-term with-Project traffic volumes in terms of PCE are presented in Figure 12, Near-Term With-Project Peak-Hour Traffic Volumes (Passenger Car Equivalents).

## 10.0 CUMULATIVE YEAR 2047 TRAFFIC VOLUMES

Cumulative year 2047 traffic volume forecasts are based on a one-percent annual growth rate in the background traffic plus the cumulative projects. The projected year 2047 no-Project traffic volumes are presented in Figure 13, Year 2047 No-Project Peak-Hour Traffic Volumes. The projected year 2047 traffic volumes with the Project are presented in Figure 14, Year 2047 With-Project Peak-Hour Traffic Volumes. The projected year 2047 traffic volumes with the Project in terms of PCE are presented in Figure 15, Year 2047 With-Project Peak-Hour Traffic Volumes (Passenger Car Equivalents).

## 11.0 SAFETY REVIEW

A *Crash Data on State Highway System Request Form* was submitted to Caltrans for the northbound and southbound SR 99 freeway ramp intersections at Avenue 18½. The results obtained from Caltrans are presented in Appendix D.

## 12.0 ANALYSIS CRITERIA – LEVEL OF SERVICE

### 12.1 General

The Transportation Research Board *Highway Capacity Manual*, 7$^{th}$ *Edition*, (HCM) defines level of service (LOS) as, "a quantitative stratification of a performance measure or measures representing quality of service. The measures used to determine LOS for transportation system elements are called *service measures*. The HCM defines six levels of service, ranging from A to F, for each service measure or combination of service measures. LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst. Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 4 and 5.

**Table 4**
**Level of Service Characteristics for Unsignalized Intersections**

| Level of Service | Average Vehicle Delay (seconds) |
|---|---|
| A | 0-10 |
| B | >10-15 |
| C | >15-25 |
| D | >25-35 |
| E | >35-50 |
| F | >50 |

**Table 5**
**Level of Service Characteristics for Signalized Intersections**

| Level of Service | Description | Average Vehicle Delay (seconds) |
|---|---|---|
| A | Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short. | ≤10 |
| B | Volume-to-capacity ratio is no greater than 1.0. Progression is highly favorable or the cycle length is very short. | >10-20 |
| C | Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate. Individual cycle failures may appear. | >20-35 |
| D | Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable. | >35-55 |
| E | Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent. | >55-80 |
| F | Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue. | >80 |

Reference for Tables 4 and 5: *Highway Capacity Manual, 7$^{th}$ Edition,* Transportation Research Board, 2022

## 12.2 County of Madera Locations

Policy 2.A.8 of the Madera County General Plan Policy Document requires that LOS D or better be maintained on County roadways. For purposes of this study, a traffic issue will be recognized at County of Madera facilities if the Project will decrease the LOS below D at an intersection. A traffic issue will also be recognized if the Project will exacerbate the delay at an intersection already operating below the target LOS by increasing the average delay by 5.0 seconds or more, or by causing the LOS to drop from LOS E to LOS F.

## 12.3 City of Madera Locations

Policy CI-22 of the City of Madera General Plan states:

> The City shall seek to maintain Level of Service (LOS) C at all times on all roadways and intersections in Madera, with the following exceptions:
>
> a) On arterial roadways or roadways with at-grade railroad crossings that were experiencing congestion exceeding LOS C during peak hour travel times as of the date this General Plan Update is adopted the City shall seek to maintain LOS D or better.
>
> b) This policy does not extend to freeways (where Caltrans policies apply) or to private roadways.
>
> c) In the Downtown District (as defined in the Land Use Element of this General Plan), the City shall seek to maintain LOS D.

For purposes of this study, a traffic issue will be recognized at City of Madera facilities if the Project will decrease the LOS below C at an intersection. A traffic issue will also be recognized if the Project will exacerbate the delay at an intersection already operating below the target LOS by increasing the average delay by 5.0 seconds or more.

## 12.4 State of California Locations

Caltrans has traditionally endeavored to maintain a target LOS at the transition between LOS C and LOS D, but does not currently identify a specific LOS goal. For purposes of this study, a traffic issue will be recognized at State facilities if the analyses identify LOS E or F at an intersection or road segment. LOS E and F can be indicative of delays that may lead to safety concerns at unsignalized intersections. If LOS E or F conditions are predicted, the study will identify physical improvements that would allow the intersection or road segment to operate at LOS D or better.

# 13.0 INTERSECTION ANALYSES

## 13.1 – Traffic Signal Warrants – Existing Conditions

The California Department of Transportation *California Manual on Uniform Traffic Control Devices* (CAMUTCD2026) effective January 18, 2026 presents various criteria (warrants) for determining the need for traffic signals. The CAMUTCD2026 states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.

Caltrans requested investigation the following traffic signal warrants for the two unsignalized study intersections at the SR 99 / Avenue 18½ interchange:

Warrant 1, Eight-Hour Vehicular Volume.
Warrant 2, Four-Hour Vehicular Volume.

In addition, Warrant 3, Peak Hour, is investigated for all analysis scenarios and is presented in Tables 6 through 11 below.

The CAMUTCD2026 states that the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. If one or more of the signal warrants is met, signalization of the intersection may be appropriate. However, a signal should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously-uncontrolled major street and may contribute to an increase in collisions.

The installation of a traffic signal can serve as a feasible improvement at an unsignalized intersection if traffic signal warrants are satisfied. If warrants are not satisfied, traffic signals may not be considered as an acceptable or feasible improvement.

Table 6 summarizes the traffic signal warrants analyzed for the existing conditions. The warrant worksheets are presented in Appendix E.

**Table 6**
**Traffic Signal Warrants Summary – Existing Conditions**

| Intersection | Warrant 1 | Warrant 2 |
|---|---|---|
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Met | Not Met |
| SR 99 NB Ramps / Ave 18½ | Not Met | Not Met |

## 13.2 – Operational Analyses and Queuing

Intersection operational analyses for intersections controlled by stop signs or traffic signals were performed using the computer program Synchro 12, which is based on the HCM procedures for calculating levels of service. Intersection operational analyses for roundabouts were performed using the Sidra Intersection 10 software with the following options selected:

- Sidra Standard model
- Environmental factor of 1.1 for near-term and 1.05 for year 2047
- Entry/Circ Flow Adjustment set to Medium
- LOS method same as sign control
- HCM delay formula unchecked
- Gap Acceptance Capacity set to Sidra Standard (Akcelik M3D)

The results of the intersection operational analyses are presented in Tables 7 through 12. Levels of service and delays worse than the target LOS are indicated in bold type and are underlined. The intersection analysis sheets are presented in Appendix F.

## Table 7
## LOS Summary – Existing Conditions

| Intersection | Control | A.M. Peak Hour | | | P.M. Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Warrant Met | Delay (sec) | LOS | Warrant Met |
| Road 22 / Ave 18½ | Two-way stop | 10.1 | B | No | 11.1 | B | No |
| Golden State / Ave 18½ | One-way stop | 11.5 | B | No | 16.3 | C | No |
| Pistacchio / Ave 18½ | One-way stop | 15.2 | C | No | 32.4 | D | No |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Two-way stop | 26.3 | D | No | **80.2** | **F** | No |
| SR 99 NB Ramps / Ave 18½ | One-way stop | 30.0 | D | No | 22.6 | C | No |
| Road 23 / Ave 17 | Two-way stop | 14.9 | B | No | 16.1 | C | No |

## Table 8
## LOS Summary – Existing-Plus-Project Conditions

| Intersection | Control | A.M. Peak Hour | | | P.M. Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Warrant Met | Delay (sec) | LOS | Warrant Met |
| Road 22 / Ave 18½ | Two-way stop | 10.8 | B | No | 12.5 | B | No |
| Golden State / Ave 18½ | One-way stop | 15.3 | C | No | 34.3 | D | No |
| Pistacchio / Ave 18½ | One-way stop | 22.9 | C | No | **86.0** | **F** | No |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Two-way stop | **53.1** | **F** | No | **>300** | **F** | No |
| SR 99 NB Ramps / Ave 18½ | One-way stop | **106.8** | **F** | No | **66.9** | **F** | No |
| Road 23 / Ave 17 | Two-way stop | 15.3 | C | No | 16.5 | C | No |

## Table 9
## LOS Summary – Near-Term No-Project Conditions

| Intersection | Control | A.M. Peak Hour | | | P.M. Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Warrant Met | Delay (sec) | LOS | Warrant Met |
| Road 22 / Ave 18½ | Two-way stop | 10.6 | B | No | 12.3 | B | No |
| Golden State / Ave 18½ | One-way stop | 13.8 | B | No | **55.5** | **F** | No |
| Pistacchio / Ave 18½ | One-way stop | 28.7 | D | No | **>300** | **F** | No |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Roundabout | 7.3 | A | | 8.6 | A | |
| SR 99 NB Ramps / Ave 18½ | Roundabout | 10.7 | B | | 9.5 | A | |
| Road 23 / Ave 17 | Two-way stop | 16.4 | C | No | 18.8 | C | No |

**Table 10**
**LOS Summary – Near-Term With-Project Conditions**

| Intersection | Control | A.M. Peak Hour | | | P.M. Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Warrant Met | Delay (sec) | LOS | Warrant Met |
| Road 22 / Ave 18½ | Two-way stop | 11.6 | B | No | 14.4 | B | No |
| Golden State / Ave 18½ | One-way stop | 20.7 | C | No | **224.2** | **F** | Yes |
| Pistacchio / Ave 18½ | One-way stop | **62.3** | **F** | No | **>300** | **F** | No |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Roundabout | 8.0 | A | | 12.1 | B | |
| SR 99 NB Ramps / Ave 18½ | Roundabout | 12.8 | B | | 10.8 | B | |
| Road 23 / Ave 17 | Two-way stop | 16.8 | C | No | 19.2 | C | No |

**Table 11**
**LOS Summary – Year 2047 Cumulative No-Project Conditions**

| Intersection | Control | A.M. Peak Hour | | | P.M. Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Warrant Met | Delay (sec) | LOS | Warrant Met |
| Road 22 / Ave 18½ | Two-way stop | 10.9 | B | No | 12.3 | B | No |
| Golden State / Ave 18½ | One-way stop | 17.5 | C | No | **247** | **F** | Yes |
| Pistacchio / Ave 18½ | One-way stop | **78.4** | **F** | No | **>300** | **F** | Yes |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Roundabout | **63.2** | **F** | | **191.2** | **F** | |
| SR 99 NB Ramps / Ave 18½ | Roundabout | **152.7** | **F** | | **112.4** | **F** | |
| Road 23 / Ave 17 | Two-way stop | **>300** | **F** | Yes | **>300** | **F** | Yes |

**Table 12**
**LOS Summary – Year 2047 Cumulative With-Project Conditions**

| Intersection | Control | A.M. Peak Hour | | | P.M. Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Warrant Met | Delay (sec) | LOS | Warrant Met |
| Road 22 / Ave 18½ | Two-way stop | 11.9 | B | No | 14.0 | B | No |
| Golden State / Ave 18½ | One-way stop | 28.6 | D | No | **>300** | **F** | Yes |
| Pistacchio / Ave 18½ | One-way stop | **232.9** | **F** | Yes | **>300** | **F** | Yes |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Roundabout | **87.8** | **F** | | **219.8** | **F** | |
| SR 99 NB Ramps / Ave 18½ | Roundabout | **261.9** | **F** | | **160.6** | **F** | |
| Road 23 / Ave 17 | Two-way stop | **>300** | **F** | Yes | **>300** | **F** | Yes |

The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths at the study intersections. The calculated 95th-percentile queue lengths are presented in Tables 13 through 15. Calculated 95th-percentile queue lengths that exceed the storage capacity or that are judged to be excessive (approximately 700 feet) are indicated in bold type and are underlined.

## Table 13
## Queuing Summary - Existing and Existing Plus Project

| Intersection / Approach | Storage Capacity (feet) | 95th-Percentile Queue Length (feet) | | | |
|---|---|---|---|---|---|
| | | Existing | | Existing Plus Project | |
| | | A.M. | P.M. | A.M. | P.M. |
| **Road 22 / Ave 18½** | | | | | |
| Eastbound LTR | * | 0 | 0 | 0 | 0 |
| Westbound LTR | * | 0 | 0 | 0 | 0 |
| Northbound LTR | * | 0 | 3 | 3 | 3 |
| Southbound LTR | * | 3 | 8 | 5 | 23 |
| **Golden State / Ave 18½** | | | | | |
| Eastbound LT | * | 0 | 0 | 0 | 0 |
| Westbound T | 600 | DNS | DNS | DNS | DNS |
| Westbound R | 575 | DNS | DNS | DNS | DNS |
| Southbound LR | * | 15 | 78 | 23 | 165 |
| **Pistacchio / Ave 18½** | | | | | |
| Eastbound LTR | 630 | 0 | 0 | 0 | 0 |
| Westbound LT | 200 | 0 | 0 | 0 | 0 |
| Westbound R | 100 | DNS | DNS | DNS | DNS |
| Northbound LTR | Private | 0 | 0 | 0 | 3 |
| Southbound LTR | * | 25 | 73 | 43 | 145 |
| **SR 99 SB / Ave 18½ / Rd 23** | | | | | |
| Eastbound TR | 225 | DNS | DNS | DNS | DNS |
| Westbound LT | 775 | 3 | 8 | 3 | 10 |
| Northbound L | * | 18 | 50 | 45 | 133 |
| Northbound R | 25 | 20 | 28 | 23 | 40 |
| Southbound LTR | 765 | 45 | 143 | 90 | 290 |
| **SR 99 NB Ramps / Ave 18½** | | | | | |
| Eastbound L | 145 | 13 | 10 | 15 | 15 |
| Eastbound T | 740 | DNS | DNS | DNS | DNS |
| Westbound TR | * | DNS | DNS | DNS | DNS |
| Northbound LTR | 600 | 120 | 83 | 340 | 223 |
| **Road 23 / Ave 17** | | | | | |
| Eastbound LTR | * | 8 | 15 | 8 | 15 |
| Westbound LTR | * | 20 | 15 | 20 | 18 |
| Northbound LTR | * | 0 | 0 | 0 | 0 |
| Southbound LTR | * | 0 | 5 | 0 | 5 |

L: Left-turn lane T: Through lane R: Right-turn lane
Combinations of letters indicated a shared lane allowing the movements shown.
* Storage capacity exceeds 1,000 feet. DNS: Does not stop

## Table 14
## Queuing Summary – Near-Term Conditions

| Intersection<br>Approach | Storage Capacity (feet) | 95th-Percentile Queue Length (feet) | | | |
|---|---|---|---|---|---|
| | | Near-Term No Project | | Near-Term With Project | |
| | | A.M. | P.M. | A.M. | P.M. |
| **Road 22 / Ave 18½** | | | | | |
| Eastbound LTR | * | 0 | 0 | 0 | 0 |
| Westbound LTR | * | 0 | 0 | 0 | 0 |
| Northbound LTR | * | 0 | 3 | 3 | 3 |
| Southbound LTR | * | 3 | 10 | 5 | 28 |
| **Golden State / Ave 18½** | | | | | |
| Eastbound LT | * | 3 | 0 | 3 | 0 |
| Westbound T | 600 | DNS | DNS | DNS | DNS |
| Westbound R | 575 | DNS | DNS | DNS | DNS |
| Southbound LR | * | 30 | 335 | 53 | **708** |
| **Pistacchio / Ave 18½** | | | | | |
| Eastbound LTR | 630 | 0 | 0 | 0 | 0 |
| Westbound LT | 200 | 0 | 0 | 0 | 0 |
| Westbound R | 100 | DNS | DNS | DNS | DNS |
| Northbound LTR | Private | 0 | 3 | 0 | 3 |
| Southbound LTR | * | 65 | 415 | 120 | 555 |
| **SR 99 SB / Ave 18½ / Rd 23** | | | | | |
| Eastbound LT (1 lane) | 225 | 79 | 242 | 100 | **519** |
| Eastbound R (1 lane) | 225 | 21 | 87 | 22 | 103 |
| Westbound (1 lane) | 680 | 131 | 88 | 183 | 106 |
| Northbound LT (1 lane) | * | 17 | 31 | 22 | 56 |
| Northbound R (1 lane) | 125 | 35 | 70 | 40 | 132 |
| Southbound LT (1 lane) | 725 | 43 | 35 | 56 | 39 |
| Southbound R (1 lane) | 150 | 52 | 28 | 99 | 39 |
| **SR 99 NB Ramps / Ave 18½** | | | | | |
| Eastbound (1 lane) | 700 | 0 | 0 | 0 | 0 |
| Westbound (1 lane) | * | 127 | 83 | 186 | 112 |
| Northbound LT (1 lane) | 575 | 59 | 42 | 87 | 57 |
| Northbound R (1 lane) | 200 | 30 | 24 | 33 | 28 |
| **Road 23 / Ave 17** | | | | | |
| Eastbound LTR | * | 13 | 28 | 13 | 28 |
| Westbound LTR | * | 23 | 20 | 25 | 20 |
| Northbound LTR | * | 0 | 0 | 0 | 0 |
| Southbound LTR | * | 3 | 5 | 3 | 5 |

L: Left-turn lane T: Through lane R: Right-turn lane
Combinations of letters indicated a shared lane allowing the movements shown.
* Storage capacity exceeds 1,000 feet. DNS: Does not stop

**Table 15**
**Queuing Summary – Year 2047 Cumulative Conditions**

| Intersection / Approach | Storage Capacity (feet) | 95th-Percentile Queue Length (feet) | | | |
|---|---|---|---|---|---|
| | | Year 2047 No Project | | Year 2047 With Project | |
| | | A.M. | P.M. | A.M. | P.M. |
| **Road 22 / Ave 18½** | | | | | |
| Eastbound LTR | * | 0 | 0 | 0 | 0 |
| Westbound LTR | * | 0 | 0 | 0 | 0 |
| Northbound LTR | * | 3 | 3 | 3 | 3 |
| Southbound LTR | * | 3 | 10 | 5 | 25 |
| **Golden State / Ave 18½** | | | | | |
| Eastbound LT | * | 3 | 0 | 3 | 0 |
| Westbound T | 600 | DNS | DNS | DNS | DNS |
| Westbound R | 575 | DNS | DNS | DNS | DNS |
| Southbound LR | * | 45 | **815** | 80 | **1,178** |
| **Pistacchio / Ave 18½** | | | | | |
| Eastbound LTR | 630 | 0 | 0 | 0 | 0 |
| Westbound LT | 200 | 0 | 0 | 0 | 0 |
| Westbound R | 100 | DNS | DNS | DNS | DNS |
| Northbound LTR | Private | 0 | 3 | 3 | 3 |
| Southbound LTR | * | 160 | 625 | 268 | **716** |
| **SR 99 SB / Ave 18½ / Rd 23** | | | | | |
| Eastbound LT (1 lane) | 225 | **300** | **4,349** | **406** | **5,515** |
| Eastbound R (1 lane) | 225 | 57 | **2,607** | 58 | **2,431** |
| Westbound (1 lane) | 680 | 190 | 109 | 305 | 127 |
| Northbound LT (1 lane) | * | 75 | 41 | 96 | 44 |
| Northbound R (1 lane) | 125 | **2,545** | **192** | **3,103** | **213** |
| Southbound LT (1 lane) | 725 | 407 | **951** | **905** | **1,261** |
| Southbound R (1 lane) | 150 | 110 | 45 | **265** | 64 |
| **SR 99 NB Ramps / Ave 18½** | | | | | |
| Eastbound (1 lane) | 700 | 0 | 0 | 0 | 0 |
| Westbound (1 lane) | * | **2,073** | **2,907** | **2,900** | **3,675** |
| Northbound LT (1 lane) | 575 | **1,648** | 80 | **1,856** | 129 |
| Northbound R (1 lane) | 200 | **1,567** | 70 | **2,665** | 86 |
| **Road 23 / Ave 17** | | | | | |
| Eastbound LTR | * | # | # | # | # |
| Westbound LTR | * | # | # | # | # |
| Northbound LTR | * | 5 | 8 | 5 | 8 |
| Southbound LTR | * | 8 | 18 | 8 | 18 |

L: Left-turn lane T: Through lane R: Right-turn lane
Combinations of letters indicated a shared lane allowing the movements shown.
* Storage capacity exceeds 1,000 feet. DNS: Does not stop
\# Volume exceeds capacity, computation not defined (queue will be excessive)

## 14.0 DISCUSSION

### 14.1 Existing Conditions

The results of the intersection analyses indicate that the study intersections are currently operating at acceptable LOS with calculated 95th-percentile queues contained within the available storage lanes, with the exception that the northbound and southbound approaches to the intersection of the SR 99 southbound ramps, Avenue 18½, and Road 23 operate at LOS F during the p.m. peak hour.

A review of traffic signal Warrants 1 and 2 for the SR 99 interchange intersections revealed that Warrant 1, Condition A is 100-percent satisfied at the intersection of the SR 99 southbound ramps, Avenue 18½, and Road 23.

Peak-hour traffic signal warrants are not satisfied at any of the study intersections.

## 13.2 Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project in the absence of other pending projects and regional growth. This scenario isolates the specific effects of the Project.

The existing-plus-Project conditions analyses indicate that the following study intersections will continue to operate at acceptable levels of service with 95$^{th}$-percentile queues contained within the available storage lanes:

- Road 22 and Avenue 18½
- Golden State Boulevard and Avenue 18½
- Road 23 and Avenue 17

The Project will cause the intersection of Pistacchio Drive and Avenue 18½ to operate at LOS F during the p.m. peak hour and will cause or exacerbate LOS F at both freeway interchange intersections during the a.m. and p.m. peak hours. Refer to the near-term with-Project and year 2047 with-Project analyses for potential intersection improvements.

Peak-hour traffic signal warrants are not satisfied at any of the study intersections.

## 13.3 Near-Term No-Project Conditions

The near-term no-Project scenario analyses represent conditions that would occur after construction of the pending/approved projects, including roundabouts at the freeway ramps. This scenario identifies a cumulative near-term condition for known projects, excluding the Project. The near-term no-Project conditions analyses indicate that the following intersections will operate at LOS F during the p.m. peak hour:

- Golden State Boulevard and Avenue 18½
- Pistacchio Drive and Avenue 18½

The other four study intersections are expected to operate at acceptable levels of service with 95$^{th}$-percentile queues contained within the available storage lanes. It should be noted that the cumulative near-term projects include construction of roundabouts at the freeway interchange based on mitigation requirements of the North Fork Casino and an ICE report previously approved by Caltrans.

Peak-hour traffic signal warrants are not satisfied at any of the study intersections.

## 13.4 Near-Term With-Project Conditions

The near-term with-Project-conditions analyses represent conditions that would occur after construction of the Project and the pending/approved projects, including roundabouts at the freeway ramps. This scenario identifies a cumulative near-term condition for known projects. The near-term with-Project conditions analyses indicate that the following intersections will operate at LOS F during at least one peak hour:

- Golden State Boulevard and Avenue 18½ (peak-hour traffic signal warrants satisfied during the p.m. peak hour)
- Pistacchio Drive and Avenue 18½

The other four study intersections are expected to operate at acceptable levels of service with 95$^{th}$-percentile queues typically contained within the available storage lanes. Eastbound queues on Avenue 18½ approaching the SR 99 southbound ramps may occasionally back up beyond Pistacchio Drive. This condition is not avoidable, as the distance between Pistacchio Drive and the SR 99 southbound ramps is less than 250 feet.

It should be noted that the cumulative near-term projects include construction of roundabouts at the freeway interchange based on mitigation requirements of the North Fork Casino and an ICE report recently approved by Caltrans. Therefore, traffic signals are not an option at the interchange in the near-term condition. In the event that the casino has not yet constructed the roundabouts at the interchange upon completion of the Project, the Project may be required to construct the improvements based on the traffic issues identified in the existing-plus-Project scenario.

In order to operate at acceptable LOS in the near-term condition, the intersection of Golden State Boulevard and Avenue 18½ should be signalized with the following lane configurations:

Eastbound: one left-turn lane and one through lane

Westbound: one through lane and one right-turn lane

Southbound: one left-turn lane and one right-turn lane (with provision for a future second left-turn lane)

In order to operate at acceptable LOS in the near-term condition, the intersection of Avenue 18½ and Pistacchio Drive should be converted to a roundabout. The intersection may function primarily as a single-lane roundabout; however, a second lane for a dedicated right-turn is recommended on the westbound approach and two entry lanes are recommended on the eastbound approach (requiring two circulating lanes within the roundabout only on the south leg). This configuration requires a second eastbound lane on Avenue 18½ departing the roundabout and approach Road 23. Traffic signals were considered but are not recommended at the intersection because westbound queues are likely to extend into the SR 99 southbound ramp intersection. A secondary alternative would be to eliminate the southbound approach from Pistacchio Drive and require vehicles exiting from Pistacchio Drive to be redirected to Golden State Boulevard.

The improved near-term conditions are summarized in Tables 16 and 17. The intersection analysis sheets for the improved conditions are presented in Appendix G.

**Table 16**
**Improved Conditions LOS Summary – Near-Term With-Project Conditions**

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Golden State / Ave 18½ | Traffic Signals | 9.7 | A | 15.7 | B |
| Pistacchio / Ave 18½ | Roundabout | 4.8 | A | 6.0 | A |

**Table 17**
**Improved Conditions Queuing Summary – Near-Term With-Project Conditions**

| Intersection | 95th-Percentile Queue Length (feet) | |
|---|---|---|
| Approach | A.M. | P.M. |
| **Golden State / Ave 18½** | | |
| Eastbound L | 26 | 16 |
| Eastbound T | 95 | 244 |
| Westbound T | 203 | 159 |
| Westbound R | 44 | 45 |
| Southbound L | 106 | 429 |
| Southbound R | 9 | 14 |
| **Pistacchio / Ave 18½** | | |
| Eastbound LT | 35 | 102 |
| Eastbound TR | 36 | 105 |
| Westbound LT | 86 | 44 |
| Westbound R | 38 | 22 |
| Northbound LTR | 1 | 1 |
| Southbound LTR | 37 | 41 |

L: Left-turn lane T: Through lane R: Right-turn lane
Combinations of letters indicated a shared lane allowing the movements shown.

## 13.5 Year 2047 No-Project Conditions

The year 2047 no-Project-conditions analyses are based on the assumption that a substantial amount of regional growth will occur and will generate additional trips at the study locations. The analyses indicate that the intersection of Road 22 and Avenue 18½ is expected to continue to operate at acceptable LOS with 95th-percentile queues contained within the available storage lanes. The other four study intersections, including the interchange roundabouts to be constructed by the casino, are expected to operate at LOS F by the year 2047 without the Project during at least one peak hour.

Peak-hour traffic signal warrants are expected to be satisfied at the following intersections:

- Golden State Boulevard and Avenue 18½
- Pistacchio Drive and Avenue 18½
- Road 23 and Avenue 17

## 13.6 Year 2047 With-Project Conditions

The year 2047 with-Project-conditions analyses are based on the assumption that a substantial amount of regional growth will occur and will generate additional trips at the study locations. The analyses indicate that the intersection of Road 22 and Avenue 18½ is

expected to continue to operate at acceptable LOS with 95$^{th}$-percentile queues contained within the available storage lanes. The other four study intersections, including the interchange roundabouts to be constructed by the casino, are expected to operate at LOS F by the year 2047 during at least one peak hour. The Project is expected to exacerbate delays at the four intersections.

Peak-hour traffic signal warrants are expected to be satisfied at the following intersections:

- Golden State Boulevard and Avenue 18½
- Pistacchio Drive and Avenue 18½
- Road 23 and Avenue 17

In order to operate at acceptable LOS in the year 2047, the intersection of Golden State Boulevard and Avenue 18½ should be signalized with the following lane configurations:

Eastbound: one left-turn lane and one through lane

Westbound: one through lane and one right-turn lane

Southbound: two left-turn lanes and one right-turn lane (requires widening eastbound Avenue 18½ to two lanes to receive the left turns)

In order to operate at acceptable LOS in the year 2047, the intersection of Avenue 18½ and Pistacchio Drive should be converted to a roundabout. The intersection may function primarily as a single-lane roundabout; however, a second lane for a dedicated right-turn is recommended on the westbound approach and two entry lanes are recommended on the eastbound approach (requiring two circulating lanes within the roundabout only on the south leg). This configuration is identical to that recommended for the near-term with-Project conditions. Traffic signals were considered but are not recommended at the intersection because westbound queues are likely to extend into the SR 99 southbound ramp intersection. A secondary alternative would be to eliminate the southbound approach from Pistacchio Drive and require vehicles exiting from Pistacchio Drive to be redirected to Golden State Boulevard.

In order to operate at acceptable LOS in the year 2047, the intersection of the SR 99 southbound ramps, Avenue 18½, and Road 23 should be widened to a two-lane roundabout. A third lane for a dedicated right-turn is recommended on the northbound and eastbound approaches. This modification will require two travel lanes in each direction on the bridge over the freeway, which is likely to require bridge widening or reconstruction. Traffic signals would likely be an acceptable option if the bridge is to be widened. The Caltrans Intersection Safety and Operational Assessment Process (ISOAP) should be implemented in accordance with the Intersection Safety and Operational Assessment Process Guide dated September 2024 to determine the specific intersection control and associated interchange configuration required.

In order to operate at acceptable LOS in the year 2047, the roundabout at the intersection of the SR 99 northbound ramps and Avenue 18½ should be widened to the following lane configurations:

West leg: one shared left-turn/through lane, one through lane, two exiting lanes, and one circulatory lane;

East leg: one through lane, one shared through/right-turn lane, one dedicated right-turn lane, two exiting lanes, and two circulatory lanes;

South leg: one dedicated left-turn lane, one shared left-turn/through/right-turn lane, no exiting lanes, and two circulatory lanes;

North leg: no entering lanes, two exiting lanes, and two circulatory lanes.

This modification will require two travel lanes in each direction on the bridge over the freeway, which is likely to require bridge widening or reconstruction, and widening of Avenue 18½ to four lanes east of the freeway for a reasonable merge distance and queue storage length. Traffic signals would likely be an acceptable option if the bridge is to be widened. The Caltrans ISOAP should be implemented to determine the specific intersection control and associated interchange configuration required.

In order to operate at acceptable LOS in the year 2047, the intersection of Road 23 and Avenue 17 should be signalized with the following lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn

Westbound: two left-turn lanes and two through lanes with a shared right turn

Northbound: one left-turn lane, two through lanes, and two right-turn lanes

Southbound: one left-turn lane, two through lanes, and one right-turn lane

The improved year 2047 conditions are summarized in Tables 18 and 19. The intersection analysis sheets for the improved conditions are presented in Appendix G.

**Table 18**
**Improved Conditions LOS Summary – Year 2047**

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Golden State / Ave 18½ | Traffic Signals | 9.0 | A | 11.8 | B |
| Pistacchio / Ave 18½ | Roundabout | 5.0 | A | 6.7 | A |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | Roundabout | 8.9 | A | 10.3 | B |
| SR 99 NB Ramps / Ave 18½ | Roundabout | 20.1 | C | 10.5 | B |
| Road 23 / Ave 17 | Traffic Signals | 32.2 | C | 46.3 | D |

## Table 19
## Improved Conditions Queuing Summary – Year 2047

| Intersection | 95th-Percentile Queue Length (feet) | |
|---|---|---|
| Approach | A.M. | P.M. |
| **Golden State / Ave 18½** | | |
| Eastbound L | 23 | 16 |
| Eastbound T | 94 | 296 |
| Westbound T | 287 | 196 |
| Westbound R | 46 | 40 |
| Southbound L | 56 | 183 |
| Southbound R | 11 | 17 |
| **Pistacchio / Ave 18½** | | |
| Eastbound LT | 44 | 167 |
| Eastbound TR | 46 | 167 |
| Westbound LT | 110 | 64 |
| Westbound R | 43 | 28 |
| Northbound LTR | 1 | 2 |
| Southbound LTR | 49 | 53 |
| **SR 99 SB / Ave 18½ / Rd 23** | | |
| Eastbound LT | 48 | 203 |
| Eastbound TR | 53 | 203 |
| Eastbound R | 27 | 137 |
| Westbound LT | 60 | 40 |
| Westbound TR | 62 | 40 |
| Northbound LT | 31 | 35 |
| Northbound TR | 31 | 35 |
| Northbound R | 91 | 72 |
| Southbound LT | 125 | 130 |
| Southbound TR | 132 | 135 |
| **SR 99 NB Ramps / Ave 18½** | | |
| Eastbound LT | 0 | 0 |
| Eastbound T | 0 | 0 |
| Westbound T | 132 | 68 |
| Westbound TR | 132 | 68 |
| Westbound R | 90 | 60 |
| Northbound L | 273 | 51 |
| Northbound LTR | 273 | 51 |
| **Road 23 / Ave 17** | | |
| Eastbound L | 238 | 162 |
| Eastbound TR | 343 | 220 |
| Westbound L | 314 | 651 |
| Westbound TR | 88 | 251 |
| Northbound L | 98 | 87 |
| Northbound T | 554 | 333 |
| Northbound R | 294 | 121 |
| Southbound L | 50 | 134 |
| Southbound T | 219 | 716 |
| Southbound R | 0 | 89 |

L: Left-turn lane T: Through lane R: Right-turn lane
Combinations of letters indicated a shared lane allowing the movements shown.

## 14.0 EQUITABLE SHARE CALCULATIONS

Where required future improvements are not included in established development fees and are not the sole responsibility of a particular project, but rather a cumulative result of regional growth, the responsibility for the improvement may be determined based on equitable share calculations such as those presented in the Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002.

The following equation was used to determine the Project's equitable share percentage at the study intersections:

$$P = \frac{T}{T_B - T_E}$$

where:

P = The equitable share of the Project's traffic responsibility;
T = The primary Project trips generated during the peak hour of the adjacent facility;
$T_B$ = The forecasted (future with Project) traffic volume on the affected facility;
$T_E$ = The existing traffic volume on the affected facility.

Table 20 presents equitable share responsibility calculations.

**Table 20**
**Equitable Share Responsibility Calculations – P.M. Peak Hour**

| Location | T | $T_E$ | $T_B$ | P (%) |
|---|---|---|---|---|
| Golden State / Ave 18½ | 204 | 638 | 1,503 | 23.6 |
| Pistacchio / Ave 18½ | 204 | 991 | 2,030 | 19.6 |
| SR 99 SB Ramps / Ave 18½ / Rd 23 | 204 | 1,300 | 3,508 | 9.2 |
| SR 99 NB Ramps / Ave 18½ | 97 | 550 | 2,009 | 6.6 |
| Road 23 / Ave 17 | 11 | 580 | 4,587 | 0.3 |

## 15.0 CONCLUSIONS AND RECOMMENDATIONS

Generally-accepted traffic engineering principles and methods were employed to estimate the number of trips expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

### 15.1 Existing Conditions

The study intersections are currently operating at acceptable LOS with calculated 95$^{th}$-percentile queues contained within the available storage lanes, with the exception that that the northbound and southbound approaches to the intersection of the SR 99 southbound ramps, Avenue 18½, and Road 23 operate at LOS F during the p.m. peak hour.

Peak-hour traffic signal warrants are not satisfied at any of the study intersections.

A review of traffic signal Warrants 1 and 2 for the SR 99 interchange intersections revealed that Warrant 1, Condition A is 100-percent satisfied at the intersection of the SR 99 southbound ramps, Avenue 18½, and Road 23.

## 15.2 Existing-Plus-Project Conditions

With construction of the Project alone, the following study intersections will continue to operate at acceptable levels of service with 95th-percentile queues contained within the available storage lanes:

- Road 22 and Avenue 18½
- Golden State Boulevard and Avenue 18½
- Road 23 and Avenue 17

The Project will cause the intersection of Pistacchio Drive and Avenue 18½ to operate at LOS F during the p.m. peak hour and will cause or exacerbate LOS F at both freeway interchange intersections during the a.m. and p.m. peak hours. Refer to the near-term with-Project and year 2047 with-Project analyses for potential intersection improvements.

## 15.3 Near-Term No-Project Conditions

The near-term no-Project scenario analyses represent conditions that would occur after construction of the pending/approved projects, including roundabouts at the freeway ramps. This scenario identifies a cumulative near-term condition for known projects, excluding the Project. The following intersections will operate at LOS F during the p.m. peak hour:

- Golden State Boulevard and Avenue 18½
- Pistacchio Drive and Avenue 18½

The other four study intersections are expected to operate at acceptable levels of service with 95th-percentile queues contained within the available storage lanes. It should be noted that the cumulative near-term projects include construction of roundabouts at the freeway interchange based on mitigation requirements of the North Fork Casino and an ICE report previously approved by Caltrans.

Peak-hour traffic signal warrants are not satisfied at any of the study intersections.

## 15.4 Near-Term With-Project Conditions

The near-term with-Project-conditions analyses represent conditions that would occur after construction of the Project and the pending/approved projects, including roundabouts at the freeway ramps. The following intersections will operate at LOS F during at least one peak hour:

- Golden State Boulevard and Avenue 18½ (peak-hour traffic signal warrants satisfied during the p.m. peak hour)
- Pistacchio Drive and Avenue 18½

The other four study intersections are expected to operate at acceptable levels of service with 95th-percentile queues typically contained within the available storage lanes. Eastbound queues on Avenue 18½ approaching the SR 99 southbound ramps may occasionally back up beyond Pistacchio Drive. This condition is not avoidable, as the distance between Pistacchio Drive and the SR 99 southbound ramps is less than 250 feet.

It should be noted that the cumulative near-term projects include construction of roundabouts at the freeway interchange based on mitigation requirements of the North Fork Casino and an ICE report recently approved by Caltrans. Therefore, traffic signals are not an option at the

interchange in the near-term condition. In the event that the casino has not yet constructed the roundabouts at the interchange upon completion of the Project, the Project may be required to construct the improvements based on the traffic issues identified in the existing-plus-Project scenario.

In order to operate at acceptable LOS in the near-term condition, the intersection of Golden State Boulevard and Avenue 18½ should be signalized with the following lane configurations:

Eastbound: one left-turn lane and one through lane

Westbound: one through lane and one right-turn lane

Southbound: one left-turn lane and one right-turn lane (with provision for a future second left-turn lane)

In order to operate at acceptable LOS in the near-term condition, the intersection of Avenue 18½ and Pistacchio Drive should be converted to a roundabout. The intersection may function primarily as a single-lane roundabout; however, a second lane for a dedicated right-turn is recommended on the westbound approach and two entry lanes are recommended on the eastbound approach (requiring two circulating lanes within the roundabout only on the south leg). This configuration requires a second eastbound lane on Avenue 18½ departing the roundabout and approach Road 23. Traffic signals were considered but are not recommended at the intersection because westbound queues are likely to extend into the SR 99 southbound ramp intersection. A secondary alternative would be to eliminate the southbound approach from Pistacchio Drive and require vehicles exiting from Pistacchio Drive to be redirected to Golden State Boulevard.

## 15.5 Year 2047 No-Project Conditions

Regional growth projected over the next 20 years, excluding the Project, is expected to cause the increases in traffic volumes at each of the study intersections. The intersection of Road 22 and Avenue 18½ is expected to continue to operate at acceptable LOS with 95$^{th}$-percentile queues contained within the available storage lanes. The other four study intersections, including the interchange roundabouts to be constructed by the casino, are expected to operate at LOS F by the year 2047 without the Project during at least one peak hour.

Peak-hour traffic signal warrants are expected to be satisfied at the following intersections:

- Golden State Boulevard and Avenue 18½
- Pistacchio Drive and Avenue 18½
- Road 23 and Avenue 17

## 15.6 Year 2047 With-Project Conditions

The year 2047 analyses indicate that the intersection of Road 22 and Avenue 18½ is expected to continue to operate at acceptable LOS with 95$^{th}$-percentile queues contained within the available storage lanes. The other four study intersections, including the interchange roundabouts to be constructed by the casino, are expected to operate at LOS F by the year 2047 during at least one peak hour. The Project is expected to exacerbate delays at the four intersections.

Peak-hour traffic signal warrants are expected to be satisfied at the following intersections:

- Golden State Boulevard and Avenue 18½
- Pistacchio Drive and Avenue 18½
- Road 23 and Avenue 17

In order to operate at acceptable LOS in the year 2047, the intersection of Golden State Boulevard and Avenue 18½ should be signalized with the following lane configurations:

Eastbound: one left-turn lane and one through lane

Westbound: one through lane and one right-turn lane

Southbound: two left-turn lanes and one right-turn lane (requires widening eastbound Avenue 18½ to two lanes to receive the left turns)

In order to operate at acceptable LOS in the year 2047, the intersection of Avenue 18½ and Pistacchio Drive should be converted to a roundabout. The intersection may function primarily as a single-lane roundabout; however, a second lane for a dedicated right-turn is recommended on the westbound approach and two entry lanes are recommended on the eastbound approach (requiring two circulating lanes within the roundabout only on the south leg). This configuration is identical to that recommended for the near-term with-Project conditions. Traffic signals were considered but are not recommended at the intersection because westbound queues are likely to extend into the SR 99 southbound ramp intersection. A secondary alternative would be to eliminate the southbound approach from Pistacchio Drive and require vehicles exiting from Pistacchio Drive to be redirected to Golden State Boulevard.

In order to operate at acceptable LOS in the year 2047, the intersection of the SR 99 southbound ramps, Avenue 18½, and Road 23 should be widened to a two-lane roundabout. A third lane for a dedicated right-turn is recommended on the northbound and eastbound approaches. This modification will require two travel lanes in each direction on the bridge over the freeway, which is likely to require bridge widening or reconstruction. Traffic signals would likely be an acceptable option if the bridge is to be widened. The Caltrans ISOAP should be implemented in accordance with the *Intersection Safety and Operational Assessment Process Guide* dated September 2024 to determine the specific intersection control and associated interchange configuration required.

In order to operate at acceptable LOS in the year 2047, the roundabout at the intersection of the SR 99 northbound ramps and Avenue 18½ should be widened to the following lane configurations:

West leg: one shared left-turn/through lane, one through lane, two exiting lanes, and one circulatory lane;

East leg: one through lane, one shared through/right-turn lane, one dedicated right-turn lane, two exiting lanes, and two circulatory lanes;

South leg: one dedicated left-turn lane, one shared left-turn/through/right-turn lane, no exiting lanes, and two circulatory lanes;

North leg: no entering lanes, two exiting lanes, and two circulatory lanes.

This modification will require two travel lanes in each direction on the bridge over the freeway, which is likely to require bridge widening or reconstruction, and widening of Avenue 18½ to four lanes east of the freeway for a reasonable merge distance and queue storage length. Traffic signals would likely be an acceptable option if the bridge is to be widened. The Caltrans ISOAP should be implemented to determine the specific intersection control and associated interchange configuration required.

In order to operate at acceptable LOS in the year 2047, the intersection of Road 23 and Avenue 17 should be signalized with the following lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn

Westbound: two left-turn lanes and two through lanes with a shared right turn

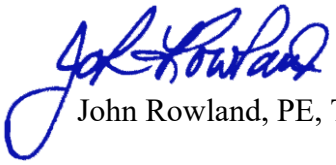
Northbound: one left-turn lane, two through lanes, and two right-turn lanes

Southbound: one left-turn lane, two through lanes, and one right-turn lane

The Project may be responsible for an equitable share of the cost of the future improvements at the County's discretion.

Thank you for the opportunity to perform this traffic study. Please feel free to contact our office if you have any questions.

**PETERS ENGINEERING GROUP**

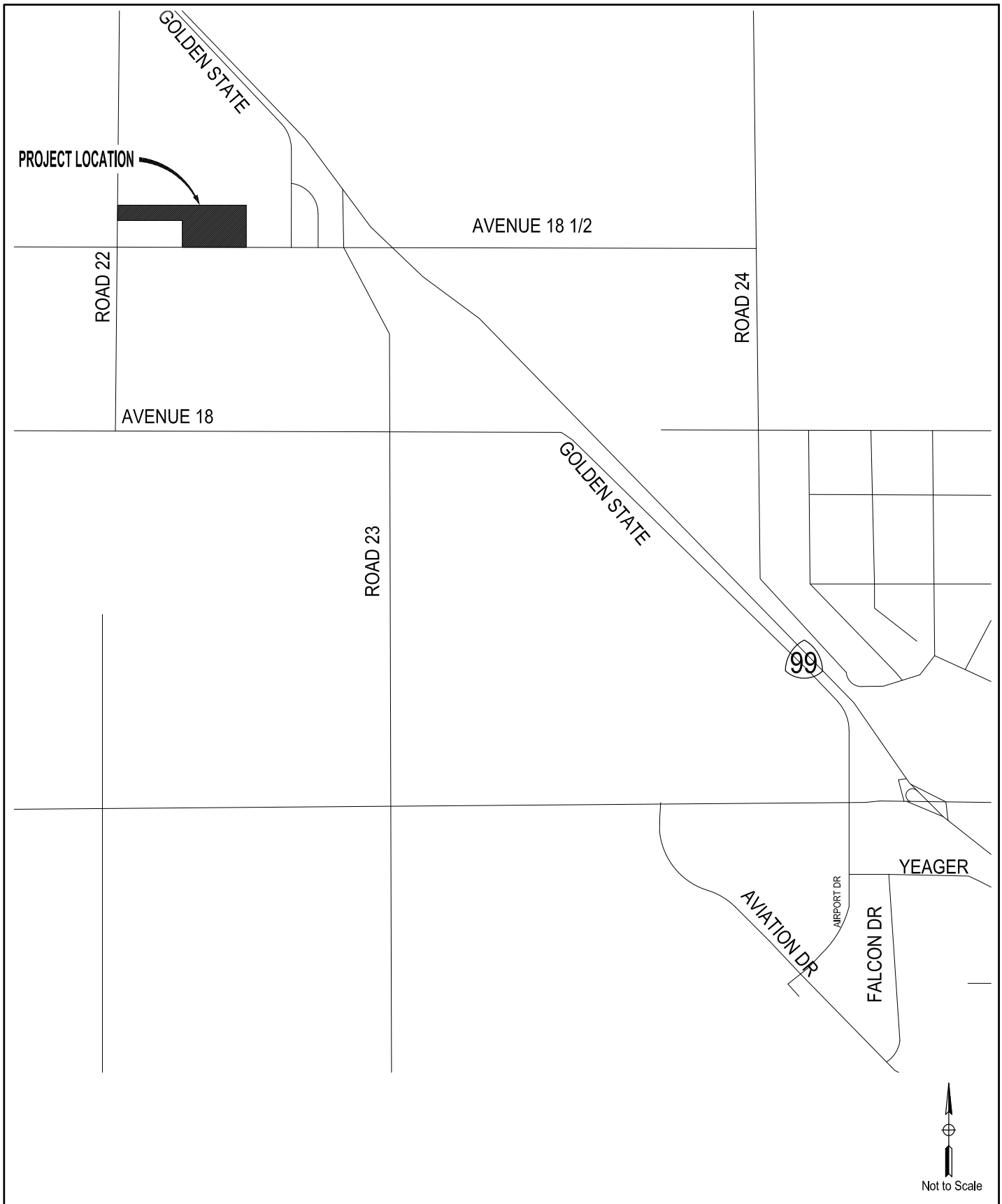


John Rowland, PE, TE

Attachments: Figures 1 through 15
Appendix A – Scoping Letter and Agency Responses
Appendix B – Traffic Count Data Sheets
Appendix C – Cumulative Projects Traffic Volumes Figures
Appendix D – Safety Review Crash Records
Appendix E – Traffic Signal Warrants Worksheets
Appendix F – Intersection Analyses Sheets
Appendix G – Improved Intersection Analyses Sheets

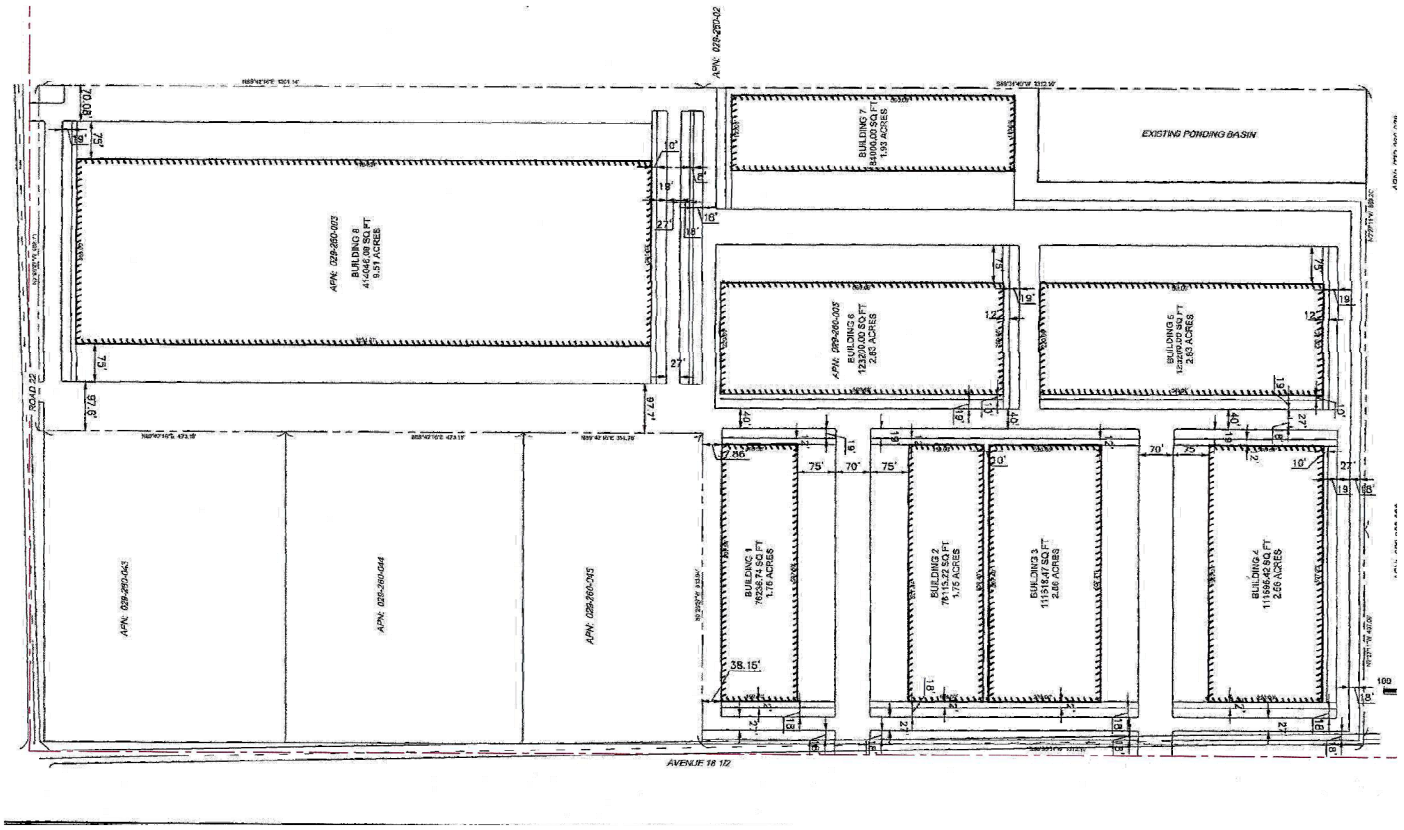
# FIGURES

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION




Proposed Industrial Park
Madera County, California

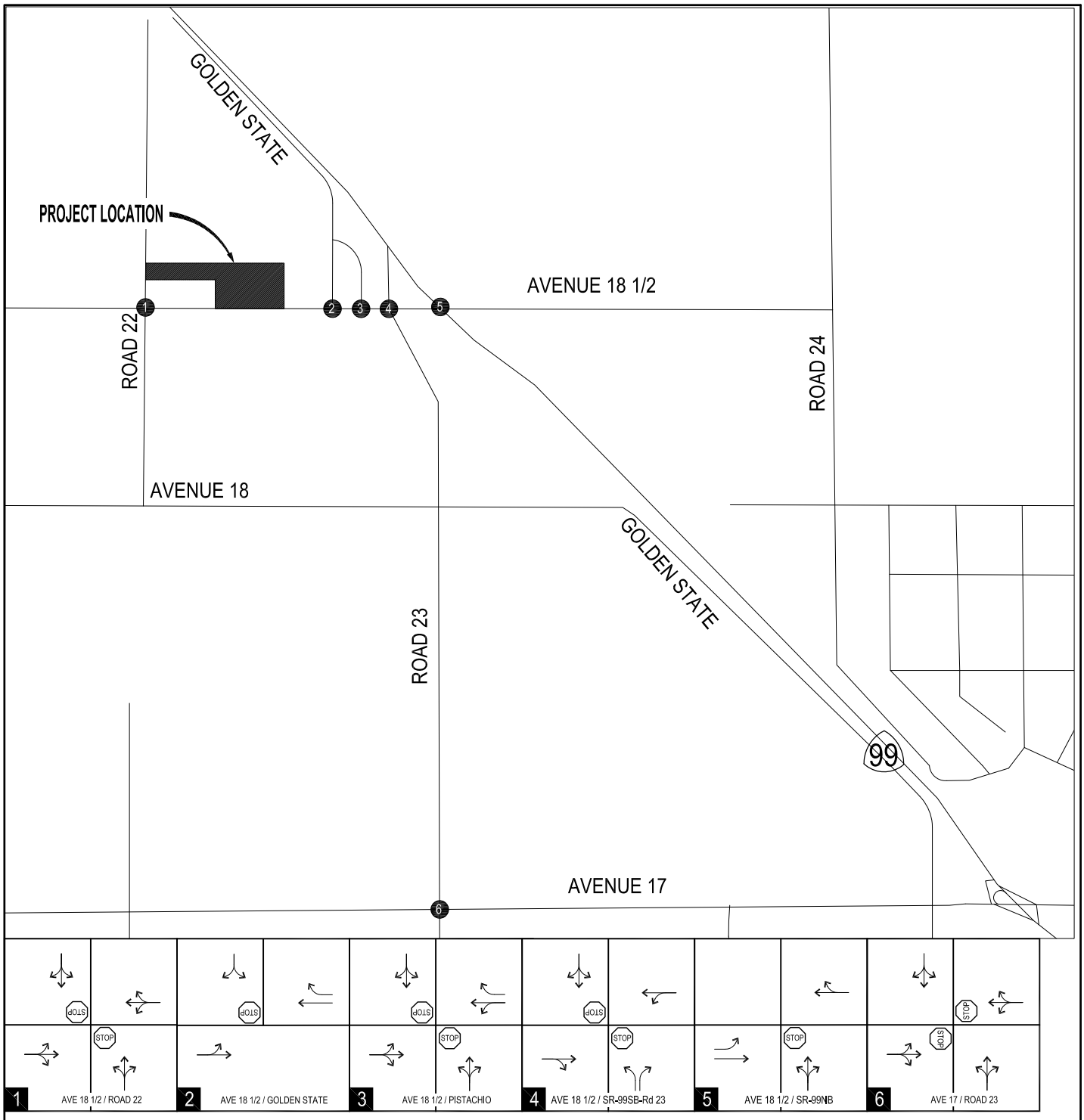
SITE VICINITY MAP




Proposed Industrial Park
Madera County, California

SITE PLAN

Not to Scale



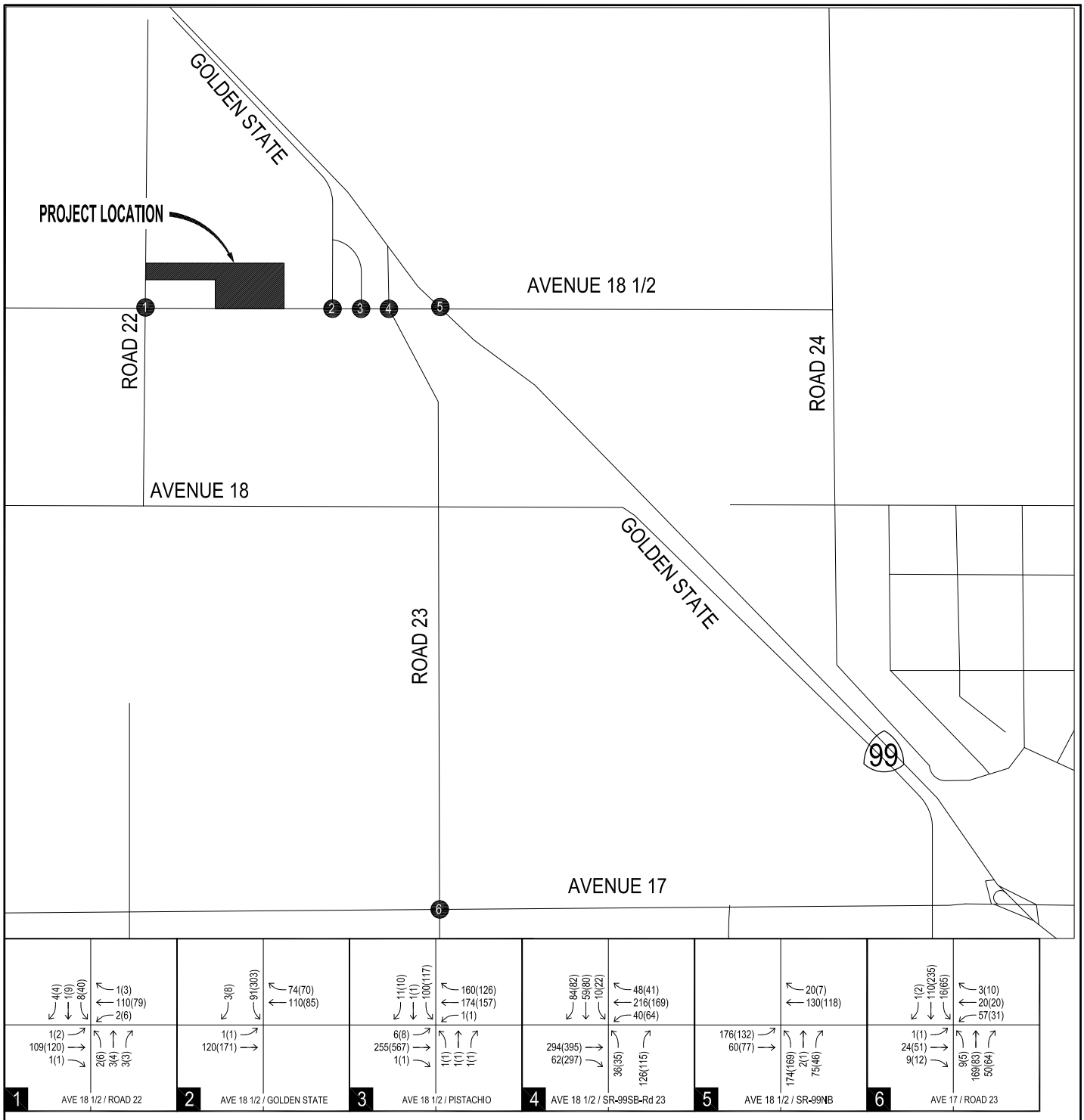

LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- STOP STOP SIGN
- DIRECTION OF TRAVEL

Proposed Industrial Park
Madera County, California

# EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL

Not to Scale



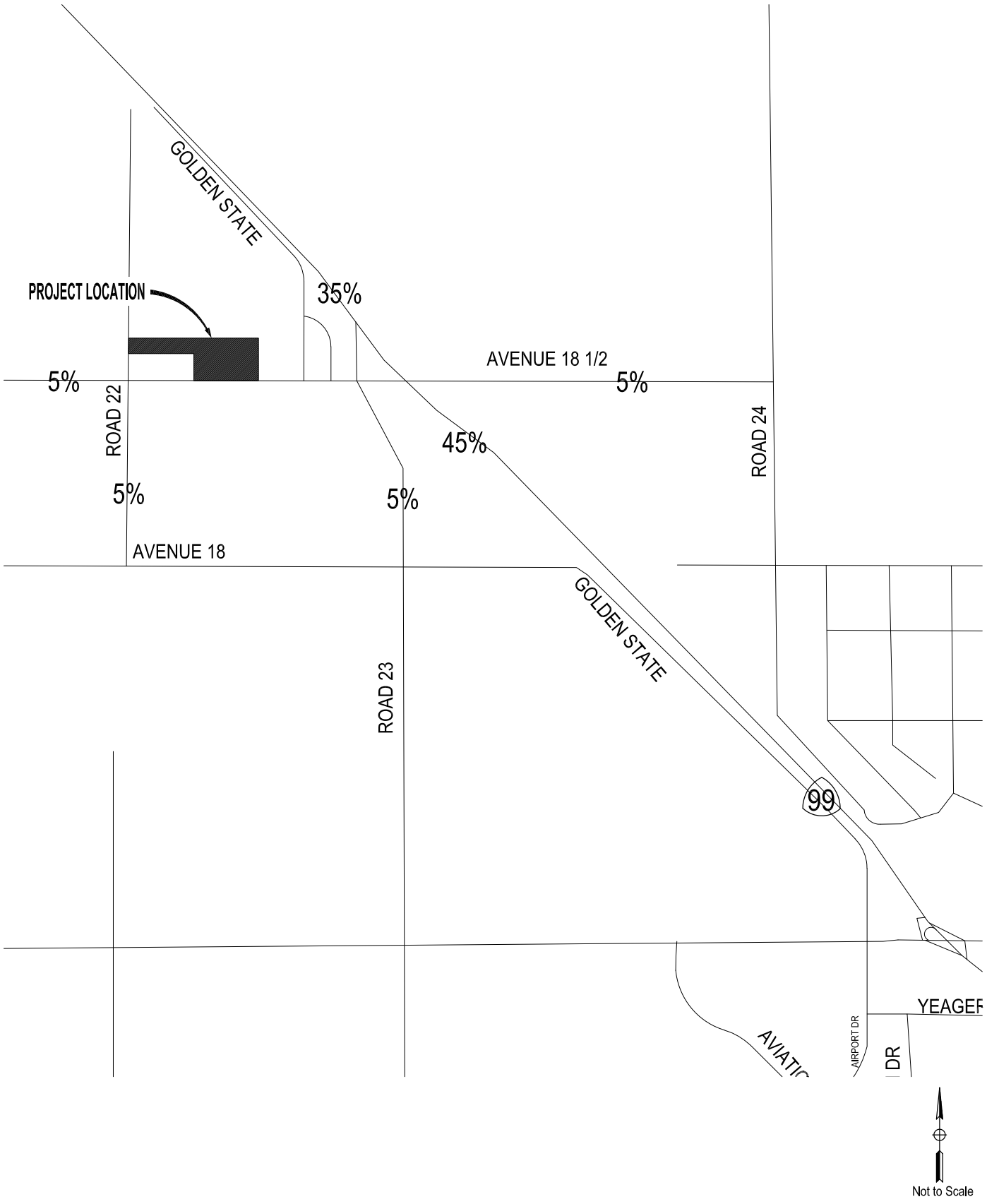

LEGEND

| | |
|---|---|
| XX | STUDY AREA INTERSECTIONS |
| | PROJECT SITE |
| XX (YY) | AM (PM) VOLUMES |

Proposed Industrial Park
Madera County, California

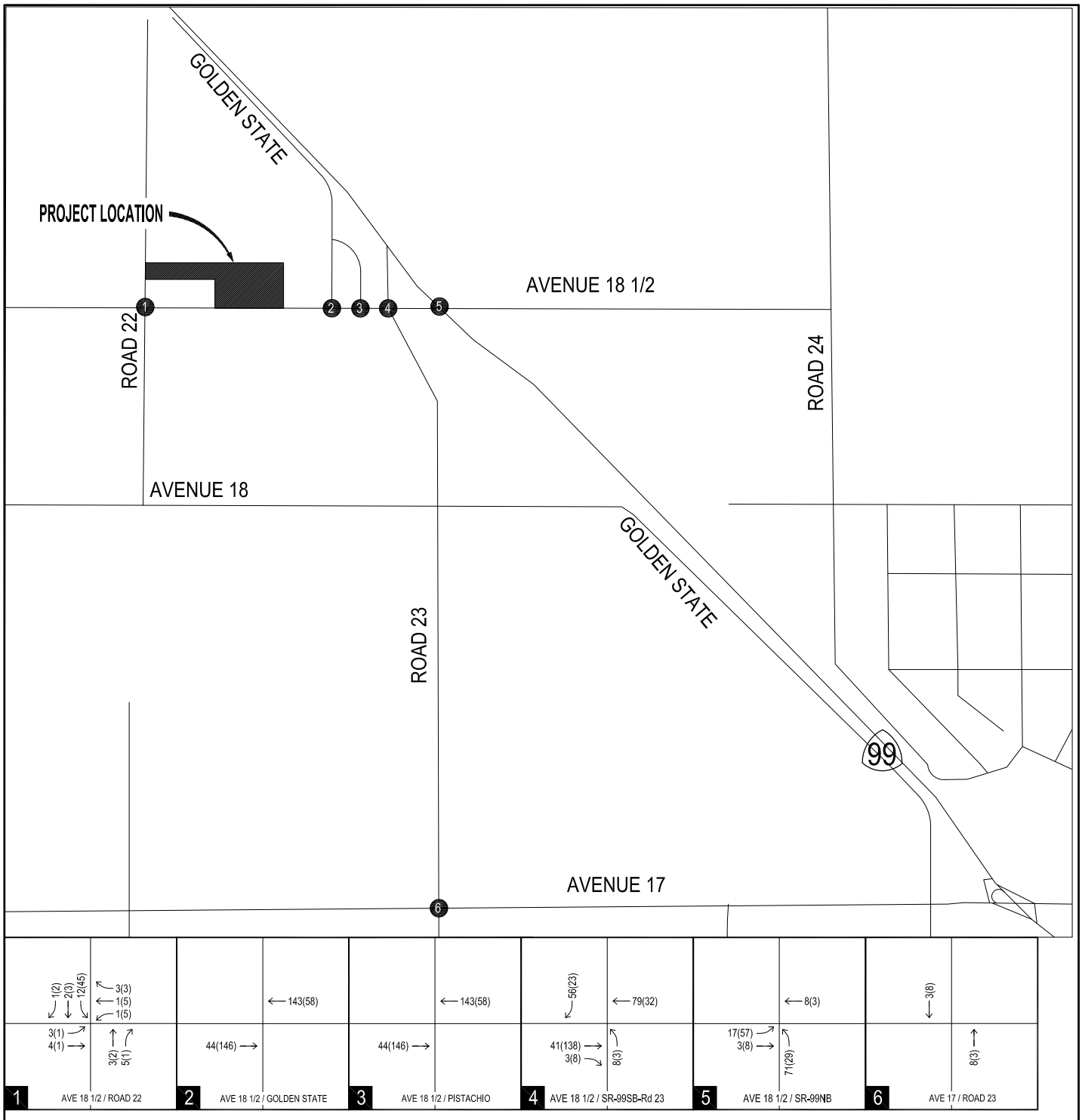
# EXISTING PEAK-HOUR TRAFFIC VOLUMES

Not to Scale




Proposed Industrial Park
Madera County, California

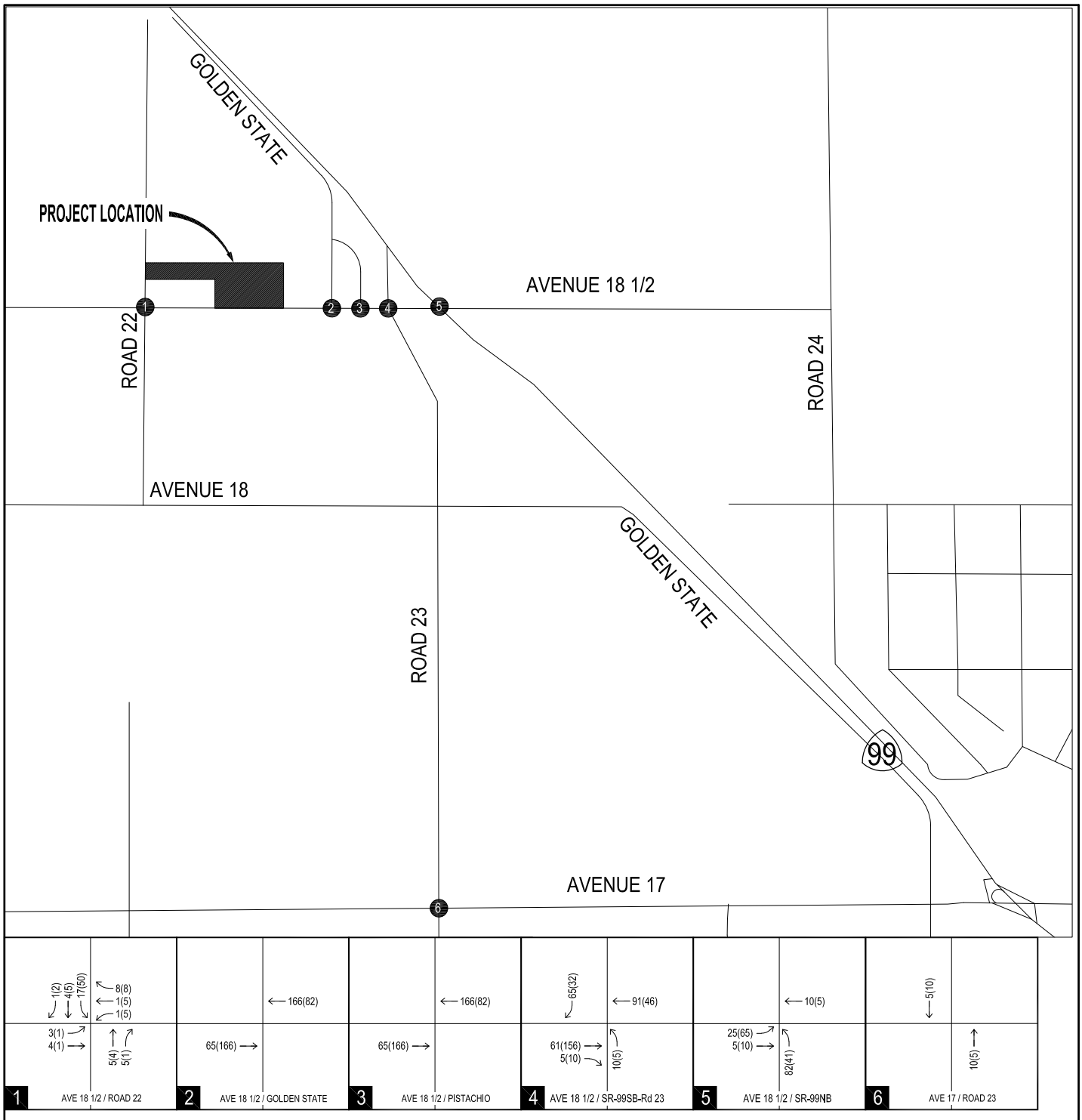
PROJECT TRIP DISTRIBUTION PERCENTAGES




Proposed Industrial Park
Madera County, California

# PROJECT PEAK-HOUR TRAFFIC VOLUMES

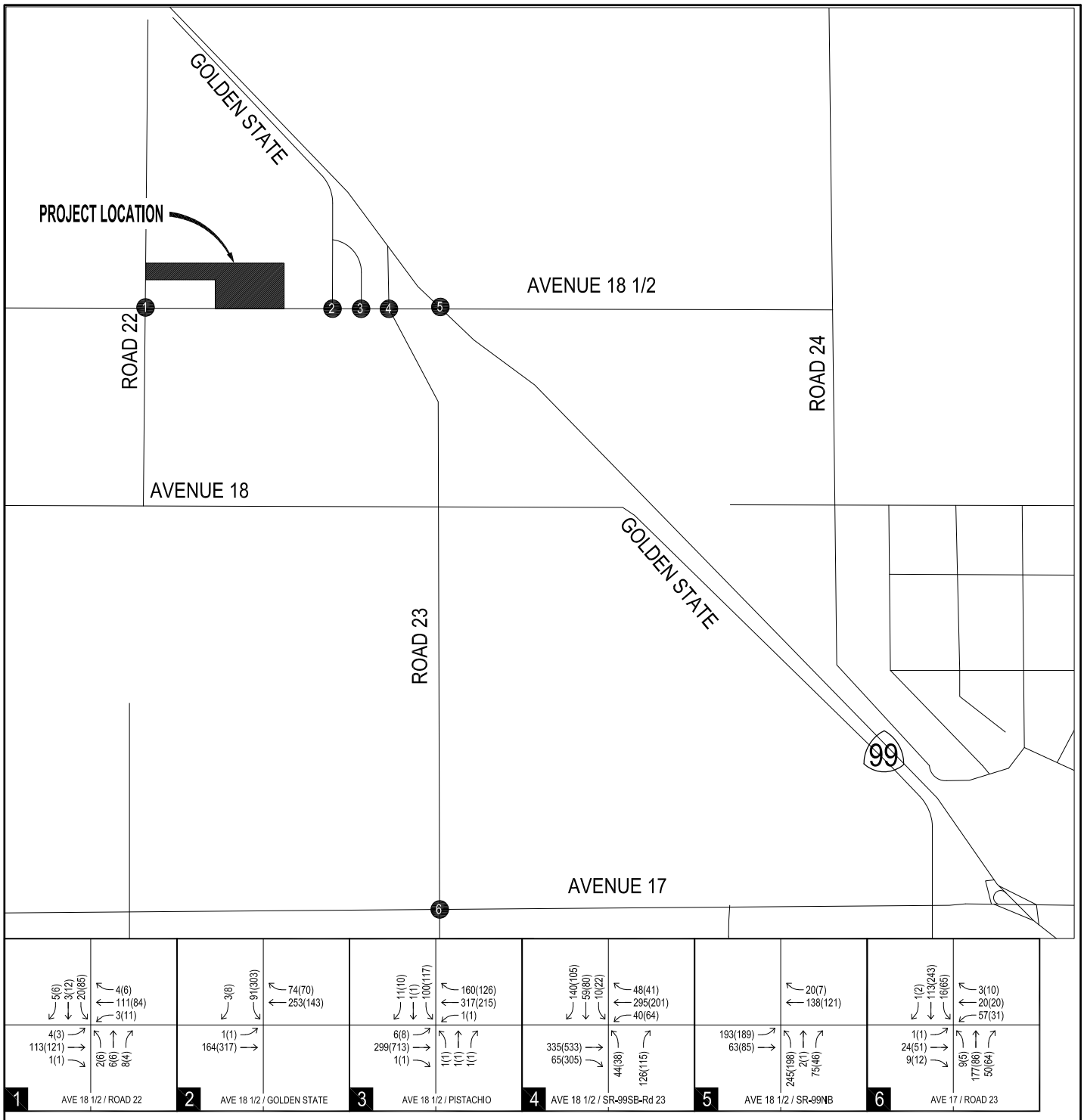
Not to Scale




Proposed Industrial Park
Madera County, California

# PROJECT PEAK-HOUR TRAFFIC VOLUMES (PASSENGER CAR EQUIVALENTS)

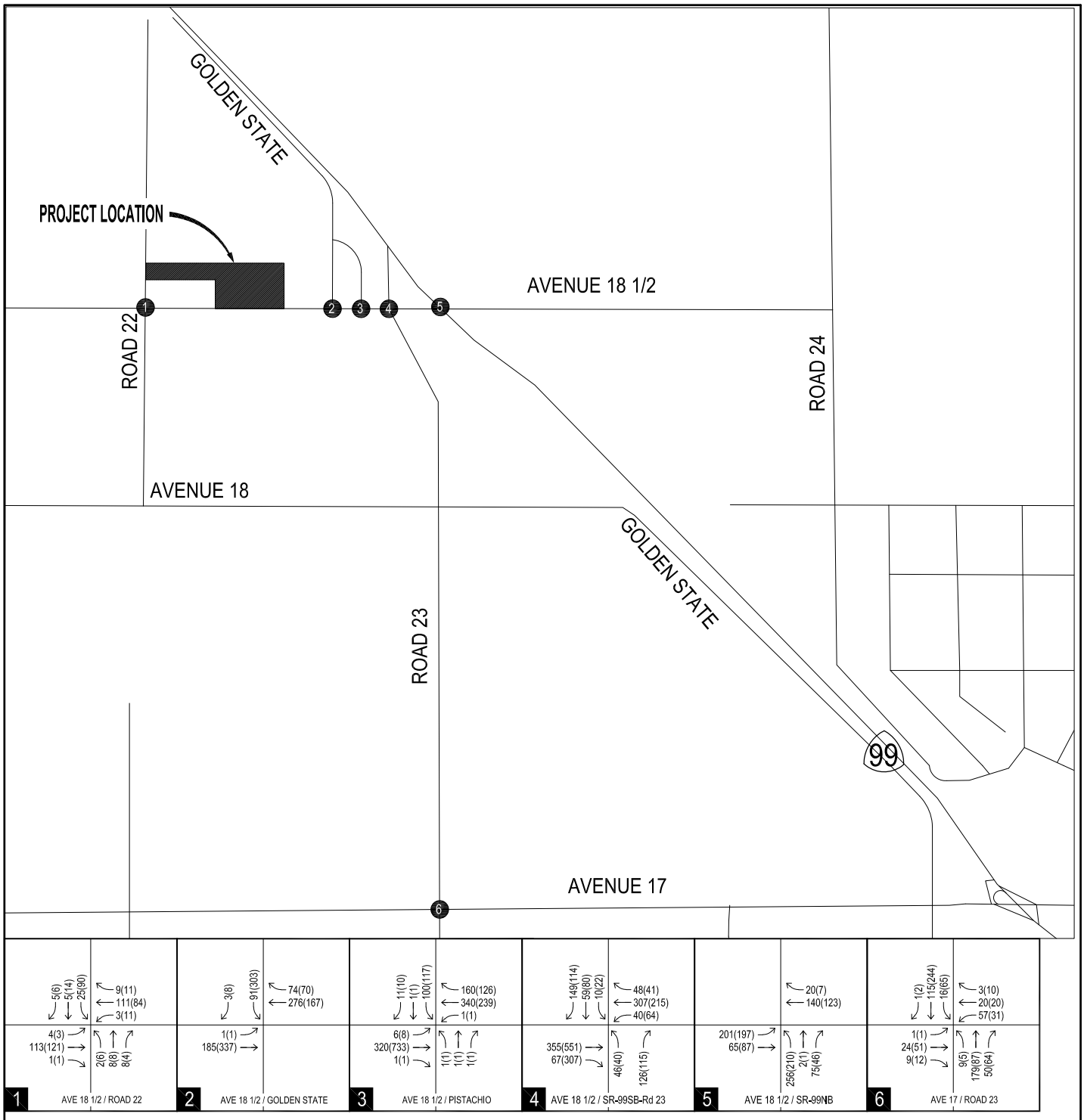
Not to Scale




Proposed Industrial Park
Madera County, California

## EXISTING-PLUS-PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale




Proposed Industrial Park
Madera County, California

# EXISTING-PLUS-PROJECT PEAK-HOUR TRAFFIC VOLUMES (PASSENGER CAR EQUIVALENTS)

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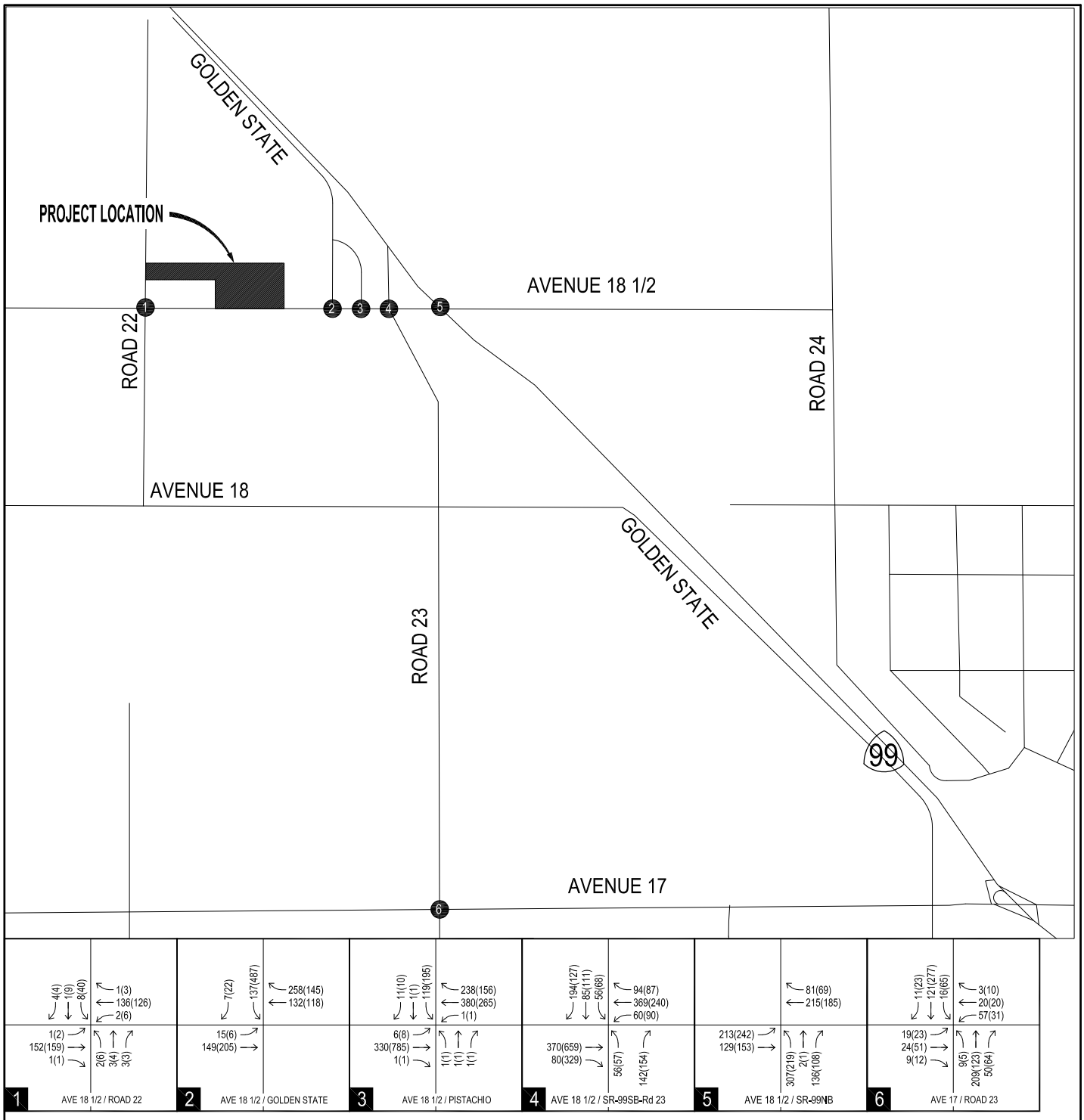
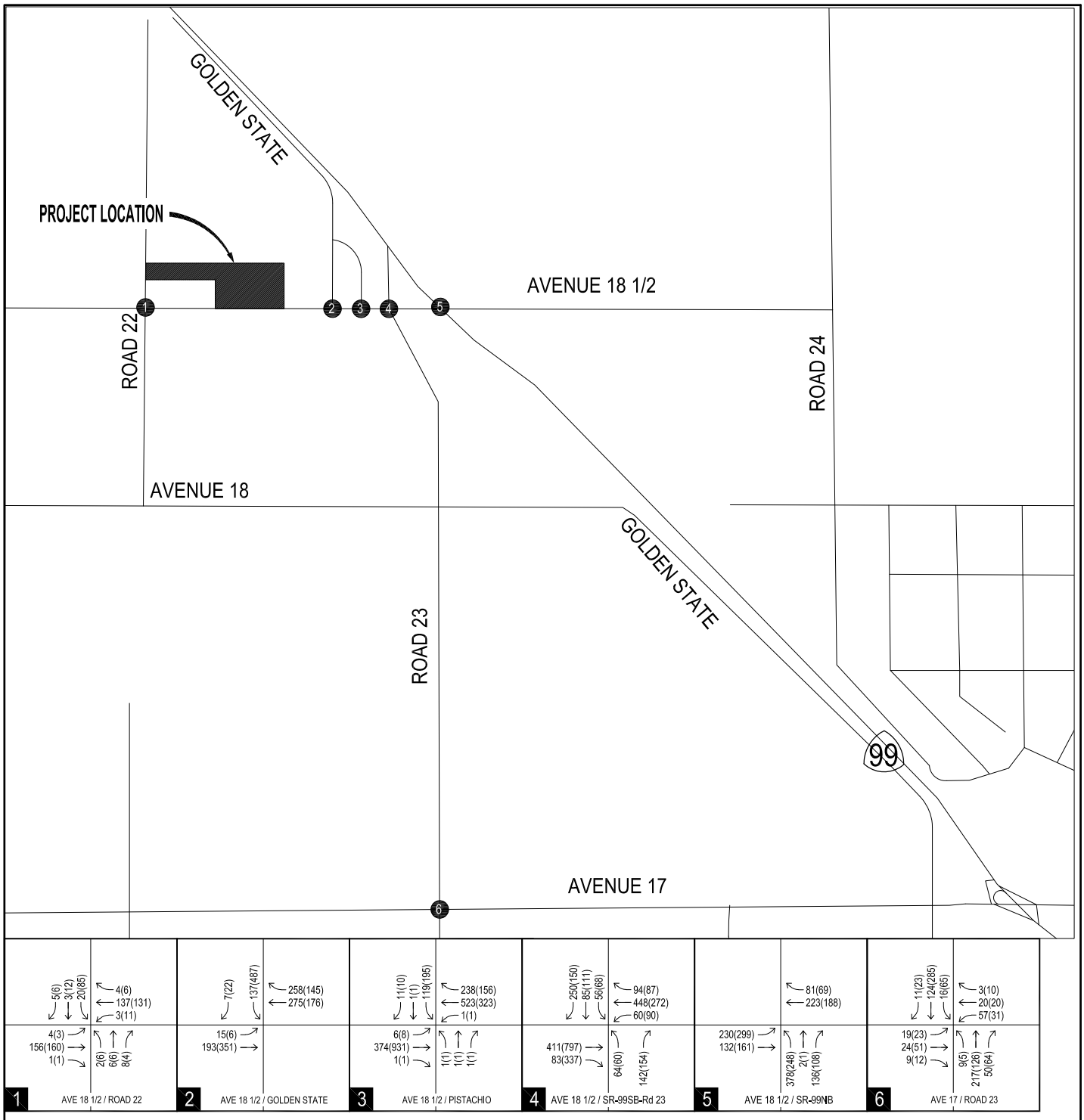



Proposed Industrial Park
Madera County, California

## NEAR-TERM NO-PROJECT PEAK-HOUR TRAFFIC VOLUMES

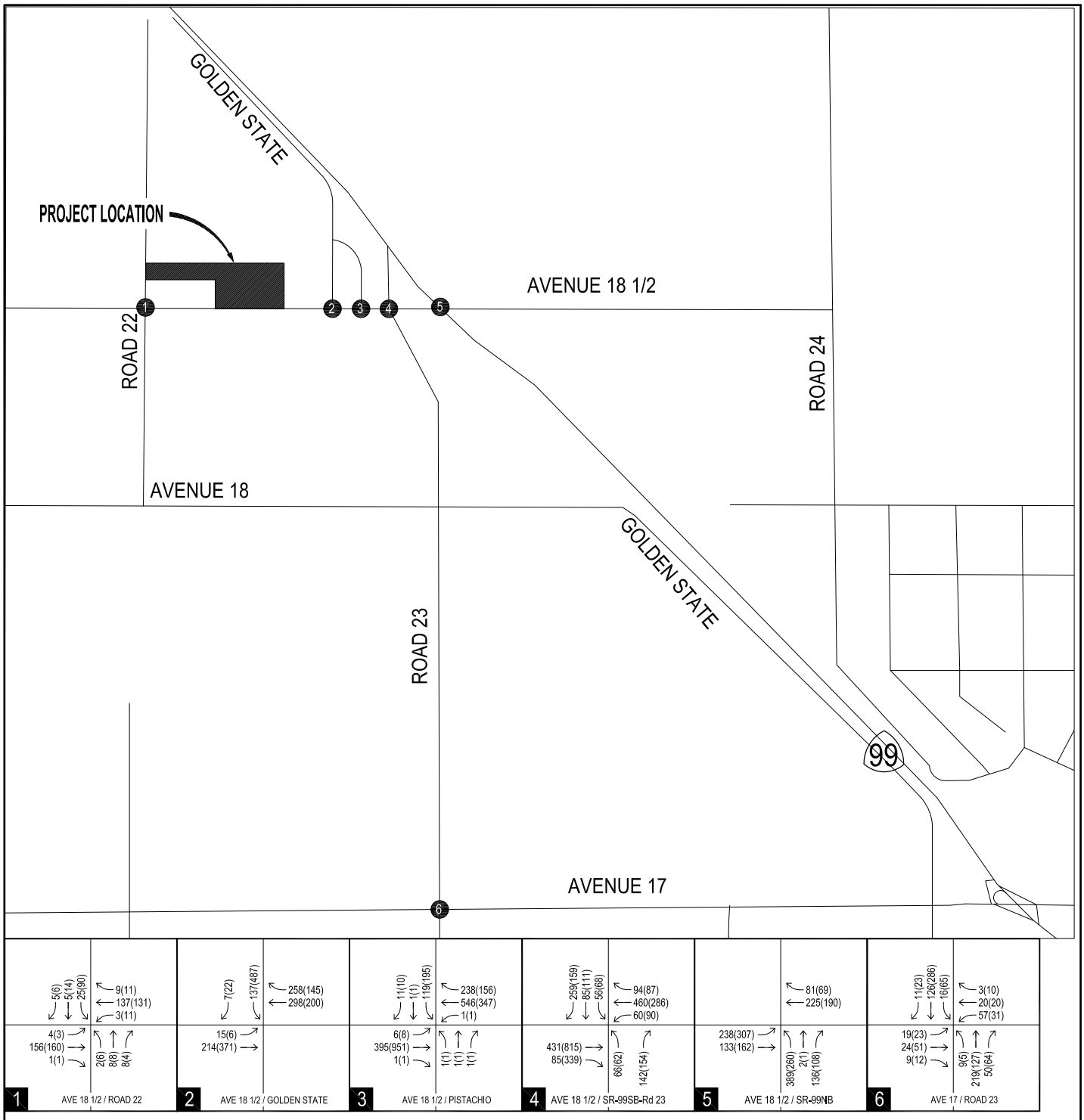
Not to Scale




Proposed Industrial Park
Madera County, California

## NEAR-TERM WITH-PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale




Proposed Industrial Park
Madera County, California

# NEAR-TERM WITH-PROJECT PEAK-HOUR TRAFFIC VOLUMES (PASSENGER CAR EQUIVALENTS)

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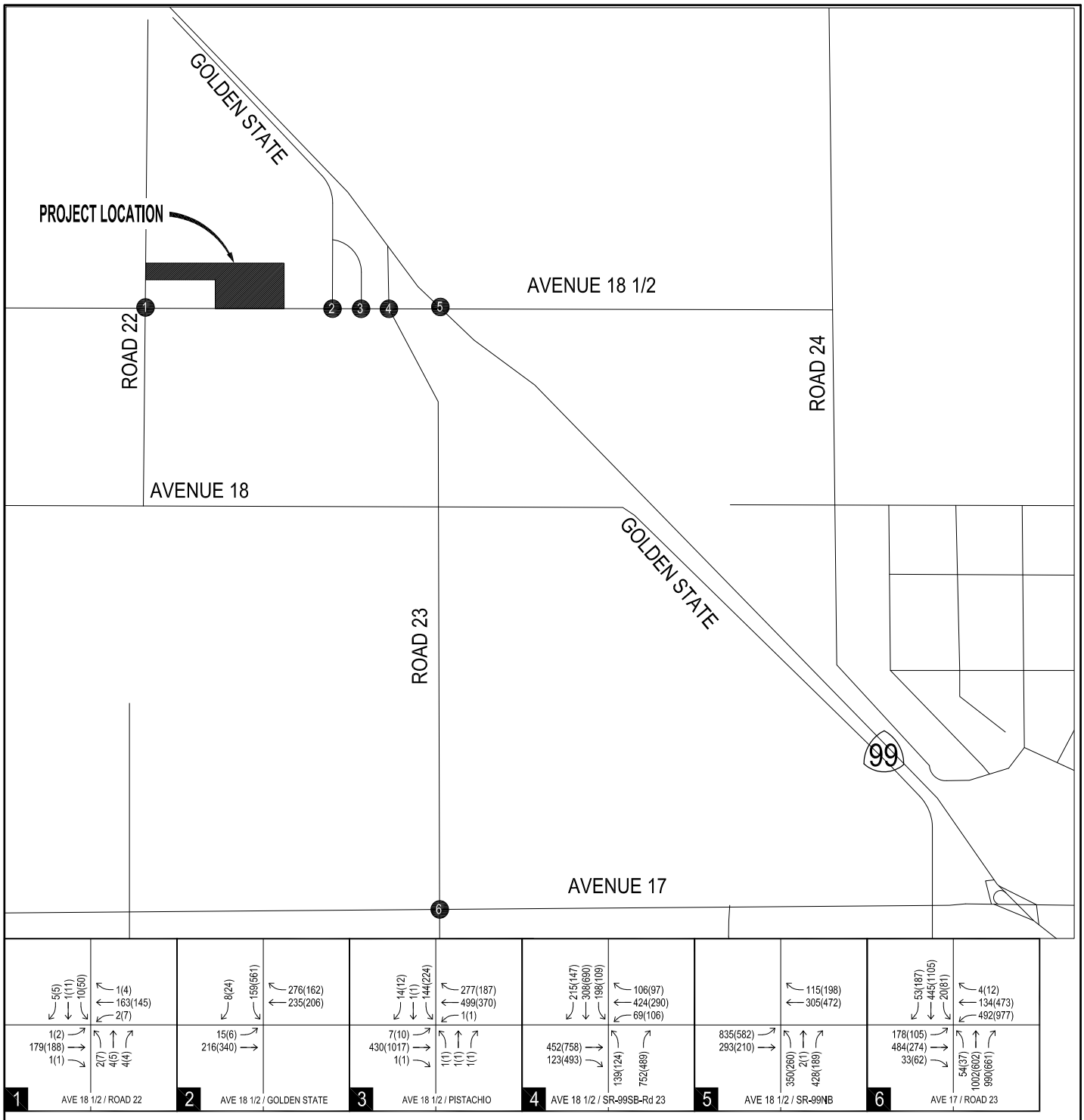
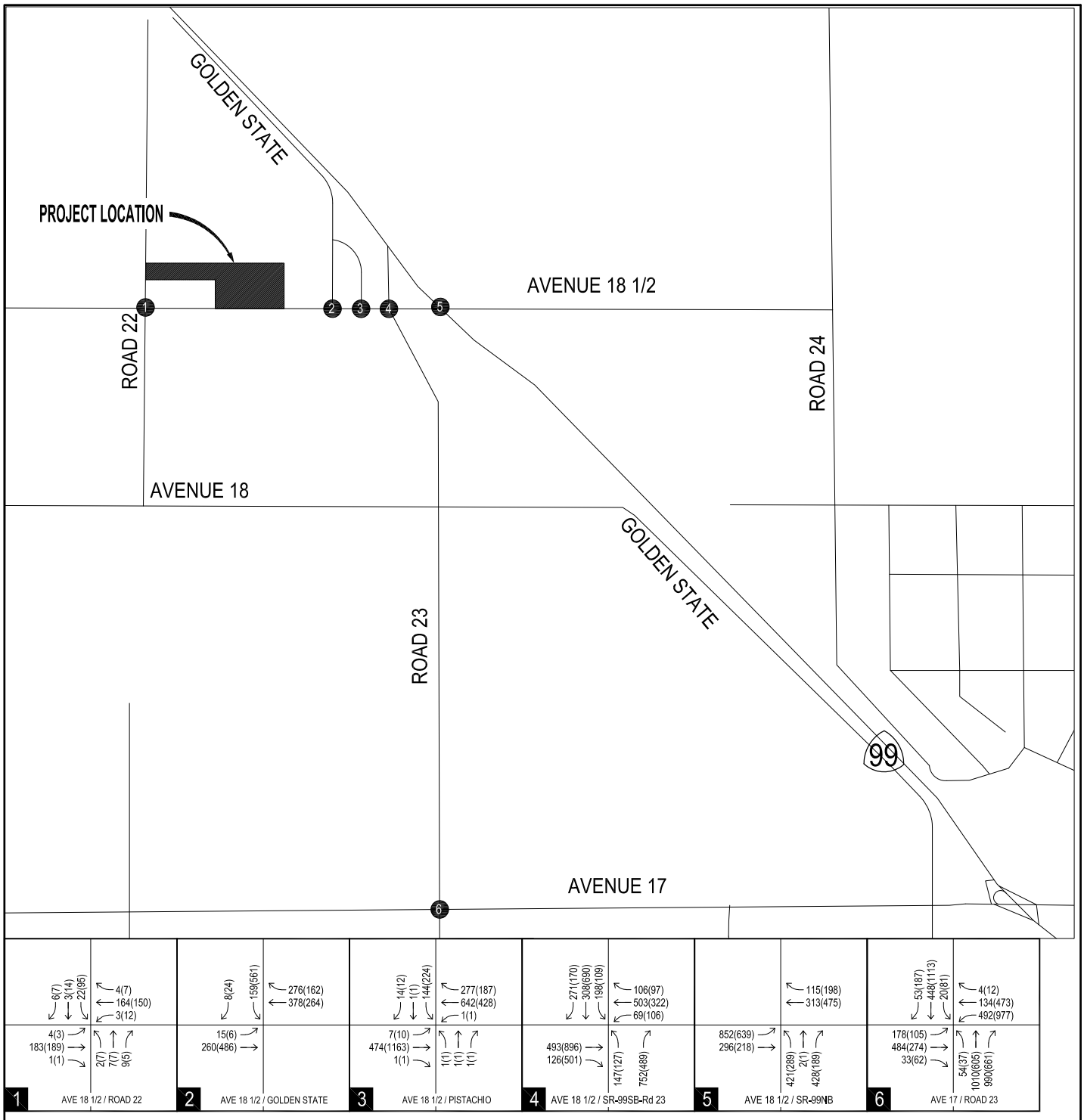



Proposed Industrial Park
Madera County, California

# YEAR 2047 NO-PROJECT PEAK-HOUR TRAFFIC VOLUMES

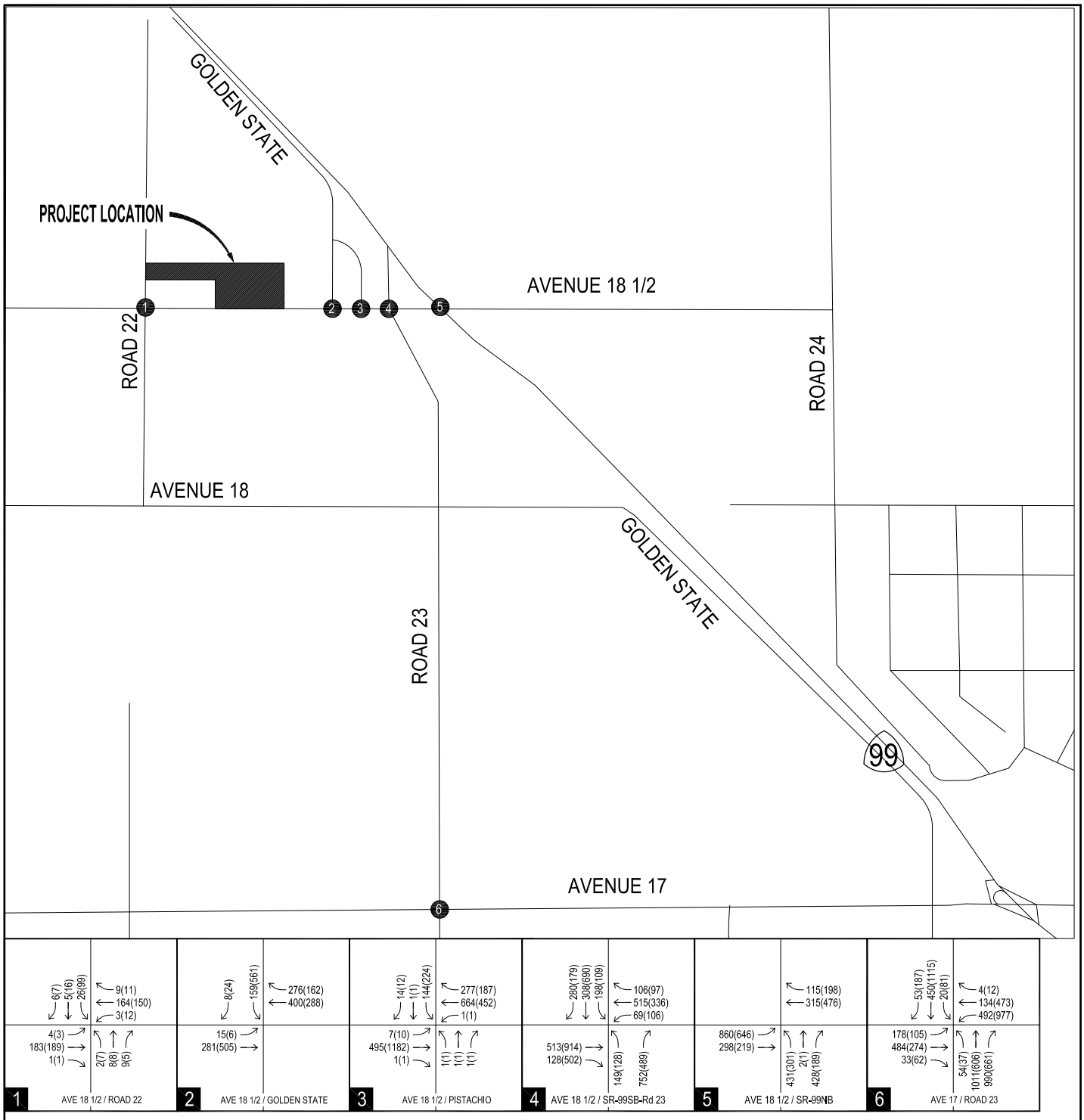
Not to Scale




Proposed Industrial Park
Madera County, California

# YEAR 2047 WITH-PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale




Proposed Industrial Park
Madera County, California

## YEAR 2047 WITH-PROJECT PEAK-HOUR TRAFFIC VOLUMES (PASSENGER CAR EQUIVALENTS)

Not to Scale

# APPENDIX A

## SCOPE REQUEST LETTER AND RESPONSES

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

# Scope Request Letter

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Ms. Jamie Bax
County of Madera
200 West 4th Street
Madera, California 93637

September 23, 2025

Subject: Scope of Traffic Study
Proposed Industrial Park
Northeast of the Intersection of Avenue 18½ and Road 22
Madera County, California

Dear Ms. Bax:

Peters Engineering Group has been retained to perform a traffic study for the subject project. The purpose of this letter is to present information for the County to consider in finalizing the required scope of the traffic study, including approval of the trip generation calculations and determination of the intersections to be studied. The County may provide this letter to other affected agencies, such as Caltrans, for review and comment.

## Project Description

The proposed Industrial Park (Project) will be located on two parcels generally northwest of the State Route (SR) 99 interchange at Avenue 18½ in Madera County, California (APN 029-260-003 and 029-260-005). The Project includes eight buildings with a total building area of 1,119,611.9 square feet. A rezone to Light Industrial Rural is required as part of the Project.

Site access is proposed via two driveways connecting to the east side of Road 22 north of Avenue 18½ and to driveways connecting to the north side of Avenue 18½ east of Road 22.

A vicinity map is presented in the attached Figure 1, Site Vicinity Map, and a site plan is presented in Figure 2, Site Plan.

## Project Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 1 presents the trip generation estimates for the Project based on ITE Land Use 130, Industrial Park, with the exception that ITE Land Use 150, Warehousing, was applied to Building 8 because of its size.

## Table 1
## Trip Generation Estimate

| Land Use and Code | Area (sq. ft.) | Weekday | | A.M. Peak Hour | | | | | P.M. Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Ware-housing (150) | 414,046 | 1.38 | 572 | 0.12 | 77:23 | 38 | 12 | 50 | 0.15 | 28:72 | 18 | 45 | 63 |
| Industrial Park (130) | 705,566 | 2.68 | 1,891 | 0.22 | 77:23 | 120 | 36 | 156 | 0.23 | 28:72 | 46 | 117 | 163 |
| **TOTAL:** | **1,119,612** | **-** | **2,463** | **-** | **-** | **158** | **48** | **206** | **-** | **-** | **64** | **162** | **226** |

Reference: *Trip Generation Manual, 11th Edition, Institute of Transportation Engineers 2021*
Rates are reported in trips per 1,000 square feet of building area.

Table 2 presents an estimate of the number of truck trips expected to be generated by the Project. The values presented in Table 2 are included within the total trips presented in Table 1.

## Table 2
## Project Truck Trip Generation Estimate

| Land Use and Code | Area (sq. ft.) | Weekday | | A.M. Peak Hour | | | | | P.M. Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Warehousing (150) | 414,046 | 0.43 | 178 | 0.02 | 52:48 | 5 | 4 | 9 | 0.02 | 53:47 | 5 | 4 | 9 |
| Industrial Park (130) | 705,566 | 0.48 | 339 | 0.03 | 52:48 | 11 | 11 | 22 | 0.03 | 56:44 | 12 | 10 | 22 |
| **TOTAL:** | **1,119,612** | **-** | **517** | **-** | **-** | **16** | **15** | **31** | **-** | **-** | **17** | **14** | **31** |

Reference: *Trip Generation Manual, 11th Edition, Institute of Transportation Engineers 2021*
Rates are reported in trips per 1,000 square feet of building area.

## Project Passenger Car Equivalents

Passenger car equivalents (PCE) represent the number of passenger cars displaced by a single heavy vehicle (typically considered to be vehicles with more than four wheels touching the pavement during normal operations) under certain roadway, traffic, and control conditions. The use of PCEs compensates for the operational characteristics of heavy vehicles (e.g., slower acceleration and deceleration than passenger vehicles) as well as the roadway space displaced. The Transportation Research Board *Highway Capacity Manual, 6th Edition,* identifies a PCE factor of 2.0 for a default mix of trucks in level terrain on highway segments. A greater PCE factor is reasonable at intersections. For purposes of the operational analyses required in this study, a PCE factor of 2.5 is proposed for trucks. Table 3 presents a summary of the peak-hour Project trips in terms of PCE.

## Table 3
## Project Peak-Hour Trip Generation- PCE

| Type of Trip | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | |
|---|---|---|---|---|---|---|
| | Entering | Exiting | Total | Entering | Exiting | Total |
| Truck | 40 | 38 | 78 | 43 | 25 | 68 |
| Automobile | 142 | 33 | 175 | 47 | 148 | 195 |
| **TOTALS:** | **182** | **71** | **253** | **90** | **173** | **263** |

## Project Trip Distribution and Assignment

The Project trips were distributed to the adjacent road network considering the results of a Project-specific select zone analysis that was performed using the Madera County travel model maintained by the Madera County Transportation Commission, as well as engineering judgment considering the distribution of existing traffic volumes available from other studies, the locations and types of streets in the study area, and complementary land uses in the region. The anticipated percentage distribution of Project trips is presented in Figure 3, Project Trip Distribution Percentages. The peak-hour Project trips identified in Table 1 are presented in Figure 4, Project Peak-Hour Traffic Volumes. The peak-hour Project trips identified in Table 3 are presented in Figure 5, Project Peak-Hour Traffic Volumes (Passenger Car Equivalents).

## Study Scenarios

The following time periods are proposed to be studied:

- Weekday a.m. peak hour between 7:00 and 9:00 a.m.;
- Weekday p.m. peak hour between 4:00 and 6:00 p.m.

The peak hours will be analyzed for the following scenarios:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (includes pending and approved projects); and
- Cumulative (Year 2046) Conditions With Project.

## Study Area

The following intersections are expected to be included in the study:

1. Road 22 and Avenue 18½
2. Golden State Boulevard and Avenue 18½
3. Pistacchio Drive and Avenue 18½
4. SR 99 Southbound Ramps/Road 23 and Avenue 18½
5. SR 99 Northbound Ramps and Avenue 18½

We are requesting that the County and affected agencies provide the specific requirements for the analysis.

Since intersection operations typically govern with respect to the required number of through lanes on road segments less than one to two miles in length, road segment analyses are not proposed.

## Traffic Counts

Manual traffic counts, including turning movements, heavy vehicles, bicycles, and pedestrians, will be performed at the study intersections between the hours of 7:00 a.m. and 9:00 a.m. on a weekday morning and between the hours of 4:00 p.m. and 6:00 p.m. on a weekday evening when school is in session.

Twenty-four-hour traffic counts for traffic signal warrant studies or traffic index analyses will be performed if required. We are requesting that the County comment as to whether 24-hour counts are required to be included in this study.

## Pending and Approved Projects

The analyses for the near-term and year 2046 conditions consider the effects of traffic expected to be generated by pending and approved projects in the study area. Peters Engineering Group is requesting that the County of Madera provide information related to pending and approved projects in the vicinity of the study intersections to be included in the traffic analysis. It is our understanding that the following projects should be considered (although the specific amount of development to be assumed for each analysis scenario is requested):

- North Fork Mono Casino, including roundabouts at the Avenue 18½ interchange
- Castellina Development
- Warehouse Buildings at 18612 Golden State Boulevard
- Commercial / Industrial Development northeast of the Avenue 17 / SR 99 interchange.
- Village D

## Future Traffic Volumes

Unless otherwise directed by the County, traffic volumes for the year 2046 without the Project will be developed based on a review of traffic studies for the Castellina and Village D projects. It is anticipated that the approved Madera County travel model does not fully accommodate these two projects and that data presented in the traffic studies will provide a better estimate of the future traffic volumes. It is requested that the County and affected agencies provide the most up-to-date version of the traffic studies for projects proposed in the vicinity of the study area.

## Operational Conditions Analysis

### Level of Service

The Transportation Research Board *Highway Capacity Manual, 7th Edition*, (HCM) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst." Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 4 and 5.

**Table 4**
**Level of Service Characteristics for Unsignalized Intersections**

| Level of Service | Average Vehicle Delay (seconds) |
|---|---|
| A | 0-10 |
| B | >10-15 |
| C | >15-25 |
| D | >25-35 |
| E | >35-50 |
| F | >50 |

**Table 5**
**Level of Service Characteristics for Signalized Intersections**

| Level of Service | Description | Average Vehicle Delay (seconds) |
|---|---|---|
| A | Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short. | <10 |
| B | Volume-to-capacity ratio is no greater than 1.0. Progression is highly favorable or the cycle length is very short. | >10-20 |
| C | Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate. | >20-35 |
| D | Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable. | >35-55 |
| E | Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent. | >55-80 |
| F | Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue. | >80 |

Reference for Tables 4 and 5: *Highway Capacity Manual, 7th Edition,* Transportation Research Board, 2022

County of Madera Level of Service Criteria

Policy 2.A.8 of the Madera County General Plan Policy Document requires that LOS D or better be maintained on County roadways. For purposes of this study, a traffic issue will be recognized at County of Madera facilities if the Project will decrease the LOS below D at an intersection. A traffic issue will also be recognized if the Project will exacerbate the delay at an intersection already operating below the target LOS by increasing the average delay by 5.0 seconds or more, or by causing the LOS to drop from LOS E to LOS F.

State Highways

Caltrans has historically endeavored to maintain a target LOS at the transition between LOS C and LOS D, but does not currently identify a specific LOS goal. For purposes of this study, a traffic issue will be recognized at State facilities if the analyses identify LOS E or F at an intersection. LOS E and F can be indicative of delays that may lead to safety concerns at unsignalized intersections.

## Crash Data

Peters Engineering Group will submitting a *Crash Data on State Highway System Request Form* to Caltrans for the northbound and southbound SR 99 freeway ramp intersections at Avenue 18½. The results obtained from Caltrans will be included in as an appendix in the traffic study report. No additional safety analyses or studies are proposed.

**Closing**

Peters Engineering Group is requesting written comments and/or confirmation of the contents of this letter. Specifically, we are requesting comments on the following items from all affected agencies before continuing with the analyses:

- The general approach to the study.
- Trip generation assumptions and calculations.
- The time periods requiring intersection turning movement counts and analyses.
- The study scenarios.
- Pending and approved projects. It is requested that the County and affected agencies provide the traffic studies for each pending and approved project.
- The study area (intersections to be included in the study).
- Whether traffic signal warrants or all-way stop warrants are required.
- Whether traffic index analyses are required.
- Criteria for determining a traffic issue.

Thank you for the opportunity to work with you on this project. Please feel free to call our office if you have any questions.

## PETERS ENGINEERING GROUP

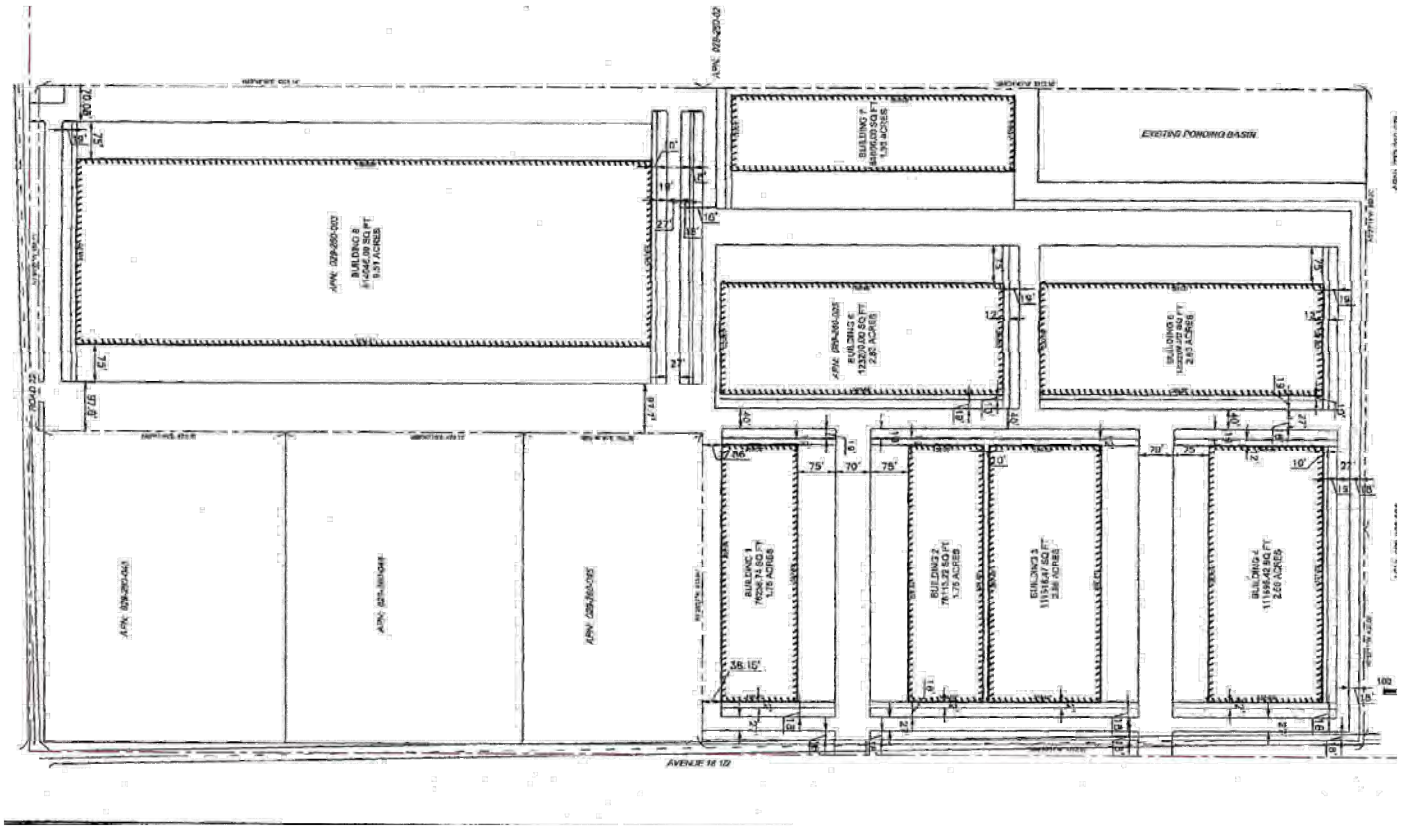
John Rowland, PE, TE

Attachments: Figures 1 through 5

cc: Mr. Phu Duong, County of Madera
Mr. David Padilla, Caltrans
Ms. Kaylie Schreihans, Caltrans
Mr. Keith Helmuth, City of Madera
Mr. Jeffrey Roberts

Proposed Industrial Park
Madera County, California

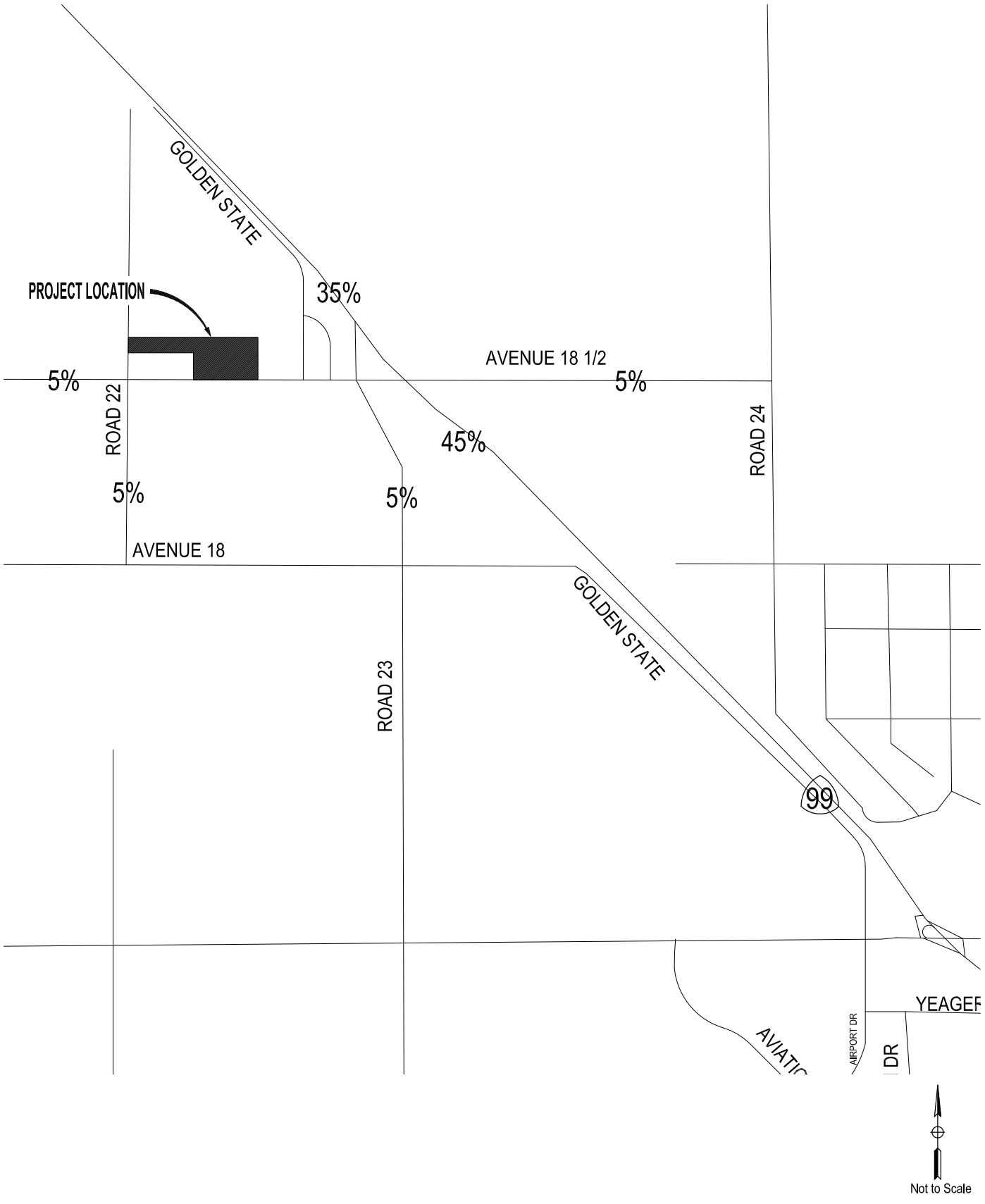
SITE VICINITY MAP




Proposed Industrial Park
Madera County, California

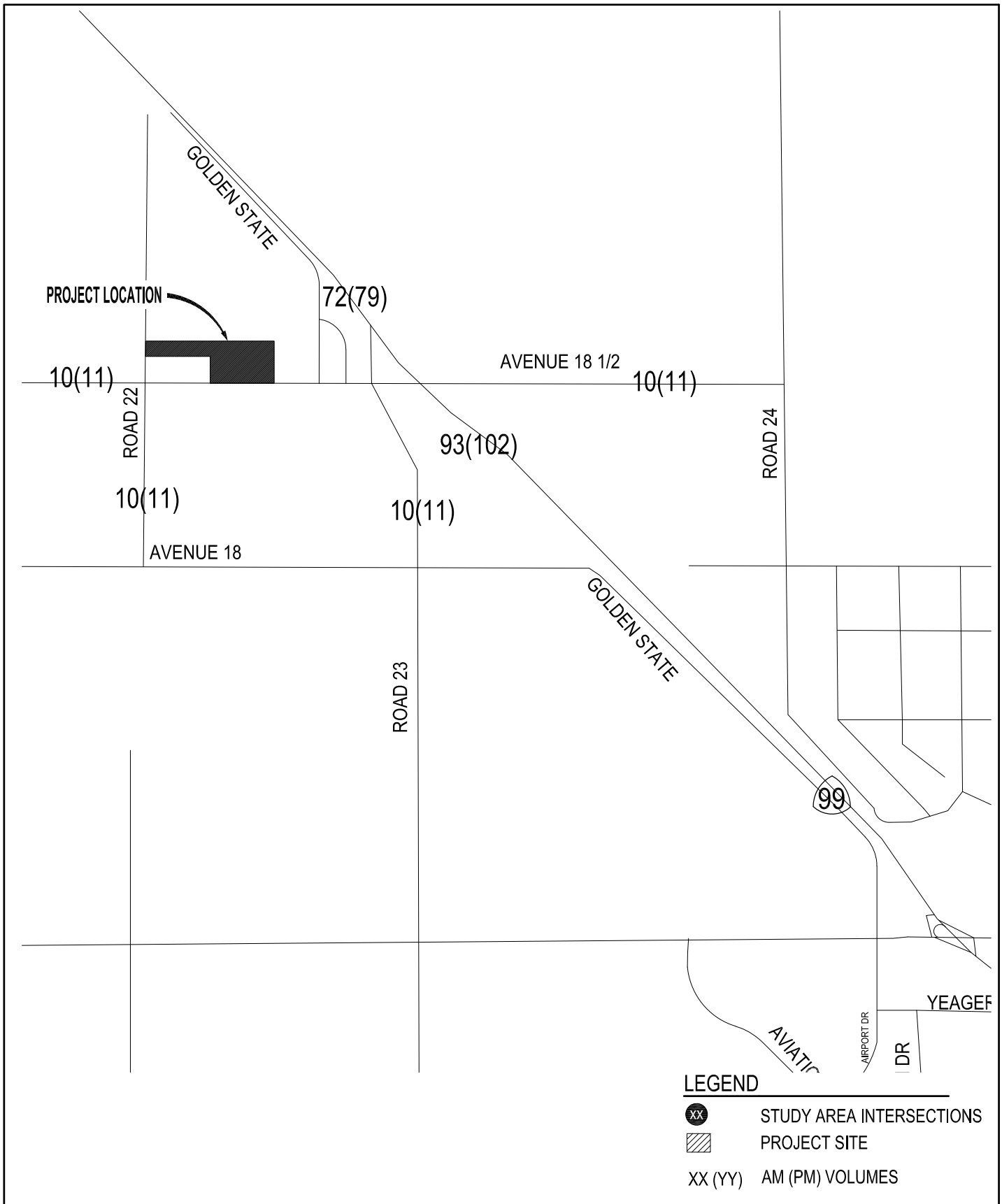
SITE PLAN

Not to Scale




Proposed Industrial Park
Madera County, California

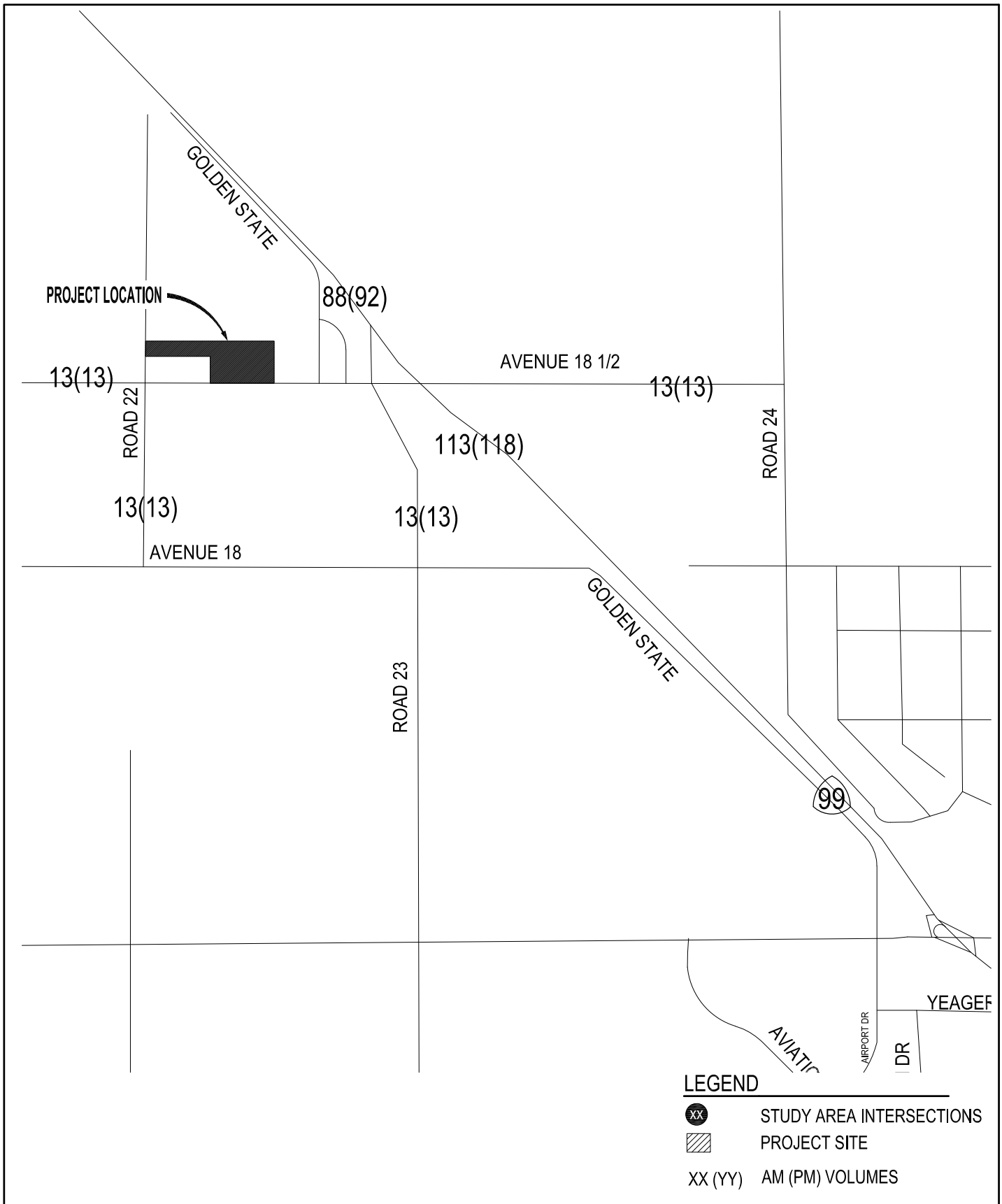
PROJECT TRIP DISTRIBUTION PERCENTAGES




Proposed Industrial Park
Madera County, California

PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale




Proposed Industrial Park
Madera County, California

## PROJECT PEAK-HOUR TRAFFIC VOLUMES
## (PASSENGER CAR EQUIVALENTS)

Not to Scale

# Agency Responses

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

## Memorandum

| | |
|---|---|
| **TO:** | Phu Duong<br>Public Works, Engineering Services<br>Madera County<br>200 W. 4th St, Suite 3100<br>Madera, CA 93637 |
| **FROM:** | Wes Pringle, PE<br>Willdan Engineering |
| **DATE:** | September 30, 2025 |
| **SUBJECT:** | **Peer Review of the Scope of Work for the Traffic Study of the Proposed Industrial Park on the Northeast Corner of Avenue 18½ and Road 22 in Madera County (APN 029-260-003 and 029-260-005)** |

This memorandum summarizes the review of the scope of work for a traffic study for a proposed industrial park project located on the northwest corner of Avenue 18½ and Road 22, prepared by Peters Engineering Group, on a site that is currently vacant. Peer reviews are used to ensure that traffic impact analyses are prepared in accordance with standards and best practices. The scope for the preparation of a transportation impact analysis was submitted for review that will be prepared for the proposed development of eight buildings that include the following land uses:

- 414,046 square-feet Warehousing
- 705,566 square-feet Industrial Park

The net trip generation (from the Institute of Transportation Engineers *Trip Generation Manual*, 12th Edition) for the project will be based on these land use descriptions. The volumes will be adjusted to account for trucks using passenger car equivalents. The scope also indicated that five signalized and unsignalized intersections will be studied for Level of Service (LOS) operation in the AM and PM peak hours. LOS consistency will be determined based on the Couty's General Plan goals and policies. The study will perform LOS calculations for existing, existing plus project conditions, near-term with project conditions (including pending and approved projects) and cumulative (Year 2046) conditions with project. A traffic issue will be identified by any intersection operating below LOS D, LOS E or F for State facilities, when project traffic is applied.

After a careful review of the scope of work, it was determined that some aspects need further clarification. See Comments section below.

**COMMENTS**

- Per CEQA, the project is required to analyze potential significant impacts via the change in Vehicle Miles Traveled (VMT). The scope did not include any discussion on a VMT analysis.

## Memorandum

Please let me know if you have any questions.

**WILLDAN ENGINEERING**

Wes Pringle, PE
Traffic Engineer II

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

October 23, 2025

MAD-99-PM 016.984
Industrial Park
Traffic Impact Study
#55420

John Rowland, PE, TE
Peters Engineering Group
862 Pollasky Avenue
Clovis, California 93612
(559) 299-1544 Ext. 112

***SENT VIA EMAIL***

Dear Mr. Rowland

Thank you for the opportunity to review a Traffic Impact Study for the construction of an Industrial Park, located on two parcels, approximately 0.4 miles west of the State Route (SR) 99 interchange at Avenue 18½ in Madera County. The Project includes eight buildings with a total building area of 1,119,611.9 square feet. A rezone to Light Industrial Rural is required as part of the Project. Site access is proposed via two driveways connecting to the east side of Road 22 north of Avenue 18½ and two driveways connecting to the north side of Avenue 18½ east of Road 22.

Caltrans provides the following comments are consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

Traffic Operations Branch:

1. Please provide the Near-Term and Cumulative Year without project conditions as study scenarios.
2. Please update the Trip Generation table to include Building 8 as part of ITE Land Use Code 130: Industrial Park.
3. We concur with the study intersections.
4. A queuing analysis is required and will need to comply with Caltrans Highway Design Manuel standards for State Routes.
5. Intersection conditions for Traffic Signal Warrants 1 and 2 would be applied to the unsignalized SR 99 intersections in the study for the existing year (2025) traffic

analysis study scenarios. Conditions for Warrant 3 would be applied to all traffic analysis study scenarios. Please note that if intersection control is warranted, the type of selection, which may be a traffic signal or roundabout, will be determined by Intersection Safety and Operation Assessment Process (ISOAP).

6. According to the Caltrans Local Development Review Safety Practitioner's Guidance dated February 2024, a safety review for development is not required if the project makes no physical modification in the State Highway System (SHS) and the project results in zero additional trips by any mode on the SHS. Since the proposed development is adding trips to the SHS, a safety review will be required.

Local Development Review Branch:

1. As a point of information: Providing bicyclist amenities at transit stops, stations, and on vehicles can help to expand transit ridership by integrating other modes and extending the reach of first-mile/last-mile transit connections. Caltrans recommends the project design should incorporate use of active modes of transportation. Active modes of transportation will increase the potential for walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations, thereby increasing and improving connectivity and mobility of non-motorized users.

If you have any other questions, please call or email Kaylie Schreihans at (559) 383-5944 or kaylie.schreihans@dot.ca.gov.

Sincerely,

David Padilla, Branch Chief,
Local Development Review Branch

## John Rowland

**From:** Keith Helmuth <khelmuth@madera.gov>
**Sent:** Monday, September 29, 2025 5:03 PM
**To:** John Rowland
**Cc:** dave.padilla@dot.ca.gov; Schreihans, Kaylie@DOT; Phu Duong; jamie.bax@maderacounty.com
**Subject:** RE: Traffic Study Scope - Industrial Park NE of Ave 18-1/2 and Road 22
**Attachments:** Traffic Scope Letter (Industrial Park).pdf

Hi John,

Not knowing for sure what your split into the City is, please add the contingent intersections:

- Road 23 and Avenue 17
- Golden State and Avenue 17

Please include if one or both exceed 3% of trip generation

**Keith Helmuth, P.E. | City Engineer**
City of Madera | Engineering Department
428 East Yosemite Avenue, Madera, CA 93638
p. (559) 661.5418
khelmuth@madera.gov

**From:** Phu Duong <phu.duong@maderacounty.com>
**Sent:** Monday, September 29, 2025 9:31 AM
**To:** John Rowland <JohnRowland@peters-engineering.com>; jamie.bax@maderacounty.com
**Cc:** dave.padilla@dot.ca.gov; Schreihans, Kaylie@DOT <Kaylie.Schreihans@dot.ca.gov>; Keith Helmuth <khelmuth@madera.gov>
**Subject:** RE: Traffic Study Scope - Industrial Park NE of Ave 18-1/2 and Road 22

Acknowledged.

Thanks John.

**Phu Duong | Development Services Engineer**
**PUBLIC WORKS, ENGINEERING SERVICES**
200 W. 4th Street, Suite 3100, Madera, CA 93637
Office: (559) 675-7811

**From:** John Rowland <JohnRowland@peters-engineering.com>
**Sent:** Monday, September 29, 2025 9:27 AM

**To:** Jamie Bax <Jamie.Bax@maderacounty.com>
**Cc:** Phu Duong <phu.duong@maderacounty.com>; Padilla, Dave@DOT <dave.padilla@dot.ca.gov>; Schreihans, Kaylie@DOT <Kaylie.Schreihans@dot.ca.gov>; Keith Helmuth <khelmuth@madera.gov>
**Subject:** RE: Traffic Study Scope - Industrial Park NE of Ave 18-1/2 and Road 22

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Hello all,

I'd like to make a clarification. We used the new 12th Edition of the Trip Generation Manual in the scoping letter as mentioned in the last paragraph on the first page. The references to the 11th Edition beneath Tables 1 and 2 are incorrect and should have been updated to the 12th Edition, 2025.

Thanks,

John Rowland
(559) 299-1544 Ext. 112

---

**From:** John Rowland
**Sent:** Wednesday, September 24, 2025 2:06 PM
**To:** Jamie Bax <Jamie.Bax@maderacounty.com>
**Cc:** Phu Duong <phu.duong@maderacounty.com>; Padilla, Dave@DOT <dave.padilla@dot.ca.gov>; Schreihans, Kaylie@DOT <Kaylie.Schreihans@dot.ca.gov>; Keith Helmuth <khelmuth@madera.gov>; jeffrey roberts <jtrplanning@yahoo.com>
**Subject:** Traffic Study Scope - Industrial Park NE of Ave 18-1/2 and Road 22

Hello all,

Attached is a traffic study scoping letter for the subject project. We look forward to working with you on this project. Please provide your comments or let us know if a scoping meeting should be scheduled. If you would be so kind as to forward this email to other staff that should be included I would appreciate it. Also, if you could reply all to confirm receipt we would also appreciate it.

Thanks,

**John Rowland, PE, TE**
PETERS ENGINEERING GROUP
862 Pollasky Avenue
Clovis, California 93612
(559) 299-1544 Ext. 112

# APPENDIX B

## TRAFFIC COUNT DATA SHEETS

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Rd 22 @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1470

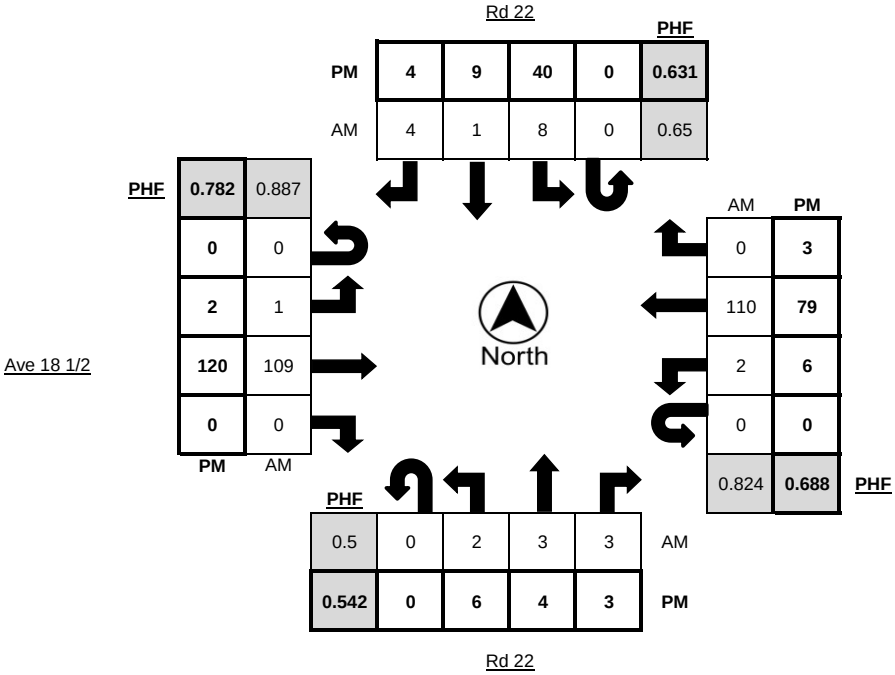
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:00 AM - 7:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 17 | 1 | 5 |
| 7:15 AM - 7:30 AM | 0 | 1 | 3 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 23 | 0 | 1 | 0 | 1 | 25 | 0 | 4 |
| 7:30 AM - 7:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 30 | 0 | 1 | 0 | 1 | 33 | 0 | 1 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 31 | 0 | 4 | 0 | 0 | 34 | 0 | 0 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 25 | 0 | 1 | 0 | 0 | 18 | 0 | 4 |
| 8:15 AM - 8:30 AM | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 13 | 1 | 2 |
| 8:30 AM - 8:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 1 | 2 | 0 | 0 | 10 | 1 | 1 |
| 8:45 AM - 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 3 | 15 | 4 | 2 |
| **TOTAL** | **0** | **5** | **5** | **6** | **1** | **0** | **9** | **3** | **6** | **1** | **0** | **2** | **172** | **1** | **12** | **0** | **5** | **165** | **7** | **19** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 23 | 0 | 1 | 0 | 2 | 17 | 0 | 6 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 3 | 2 | 1 | 0 | 1 | 38 | 0 | 3 | 0 | 1 | 16 | 0 | 2 |
| 4:30 PM - 4:45 PM | 0 | 3 | 2 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 1 | 38 | 0 | 3 | 0 | 2 | 28 | 2 | 3 |
| 4:45 PM - 5:00 PM | 0 | 3 | 2 | 1 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 1 | 18 | 1 | 0 |
| 5:00 PM - 5:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 20 | 3 | 0 |
| 5:15 PM - 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 18 | 3 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 16 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 8 | 2 | 0 |
| **TOTAL** | **0** | **8** | **5** | **3** | **0** | **0** | **47** | **9** | **6** | **1** | **0** | **2** | **192** | **0** | **12** | **0** | **6** | **141** | **11** | **11** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 0 | 2 | 3 | 3 | 1 | 0 | 8 | 1 | 4 | 1 | 0 | 1 | 109 | 0 | 7 | 0 | 2 | 110 | 0 | 9 |
| 4:00 PM - 5:00 PM | 0 | 6 | 4 | 3 | 0 | 0 | 40 | 9 | 4 | 1 | 0 | 2 | 120 | 0 | 8 | 0 | 6 | 79 | 3 | 11 |

| | PHF | Trucks |
|---|---|---|
| AM | 0.856 | 7.4% |
| PM | 0.784 | 7.2% |



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# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Rd 22 @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1470

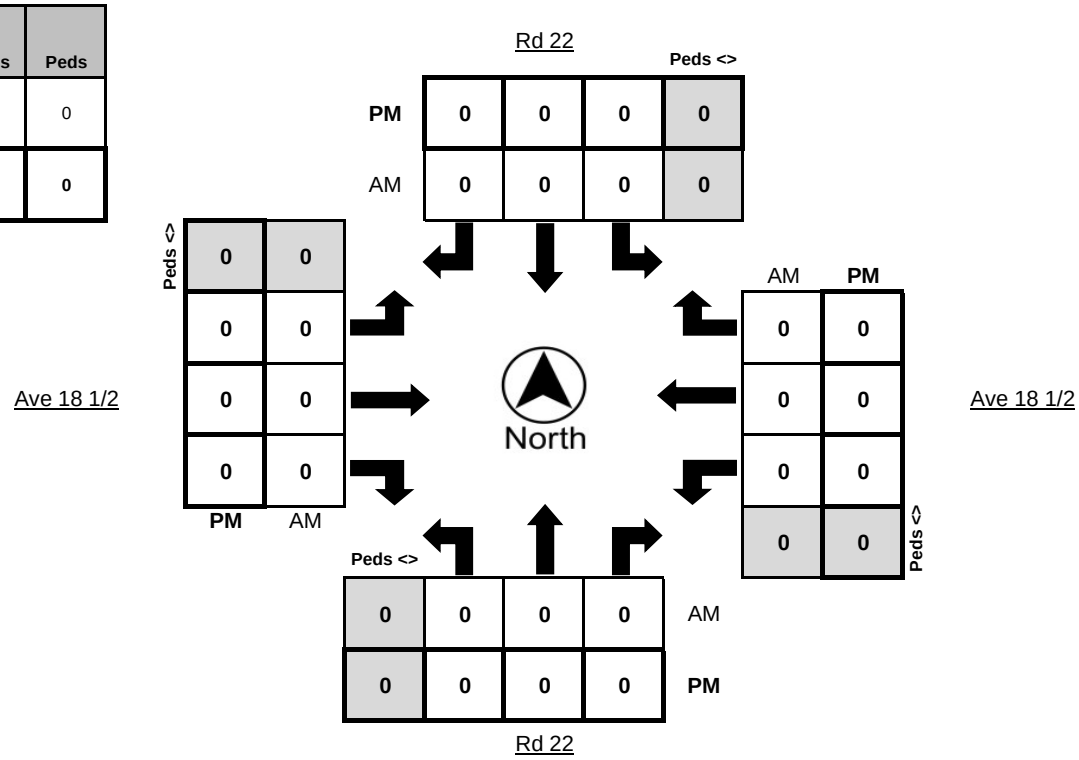
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM - 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:15 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Bikes | Peds |
|---|---|---|
| AM Peak Total | 0 | 0 |
| PM Peak Total | 0 | 0 |



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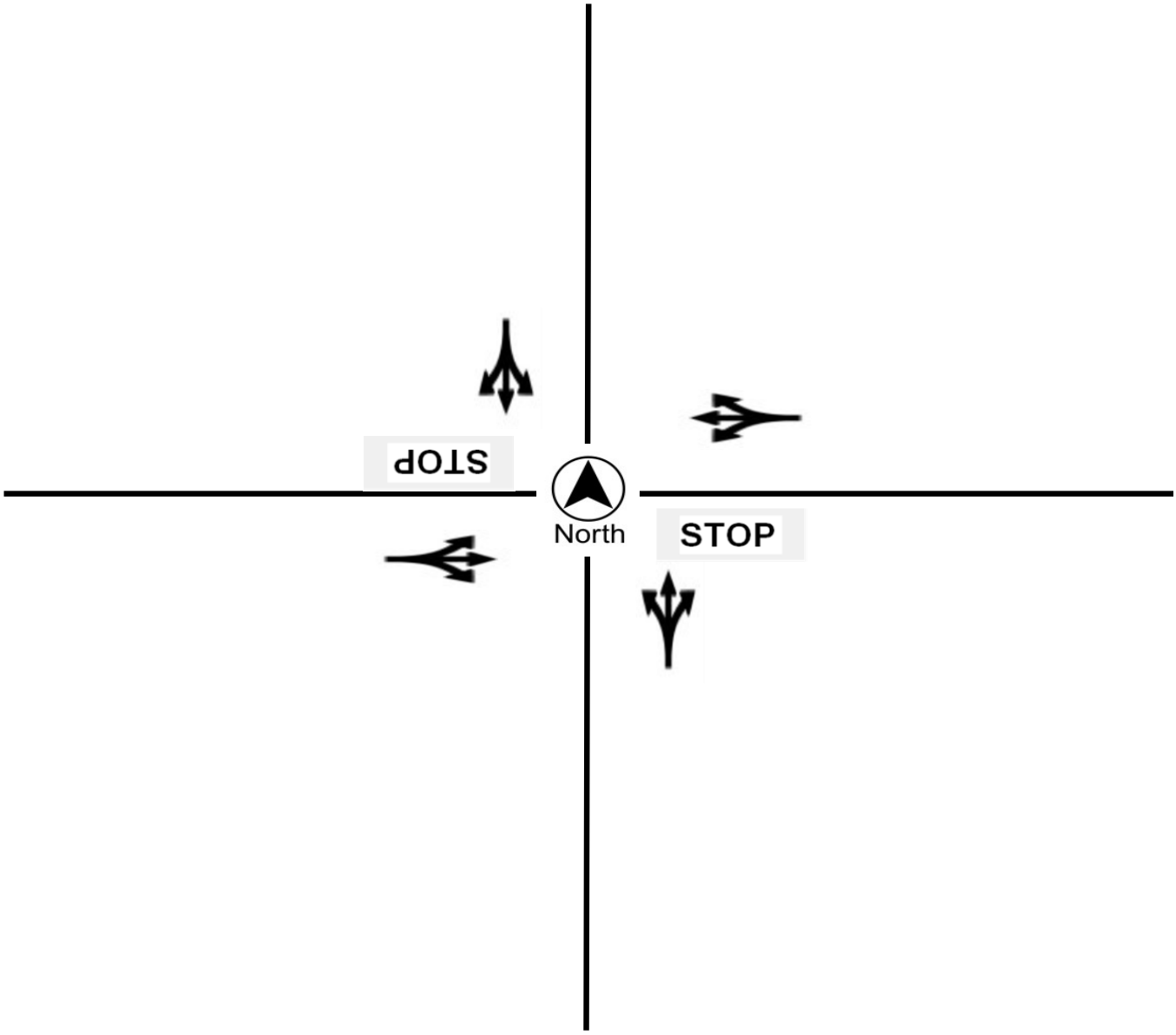
# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **LOCATION** | Rd 22 @ Ave 18 1/2 | **N/S STREET** | Rd 22 / Rd 22 |
| **COUNTY** | Madera | **E/W STREET** | Ave 18 1/2 / Ave 18 1/2 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **CYCLE TIME** | N/A | **CONTROL TYPE** | Two-Way Stop |

**COMMENTS**



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# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Golden State Blvd @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1345

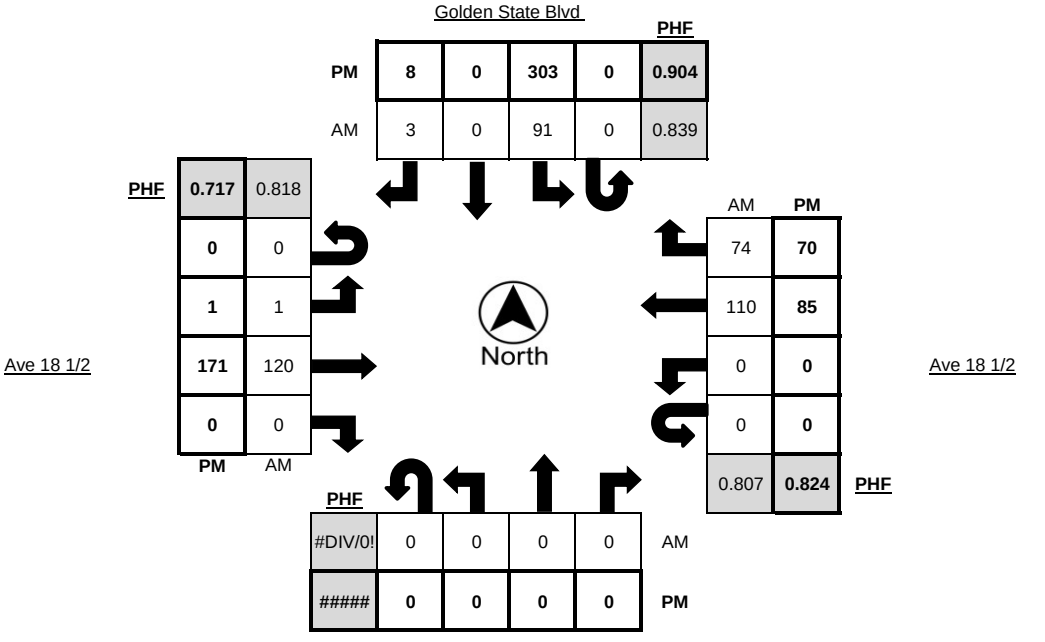
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** |
| **7:00 AM - 7:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 16 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 16 | 22 | 17 |
| **7:15 AM - 7:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 23 | 0 | 0 | 25 | 0 | 2 | 0 | 0 | 28 | 16 | 12 |
| **7:30 AM - 7:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 17 | 0 | 0 | 37 | 0 | 1 | 0 | 0 | 33 | 21 | 13 |
| **7:45 AM - 8:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 18 | 0 | 0 | 33 | 0 | 4 | 0 | 0 | 34 | 23 | 12 |
| **8:00 AM - 8:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 2 | 9 | 0 | 1 | 25 | 0 | 1 | 0 | 0 | 15 | 14 | 8 |
| **8:15 AM - 8:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 17 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 14 | 20 | 13 |
| **8:30 AM - 8:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 15 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 13 | 18 | 12 |
| **8:45 AM - 9:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 3 | 13 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 21 | 13 | 10 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **171** | **0** | **7** | **128** | **0** | **1** | **185** | **0** | **14** | **1** | **0** | **174** | **147** | **97** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** |
| **4:00 PM - 4:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 5 | 17 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 16 | 14 | 13 |
| **4:15 PM - 4:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 22 | 0 | 0 | 60 | 0 | 3 | 0 | 0 | 20 | 27 | 16 |
| **4:30 PM - 4:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 2 | 20 | 0 | 1 | 50 | 0 | 1 | 0 | 0 | 30 | 11 | 9 |
| **4:45 PM - 5:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 1 | 22 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 19 | 18 | 14 |
| **5:00 PM - 5:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 1 | 15 | 0 | 1 | 23 | 0 | 1 | 0 | 0 | 27 | 18 | 13 |
| **5:15 PM - 5:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 17 | 0 | 1 | 21 | 0 | 1 | 0 | 0 | 21 | 19 | 15 |
| **5:30 PM - 5:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 11 | 0 | 1 | 17 | 0 | 2 | 0 | 0 | 15 | 12 | 10 |
| **5:45 PM - 6:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 7 | 0 | 1 | 21 | 0 | 1 | 0 | 0 | 11 | 12 | 9 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **387** | **0** | **11** | **131** | **0** | **5** | **253** | **0** | **11** | **0** | **0** | **159** | **131** | **99** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HOUR** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** |
| **7:15 AM - 8:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 3 | 67 | 0 | 1 | 120 | 0 | 8 | 0 | 0 | 110 | 74 | 45 |
| **4:00 PM - 5:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 0 | 8 | 81 | 0 | 1 | 171 | 0 | 6 | 0 | 0 | 85 | 70 | 52 |

| | PHF | Trucks |
|---|---|---|
| **AM** | 0.845 | 30.1% |
| **PM** | 0.886 | 21.8% |



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# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Golden State Blvd @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1345

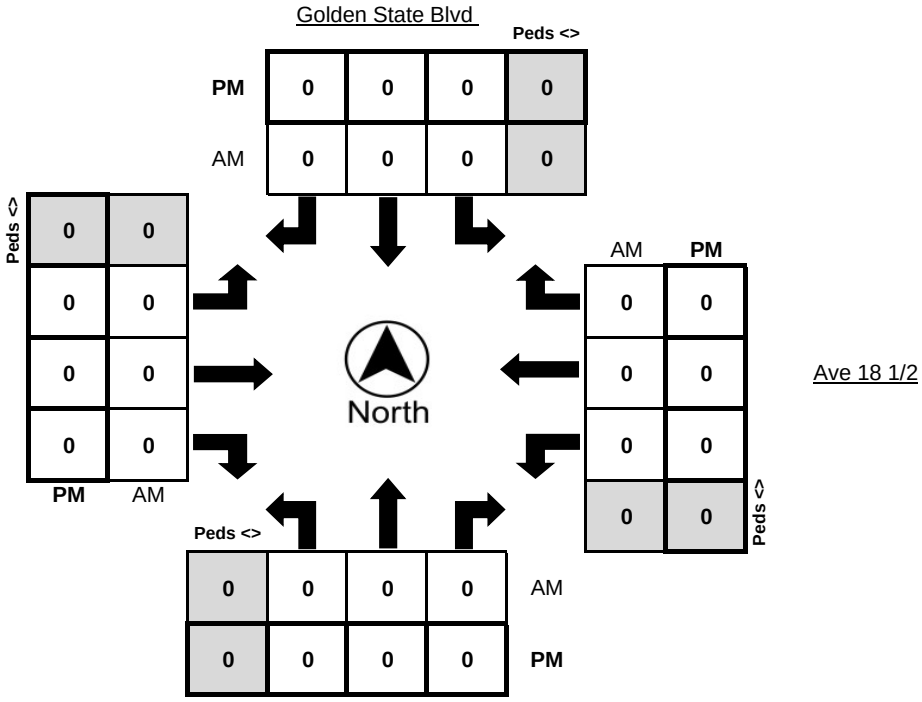
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM - 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:15 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Bikes | Peds |
|---|---|---|
| AM Peak Total | 0 | 0 |
| PM Peak Total | 0 | 0 |



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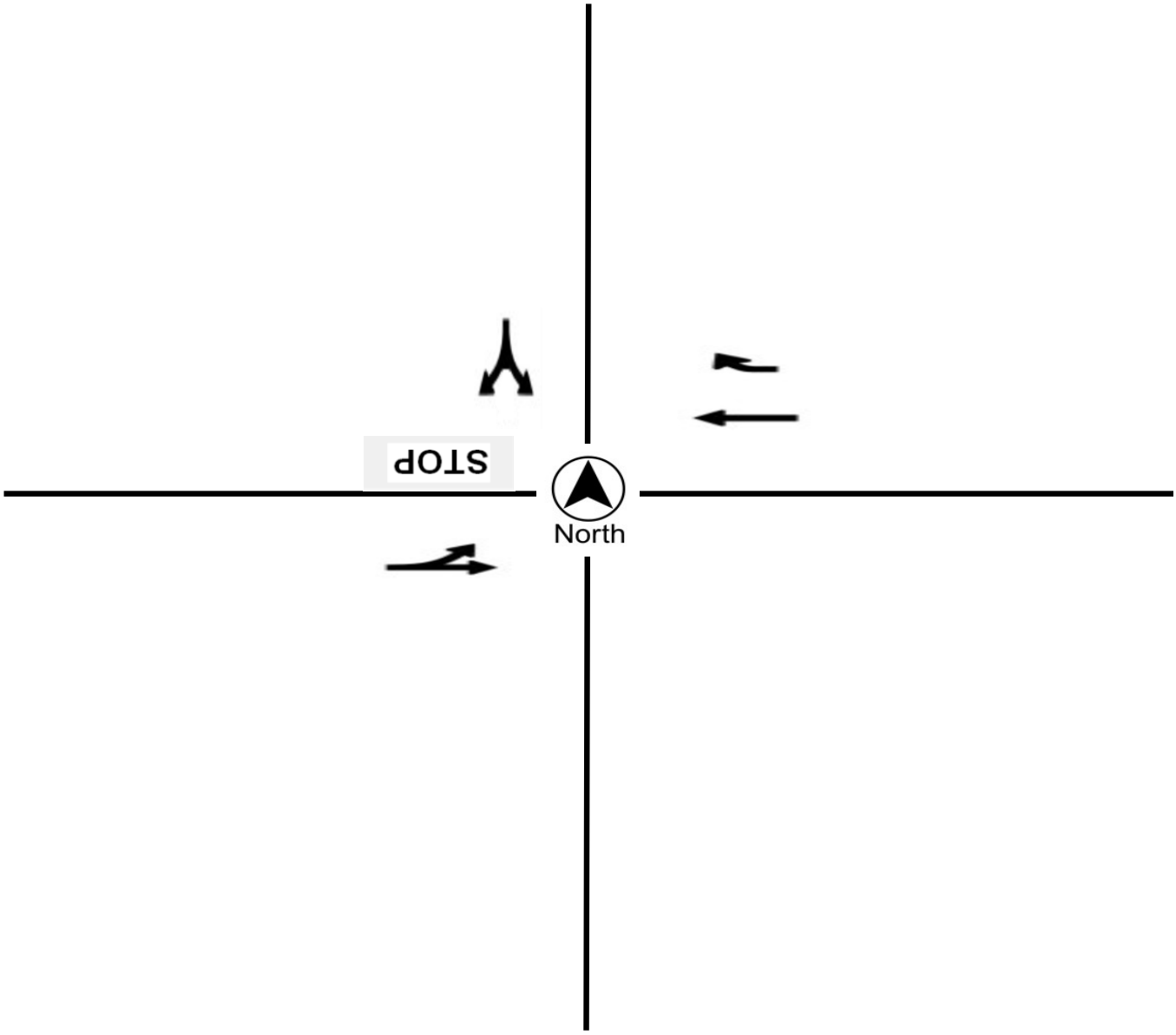
# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **LOCATION** | Golden State Blvd @ Ave 18 1/2 | **N/S STREET** | Golden State Blvd / |
| **COUNTY** | Madera | **E/W STREET** | Ave 18 1/2 / Ave 18 1/2 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **CYCLE TIME** | N/A | **CONTROL TYPE** | One-Way Stop |

**COMMENTS**



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www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Pistachio Dr @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1321

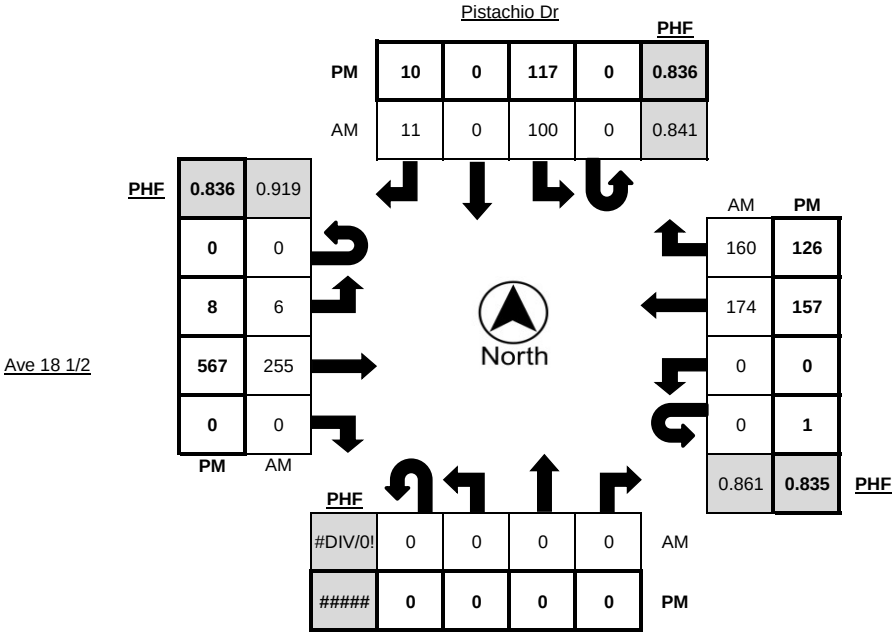
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 3 | 0 | 2 | 42 | 0 | 19 | 0 | 0 | 36 | 43 | 19 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 4 | 4 | 0 | 2 | 61 | 0 | 24 | 0 | 0 | 39 | 46 | 13 |
| 7:30 AM - 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 2 | 1 | 0 | 0 | 70 | 0 | 18 | 0 | 0 | 51 | 46 | 20 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 4 | 2 | 0 | 3 | 68 | 0 | 19 | 0 | 0 | 52 | 38 | 12 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 1 | 0 | 1 | 56 | 0 | 12 | 0 | 0 | 32 | 30 | 14 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 7 | 0 | 1 | 59 | 0 | 19 | 0 | 0 | 41 | 38 | 17 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 1 | 0 | 1 | 47 | 0 | 16 | 0 | 0 | 35 | 37 | 21 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 2 | 4 | 0 | 1 | 51 | 0 | 13 | 1 | 0 | 40 | 35 | 16 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **190** | **0** | **15** | **23** | **0** | **11** | **454** | **0** | **140** | **1** | **0** | **326** | **313** | **132** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 122 | 0 | 16 | 0 | 0 | 29 | 28 | 15 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 1 | 3 | 0 | 3 | 162 | 0 | 26 | 1 | 0 | 46 | 38 | 17 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 4 | 2 | 0 | 2 | 170 | 0 | 22 | 0 | 0 | 46 | 27 | 11 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 4 | 1 | 0 | 3 | 113 | 0 | 21 | 0 | 0 | 36 | 33 | 15 |
| 5:00 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 4 | 71 | 0 | 15 | 0 | 0 | 49 | 34 | 13 |
| 5:15 PM - 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 1 | 57 | 0 | 16 | 0 | 0 | 40 | 37 | 16 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 2 | 1 | 0 | 1 | 52 | 0 | 14 | 0 | 0 | 29 | 31 | 11 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 8 | 0 | 1 | 22 | 35 | 10 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **196** | **0** | **17** | **7** | **0** | **15** | **796** | **0** | **138** | **1** | **1** | **297** | **263** | **108** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 11 | 8 | 0 | 6 | 255 | 0 | 73 | 0 | 0 | 174 | 160 | 59 |
| 4:00 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 10 | 6 | 0 | 8 | 567 | 0 | 85 | 1 | 0 | 157 | 126 | 58 |

| | PHF | Trucks |
|---|---|---|
| AM | 0.910 | 19.8% |
| PM | 0.871 | 15.1% |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Pistachio Dr @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1321

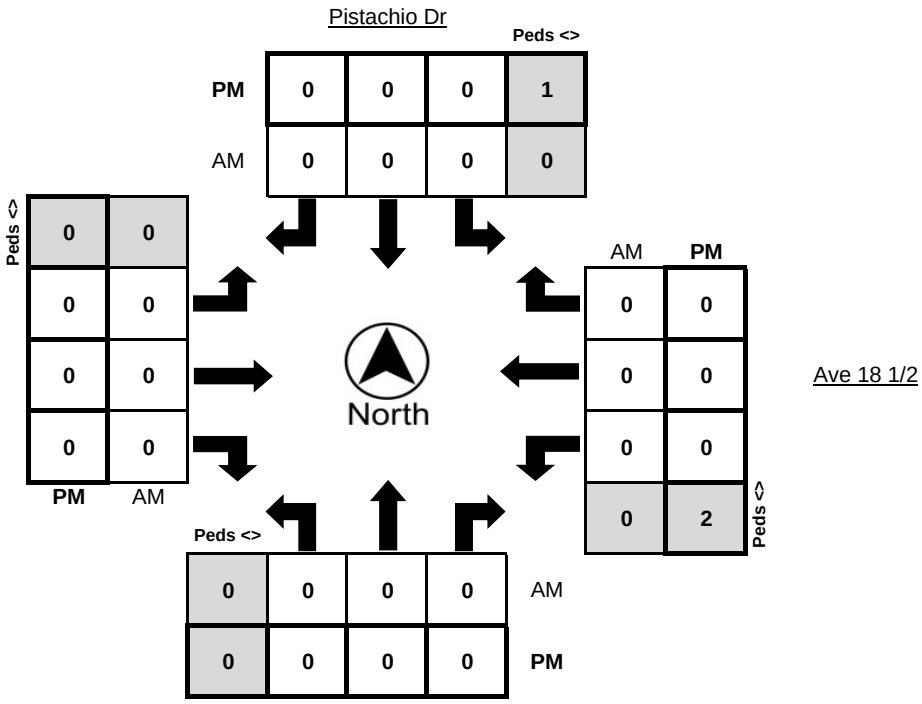
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM - 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:15 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM - 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |

| | Bikes | Peds |
|---|---|---|
| AM Peak Total | 0 | 0 |
| PM Peak Total | 0 | 3 |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

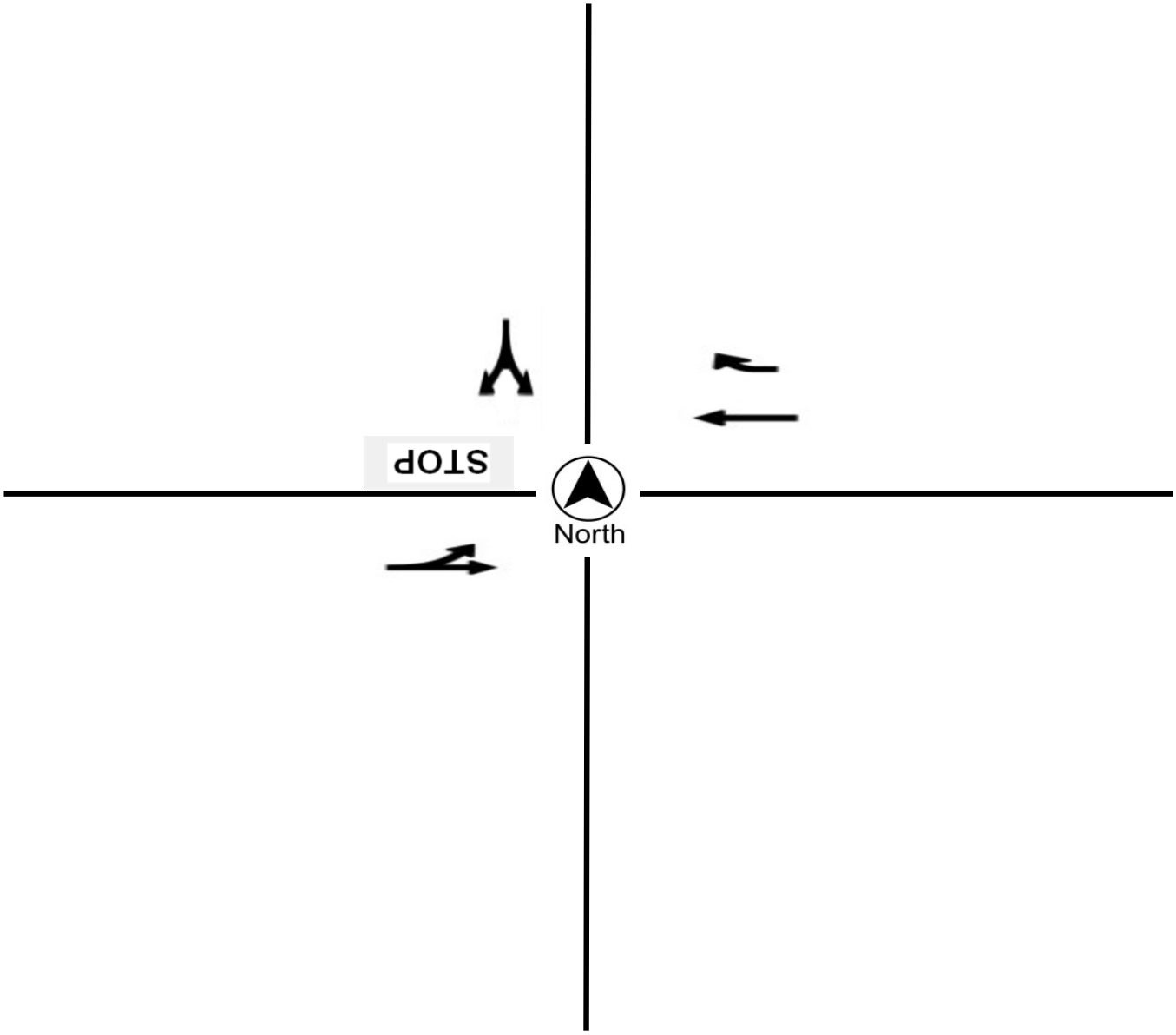
# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **LOCATION** | Pistachio Dr @ Ave 18 1/2 | **N/S STREET** | Pistachio Dr / |
| **COUNTY** | Madera | **E/W STREET** | Ave 18 1/2 / Ave 18 1/2 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **CYCLE TIME** | N/A | **CONTROL TYPE** | One-Way Stop |

**COMMENTS**



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# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** SR 99 SB Ramps @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1311

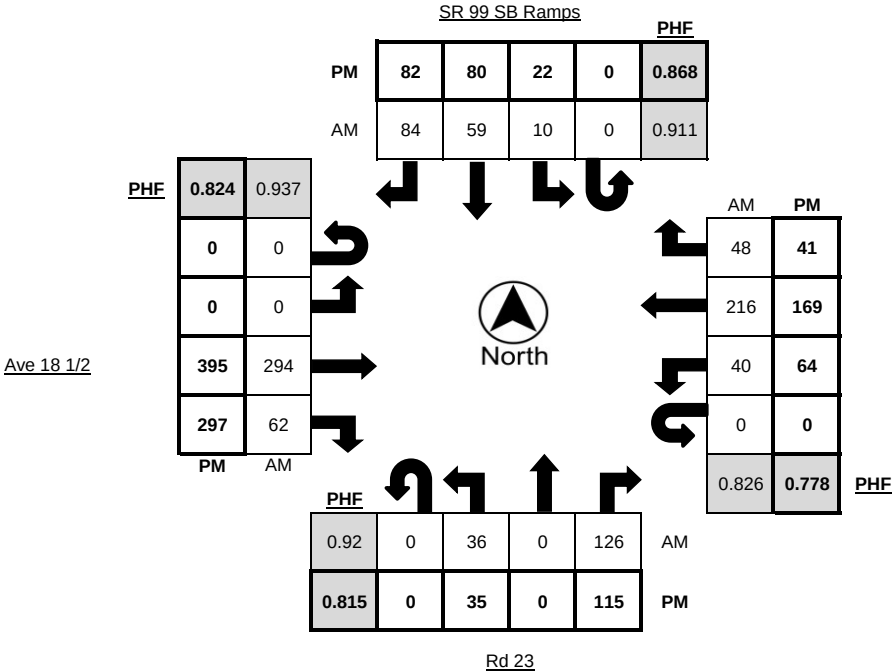
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:00 AM - 7:15 AM | 0 | 6 | 0 | 31 | 8 | 0 | 4 | 10 | 33 | 16 | 0 | 0 | 51 | 7 | 20 | 0 | 7 | 42 | 9 | 10 |
| 7:15 AM - 7:30 AM | 0 | 13 | 0 | 24 | 8 | 0 | 3 | 13 | 21 | 10 | 0 | 0 | 77 | 11 | 29 | 0 | 11 | 51 | 11 | 10 |
| 7:30 AM - 7:45 AM | 0 | 10 | 0 | 34 | 11 | 0 | 1 | 18 | 23 | 13 | 0 | 0 | 84 | 11 | 23 | 0 | 14 | 64 | 14 | 11 |
| 7:45 AM - 8:00 AM | 0 | 7 | 0 | 33 | 8 | 0 | 1 | 18 | 23 | 10 | 0 | 0 | 70 | 23 | 23 | 0 | 6 | 63 | 12 | 4 |
| 8:00 AM - 8:15 AM | 0 | 6 | 0 | 35 | 7 | 0 | 5 | 10 | 17 | 9 | 0 | 0 | 63 | 17 | 12 | 0 | 9 | 38 | 11 | 6 |
| 8:15 AM - 8:30 AM | 0 | 5 | 0 | 27 | 10 | 0 | 3 | 10 | 23 | 14 | 0 | 0 | 75 | 8 | 27 | 0 | 6 | 51 | 11 | 9 |
| 8:30 AM - 8:45 AM | 0 | 14 | 0 | 14 | 8 | 0 | 1 | 7 | 20 | 13 | 0 | 0 | 60 | 13 | 16 | 0 | 5 | 40 | 7 | 10 |
| 8:45 AM - 9:00 AM | 0 | 8 | 0 | 23 | 7 | 0 | 1 | 8 | 27 | 7 | 0 | 0 | 62 | 14 | 18 | 0 | 8 | 39 | 11 | 10 |
| **TOTAL** | **0** | **69** | **0** | **221** | **67** | **0** | **19** | **94** | **187** | **92** | **0** | **0** | **542** | **104** | **168** | **0** | **66** | **388** | **86** | **70** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 0 | 9 | 0 | 28 | 2 | 0 | 6 | 19 | 16 | 9 | 0 | 0 | 66 | 78 | 15 | 0 | 13 | 32 | 12 | 7 |
| 4:15 PM - 4:30 PM | 0 | 11 | 0 | 24 | 6 | 0 | 5 | 22 | 26 | 7 | 0 | 0 | 99 | 97 | 28 | 0 | 16 | 50 | 3 | 13 |
| 4:30 PM - 4:45 PM | 0 | 4 | 0 | 28 | 3 | 0 | 7 | 17 | 15 | 9 | 0 | 0 | 130 | 80 | 26 | 0 | 27 | 52 | 9 | 8 |
| 4:45 PM - 5:00 PM | 0 | 11 | 0 | 35 | 8 | 0 | 4 | 22 | 25 | 11 | 0 | 0 | 100 | 42 | 22 | 0 | 8 | 35 | 17 | 6 |
| 5:00 PM - 5:15 PM | 0 | 12 | 0 | 32 | 2 | 0 | 2 | 19 | 27 | 16 | 0 | 0 | 70 | 27 | 16 | 0 | 8 | 44 | 25 | 7 |
| 5:15 PM - 5:30 PM | 0 | 9 | 0 | 17 | 2 | 0 | 4 | 14 | 27 | 12 | 0 | 0 | 64 | 16 | 15 | 0 | 10 | 40 | 12 | 10 |
| 5:30 PM - 5:45 PM | 0 | 2 | 0 | 18 | 5 | 0 | 2 | 17 | 21 | 6 | 0 | 0 | 59 | 12 | 12 | 0 | 10 | 38 | 13 | 11 |
| 5:45 PM - 6:00 PM | 0 | 5 | 0 | 29 | 2 | 0 | 4 | 11 | 25 | 9 | 0 | 0 | 57 | 8 | 11 | 0 | 5 | 29 | 10 | 5 |
| **TOTAL** | **0** | **63** | **0** | **211** | **30** | **0** | **34** | **141** | **182** | **79** | **0** | **0** | **645** | **360** | **145** | **0** | **97** | **320** | **101** | **67** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 0 | 36 | 0 | 126 | 34 | 0 | 10 | 59 | 84 | 42 | 0 | 0 | 294 | 62 | 87 | 0 | 40 | 216 | 48 | 31 |
| 4:00 PM - 5:00 PM | 0 | 35 | 0 | 115 | 19 | 0 | 22 | 80 | 82 | 36 | 0 | 0 | 395 | 297 | 91 | 0 | 64 | 169 | 41 | 34 |

| | PHF | Trucks |
|---|---|---|
| AM | 0.893 | 19.9% |
| PM | 0.881 | 13.8% |



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800-975-6938 Phone/Fax
www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** SR 99 SB Ramps @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1311

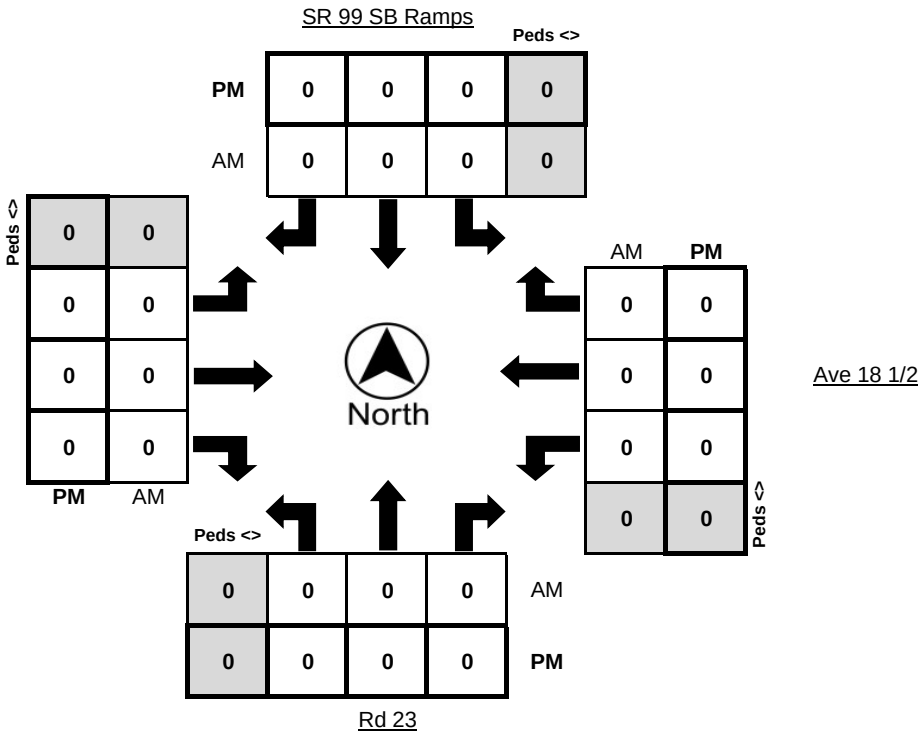
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM - 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:15 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Bikes | Peds |
|---|---|---|
| AM Peak Total | 0 | 0 |
| PM Peak Total | 0 | 0 |



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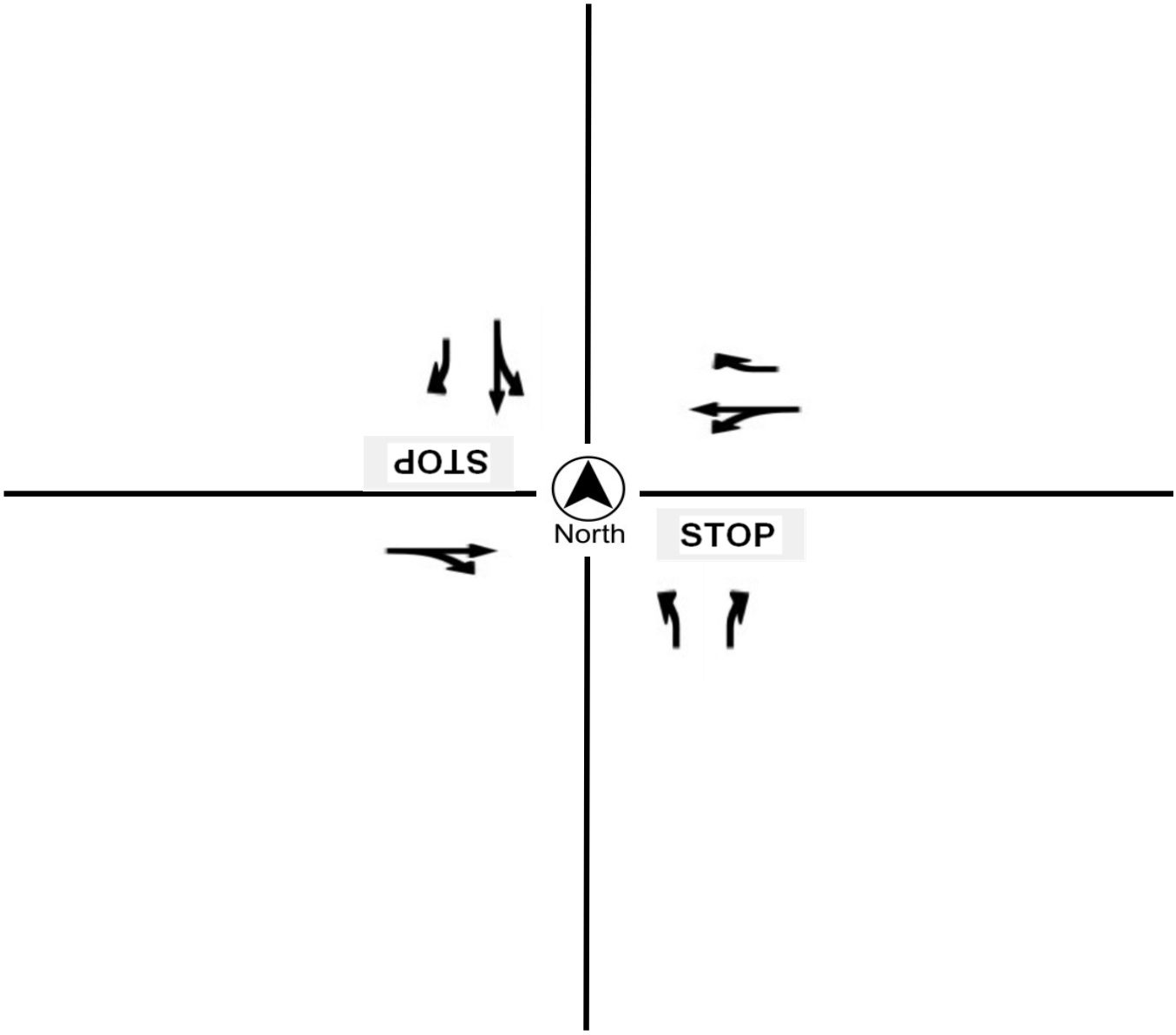
# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **LOCATION** | SR 99 SB Ramps @ Ave 18 1/2 | **N/S STREET** | SR 99 SB Ramps |
| **COUNTY** | Madera | **E/W STREET** | Ave 18 1/2 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **CYCLE TIME** | N/A | **CONTROL TYPE** | Two-Way Stop |

**COMMENTS**



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Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

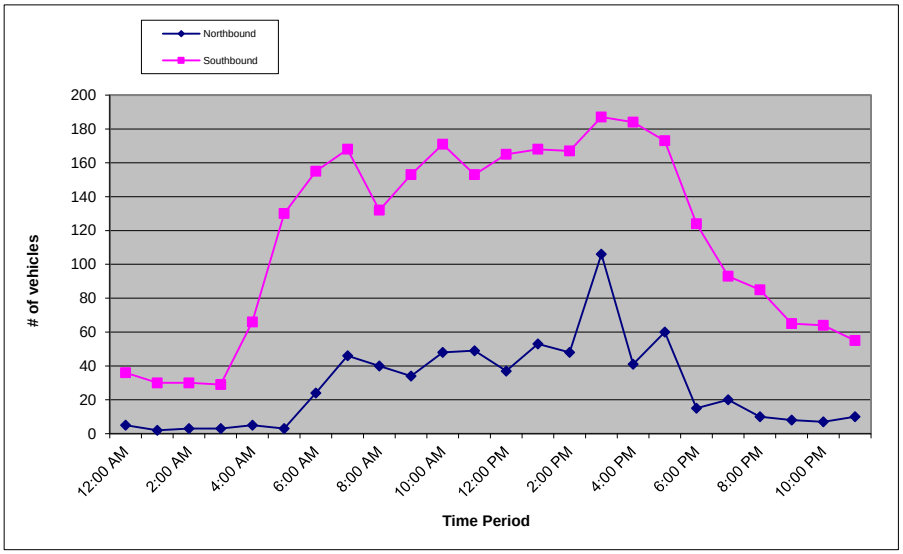
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **STREET** | SR 99 SB Ramps | **LATITUDE** | 37.0182403 |
| **SEGMENT** | North of Ave 18 1/2 | **LONGITUDE** | -120.131148 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **NUMBER OF LANES** | 2 | | |

| | Northbound | | | | | Southbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 0 | 0 | 3 | 2 | **5** | 10 | 11 | 4 | 11 | **36** | **41** |
| **1:00 AM** | 0 | 0 | 0 | 2 | **2** | 5 | 9 | 9 | 7 | **30** | **32** |
| **2:00 AM** | 1 | 0 | 1 | 1 | **3** | 5 | 6 | 11 | 8 | **30** | **33** |
| **3:00 AM** | 0 | 1 | 2 | 0 | **3** | 8 | 10 | 8 | 3 | **29** | **32** |
| **4:00 AM** | 0 | 1 | 4 | 0 | **5** | 12 | 12 | 18 | 24 | **66** | **71** |
| **5:00 AM** | 2 | 1 | 0 | 0 | **3** | 24 | 24 | 44 | 38 | **130** | **133** |
| **6:00 AM** | 3 | 5 | 13 | 3 | **24** | 46 | 40 | 38 | 31 | **155** | **179** |
| **7:00 AM** | 9 | 11 | 14 | 12 | **46** | 47 | 37 | 42 | 42 | **168** | **214** |
| **8:00 AM** | 11 | 11 | 7 | 11 | **40** | 32 | 36 | 28 | 36 | **132** | **172** |
| **9:00 AM** | 11 | 6 | 7 | 10 | **34** | 36 | 47 | 36 | 34 | **153** | **187** |
| **10:00 AM** | 8 | 12 | 11 | 17 | **48** | 48 | 33 | 51 | 39 | **171** | **219** |
| **11:00 AM** | 10 | 15 | 12 | 12 | **49** | 36 | 39 | 42 | 36 | **153** | **202** |
| **12:00 PM** | 9 | 7 | 6 | 15 | **37** | 30 | 42 | 54 | 39 | **165** | **202** |
| **1:00 PM** | 18 | 13 | 11 | 11 | **53** | 34 | 36 | 44 | 54 | **168** | **221** |
| **2:00 PM** | 9 | 6 | 18 | 15 | **48** | 44 | 41 | 39 | 43 | **167** | **215** |
| **3:00 PM** | 27 | 23 | 35 | 21 | **106** | 59 | 49 | 37 | 42 | **187** | **293** |
| **4:00 PM** | 12 | 3 | 9 | 17 | **41** | 41 | 53 | 39 | 51 | **184** | **225** |
| **5:00 PM** | 25 | 12 | 13 | 10 | **60** | 48 | 45 | 40 | 40 | **173** | **233** |
| **6:00 PM** | 3 | 3 | 7 | 2 | **15** | 28 | 36 | 32 | 28 | **124** | **139** |
| **7:00 PM** | 7 | 5 | 3 | 5 | **20** | 28 | 21 | 27 | 17 | **93** | **113** |
| **8:00 PM** | 2 | 0 | 2 | 6 | **10** | 16 | 30 | 21 | 18 | **85** | **95** |
| **9:00 PM** | 3 | 3 | 1 | 1 | **8** | 19 | 12 | 22 | 12 | **65** | **73** |
| **10:00 PM** | 2 | 3 | 2 | 0 | **7** | 13 | 16 | 24 | 11 | **64** | **71** |
| **11:00 PM** | 3 | 1 | 2 | 4 | **10** | 11 | 11 | 17 | 16 | **55** | **65** |
| **Total** | **19.6%** | | | | **677** | **80.4%** | | | | **2783** | |
| | **3460** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **43.8%** | **AM Peak** | **219** | **10:00 am to 11:00 am** | **AM P.H.F.** | **0.88** |
| **PM%** | **56.2%** | **PM Peak** | **293** | **3:00 pm to 4:00 pm** | **PM P.H.F.** | **0.85** |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

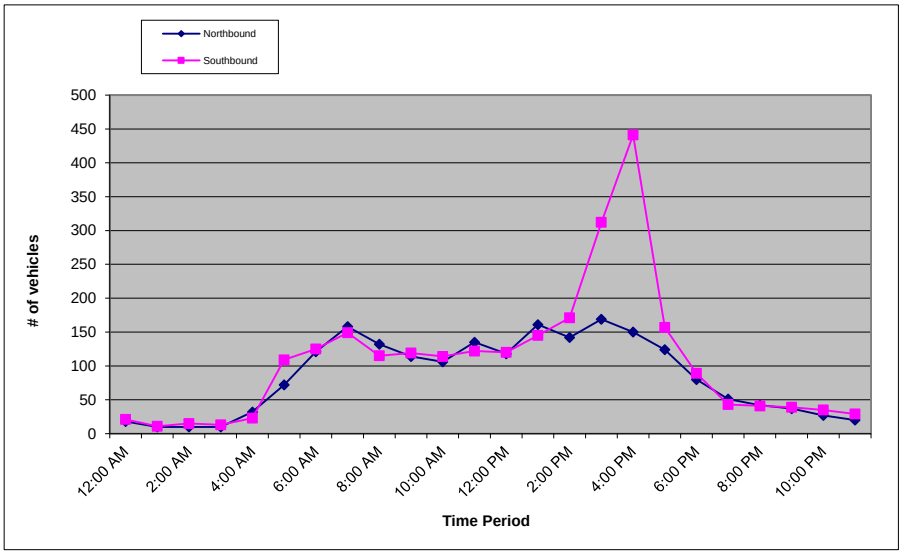
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **STREET** | Rd 23 | **LATITUDE** | 37.0182403 |
| **SEGMENT** | South of Ave 18 1/2 | **LONGITUDE** | -120.131148 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **NUMBER OF LANES** | 2 | | |

| | Northbound | | | | | Southbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 3 | 4 | 7 | 4 | **18** | 6 | 6 | 4 | 5 | **21** | **39** |
| **1:00 AM** | 2 | 3 | 2 | 3 | **10** | 3 | 4 | 2 | 2 | **11** | **21** |
| **2:00 AM** | 2 | 2 | 2 | 4 | **10** | 2 | 3 | 7 | 3 | **15** | **25** |
| **3:00 AM** | 1 | 2 | 2 | 5 | **10** | 4 | 3 | 4 | 2 | **13** | **23** |
| **4:00 AM** | 3 | 4 | 12 | 13 | **32** | 3 | 4 | 6 | 10 | **23** | **55** |
| **5:00 AM** | 11 | 11 | 26 | 24 | **72** | 17 | 25 | 31 | 36 | **109** | **181** |
| **6:00 AM** | 20 | 24 | 32 | 45 | **121** | 35 | 36 | 26 | 28 | **125** | **246** |
| **7:00 AM** | 37 | 37 | 44 | 40 | **158** | 24 | 35 | 43 | 47 | **149** | **307** |
| **8:00 AM** | 41 | 32 | 28 | 31 | **132** | 36 | 24 | 25 | 30 | **115** | **247** |
| **9:00 AM** | 30 | 27 | 26 | 31 | **114** | 40 | 27 | 21 | 31 | **119** | **233** |
| **10:00 AM** | 22 | 33 | 26 | 25 | **106** | 26 | 28 | 30 | 30 | **114** | **220** |
| **11:00 AM** | 32 | 35 | 40 | 28 | **135** | 35 | 24 | 42 | 21 | **122** | **257** |
| **12:00 PM** | 27 | 35 | 25 | 31 | **118** | 20 | 34 | 36 | 30 | **120** | **238** |
| **1:00 PM** | 36 | 41 | 39 | 45 | **161** | 28 | 35 | 40 | 42 | **145** | **306** |
| **2:00 PM** | 31 | 36 | 31 | 44 | **142** | 39 | 37 | 40 | 55 | **171** | **313** |
| **3:00 PM** | 44 | 44 | 38 | 43 | **169** | 57 | 65 | 86 | 104 | **312** | **481** |
| **4:00 PM** | 37 | 35 | 32 | 46 | **150** | 110 | 135 | 124 | 72 | **441** | **591** |
| **5:00 PM** | 44 | 26 | 20 | 34 | **124** | 54 | 40 | 39 | 24 | **157** | **281** |
| **6:00 PM** | 32 | 24 | 17 | 7 | **80** | 24 | 31 | 16 | 18 | **89** | **169** |
| **7:00 PM** | 18 | 12 | 8 | 13 | **51** | 12 | 10 | 15 | 6 | **43** | **94** |
| **8:00 PM** | 14 | 14 | 6 | 8 | **42** | 11 | 13 | 6 | 11 | **41** | **83** |
| **9:00 PM** | 7 | 16 | 9 | 5 | **37** | 13 | 8 | 9 | 9 | **39** | **76** |
| **10:00 PM** | 6 | 12 | 6 | 3 | **27** | 7 | 13 | 7 | 8 | **35** | **62** |
| **11:00 PM** | 3 | 4 | 5 | 8 | **20** | 7 | 8 | 5 | 9 | **29** | **49** |
| **Total** | **44.4%** | | | | **2039** | **55.6%** | | | | **2558** | |
| | **4597** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **40.3%** | **AM Peak** | **323** | **7:15 am to 8:15 am** | **AM P.H.F.** | **0.93** |
| **PM%** | **59.7%** | **PM Peak** | **620** | **3:45 pm to 4:45 pm** | **PM P.H.F.** | **0.91** |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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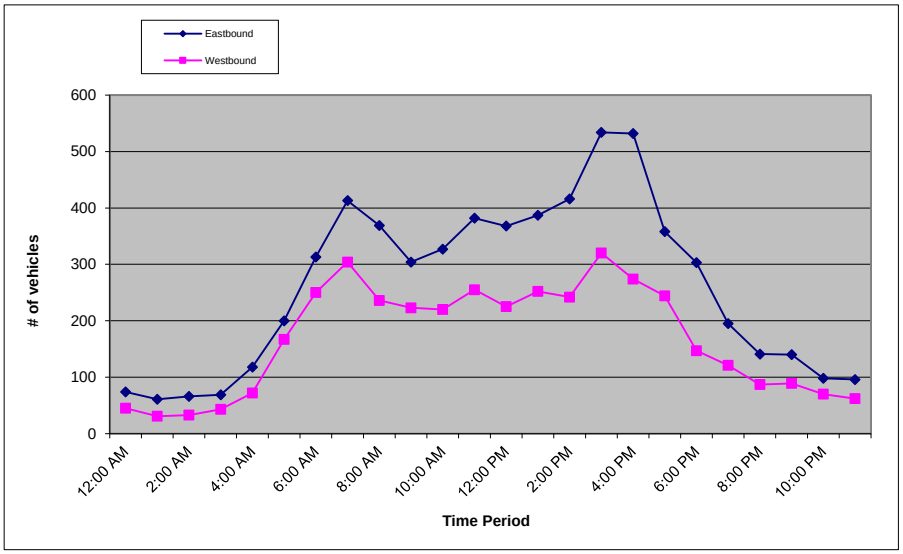
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **STREET** | Ave 18 1/2 | **LATITUDE** | 37.0182403 |
| **SEGMENT** | East of SR 99 SB Ramps | **LONGITUDE** | -120.131148 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **NUMBER OF LANES** | 2 | | |

| | Eastbound | | | | | Westbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 16 | 20 | 26 | 12 | **74** | 9 | 9 | 13 | 14 | **45** | **119** |
| **1:00 AM** | 15 | 18 | 17 | 11 | **61** | 10 | 7 | 4 | 10 | **31** | **92** |
| **2:00 AM** | 18 | 12 | 17 | 19 | **66** | 5 | 6 | 12 | 10 | **33** | **99** |
| **3:00 AM** | 15 | 17 | 20 | 17 | **69** | 4 | 10 | 13 | 16 | **43** | **112** |
| **4:00 AM** | 23 | 27 | 36 | 32 | **118** | 22 | 14 | 14 | 22 | **72** | **190** |
| **5:00 AM** | 39 | 39 | 56 | 66 | **200** | 29 | 33 | 50 | 55 | **167** | **367** |
| **6:00 AM** | 64 | 87 | 74 | 88 | **313** | 78 | 55 | 64 | 53 | **250** | **563** |
| **7:00 AM** | 86 | 104 | 119 | 104 | **413** | 58 | 73 | 92 | 81 | **304** | **717** |
| **8:00 AM** | 103 | 105 | 75 | 86 | **369** | 58 | 68 | 52 | 58 | **236** | **605** |
| **9:00 AM** | 75 | 76 | 75 | 78 | **304** | 59 | 59 | 56 | 49 | **223** | **527** |
| **10:00 AM** | 76 | 78 | 87 | 86 | **327** | 44 | 68 | 48 | 60 | **220** | **547** |
| **11:00 AM** | 85 | 96 | 106 | 95 | **382** | 62 | 57 | 71 | 65 | **255** | **637** |
| **12:00 PM** | 101 | 95 | 88 | 84 | **368** | 61 | 68 | 51 | 45 | **225** | **593** |
| **1:00 PM** | 93 | 98 | 104 | 92 | **387** | 69 | 62 | 60 | 61 | **252** | **639** |
| **2:00 PM** | 110 | 87 | 93 | 126 | **416** | 61 | 53 | 54 | 74 | **242** | **658** |
| **3:00 PM** | 126 | 120 | 145 | 143 | **534** | 82 | 68 | 103 | 67 | **320** | **854** |
| **4:00 PM** | 100 | 128 | 165 | 139 | **532** | 57 | 69 | 88 | 60 | **274** | **806** |
| **5:00 PM** | 104 | 85 | 79 | 90 | **358** | 77 | 62 | 61 | 44 | **244** | **602** |
| **6:00 PM** | 78 | 58 | 78 | 89 | **303** | 32 | 45 | 35 | 35 | **147** | **450** |
| **7:00 PM** | 56 | 51 | 38 | 50 | **195** | 34 | 33 | 25 | 29 | **121** | **316** |
| **8:00 PM** | 36 | 37 | 36 | 32 | **141** | 23 | 21 | 15 | 28 | **87** | **228** |
| **9:00 PM** | 35 | 39 | 35 | 31 | **140** | 25 | 26 | 19 | 19 | **89** | **229** |
| **10:00 PM** | 15 | 33 | 22 | 28 | **98** | 21 | 19 | 17 | 13 | **70** | **168** |
| **11:00 PM** | 29 | 20 | 21 | 26 | **96** | 17 | 14 | 14 | 17 | **62** | **158** |
| **Total** | **61.0%** | | | | **6264** | **39.0%** | | | | **4012** | |
| | **10276** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **44.5%** | **AM Peak** | **734** | **7:15 am to 8:15 am** | **AM P.H.F.** | **0.87** |
| **PM%** | **55.5%** | **PM Peak** | **854** | **3:00 pm to 4:00 pm** | **PM P.H.F.** | **0.86** |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

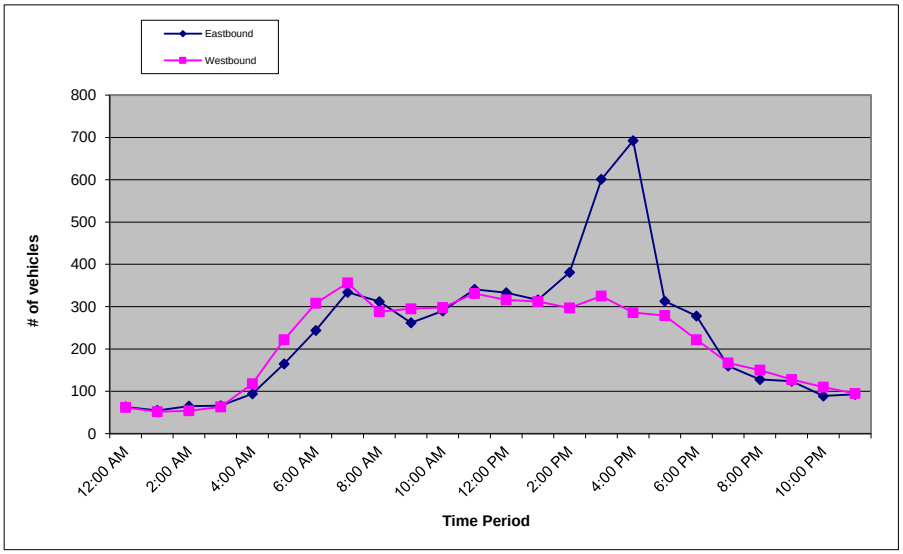
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **STREET** | Ave 18 1/2 | **LATITUDE** | 37.0182403 |
| **SEGMENT** | West of SR 99 SB Ramps | **LONGITUDE** | -120.131148 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **NUMBER OF LANES** | 2 | | |

| | Eastbound | | | | | Westbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 15 | 19 | 20 | 9 | **63** | 15 | 17 | 11 | 19 | **62** | **125** |
| **1:00 AM** | 14 | 16 | 16 | 9 | **55** | 13 | 13 | 12 | 14 | **52** | **107** |
| **2:00 AM** | 15 | 13 | 18 | 19 | **65** | 6 | 12 | 18 | 18 | **54** | **119** |
| **3:00 AM** | 15 | 15 | 21 | 15 | **66** | 9 | 16 | 18 | 20 | **63** | **129** |
| **4:00 AM** | 20 | 23 | 26 | 25 | **94** | 31 | 21 | 24 | 42 | **118** | **212** |
| **5:00 AM** | 31 | 37 | 41 | 56 | **165** | 37 | 40 | 74 | 71 | **222** | **387** |
| **6:00 AM** | 56 | 78 | 53 | 57 | **244** | 98 | 69 | 74 | 67 | **308** | **552** |
| **7:00 AM** | 58 | 88 | 95 | 93 | **334** | 81 | 85 | 97 | 93 | **356** | **690** |
| **8:00 AM** | 80 | 83 | 73 | 76 | **312** | 61 | 79 | 74 | 74 | **288** | **600** |
| **9:00 AM** | 67 | 65 | 63 | 67 | **262** | 66 | 89 | 78 | 62 | **295** | **557** |
| **10:00 AM** | 64 | 64 | 81 | 81 | **290** | 68 | 80 | 78 | 72 | **298** | **588** |
| **11:00 AM** | 79 | 73 | 105 | 84 | **341** | 79 | 69 | 98 | 85 | **331** | **672** |
| **12:00 PM** | 90 | 78 | 83 | 82 | **333** | 78 | 87 | 83 | 68 | **316** | **649** |
| **1:00 PM** | 77 | 84 | 83 | 72 | **316** | 77 | 77 | 71 | 87 | **312** | **628** |
| **2:00 PM** | 109 | 79 | 87 | 106 | **381** | 87 | 79 | 60 | 71 | **297** | **678** |
| **3:00 PM** | 115 | 120 | 172 | 194 | **601** | 90 | 73 | 84 | 78 | **325** | **926** |
| **4:00 PM** | 144 | 196 | 210 | 142 | **692** | 57 | 87 | 71 | 71 | **286** | **978** |
| **5:00 PM** | 97 | 80 | 71 | 65 | **313** | 83 | 76 | 61 | 59 | **279** | **592** |
| **6:00 PM** | 70 | 52 | 71 | 85 | **278** | 57 | 65 | 54 | 46 | **222** | **500** |
| **7:00 PM** | 40 | 44 | 36 | 40 | **160** | 45 | 44 | 40 | 38 | **167** | **327** |
| **8:00 PM** | 30 | 34 | 36 | 28 | **128** | 34 | 49 | 34 | 33 | **150** | **278** |
| **9:00 PM** | 33 | 28 | 32 | 31 | **124** | 33 | 32 | 37 | 26 | **128** | **252** |
| **10:00 PM** | 14 | 29 | 18 | 28 | **89** | 30 | 27 | 34 | 19 | **110** | **199** |
| **11:00 PM** | 29 | 17 | 19 | 28 | **93** | 21 | 17 | 27 | 30 | **95** | **188** |
| **Total** | **53.0%** | | | | **5799** | **47.0%** | | | | **5134** | |
| | **10933** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **43.3%** | **AM Peak** | **692** | **7:15 am to 8:15 am** | **AM P.H.F.** | **0.90** |
| **PM%** | **56.7%** | **PM Peak** | **1037** | **3:45 pm to 4:45 pm** | **PM P.H.F.** | **0.92** |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** SR 99 NB Ramps @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1280

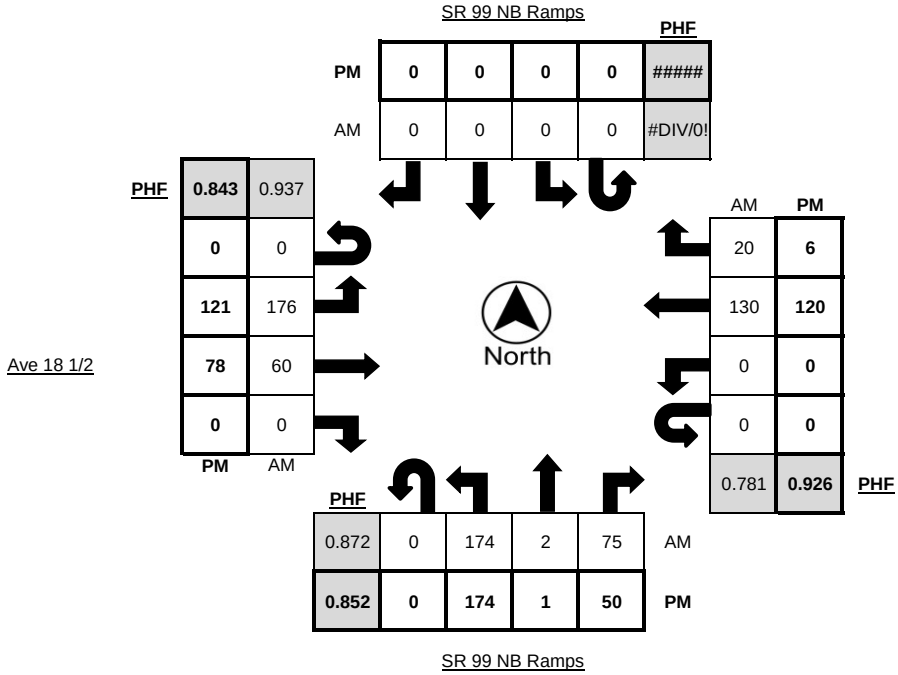
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** |
| **7:00 AM - 7:15 AM** | 0 | 39 | 0 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 16 | 0 | 13 | 0 | 0 | 19 | 3 | 4 |
| **7:15 AM - 7:30 AM** | 0 | 49 | 0 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 9 | 0 | 23 | 0 | 0 | 24 | 5 | 4 |
| **7:30 AM - 7:45 AM** | 0 | 48 | 1 | 17 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 13 | 0 | 15 | 0 | 0 | 44 | 4 | 2 |
| **7:45 AM - 8:00 AM** | 0 | 46 | 0 | 26 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 15 | 0 | 15 | 0 | 0 | 35 | 6 | 3 |
| **8:00 AM - 8:15 AM** | 0 | 31 | 1 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 23 | 0 | 8 | 0 | 0 | 27 | 5 | 3 |
| **8:15 AM - 8:30 AM** | 0 | 50 | 0 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 15 | 0 | 17 | 0 | 0 | 18 | 3 | 3 |
| **8:30 AM - 8:45 AM** | 0 | 38 | 1 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 11 | 0 | 12 | 0 | 0 | 14 | 7 | 6 |
| **8:45 AM - 9:00 AM** | 0 | 34 | 0 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 15 | 0 | 13 | 0 | 0 | 24 | 3 | 4 |
| **TOTAL** | **0** | **335** | **3** | **130** | **81** | **0** | **0** | **0** | **0** | **0** | **0** | **305** | **117** | **0** | **116** | **0** | **0** | **205** | **36** | **29** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** |
| **4:00 PM - 4:15 PM** | 0 | 30 | 1 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 28 | 0 | 2 | 0 | 0 | 27 | 2 | 2 |
| **4:15 PM - 4:30 PM** | 0 | 42 | 0 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 17 | 0 | 6 | 0 | 0 | 27 | 2 | 4 |
| **4:30 PM - 4:45 PM** | 0 | 54 | 0 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 23 | 0 | 8 | 0 | 0 | 34 | 0 | 2 |
| **4:45 PM - 5:00 PM** | 0 | 33 | 1 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 28 | 0 | 16 | 0 | 0 | 27 | 3 | 3 |
| **5:00 PM - 5:15 PM** | 0 | 45 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 10 | 0 | 7 | 0 | 0 | 32 | 1 | 3 |
| **5:15 PM - 5:30 PM** | 0 | 37 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 16 | 0 | 6 | 0 | 0 | 25 | 3 | 3 |
| **5:30 PM - 5:45 PM** | 0 | 42 | 0 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 10 | 0 | 6 | 0 | 0 | 19 | 3 | 0 |
| **5:45 PM - 6:00 PM** | 0 | 27 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 12 | 0 | 7 | 0 | 0 | 17 | 3 | 1 |
| **TOTAL** | **0** | **310** | **2** | **85** | **69** | **0** | **0** | **0** | **0** | **0** | **0** | **227** | **144** | **0** | **58** | **0** | **0** | **208** | **17** | **18** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PEAK HOUR** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** | **U-Turn** | **Left** | **Thru** | **Right** | **Trucks** |
| **7:15 AM - 8:15 AM** | 0 | 174 | 2 | 75 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 60 | 0 | 61 | 0 | 0 | 130 | 20 | 12 |
| **4:15 PM - 5:15 PM** | 0 | 174 | 1 | 50 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 78 | 0 | 37 | 0 | 0 | 120 | 6 | 12 |

| | PHF | Trucks |
|---|---|---|
| **AM** | 0.900 | 17.4% |
| **PM** | 0.865 | 15.1% |



**Metro Traffic Data Inc.**
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# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** SR 99 NB Ramps @ Ave 18 1/2 **LATITUDE** 37.0182

**COUNTY** Madera **LONGITUDE** -120.1280

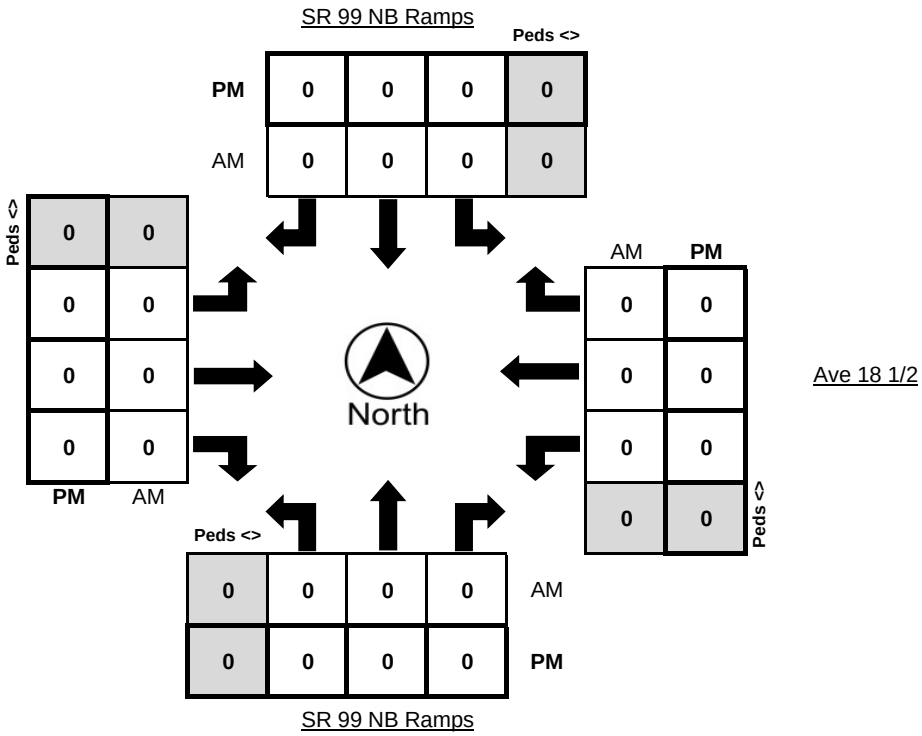
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM - 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:15 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Bikes | Peds |
|---|---|---|
| AM Peak Total | 0 | 0 |
| PM Peak Total | 0 | 0 |



**Metro Traffic Data Inc.**
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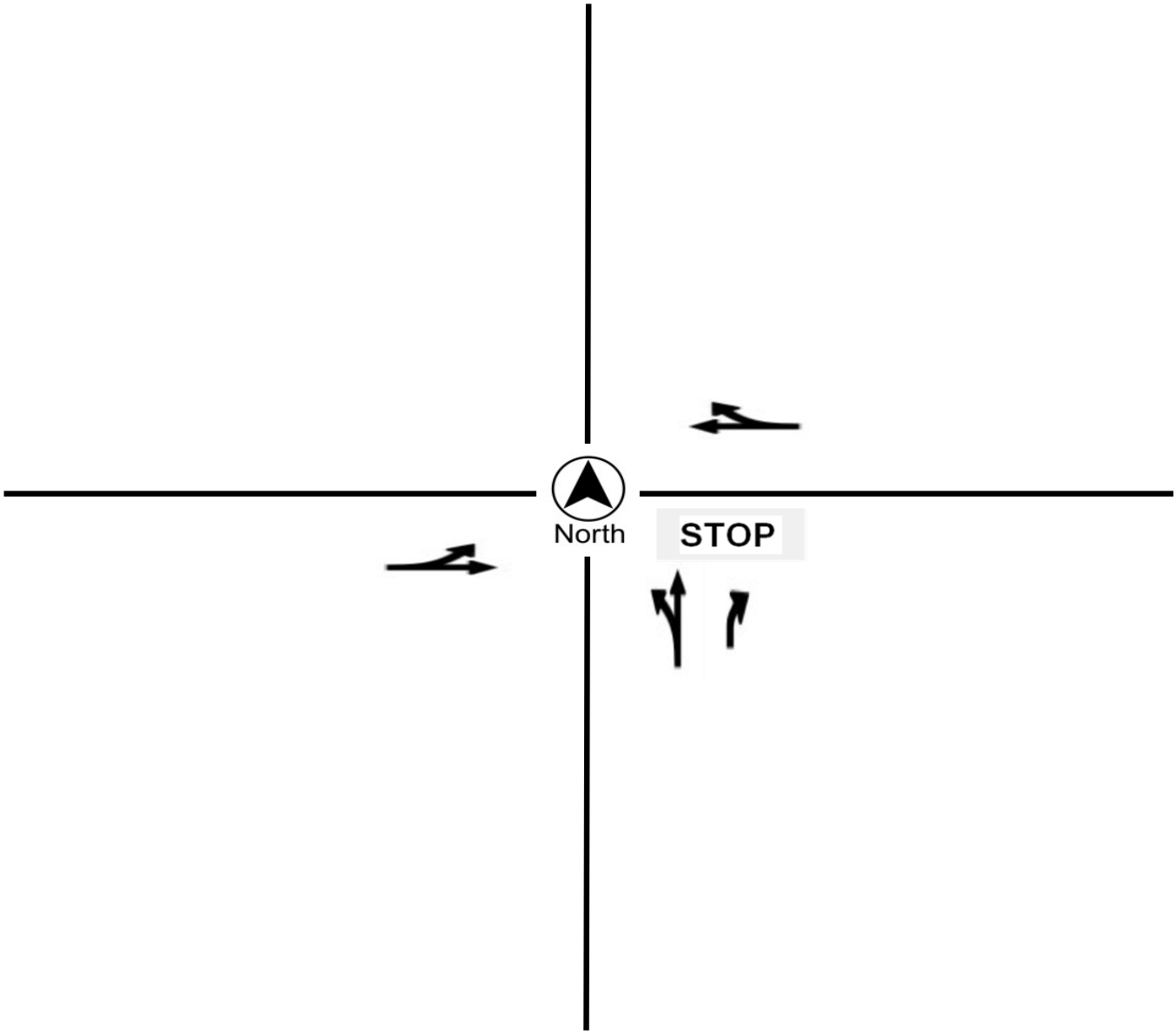
# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **LOCATION** | SR 99 NB Ramps @ Ave 18 1/2 | **N/S STREET** | SR 99 NB Ramps |
| **COUNTY** | Madera | **E/W STREET** | Ave 18 1/2 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **CYCLE TIME** | N/A | **CONTROL TYPE** | One-Way Stop |

**COMMENTS**



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# 24 Hour Count Report

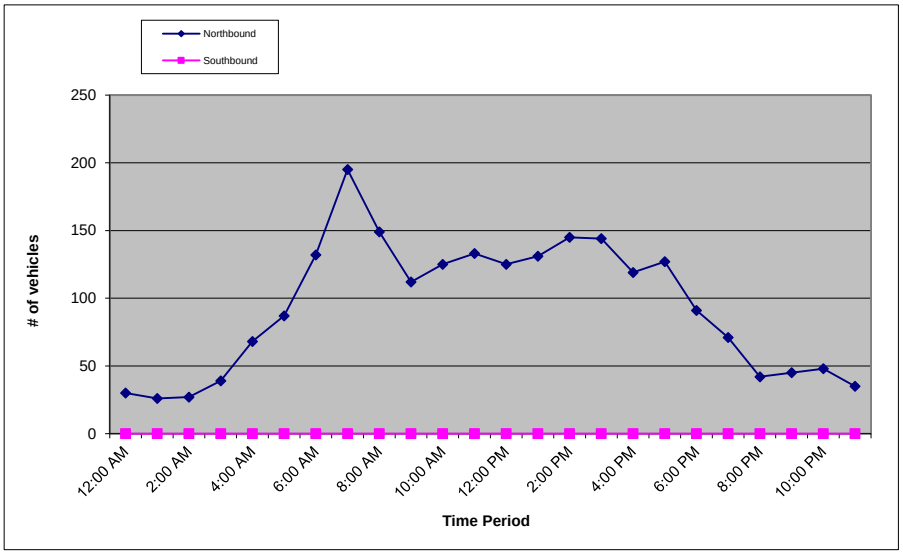
Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**STREET** SR 99 NB Ramps
**SEGMENT** North of Ave 18 1/2
**COLLECTION DATE** Wednesday, November 19, 2025
**NUMBER OF LANES** 1

**LATITUDE** 37.0182338
**LONGITUDE** -120.1279535
**WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 5 | 7 | 12 | 6 | **30** | 0 | 0 | 0 | 0 | **0** | **30** |
| **1:00 AM** | 11 | 8 | 3 | 4 | **26** | 0 | 0 | 0 | 0 | **0** | **26** |
| **2:00 AM** | 5 | 5 | 6 | 11 | **27** | 0 | 0 | 0 | 0 | **0** | **27** |
| **3:00 AM** | 8 | 8 | 9 | 14 | **39** | 0 | 0 | 0 | 0 | **0** | **39** |
| **4:00 AM** | 19 | 14 | 17 | 18 | **68** | 0 | 0 | 0 | 0 | **0** | **68** |
| **5:00 AM** | 17 | 19 | 25 | 26 | **87** | 0 | 0 | 0 | 0 | **0** | **87** |
| **6:00 AM** | 26 | 35 | 35 | 36 | **132** | 0 | 0 | 0 | 0 | **0** | **132** |
| **7:00 AM** | 40 | 51 | 55 | 49 | **195** | 0 | 0 | 0 | 0 | **0** | **195** |
| **8:00 AM** | 43 | 34 | 35 | 37 | **149** | 0 | 0 | 0 | 0 | **0** | **149** |
| **9:00 AM** | 22 | 27 | 28 | 35 | **112** | 0 | 0 | 0 | 0 | **0** | **112** |
| **10:00 AM** | 25 | 36 | 32 | 32 | **125** | 0 | 0 | 0 | 0 | **0** | **125** |
| **11:00 AM** | 23 | 49 | 29 | 32 | **133** | 0 | 0 | 0 | 0 | **0** | **133** |
| **12:00 PM** | 25 | 33 | 32 | 35 | **125** | 0 | 0 | 0 | 0 | **0** | **125** |
| **1:00 PM** | 34 | 30 | 33 | 34 | **131** | 0 | 0 | 0 | 0 | **0** | **131** |
| **2:00 PM** | 36 | 37 | 34 | 38 | **145** | 0 | 0 | 0 | 0 | **0** | **145** |
| **3:00 PM** | 38 | 36 | 42 | 28 | **144** | 0 | 0 | 0 | 0 | **0** | **144** |
| **4:00 PM** | 29 | 21 | 36 | 33 | **119** | 0 | 0 | 0 | 0 | **0** | **119** |
| **5:00 PM** | 38 | 33 | 29 | 27 | **127** | 0 | 0 | 0 | 0 | **0** | **127** |
| **6:00 PM** | 24 | 22 | 21 | 24 | **91** | 0 | 0 | 0 | 0 | **0** | **91** |
| **7:00 PM** | 24 | 20 | 11 | 16 | **71** | 0 | 0 | 0 | 0 | **0** | **71** |
| **8:00 PM** | 15 | 8 | 10 | 9 | **42** | 0 | 0 | 0 | 0 | **0** | **42** |
| **9:00 PM** | 16 | 15 | 8 | 6 | **45** | 0 | 0 | 0 | 0 | **0** | **45** |
| **10:00 PM** | 15 | 12 | 9 | 12 | **48** | 0 | 0 | 0 | 0 | **0** | **48** |
| **11:00 PM** | 7 | 8 | 14 | 6 | **35** | 0 | 0 | 0 | 0 | **0** | **35** |
| **Total** | **100.0%** | | | | **2246** | **0.0%** | | | | **0** | |
| | **2246** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **50.0%** | **AM Peak** | **198** | **7:15 am to 8:15 am** | **AM P.H.F.** | **0.90** |
| **PM%** | **50.0%** | **PM Peak** | **154** | **2:45 pm to 3:45 pm** | **PM P.H.F.** | **0.92** |



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www.metrotrafficdata.com

# 24 Hour Count Report

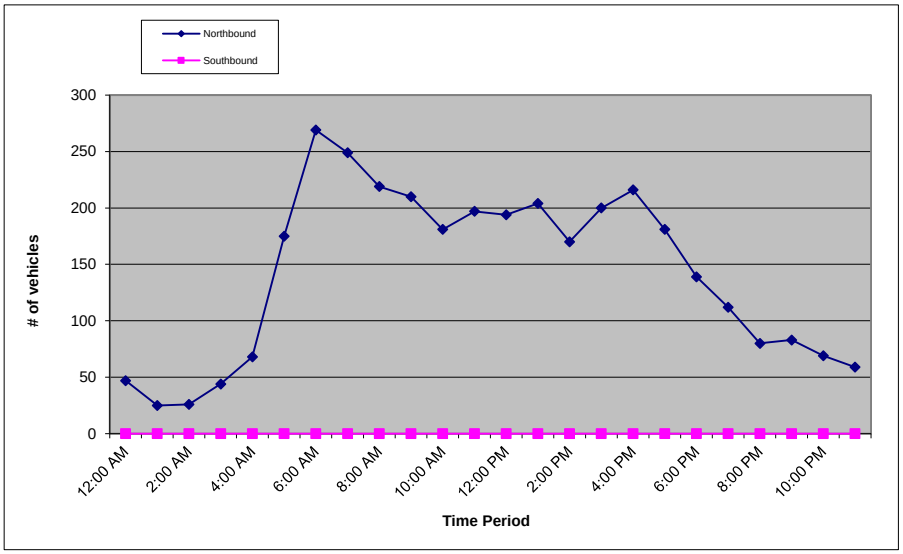
Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**STREET** SR 99 NB Ramps
**SEGMENT** South of Ave 18 1/2
**COLLECTION DATE** Wednesday, November 19, 2025
**NUMBER OF LANES** 1

**LATITUDE** 37.0182338
**LONGITUDE** -120.1279535
**WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 12 | 11 | 10 | 14 | **47** | 0 | 0 | 0 | 0 | **0** | **47** |
| **1:00 AM** | 5 | 6 | 4 | 10 | **25** | 0 | 0 | 0 | 0 | **0** | **25** |
| **2:00 AM** | 5 | 3 | 9 | 9 | **26** | 0 | 0 | 0 | 0 | **0** | **26** |
| **3:00 AM** | 3 | 11 | 14 | 16 | **44** | 0 | 0 | 0 | 0 | **0** | **44** |
| **4:00 AM** | 18 | 12 | 11 | 27 | **68** | 0 | 0 | 0 | 0 | **0** | **68** |
| **5:00 AM** | 24 | 26 | 55 | 70 | **175** | 0 | 0 | 0 | 0 | **0** | **175** |
| **6:00 AM** | 79 | 64 | 63 | 63 | **269** | 0 | 0 | 0 | 0 | **0** | **269** |
| **7:00 AM** | 48 | 63 | 66 | 72 | **249** | 0 | 0 | 0 | 0 | **0** | **249** |
| **8:00 AM** | 50 | 76 | 50 | 43 | **219** | 0 | 0 | 0 | 0 | **0** | **219** |
| **9:00 AM** | 43 | 63 | 52 | 52 | **210** | 0 | 0 | 0 | 0 | **0** | **210** |
| **10:00 AM** | 38 | 54 | 43 | 46 | **181** | 0 | 0 | 0 | 0 | **0** | **181** |
| **11:00 AM** | 56 | 42 | 50 | 49 | **197** | 0 | 0 | 0 | 0 | **0** | **197** |
| **12:00 PM** | 44 | 58 | 49 | 43 | **194** | 0 | 0 | 0 | 0 | **0** | **194** |
| **1:00 PM** | 55 | 50 | 49 | 50 | **204** | 0 | 0 | 0 | 0 | **0** | **204** |
| **2:00 PM** | 51 | 42 | 29 | 48 | **170** | 0 | 0 | 0 | 0 | **0** | **170** |
| **3:00 PM** | 56 | 46 | 55 | 43 | **200** | 0 | 0 | 0 | 0 | **0** | **200** |
| **4:00 PM** | 46 | 55 | 66 | 49 | **216** | 0 | 0 | 0 | 0 | **0** | **216** |
| **5:00 PM** | 55 | 46 | 48 | 32 | **181** | 0 | 0 | 0 | 0 | **0** | **181** |
| **6:00 PM** | 25 | 43 | 33 | 38 | **139** | 0 | 0 | 0 | 0 | **0** | **139** |
| **7:00 PM** | 32 | 31 | 22 | 27 | **112** | 0 | 0 | 0 | 0 | **0** | **112** |
| **8:00 PM** | 21 | 19 | 17 | 23 | **80** | 0 | 0 | 0 | 0 | **0** | **80** |
| **9:00 PM** | 22 | 24 | 19 | 18 | **83** | 0 | 0 | 0 | 0 | **0** | **83** |
| **10:00 PM** | 18 | 18 | 20 | 13 | **69** | 0 | 0 | 0 | 0 | **0** | **69** |
| **11:00 PM** | 18 | 12 | 13 | 16 | **59** | 0 | 0 | 0 | 0 | **0** | **59** |
| **Total** | **100.0%** | | | | **3417** | **0.0%** | | | | **0** | |
| | **3417** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **50.0%** | **AM Peak** | **276** | **5:45 am to 6:45 am** | **AM P.H.F.** | **0.87** |
| **PM%** | **50.0%** | **PM Peak** | **225** | **4:15 pm to 5:15 pm** | **PM P.H.F.** | **0.85** |



**Metro Traffic Data Inc.**
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Hanford, CA 93230

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www.metrotrafficdata.com

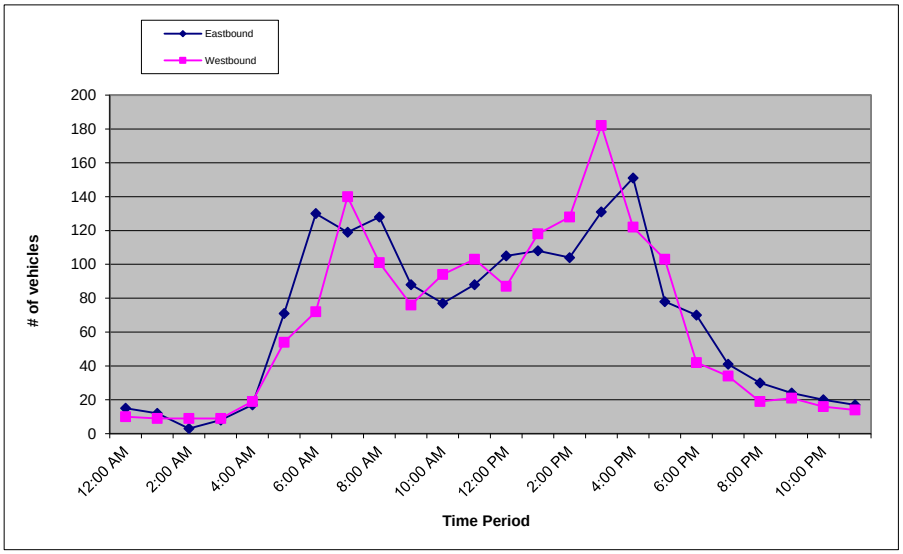
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **STREET** | Ave 18 1/2 | **LATITUDE** | 37.0182338 |
| **SEGMENT** | East of SR 99 NB Ramps | **LONGITUDE** | -120.1279535 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **NUMBER OF LANES** | 2 | | |

| | Eastbound | | | | | Westbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 6 | 3 | 3 | 3 | **15** | 1 | 2 | 4 | 3 | **10** | **25** |
| **1:00 AM** | 3 | 2 | 3 | 4 | **12** | 2 | 3 | 0 | 4 | **9** | **21** |
| **2:00 AM** | 0 | 0 | 1 | 2 | **3** | 0 | 3 | 4 | 2 | **9** | **12** |
| **3:00 AM** | 0 | 2 | 4 | 2 | **8** | 2 | 2 | 1 | 4 | **9** | **17** |
| **4:00 AM** | 2 | 1 | 5 | 9 | **17** | 6 | 4 | 7 | 2 | **19** | **36** |
| **5:00 AM** | 5 | 7 | 20 | 39 | **71** | 11 | 16 | 9 | 18 | **54** | **125** |
| **6:00 AM** | 29 | 31 | 31 | 39 | **130** | 19 | 14 | 25 | 14 | **72** | **202** |
| **7:00 AM** | 25 | 23 | 30 | 41 | **119** | 22 | 29 | 48 | 41 | **140** | **259** |
| **8:00 AM** | 41 | 41 | 22 | 24 | **128** | 32 | 21 | 21 | 27 | **101** | **229** |
| **9:00 AM** | 16 | 27 | 19 | 26 | **88** | 25 | 16 | 16 | 19 | **76** | **164** |
| **10:00 AM** | 19 | 18 | 19 | 21 | **77** | 18 | 32 | 19 | 25 | **94** | **171** |
| **11:00 AM** | 28 | 24 | 19 | 17 | **88** | 23 | 31 | 30 | 19 | **103** | **191** |
| **12:00 PM** | 20 | 28 | 32 | 25 | **105** | 23 | 22 | 23 | 19 | **87** | **192** |
| **1:00 PM** | 27 | 24 | 27 | 30 | **108** | 37 | 28 | 29 | 24 | **118** | **226** |
| **2:00 PM** | 21 | 23 | 22 | 38 | **104** | 23 | 26 | 38 | 41 | **128** | **232** |
| **3:00 PM** | 46 | 34 | 19 | 32 | **131** | 47 | 39 | 61 | 35 | **182** | **313** |
| **4:00 PM** | 43 | 30 | 35 | 43 | **151** | 29 | 29 | 34 | 30 | **122** | **273** |
| **5:00 PM** | 20 | 25 | 16 | 17 | **78** | 33 | 28 | 22 | 20 | **103** | **181** |
| **6:00 PM** | 19 | 15 | 16 | 20 | **70** | 14 | 13 | 8 | 7 | **42** | **112** |
| **7:00 PM** | 16 | 10 | 9 | 6 | **41** | 9 | 9 | 8 | 8 | **34** | **75** |
| **8:00 PM** | 6 | 9 | 7 | 8 | **30** | 5 | 5 | 3 | 6 | **19** | **49** |
| **9:00 PM** | 4 | 5 | 7 | 8 | **24** | 7 | 7 | 4 | 3 | **21** | **45** |
| **10:00 PM** | 2 | 4 | 9 | 5 | **20** | 7 | 3 | 1 | 5 | **16** | **36** |
| **11:00 PM** | 7 | 2 | 2 | 6 | **17** | 3 | 4 | 2 | 5 | **14** | **31** |
| **Total** | **50.8%** | | | | **1635** | **49.2%** | | | | **1582** | |
| | **3217** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **45.1%** | **AM Peak** | **295** | **7:30 am to 8:30 am** | **AM P.H.F.** | **0.90** |
| **PM%** | **54.9%** | **PM Peak** | **325** | **2:45 pm to 3:45 pm** | **PM P.H.F.** | **0.87** |



**Metro Traffic Data Inc.**
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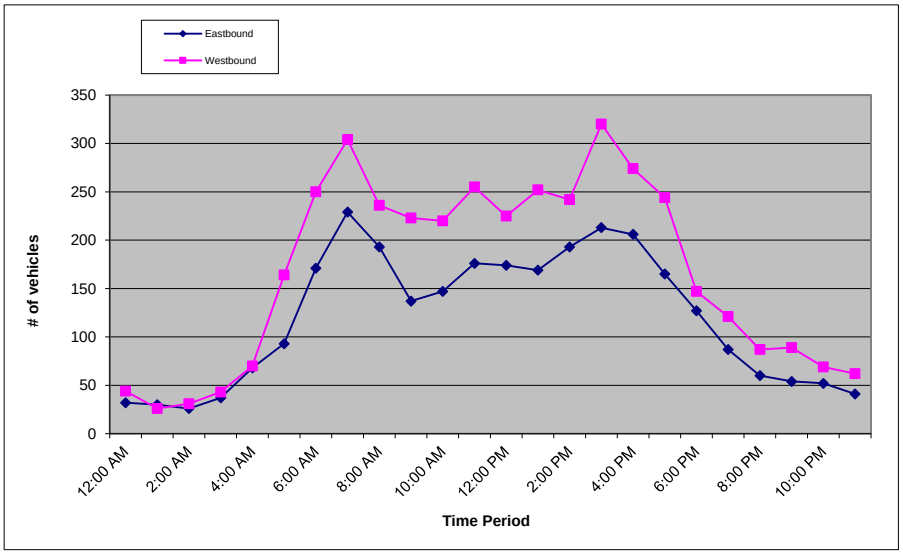
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **STREET** | Ave 18 1/2 | **LATITUDE** | 37.0182338 |
| **SEGMENT** | West of SR 99 NB Ramps | **LONGITUDE** | -120.1279535 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **NUMBER OF LANES** | 2 | | |

| | Eastbound | | | | | Westbound | | | | | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | 1st | 2nd | 3rd | 4th | **Total** | 1st | 2nd | 3rd | 4th | **Total** | **Totals** |
| **12:00 AM** | 6 | 6 | 14 | 6 | **32** | 8 | 9 | 13 | 14 | **44** | **76** |
| **1:00 AM** | 14 | 7 | 5 | 4 | **30** | 7 | 6 | 3 | 10 | **26** | **56** |
| **2:00 AM** | 5 | 3 | 6 | 12 | **26** | 5 | 4 | 12 | 10 | **31** | **57** |
| **3:00 AM** | 7 | 7 | 11 | 12 | **37** | 4 | 10 | 13 | 16 | **43** | **80** |
| **4:00 AM** | 19 | 13 | 18 | 18 | **68** | 22 | 14 | 14 | 20 | **70** | **138** |
| **5:00 AM** | 16 | 17 | 28 | 32 | **93** | 29 | 33 | 47 | 55 | **164** | **257** |
| **6:00 AM** | 35 | 43 | 42 | 51 | **171** | 78 | 55 | 64 | 53 | **250** | **421** |
| **7:00 AM** | 53 | 55 | 63 | 58 | **229** | 58 | 73 | 92 | 81 | **304** | **533** |
| **8:00 AM** | 60 | 46 | 38 | 49 | **193** | 58 | 68 | 52 | 58 | **236** | **429** |
| **9:00 AM** | 29 | 34 | 35 | 39 | **137** | 59 | 59 | 56 | 49 | **223** | **360** |
| **10:00 AM** | 32 | 36 | 37 | 42 | **147** | 44 | 68 | 48 | 60 | **220** | **367** |
| **11:00 AM** | 34 | 57 | 39 | 46 | **176** | 62 | 57 | 71 | 65 | **255** | **431** |
| **12:00 PM** | 39 | 49 | 43 | 43 | **174** | 61 | 68 | 51 | 45 | **225** | **399** |
| **1:00 PM** | 38 | 38 | 42 | 51 | **169** | 69 | 62 | 60 | 61 | **252** | **421** |
| **2:00 PM** | 44 | 45 | 43 | 61 | **193** | 61 | 53 | 54 | 74 | **242** | **435** |
| **3:00 PM** | 63 | 53 | 48 | 49 | **213** | 82 | 68 | 103 | 67 | **320** | **533** |
| **4:00 PM** | 54 | 36 | 59 | 57 | **206** | 57 | 69 | 88 | 60 | **274** | **480** |
| **5:00 PM** | 47 | 46 | 36 | 36 | **165** | 77 | 62 | 61 | 44 | **244** | **409** |
| **6:00 PM** | 36 | 26 | 31 | 34 | **127** | 32 | 45 | 35 | 35 | **147** | **274** |
| **7:00 PM** | 33 | 23 | 15 | 16 | **87** | 34 | 33 | 25 | 29 | **121** | **208** |
| **8:00 PM** | 18 | 14 | 12 | 16 | **60** | 23 | 21 | 15 | 28 | **87** | **147** |
| **9:00 PM** | 16 | 15 | 11 | 12 | **54** | 25 | 26 | 19 | 19 | **89** | **143** |
| **10:00 PM** | 13 | 14 | 14 | 11 | **52** | 21 | 19 | 17 | 12 | **69** | **121** |
| **11:00 PM** | 10 | 8 | 15 | 8 | **41** | 17 | 14 | 14 | 17 | **62** | **103** |
| **Total** | **41.9%** | | | | **2880** | **58.1%** | | | | **3998** | |
| | **6878** | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AM%** | **46.6%** | **AM Peak** | **540** | **7:15 am to 8:15 am** | **AM P.H.F.** | **0.87** |
| **PM%** | **53.4%** | **PM Peak** | **552** | **2:45 pm to 3:45 pm** | **PM P.H.F.** | **0.91** |



**Metro Traffic Data Inc.**
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Hanford, CA 93230

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# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Rd 23 @ Ave 17 **LATITUDE** 36.9964

**COUNTY** Madera **LONGITUDE** -120.1286

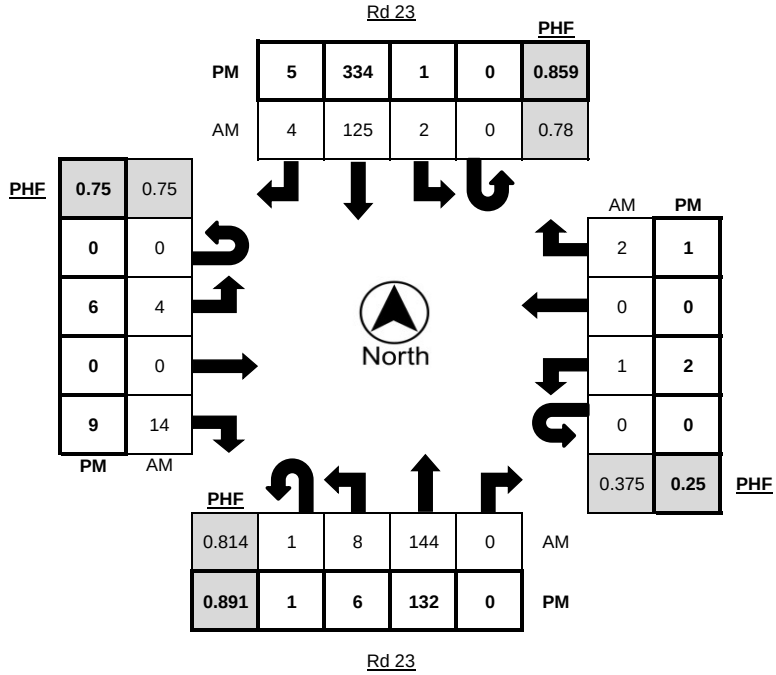
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:00 AM - 7:15 AM | 0 | 0 | 34 | 0 | 5 | 0 | 1 | 13 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 3 | 31 | 0 | 7 | 0 | 0 | 28 | 1 | 7 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 2 | 41 | 0 | 5 | 0 | 1 | 37 | 1 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 |
| 7:45 AM - 8:00 AM | 0 | 2 | 45 | 0 | 6 | 0 | 0 | 41 | 1 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM - 8:15 AM | 1 | 1 | 27 | 0 | 4 | 0 | 1 | 19 | 1 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 1 | 25 | 0 | 9 | 0 | 0 | 18 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 1 | 30 | 0 | 7 | 0 | 0 | 22 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM - 9:00 AM | 0 | 1 | 20 | 1 | 6 | 0 | 0 | 30 | 1 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **1** | **11** | **253** | **1** | **49** | **0** | **3** | **208** | **5** | **30** | **0** | **9** | **0** | **18** | **0** | **0** | **2** | **0** | **2** | **0** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 0 | 2 | 27 | 0 | 1 | 0 | 0 | 90 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 4:30 PM | 1 | 1 | 31 | 0 | 3 | 0 | 0 | 95 | 1 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 1 | 0 |
| 4:30 PM - 4:45 PM | 0 | 1 | 37 | 0 | 2 | 0 | 1 | 96 | 2 | 6 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM - 5:00 PM | 0 | 2 | 37 | 0 | 4 | 0 | 0 | 53 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM - 5:15 PM | 0 | 2 | 24 | 0 | 2 | 0 | 0 | 61 | 2 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM - 5:30 PM | 0 | 1 | 16 | 0 | 2 | 0 | 1 | 38 | 1 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM - 5:45 PM | 0 | 4 | 22 | 0 | 2 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 1 | 16 | 0 | 0 | 0 | 1 | 13 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL** | **1** | **14** | **210** | **0** | **16** | **0** | **3** | **471** | **9** | **33** | **0** | **11** | **0** | **16** | **0** | **0** | **4** | **0** | **1** | **0** |

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks | U-Turn | Left | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 1 | 8 | 144 | 0 | 22 | 0 | 2 | 125 | 4 | 15 | 0 | 4 | 0 | 14 | 0 | 0 | 1 | 0 | 2 | 0 |
| 4:00 PM - 5:00 PM | 1 | 6 | 132 | 0 | 10 | 0 | 1 | 334 | 5 | 21 | 0 | 6 | 0 | 9 | 0 | 0 | 2 | 0 | 1 | 0 |

| | PHF | Trucks |
|---|---|---|
| AM | 0.803 | 12.1% |
| PM | 0.881 | 6.2% |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

**LOCATION** Rd 23 @ Ave 17 **LATITUDE** 36.9964

**COUNTY** Madera **LONGITUDE** -120.1286

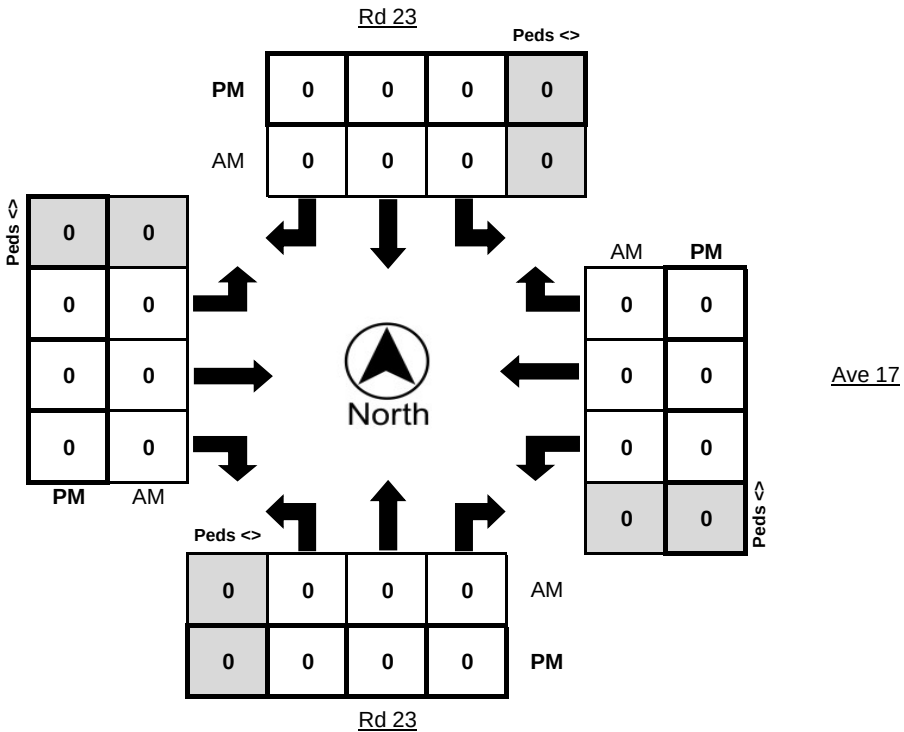
**COLLECTION DATE** Wednesday, November 19, 2025 **WEATHER** Clear

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM - 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM - 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM - 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

| | Northbound Bikes | | | N.Leg | Southbound Bikes | | | S.Leg | Eastbound Bikes | | | E.Leg | Westbound Bikes | | | W.Leg |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:15 AM - 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM - 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Bikes | Peds |
|---|---|---|
| AM Peak Total | 0 | 0 |
| PM Peak Total | 0 | 0 |



**Metro Traffic Data Inc.**
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

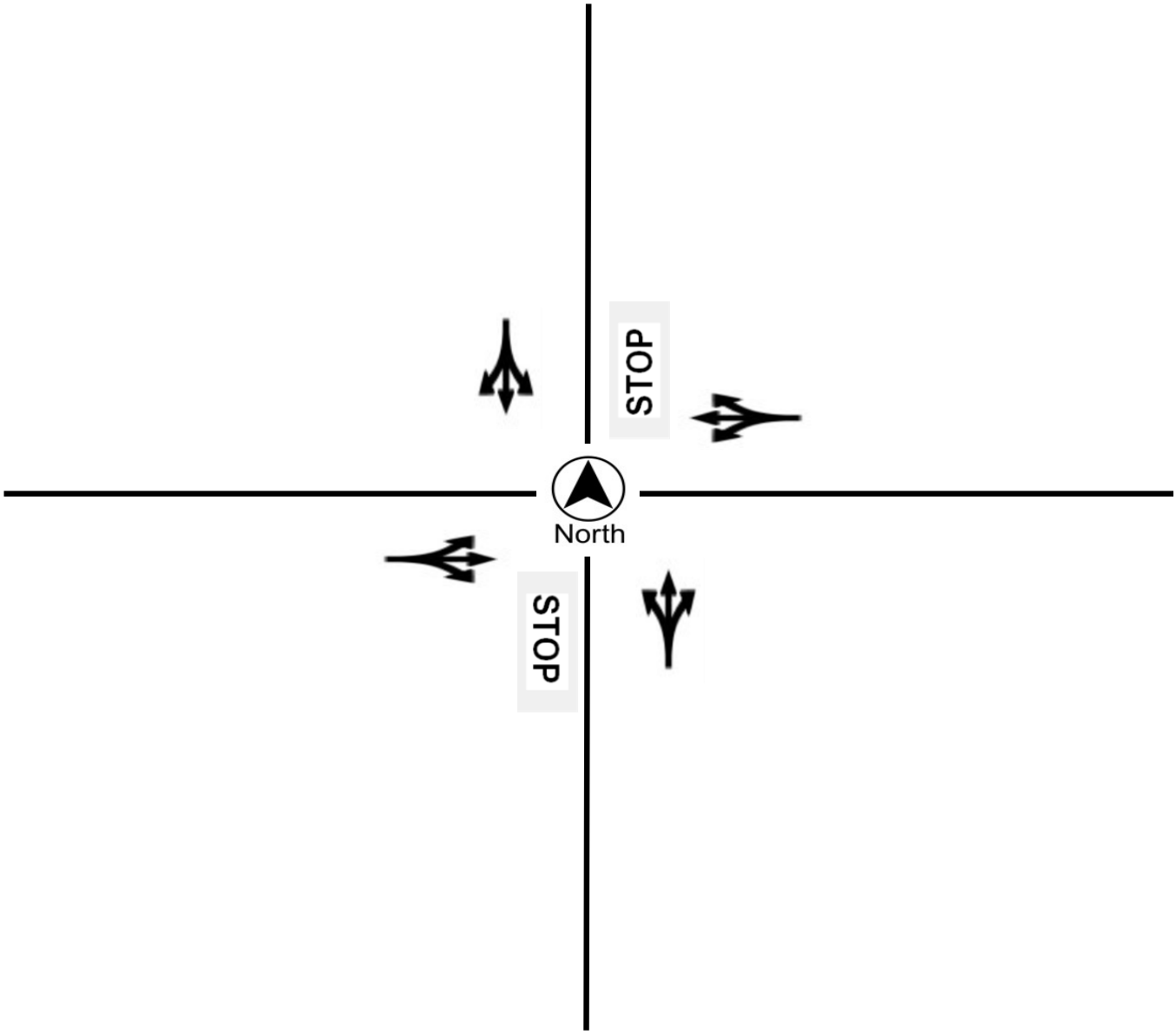
# Turning Movement Report

Prepared For:

**Peters Engineering Group**
862 Pollasky Ave
Clovis, CA 93612

| | | | |
|---|---|---|---|
| **LOCATION** | Rd 23 @ Ave 17 | **N/S STREET** | Rd 23 / Rd 23 |
| **COUNTY** | Madera | **E/W STREET** | Ave 17 / Ave 17 |
| **COLLECTION DATE** | Wednesday, November 19, 2025 | **WEATHER** | Clear |
| **CYCLE TIME** | N/A | **CONTROL TYPE** | Two-Way Stop |

**COMMENTS**



Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Madera
N/S: Road 23
E/W: Avenue 17
Weather: Clear

File Name : 05_MDA_Rd 23_Ave 17 AM
Site Code : 00319628
Start Date : 9/18/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

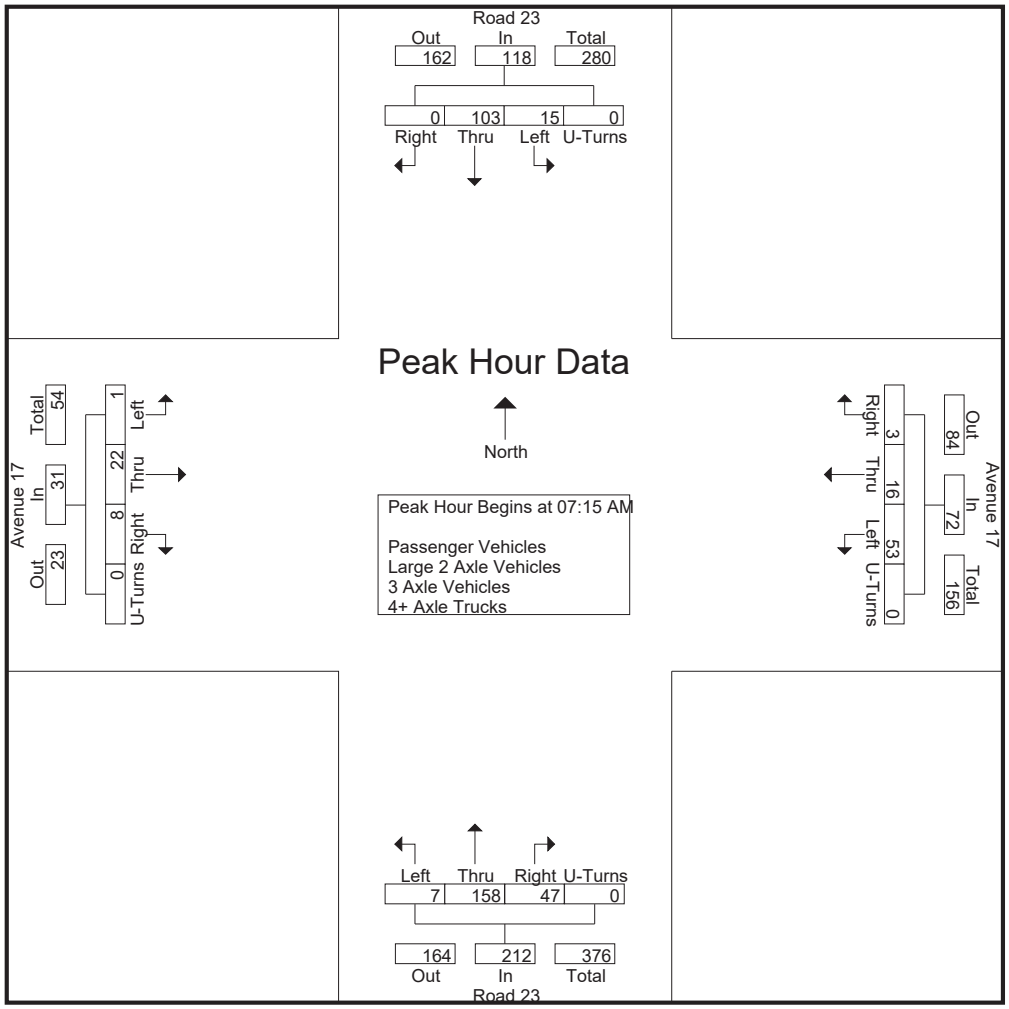
| | Road 23 Southbound | | | | | Avenue 17 Westbound | | | | | Road 23 Northbound | | | | | Avenue 17 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| 07:00 AM | 3 | 19 | 0 | 0 | 22 | 9 | 3 | 1 | 0 | 13 | 0 | 16 | 3 | 0 | 19 | 0 | 6 | 0 | 0 | 6 | 60 |
| 07:15 AM | 3 | 16 | 0 | 0 | 19 | 14 | 4 | 3 | 0 | 21 | 0 | 37 | 7 | 0 | 44 | 0 | 3 | 0 | 0 | 3 | 87 |
| 07:30 AM | 3 | 34 | 0 | 0 | 37 | 10 | 5 | 0 | 0 | 15 | 4 | 47 | 18 | 0 | 69 | 0 | 2 | 3 | 0 | 5 | 126 |
| 07:45 AM | 7 | 29 | 0 | 0 | 36 | 15 | 5 | 0 | 0 | 20 | 2 | 42 | 12 | 0 | 56 | 1 | 10 | 1 | 0 | 12 | 124 |
| Total | 16 | 98 | 0 | 0 | 114 | 48 | 17 | 4 | 0 | 69 | 6 | 142 | 40 | 0 | 188 | 1 | 21 | 4 | 0 | 26 | 397 |
| 08:00 AM | 2 | 24 | 0 | 0 | 26 | 14 | 2 | 0 | 0 | 16 | 1 | 32 | 10 | 0 | 43 | 0 | 7 | 4 | 0 | 11 | 96 |
| 08:15 AM | 1 | 16 | 1 | 0 | 18 | 11 | 1 | 2 | 1 | 15 | 1 | 36 | 8 | 0 | 45 | 0 | 3 | 3 | 0 | 6 | 84 |
| 08:30 AM | 1 | 23 | 1 | 0 | 25 | 6 | 7 | 4 | 0 | 17 | 1 | 24 | 5 | 0 | 30 | 0 | 3 | 2 | 0 | 5 | 77 |
| 08:45 AM | 3 | 21 | 0 | 0 | 24 | 2 | 3 | 2 | 0 | 7 | 0 | 25 | 2 | 0 | 27 | 0 | 4 | 1 | 0 | 5 | 63 |
| Total | 7 | 84 | 2 | 0 | 93 | 33 | 13 | 8 | 1 | 55 | 3 | 117 | 25 | 0 | 145 | 0 | 17 | 10 | 0 | 27 | 320 |
| Grand Total | 23 | 182 | 2 | 0 | 207 | 81 | 30 | 12 | 1 | 124 | 9 | 259 | 65 | 0 | 333 | 1 | 38 | 14 | 0 | 53 | 717 |
| Apprch % | 11.1 | 87.9 | 1 | 0 | | 65.3 | 24.2 | 9.7 | 0.8 | | 2.7 | 77.8 | 19.5 | 0 | | 1.9 | 71.7 | 26.4 | 0 | | |
| Total % | 3.2 | 25.4 | 0.3 | 0 | 28.9 | 11.3 | 4.2 | 1.7 | 0.1 | 17.3 | 1.3 | 36.1 | 9.1 | 0 | 46.4 | 0.1 | 5.3 | 2 | 0 | 7.4 | |
| Passenger Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Passenger Vehicles | 87 | 69.2 | 50 | 0 | 71 | 85.2 | 70 | 91.7 | 100 | 82.3 | 77.8 | 79.9 | 86.2 | 0 | 81.1 | 100 | 94.7 | 100 | 0 | 96.2 | 79.5 |
| Large 2 Axle Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Large 2 Axle Vehicles | 0 | 6 | 50 | 0 | 5.8 | 7.4 | 23.3 | 8.3 | 0 | 11.3 | 22.2 | 4.6 | 4.6 | 0 | 5.1 | 0 | 2.6 | 0 | 0 | 1.9 | 6.1 |
| 3 Axle Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % 3 Axle Vehicles | 8.7 | 2.7 | 0 | 0 | 3.4 | 2.5 | 0 | 0 | 0 | 1.6 | 0 | 1.5 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 1.8 |
| 4+ Axle Trucks | 1 | 40 | 0 | 0 | 41 | 4 | 2 | 0 | 0 | 6 | 0 | 36 | 6 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 90 |
| % 4+ Axle Trucks | | | | | | | | | | | | | | | | | | | | | |

| | Road 23 Southbound | | | | | Avenue 17 Westbound | | | | | Road 23 Northbound | | | | | Avenue 17 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 3 | 16 | 0 | 0 | 19 | 14 | 4 | **3** | 0 | **21** | 0 | 37 | 7 | 0 | 44 | 0 | 3 | 0 | 0 | 3 | 87 |
| 07:30 AM | 3 | **34** | 0 | 0 | **37** | 10 | **5** | 0 | 0 | 15 | **4** | **47** | **18** | 0 | **69** | 0 | 2 | 3 | 0 | 5 | **126** |
| 07:45 AM | **7** | 29 | 0 | 0 | 36 | **15** | 5 | 0 | 0 | 20 | 2 | 42 | 12 | 0 | 56 | **1** | **10** | 1 | 0 | **12** | 124 |
| 08:00 AM | 2 | 24 | 0 | 0 | 26 | 14 | 2 | 0 | 0 | 16 | 1 | 32 | 10 | 0 | 43 | 0 | 7 | **4** | 0 | 11 | 96 |
| Total Volume | 15 | 103 | 0 | 0 | 118 | 53 | 16 | 3 | 0 | 72 | 7 | 158 | 47 | 0 | 212 | 1 | 22 | 8 | 0 | 31 | 433 |
| % App. Total | 12.7 | 87.3 | 0 | 0 | | 73.6 | 22.2 | 4.2 | 0 | | 3.3 | 74.5 | 22.2 | 0 | | 3.2 | 71 | 25.8 | 0 | | |
| PHF | .536 | .757 | .000 | .000 | .797 | .883 | .800 | .250 | .000 | .857 | .438 | .840 | .653 | .000 | .768 | .250 | .550 | .500 | .000 | .646 | .859 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Madera
N/S: Road 23
E/W: Avenue 17
Weather: Clear

File Name : 05_MDA_Rd 23_Ave 17 AM
Site Code : 00319628
Start Date : 9/18/2019
Page No : 2




Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | | 07:15 AM | | | | | 07:30 AM | | | | | 07:30 AM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 16 | 0 | 0 | 19 | 14 | 4 | **3** | 0 | **21** | **4** | **47** | **18** | 0 | **69** | 0 | 2 | 3 | 0 | 5 |
| +15 mins. | 3 | **34** | 0 | 0 | **37** | 10 | **5** | 0 | 0 | 15 | 2 | 42 | 12 | 0 | 56 | **1** | **10** | 1 | 0 | **12** |
| +30 mins. | **7** | 29 | 0 | 0 | 36 | **15** | 5 | 0 | 0 | 20 | 1 | 32 | 10 | 0 | 43 | 0 | 7 | **4** | 0 | 11 |
| +45 mins. | 2 | 24 | 0 | 0 | 26 | 14 | 2 | 0 | 0 | 16 | 1 | 36 | 8 | 0 | 45 | 0 | 3 | 3 | 0 | 6 |
| Total Volume | 15 | 103 | 0 | 0 | 118 | 53 | 16 | 3 | 0 | 72 | 8 | 157 | 48 | 0 | 213 | 1 | 22 | 11 | 0 | 34 |
| % App. Total | 12.7 | 87.3 | 0 | 0 | | 73.6 | 22.2 | 4.2 | 0 | | 3.8 | 73.7 | 22.5 | 0 | | 2.9 | 64.7 | 32.4 | 0 | |
| PHF | .536 | .757 | .000 | .000 | .797 | .883 | .800 | .250 | .000 | .857 | .500 | .835 | .667 | .000 | .772 | .250 | .550 | .688 | .000 | .708 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Madera
N/S: Road 23
E/W: Avenue 17
Weather: Clear

File Name : 05_MDA_Rd 23_Ave 17 PM
Site Code : 00319628
Start Date : 9/18/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| | Road 23 Southbound | | | | | Avenue 17 Westbound | | | | | Road 23 Northbound | | | | | Avenue 17 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| 04:00 PM | 18 | 67 | 1 | 0 | 86 | 1 | 4 | 0 | 0 | 5 | 2 | 19 | 8 | 0 | 29 | 0 | 12 | 4 | 0 | 16 | 136 |
| 04:15 PM | 20 | 59 | 1 | 0 | 80 | 4 | 9 | 0 | 0 | 13 | 1 | 20 | 19 | 0 | 40 | 0 | 13 | 2 | 0 | 15 | 148 |
| 04:30 PM | 15 | 54 | 0 | 0 | 69 | 13 | 2 | 3 | 0 | 18 | 1 | 19 | 12 | 0 | 32 | 0 | 12 | 2 | 0 | 14 | 133 |
| 04:45 PM | 8 | 39 | 0 | 0 | 47 | 11 | 5 | 6 | 0 | 22 | 1 | 19 | 21 | 0 | 41 | 1 | 10 | 3 | 0 | 14 | 124 |
| Total | 61 | 219 | 2 | 0 | 282 | 29 | 20 | 9 | 0 | 58 | 5 | 77 | 60 | 0 | 142 | 1 | 47 | 11 | 0 | 59 | 541 |
| 05:00 PM | 4 | 43 | 0 | 0 | 47 | 8 | 9 | 2 | 0 | 19 | 2 | 22 | 7 | 0 | 31 | 0 | 4 | 2 | 0 | 6 | 103 |
| 05:15 PM | 5 | 35 | 0 | 0 | 40 | 10 | 8 | 1 | 0 | 19 | 4 | 19 | 7 | 0 | 30 | 2 | 5 | 0 | 0 | 7 | 96 |
| 05:30 PM | 8 | 29 | 0 | 0 | 37 | 8 | 3 | 0 | 0 | 11 | 0 | 28 | 11 | 0 | 39 | 0 | 8 | 3 | 0 | 11 | 98 |
| 05:45 PM | 3 | 27 | 0 | 0 | 30 | 7 | 4 | 3 | 0 | 14 | 0 | 19 | 16 | 0 | 35 | 0 | 6 | 3 | 0 | 9 | 88 |
| Total | 20 | 134 | 0 | 0 | 154 | 33 | 24 | 6 | 0 | 63 | 6 | 88 | 41 | 0 | 135 | 2 | 23 | 8 | 0 | 33 | 385 |
| Grand Total | 81 | 353 | 2 | 0 | 436 | 62 | 44 | 15 | 0 | 121 | 11 | 165 | 101 | 0 | 277 | 3 | 70 | 19 | 0 | 92 | 926 |
| Apprch % | 18.6 | 81 | 0.5 | 0 | | 51.2 | 36.4 | 12.4 | 0 | | 4 | 59.6 | 36.5 | 0 | | 3.3 | 76.1 | 20.7 | 0 | | |
| Total % | 8.7 | 38.1 | 0.2 | 0 | 47.1 | 6.7 | 4.8 | 1.6 | 0 | 13.1 | 1.2 | 17.8 | 10.9 | 0 | 29.9 | 0.3 | 7.6 | 2.1 | 0 | 9.9 | |
| Passenger Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Passenger Vehicles | 97.5 | 89.5 | 100 | 0 | 91.1 | 93.5 | 100 | 93.3 | 0 | 95.9 | 90.9 | 92.1 | 92.1 | 0 | 92.1 | 100 | 97.1 | 100 | 0 | 97.8 | 92.7 |
| Large 2 Axle Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Large 2 Axle Vehicles | 2.5 | 1.7 | 0 | 0 | 1.8 | 4.8 | 0 | 0 | 0 | 2.5 | 0 | 1.8 | 4 | 0 | 2.5 | 0 | 1.4 | 0 | 0 | 1.1 | 2.1 |
| 3 Axle Vehicles | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| % 3 Axle Vehicles | 0 | 0.3 | 0 | 0 | 0.2 | 1.6 | 0 | 6.7 | 0 | 1.7 | 9.1 | 0 | 1 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| 4+ Axle Trucks | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 44 |
| % 4+ Axle Trucks | | | | | | | | | | | | | | | | | | | | | |

| | Road 23 Southbound | | | | | Avenue 17 Westbound | | | | | Road 23 Northbound | | | | | Avenue 17 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | **67** | **1** | 0 | **86** | 1 | 4 | 0 | 0 | 5 | **2** | 19 | 8 | 0 | 29 | 0 | 12 | **4** | 0 | **16** | 136 |
| 04:15 PM | **20** | 59 | 1 | 0 | 80 | 4 | **9** | 0 | 0 | 13 | 1 | **20** | 19 | 0 | 40 | 0 | **13** | 2 | 0 | 15 | **148** |
| 04:30 PM | 15 | 54 | 0 | 0 | 69 | **13** | 2 | 3 | 0 | 18 | 1 | 19 | 12 | 0 | 32 | 0 | 12 | 2 | 0 | 14 | 133 |
| 04:45 PM | 8 | 39 | 0 | 0 | 47 | 11 | 5 | **6** | 0 | **22** | 1 | 19 | **21** | 0 | **41** | **1** | 10 | 3 | 0 | 14 | 124 |
| Total Volume | 61 | 219 | 2 | 0 | 282 | 29 | 20 | 9 | 0 | 58 | 5 | 77 | 60 | 0 | 142 | 1 | 47 | 11 | 0 | 59 | 541 |
| % App. Total | 21.6 | 77.7 | 0.7 | 0 | | 50 | 34.5 | 15.5 | 0 | | 3.5 | 54.2 | 42.3 | 0 | | 1.7 | 79.7 | 18.6 | 0 | | |
| PHF | .763 | .817 | .500 | .000 | .820 | .558 | .556 | .375 | .000 | .659 | .625 | .963 | .714 | .000 | .866 | .250 | .904 | .688 | .000 | .922 | .914 |

Counts Unlimited
PO Box 1178
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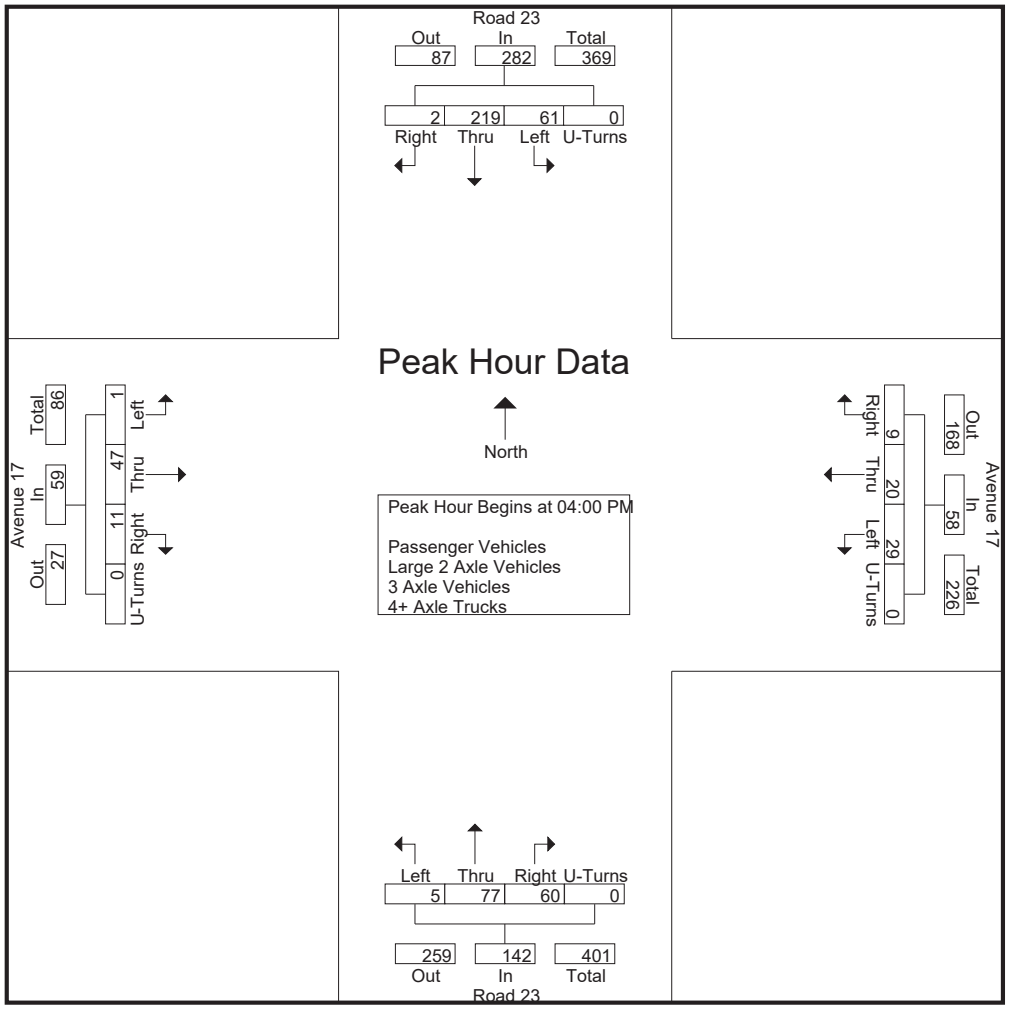
City of Madera
N/S: Road 23
E/W: Avenue 17
Weather: Clear

File Name : 05_MDA_Rd 23_Ave 17 PM
Site Code : 00319628
Start Date : 9/18/2019
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | | 04:30 PM | | | | | 04:15 PM | | | | | 04:00 PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 18 | **67** | **1** | 0 | **86** | **13** | 2 | 3 | 0 | 18 | 1 | 20 | 19 | 0 | 40 | 0 | 12 | **4** | 0 | **16** |
| +15 mins. | **20** | 59 | 1 | 0 | 80 | 11 | 5 | **6** | 0 | **22** | 1 | 19 | 12 | 0 | 32 | 0 | **13** | 2 | 0 | 15 |
| +30 mins. | 15 | 54 | 0 | 0 | 69 | 8 | **9** | 2 | 0 | 19 | 1 | 19 | **21** | 0 | **41** | 0 | 12 | 2 | 0 | 14 |
| +45 mins. | 8 | 39 | 0 | 0 | 47 | 10 | 8 | 1 | 0 | 19 | **2** | **22** | 7 | 0 | 31 | **1** | 10 | 3 | 0 | 14 |
| Total Volume | 61 | 219 | 2 | 0 | 282 | 42 | 24 | 12 | 0 | 78 | 5 | 80 | 59 | 0 | 144 | 1 | 47 | 11 | 0 | 59 |
| % App. Total | 21.6 | 77.7 | 0.7 | 0 | | 53.8 | 30.8 | 15.4 | 0 | | 3.5 | 55.6 | 41 | 0 | | 1.7 | 79.7 | 18.6 | 0 | |
| PHF | .763 | .817 | .500 | .000 | .820 | .808 | .667 | .500 | .000 | .886 | .625 | .909 | .702 | .000 | .878 | .250 | .904 | .688 | .000 | .922 |

Location: Madera
N/S: Road 23
E/W: Avenue 17

Date: 9/18/2019
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Road 23 | East Leg<br>Avenue 17 | South Leg<br>Road 23 | West Leg<br>Avenue 17 | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 |

| | North Leg<br>Road 23 | East Leg<br>Avenue 17 | South Leg<br>Road 23 | West Leg<br>Avenue 17 | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 |

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Madera
N/S: Road 23
E/W: Avenue 17

Date: 9/18/2019
Day: Wednesday

**BICYCLES**

| | Southbound Road 23 | | | Westbound Avenue 17 | | | Northbound Road 23 | | | Eastbound Avenue 17 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

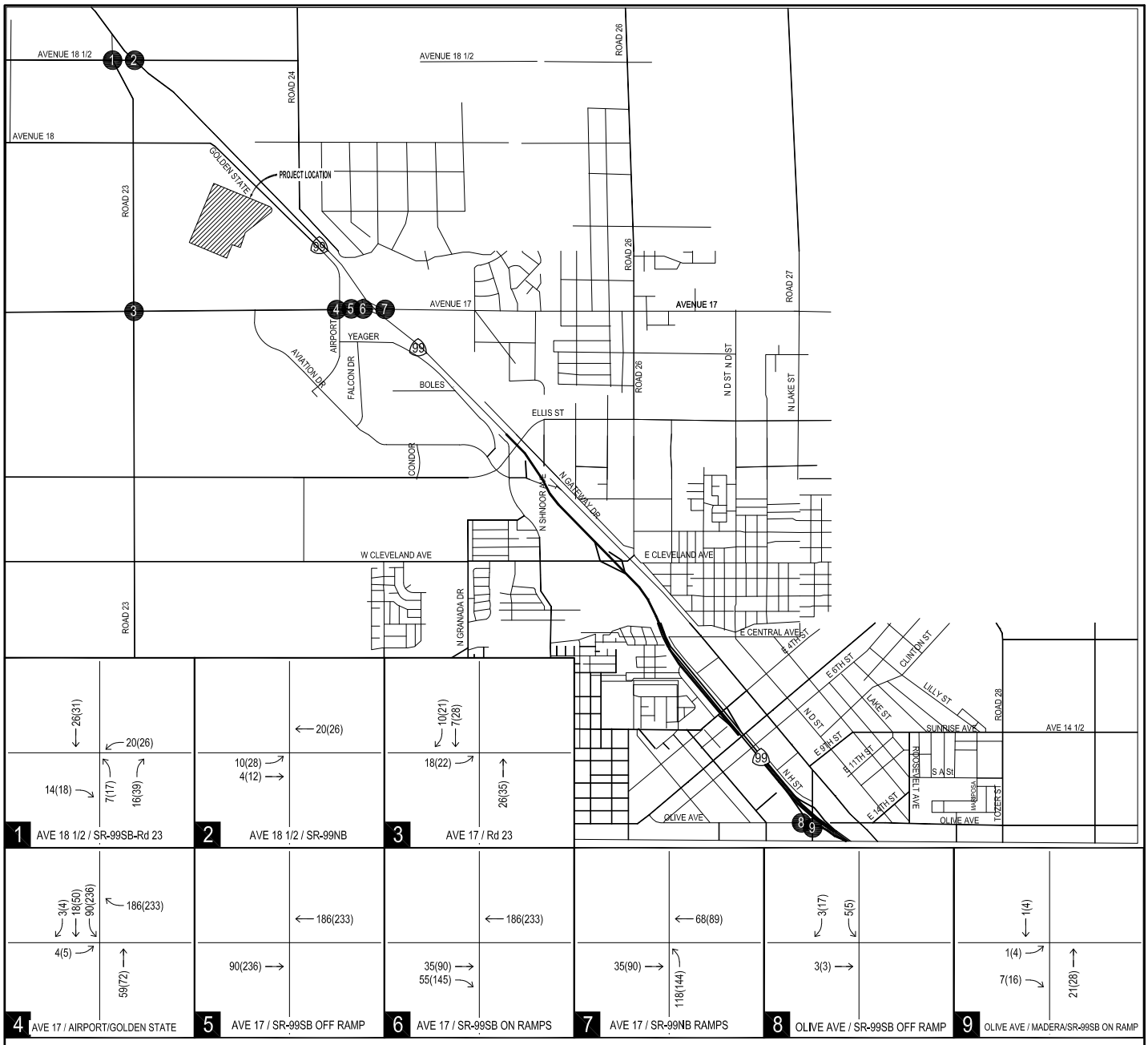
| | Southbound Road 23 | | | Westbound Avenue 17 | | | Northbound Road 23 | | | Eastbound Avenue 17 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

# APPENDIX C

## CUMULATIVE PROJECTS
## TRAFFIC VOLUME FIGURES

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION




## LEGEND

- (XX) STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX (YY) AM (PM) VOLUMES

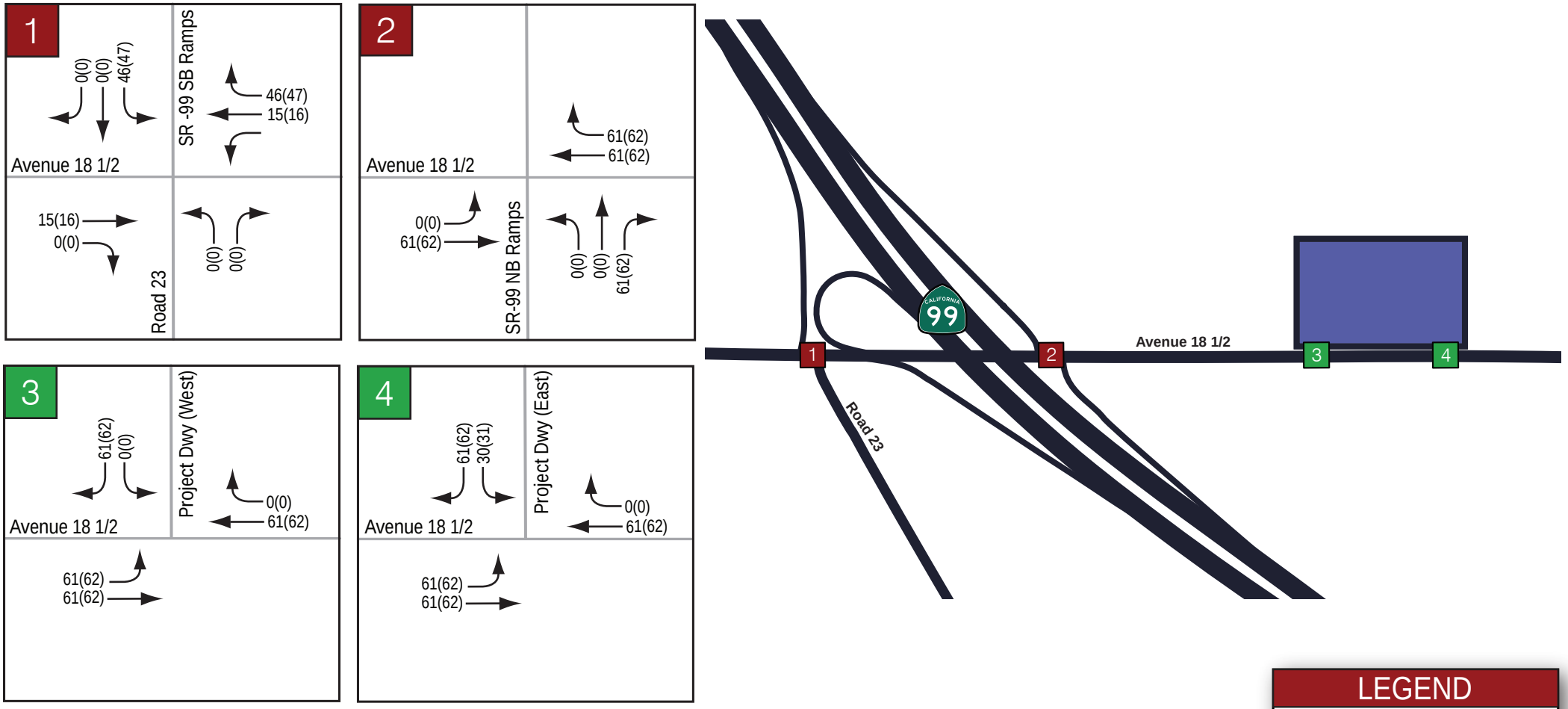
Proposed North Fork Rancheria Casino Project

Madera County, California

# PEAK-HOUR PROJECT TRAFFIC VOLUMES

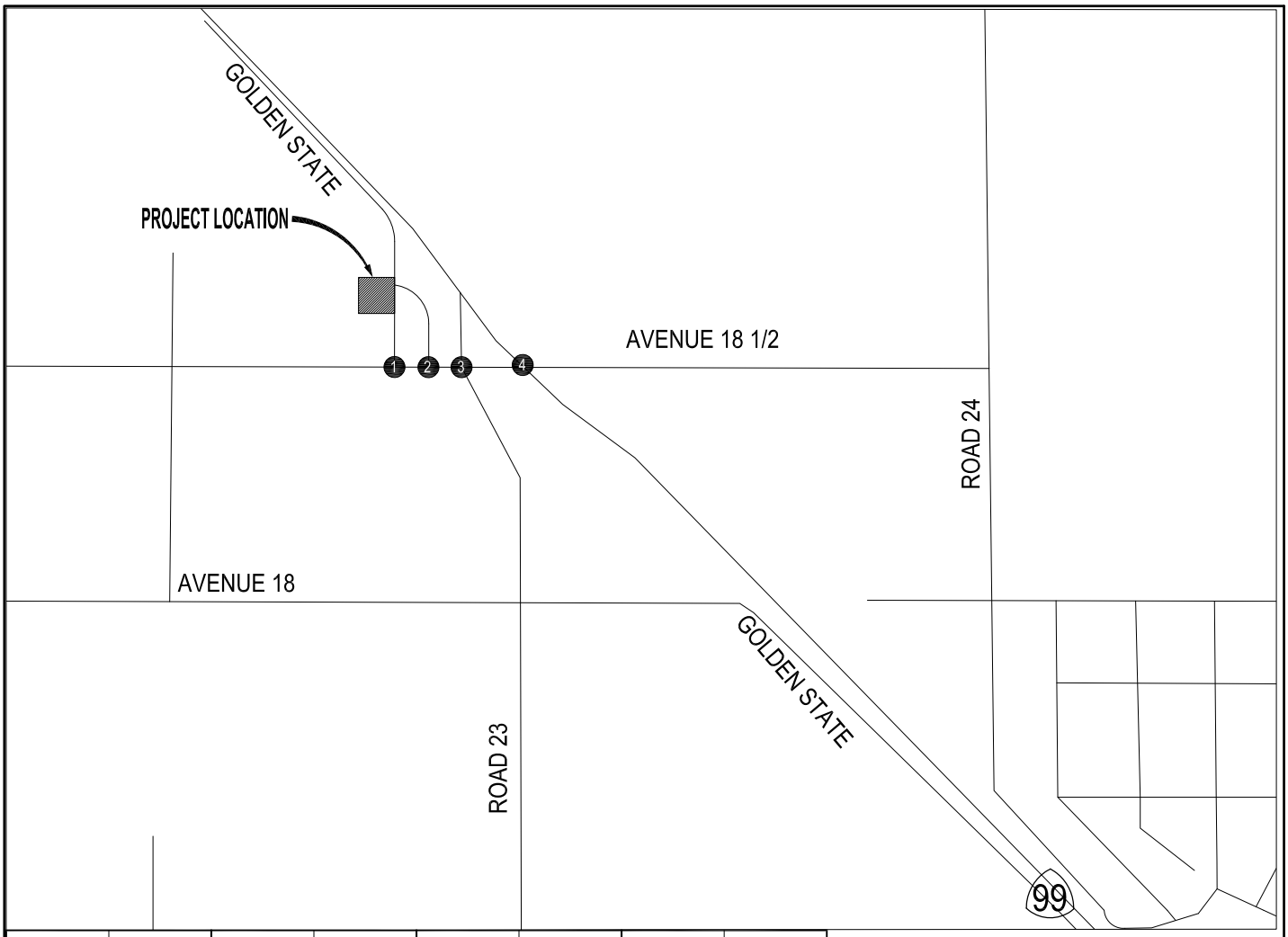
Not to Scale

NOT TO SCALE




Kimley»Horn

*Figure 4*
*Project Trip Assignment*



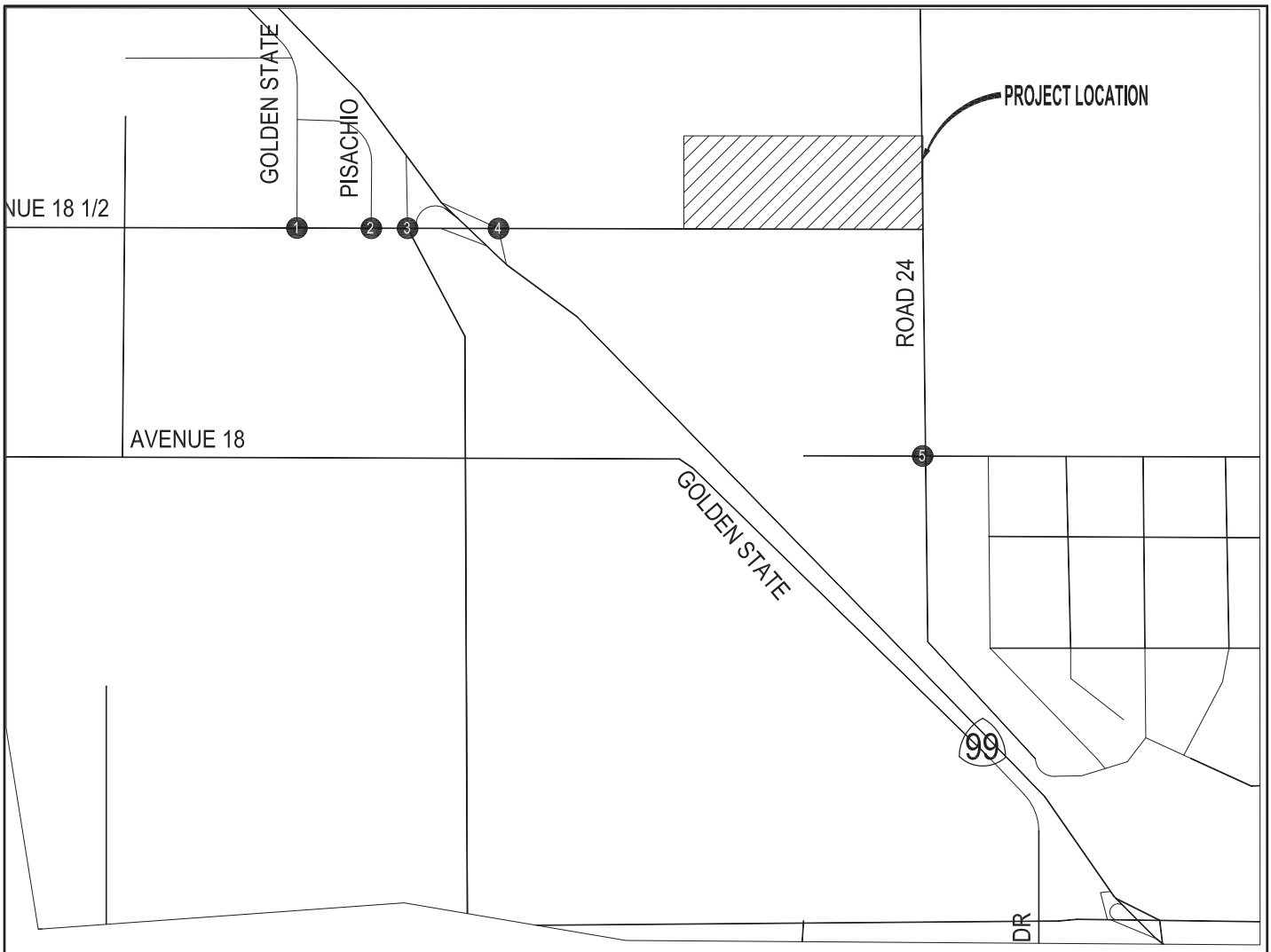

LEGEND

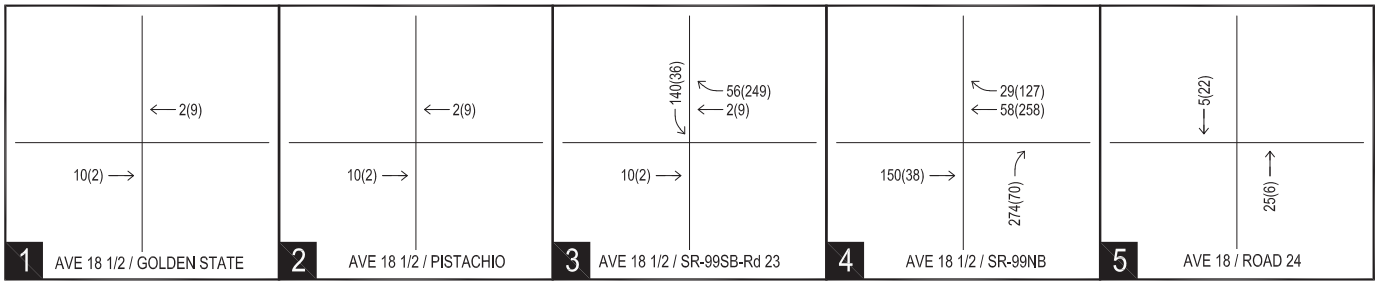
| | |
|---|---|
| XX | STUDY AREA INTERSECTIONS |
| | PROJECT SITE |
| XX (YY) | AM (PM) VOLUMES |

Proposed Warehouse Buildings
Madera County, California

# PEAK-HOUR PROJECT TRAFFIC VOLUMES

Not to Scale




## LEGEND

XX STUDY AREA INTERSECTIONS

PROJECT SITE

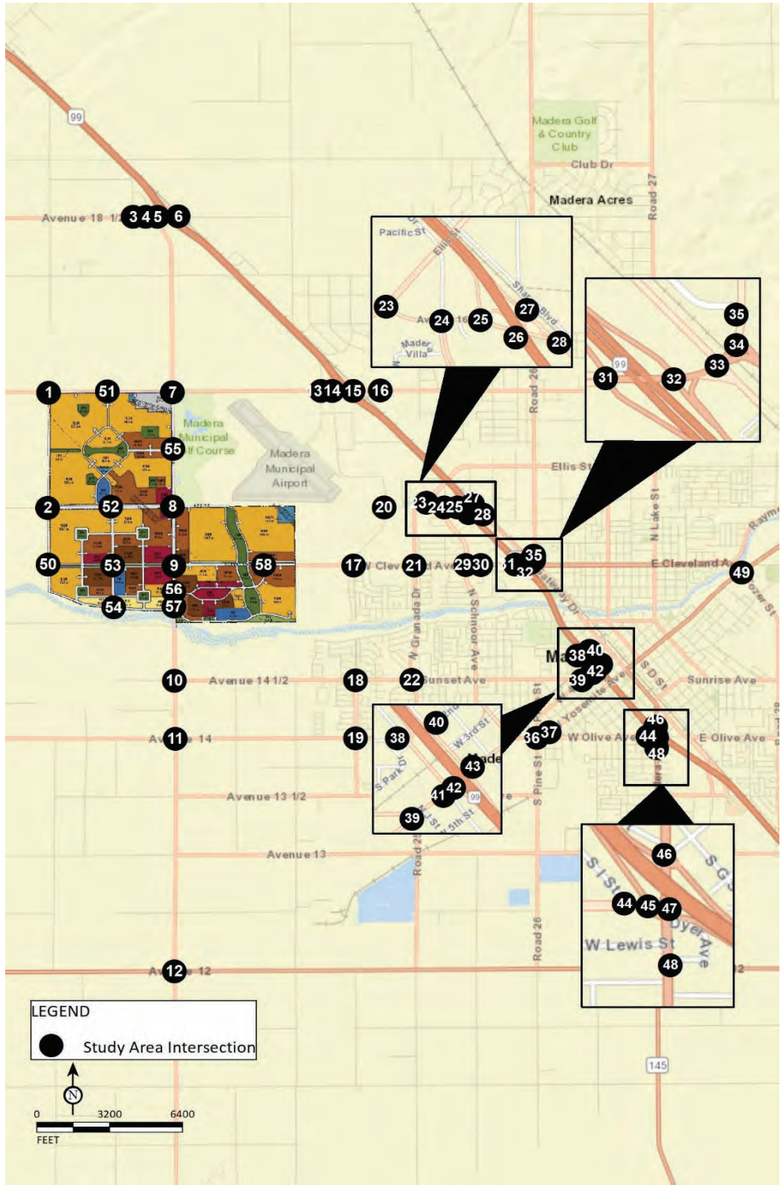
XX - AM Peak Hour Volumes

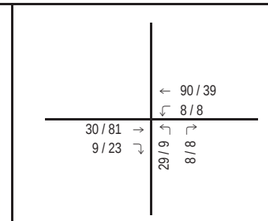
(YY) - PM Peak Hour Volumes

Proposed Tentative Parcel Map 4230
Madera County, California

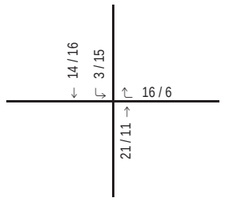
# PEAK HOUR PROJECT TRAFFIC VOLUMES

Not to Scale

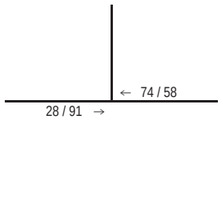


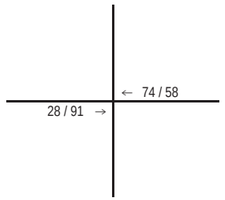

1 Road 22/Avenue 17



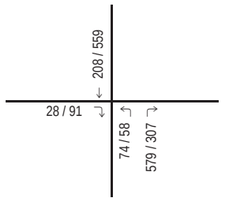

2 Road 22/Avenue 16



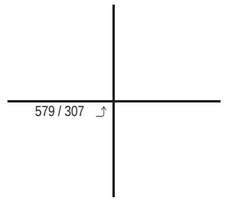

3 Golden State Boulevard/Avenue 18 ½



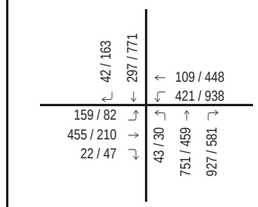

4 Pistachio Drive/Avenue 18 ½



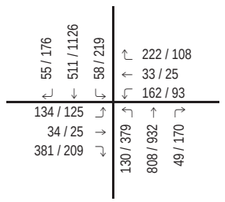

5 SR-99 Southbound Ramps – Road 23/Avenue 18 ½



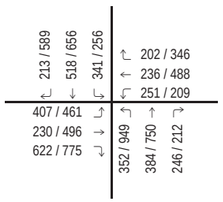

6 SR-99 Northbound Ramps/Avenue 18 ½



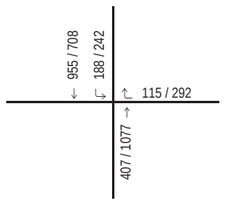

7 Road 23/Avenue 17



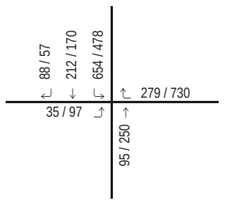

8 Road 23/Avenue 16



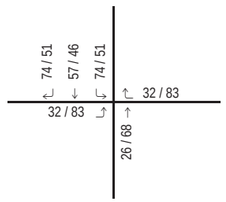

9 Road 23/Cleveland Avenue



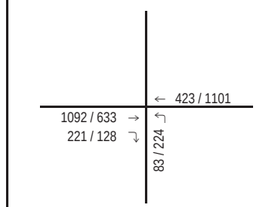

10 Road 23/Avenue 14 ½



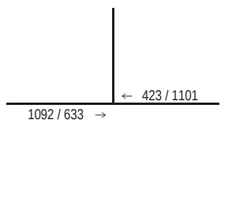

11 Road 23/Avenue 14



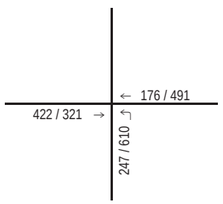

12 Road 23/Avenue 12



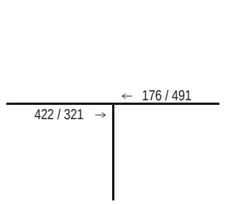

13 Golden State Boulevard – Airport Drive/Avenue 17



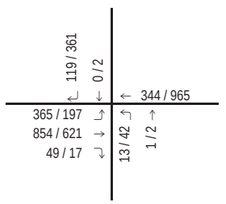

14 SR-99 Southbound Ramps/Avenue 17



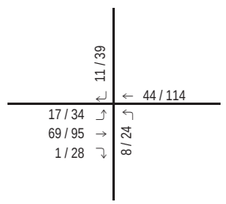

15 SR-99 Northbound Ramps/Avenue 17



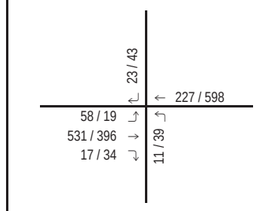

16 Love's Truck Stop Driveway/Avenue 17



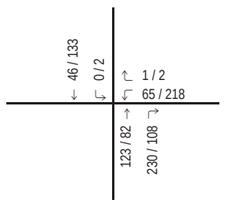

17 Westberry Boulevard/Cleveland Avenue



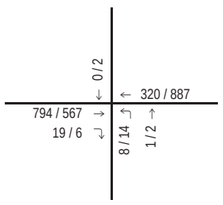

18 Westberry Boulevard/Sunset Avenue



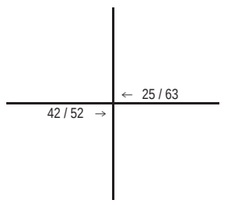

19 Westberry Boulevard/Avenue 14



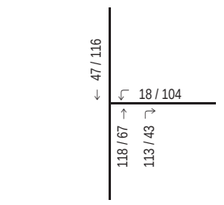

20 Westberry Boulevard/Avenue 16



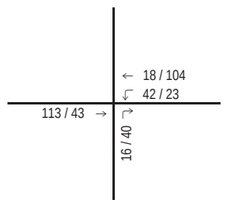

21 Granada Drive/Cleveland Avenue



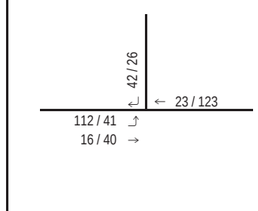

22 Granada Drive/Sunset Avenue



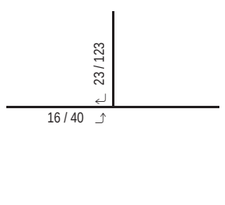

23 Avenue 16 – Ellis Street/Kennedy Street



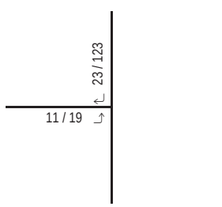

24 Schnoor Avenue/Kennedy Street




25 SR-99 Southbound Ramps/Kennedy Street - Gateway Drive

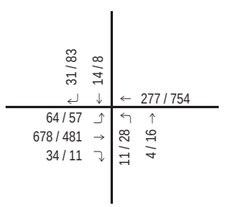



26 SR-99 Northbound Off-Ramp/Gateway Drive




27 SR-99 Northbound Off-Ramps

28 SR-99 Northbound Off-Ramp/Gateway Drive




29 Schnoor Avenue/Cleveland Avenue

30 Fairgrounds/Cleveland Avenue

LSA

FIGURE 5-19A

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes

-- Project Driveway

*Village D Specific Plan*
*Traffic Impact Analysis*

Phase III Project Trip Assignment (Int. 1-30)

# APPENDIX D

## SAFETY REVIEW CRASH RECORDS

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

October 14, 2025
06-Mad-099
PM 015.600 to 017.100

**Traffic Accident Surveillance and Analysis System (TASAS)**
**Collision Data Summary**

**The data provided is protected by 23 U.S.C. § 407, and shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. By the release of this information, pursuant to subpoena or public records request, the State of California, Department of Transportation does not waive any rights it has under 23 U.S.C. § 407.**

The table below summarizes collision rates for the requested State Route (SR) 099 mainline segment in northbound (NB) and southbound (SB) directions from Postmile (PM) 015.600 to PM 017.100 in the County of Madera. The Table B reports were generated on October 9, 2025, and they depict existing collision rates per million vehicle miles (mainline) and per million vehicles (ramps) for the most recent 60-month period from January 1, 2020, to December 31, 2024, from the Traffic Accident Surveillance and Analysis System (TASAS).

**5-Year Collision Rates: Highway Segments (excluding ramps on freeways)**

| MAD SR 099 Segment | TOTAL No. of Collisions | ACTUAL (per million vehicle miles) | | | AVERAGE (per million vehicle miles) | | |
|---|---|---|---|---|---|---|---|
| | | Fatal Collisions | Fatal + Injury Collisions | Total [1] | Fatal Collisions | Fatal + Injury Collisions | Total [1] |
| **Northbound** | | | | | | | |
| PM 015.600 to PM 017.100 | 53 | 0.010 | 0.12 | 0.53 | 0.009 | 0.20 | 0.58 |
| **Southbound** | | | | | | | |
| PM 015.600 to PM 017.100 | 73 | 0.010 | 0.21 | 0.73 | 0.009 | 0.20 | 0.58 |

(1) All reported collisions (includes Property Damage Only (PDO) Collisions)

**MAD SR 099 NB PM 015.600 to PM 017.100**

Analysis of the TASAS Table B records shows a total of 53 collisions (1-Fatal, 11-Injury, 41-PDO) within the segment of northbound SR 099 from PM 015.600 to PM 017.100 and study periods summarized above. The table above reflects that the Actual Fatal collision rate is **slightly above** the average for similar facilities statewide. The table also reflects that the Actual Fatal + Injury and Actual Total collision rates are **below** the average for similar facilities statewide.

**Highway Primary Collision Factors and Type of Collision**

| Primary Collision Factor | Type of Collision | | | | | |
|---|---|---|---|---|---|---|
| | Side Swipe | Rear End | Broadside | Hit Object | Overturn | Other |
| Influence of Alcohol | 2 | 1 | | 3 | | |
| Improper Turn | 3 | 2 | | 12 | 2 | |
| Speeding | | 13 | | 1 | | |
| Other Violation | 5 | 2 | 1 | 2 | | |
| Unknown | 2 | | | 1 | | 1 |
| **Total** | **12** | **18** | **1** | **19** | **2** | **1** |

Protected by 23 U.S.C. § 407

The table shown above indicates that the predominant collision type was Hit Object (19). Other collision types that occurred on this segment were Side Swipe (12), Rear End (18), Broadside (1), Overturn (2), and Other (1). The predominant primary collision factor was "Improper Turn" (19). Other primary collision factors that occurred on this segment were "Influence of Alcohol" (6), "Speeding" (14), "Other Violation" (10), and "Unknown" (4).

The table below provides a summary of the 19 Hit Object type of collisions. The primary hit object was Barrier (7).

**Hit Objects**

| Object Struck | Hit Object |
|---|---|
| Side of Bridge Railing | 1 |
| End of Guardrail | 1 |
| Light or Signal Pole | 1 |
| Other Signs Not Traffic | 1 |
| Guardrail | 1 |
| Barrier | 7 |
| Cut Slope or Embankment | 1 |
| Other Object on the Road | 1 |
| Other Object off the Road | 2 |
| Does Not Apply | 3 |
| **Total** | **19** |

One fatal collision occurred within the segment of northbound SR 099 from PM 015.600 to PM 017.100. A fatal Hit Object collision occurred due to "Improper Turn."

**MAD SR 099 SB PM 015.600 to PM 017.100**

Analysis of the TASAS Table B records shows a total of 73 collisions (1-Fatal, 20-Injury, 52-PDO) within the segment of southbound SR 099 from PM 015.600 to PM 017.100 and study periods summarized above. The table above reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **above** the average for similar facilities statewide.

**Highway Primary Collision Factors and Type of Collision**

| Primary Collision Factor | Type of Collision | | | | | |
|---|---|---|---|---|---|---|
| | Head On | Side Swipe | Rear End | Broadside | Hit Object | Overturn |
| Influence of Alcohol | 1 | 2 | 1 | | 4 | |
| Improper Turn | | 7 | 1 | 1 | 4 | |
| Speeding | | 1 | 38 | | 2 | 1 |
| Other Violation | | 5 | 1 | 1 | 3 | |
| **Total** | **1** | **15** | **41** | **2** | **13** | **1** |

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The table shown above indicates that the predominant collision type was Rear End (41). Other types of collisions that occurred on this segment were Head On (1), Side Swipe (15), Broadside (2), Hit Object (13), and Overturn (1). The predominant primary collision factor was "Speeding" (42). Other primary collision factors that occurred on this segment were "Influence of Alcohol" (8), "Improper Turn" (13), and "Other Violation" (10).

The table below provides a summary of the 13 Hit Object type of collisions. The primary hit object was Barrier (5).

**Hit Objects**

| **Object Struck** | **Hit Object** |
|---|---|
| Barrier | 5 |
| Raised Bars | 2 |
| Temporary Barricades, Cons, etc | 2 |
| V# | 1 |
| Does Not Apply | 3 |
| **Total** | **13** |

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## RAMPS: MAD SR 099 PM 015.600 to PM 017.100

**5-Year Collision Rates: Ramps**

| LOCATION | TOTAL No. of Collisions | ACTUAL (per million vehicles) | | | AVERAGE (per million vehicles) | | |
|---|---|---|---|---|---|---|---|
| | | Fatal Collisions | Fatal + Injury Collisions | Total [1] | Fatal Collisions | Fatal + Injury Collisions | Total [1] |
| **RAMPS AT AVENUE 18-1/2** | | | | | | | |
| PM R016.127 099/NB OFF TO AVENUE 18-1/2 | 8 | 0.000 | 0.49 | 1.30 | 0.009 | 0.48 | 1.31 |
| PM R016.197 099/SB ON FROM EB AVENUE 18-1/2 | 3 | 0.000 | 0.34 | 0.51 | 0.009 | 0.33 | 0.64 |
| PM R016.383 099/SB ON FROM WB AVENUE 18-1/2 | 0 | 0.000 | 0.00 | 0.00 | 0.014 | 0.28 | 0.80 |
| PM R016.526 099/NB ON FROM AVENUE 18-1/2 | 3 | 0.000 | 0.00 | 0.49 | 0.005 | 0.22 | 0.63 |
| PM R016.580 099/SB OFF TO AVENUE 18-1/2 | 12 | 0.000 | 0.29 | 1.75 | 0.009 | 0.48 | 1.31 |

Note: Collision data may overlap between facility types, i.e. highway segments, intersections, and ramps. For details, refer to the Traffic Safety Investigation Handbook.

## PM R016.127 099/NB OFF TO AVENUE 18-1/2

Analysis of the TASAS Table B records shows a total of 8 collisions (0-Fatal, 3-Injury, 5-PDO) at PM R016.127 at the ramp of 099/NB off to Avenue 18-1/2 and study periods summarized above. The table above reflects that the Actual Fatal and Actual Total collision rates are **below** the average for similar facilities statewide. The table above also reflects that the Actual Fatal + Injury collision rate is **slightly above** the average for similar facilities statewide.

**Highway Primary Collision Factors and Type of Collision**

| Primary Collision Factor | Type of Collision | | | | |
|---|---|---|---|---|---|
| | Side Swipe | Rear End | Broadside | Hit Object | Overturn |
| Influence of Alcohol | | 1 | | | |
| Failure to Yield | | | 2 | | |
| Improper Turn | 1 | 1 | | 1 | |
| Speeding | | 1 | | | 1 |
| **Total** | **1** | **3** | **2** | **1** | **1** |

The table shown above indicates that the predominant collision type was Rear End (3). Other collision types that occurred on this segment were Side Swipe (1), Broadside (2), Hit Object (1) and Overturn (1). The predominant collision factor was Improper Turn (3).

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Other pertinent primary collision factors that occurred on this segment were Influence of Alcohol (1), Failure to Yield (2) and Speeding (2).

TASAS Table B shows that there was 1 Hit Object type of collisions. The Hit Object was "Dike or curb."

**PM R016.197 099/SB ON FROM EB AVENUE 18-1/2**

Analysis of the TASAS Table B records shows a total of 3 collisions (0-Fatal, 2-Injury, 1-PDO) at PM R016.197 at the ramp of 099/EB on from Avenue 18-1/2 and study periods summarized above. The table above reflects that the Actual Fatal and Actual Total collision rates are **below** the average for similar facilities statewide. The table above also reflects that the Actual Fatal + Injury collision rate is **slightly above** the average for similar facilities statewide.

**Highway Primary Collision Factors and Type of Collision**

| Primary Collision Factor | Type of Collision | |
|---|---|---|
| | Hit Object | Overturn |
| Improper Turn | 2 | |
| Speeding | | 1 |
| **Total** | **2** | **1** |

The table shown above indicates that the predominant collision type was Hit Object (2), and the corresponding collision factor was Improper Turn (2). There was also an Overturn collision that occurred due to "Speeding."

TASAS Table B shows that there was 2 Hit Object type of collisions. The Hit Objects were "Barrier" and "Cut Slope or Embankment."

**PM R016.526 099/NB ON FROM NB AVENUE 18-1/2**

Analysis of the TASAS Table B records shows a total of 3 collisions (0-Fatal, 0-Injury, 3-PDO) at PM R016.526 at the ramp of 099/NB on from Avenue 18-1/2 and study periods summarized above. The table above reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

**Highway Primary Collision Factors and Type of Collision**

| Primary Collision Factor | Type of Collision | |
|---|---|---|
| | Hit Object | Overturn |
| Failure to Yield | | 1 |
| Improper Turn | 1 | |
| Speeding | | 1 |
| **Total** | **1** | **2** |

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The table shown above indicates that the predominant collision type was Overturn (2), and the corresponding collision factors were Failure to Yield (1) and Speeding (1). There was also a Hit Object collision that occurred due to "Improper Turn."

TASAS Table B shows that there was 1 Hit Object type of collisions. The Hit Object was "Guardrail."

**PM R016.580 099/SB OFF TO AVENUE 18-1/2**

Analysis of the TASAS Table B records shows a total of 12 collisions (0-Fatal, 2-Injury, 10-PDO) at PM R016.580 at the ramp of 099/SB off to Avenue 18-1/2 and study periods summarized above. The table above reflects that the Actual Fatal and Actual Fatal + Injury collision rates are **below** the average for similar facilities statewide. The table above also reflects that the Actual Total collision rate is **above** the average for similar facilities statewide.

**Highway Primary Collision Factors and Type of Collision**

| Primary Collision Factor | Type of Collision | | |
|---|---|---|---|
| | Side Swipe | Rear End | Broadside |
| Influence of Alcohol | | | 1 |
| Failure to Yield | | | 4 |
| Improper Turn | 1 | | |
| Speeding | | 3 | |
| Other Violation | 1 | 1 | 1 |
| **Total** | **2** | **4** | **6** |

The table shown above indicates that the predominant collision type was Broadside (6). Other types of collisions that occurred on this segment were Side Swipe (2) and Rear End (4). The predominant collision type was "Failure to Yield" (4). Other pertinent primary collision factors were "Influence of Alcohol" (1), "Improper Turn" (1), "Speeding" (3), and "Other Violation" (3).

TASAS Table B shows that there were 0 Hit Object type of collisions.

End of summary.

CC/CW

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# Crash Data on State Highway System Request Form

Please complete this form to request crash data on the State Highway System (SHS):

1. Internal requesters shall submit this form to the respective District Traffic Safety office.
2. External requesters WORKING with Caltrans on SHS projects shall submit this form to Caltrans Engineers assigned to the projects or to the appropriate Caltrans District Public Information Office.
3. External requesters NOT WORKING on SHS projects may submit this form with a CPRA request. It is highly recommended to provide the necessary information on the form for Caltrans to process the request promptly. CPRA link: https://caltrans.mycusthelp.com/WEBAPP/_rs/(S(h2yg4jgtjvs3zld55xux1qsd))/supporthome.aspx

Per Caltrans' records retention policy for Traffic Safety and Traffic Accident Surveillance and Analysis System, crash data is only available for the most recent 10 complete calendar years plus the current year.

**Requester Information:**

| | | |
|---|---|---|
| Date Requested: 09/23/25 | | |
| Name<br>John Rowland | Title<br>Traffic Engineer | Division/Office:<br>Peters Engineering Group |
| Address<br>862 Pollasky Ave, Clovis, CA 93612 | Phone<br>559-299-1544 Ext. 112 | Email<br>jrowland@peters-engineering.com |

**Crash Data Requested:** Use the space below to describe your request and the basic data element desired. Data will be provided in PDF format only.

Request Date Range:

Start Date: 01/01/20 End Date: 09/23/25

☐ 1 year ☐ 3 years ☑ 5 years ☐ 10 years or Other (specify):

☑ Crash Count (# of crashes)
☑ Crash Rate

Severity Level:

☑ All **or:** ☐ Fatal ☐ Serious Injury ☐ Minor Injury ☐ Possible Injury ☐ PDO

How data will be used (include any federal or state program):

☐ DSDD or Other (specify): Traffic study for development project

Project EA# (if available):

Location Description (*please include District, County, Route and Postmile info or lat/long): Location Tool Link: https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html?

District 6, Madera, Route 99, PM 16.15 to PM 16.39, Avenue 18-1/2 NB ramps intersection

*If a request is for multiple locations, a separate listing can be attached to the form if needed.

If you have questions using this form, please contact crash.requests@dot.ca.gov

*Last Modified: 12/1/22*

# APPENDIX E

## TRAFFIC SIGNAL WARRANTS WORKSHEETS

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

## *Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)*

COUNT DATE 11-19-25

CALC JR DATE 2-3-26

CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

Major St: AVE 18½

Minor St: SR 99 NB RAMPS

Critical Approach Speed 40 mph

Critical Approach Speed _____ mph

☐ Speed limit or critical speed on major street traffic > 40 mph.....

or

☐ In built up area of isolated community of < 10,000 population..... } **RURAL (R)**

☒ **URBAN (U)**

---

**WARRANT 1 - Eight Hour Vehicular Volume** **SATISFIED YES ☐ NO ☒**

**(Condition A or Condition B or combination of A and B must be satisfied)**

**Condition A - Minimum Vehicle Volume** **100% SATISFIED YES ☐ NO ☒**

**80% SATISFIED YES ☐ NO ☒**

| | MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) | | | | 1445 | | | | | | | Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | R | U | R | | | | | | | | |
| APPROACH LANES | 1 | | 2 or More | | | | | | | | | |
| Both Approaches Major Street | 500 (400) | 350 (280) | 600 (480) | 420 (336) | (413) | | | | | | | |
| Highest Approach Minor Street | 150 (120) | 105 (84) | 200 (160) | 140 (112) | 205 | | | | | | | |

**Condition B - Interruption of Continuous Traffic** **100% SATISFIED YES ☐ NO ☒**

**80% SATISFIED YES ☐ NO ☒**

| | MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) | | | | NONE | | | | | | | Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | R | U | R | | | | | | | | |
| APPROACH LANES | 1 | | 2 or More | | | | | | | | | |
| Both Approaches Major Street | 750 (600) | 525 (420) | 900 (720) | 630 (504) | | | | | | | | |
| Highest Approach Minor Street | 75 (60) | 53 (42) | 100 (80) | 70 (56) | | | | | | | | |

**Combination of Conditions A & B** **SATISFIED YES ☐ NO ☒**

| REQUIREMENT | CONDITION | ✓ | FULFILLED |
|---|---|---|---|
| TWO CONDITIONS SATISFIED 80% | A. MINIMUM VEHICULAR VOLUME | | Yes ☐ No ☒ |
| | AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC | | |
| AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS | | | Yes ☐ No ☒ |

Major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

## *Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)*

### WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

| APPROACH LANES | One | 2 or More | | | | | Hour |
|---|---|---|---|---|---|---|---|
| Both Approaches - Major Street | | | | | | | NONE |
| Higher Approach - Minor Street | | | | | | | |

| | |
|---|---|
| *All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS) | Yes ☐ No ☒ |
| OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS) | Yes ☐ No ☐ |

### WARRANT 3 - Peak Hour
### (Part A or Part B must be satisfied)

SATISFIED YES ☐ NO ☐

**PART A**

SATISFIED YES ☐ NO ☐

**(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)**

| | |
|---|---|
| 1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND | Yes ☐ No ☐ |
| 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND | Yes ☐ No ☐ |
| 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. | Yes ☐ No ☐ |

**PART B**

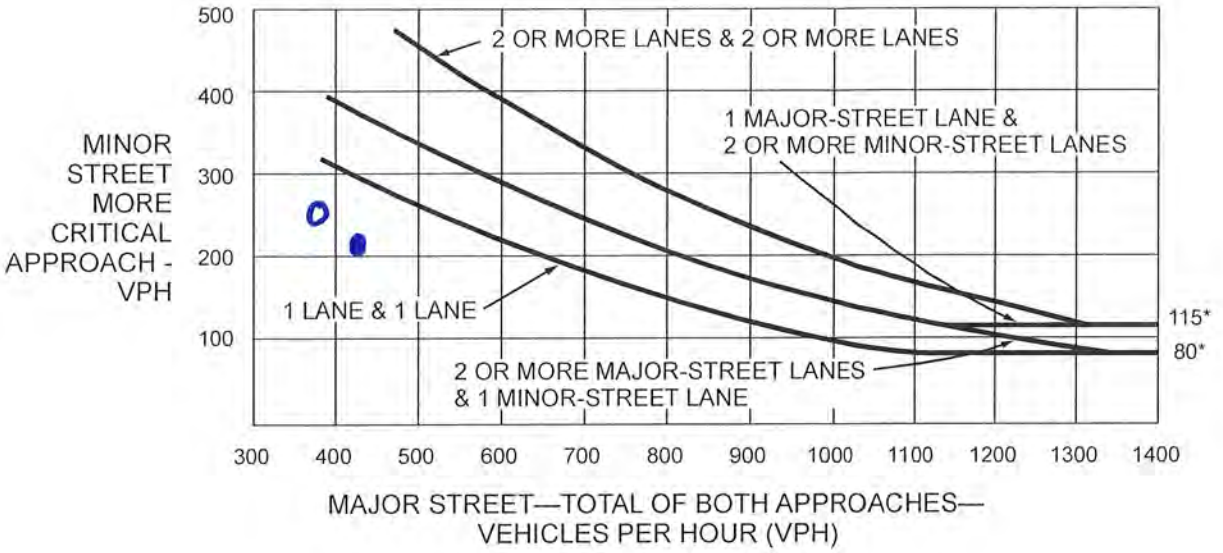
SATISFIED YES ☐ NO ☒

| APPROACH LANES | One | 2 or More | 0715 Hour |
|---|---|---|---|
| Both Approaches - Major Street | ✓ | | 386 |
| Higher Approach - Minor Street | ✓ | | 150 |

| | |
|---|---|
| The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS) | Yes ☐ No ☒ |
| OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS) | Yes ☐ No ☐ |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

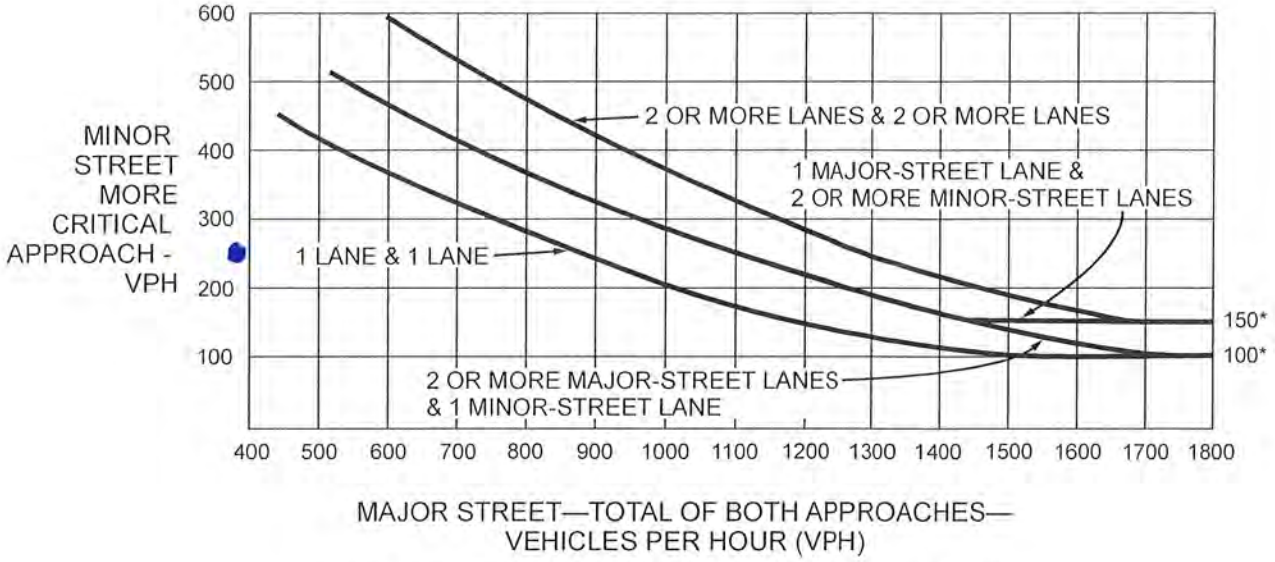



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

● 1445

○ 0715

## Figure 4C-3. Warrant 3, Peak Hour




*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

0715

SR 99 NB Off Avenue 18-1/2

| Period | NB | SB | EB | WB |
|---|---|---|---|---|
| 00:00 | 12 | 0 | 6 | 1 |
| 00:15 | 11 | 0 | 6 | 2 |
| 00:30 | 10 | 0 | 14 | 4 |
| 00:45 | 14 | 0 | 6 | 3 |
| 01:00 | 5 | 0 | 14 | 2 |
| 01:15 | 6 | 0 | 7 | 3 |
| 01:30 | 4 | 0 | 5 | 0 |
| 01:45 | 10 | 0 | 4 | 4 |
| 02:00 | 5 | 0 | 5 | 0 |
| 02:15 | 3 | 0 | 3 | 3 |
| 02:30 | 9 | 0 | 6 | 4 |
| 02:45 | 9 | 0 | 12 | 2 |
| 03:00 | 3 | 0 | 7 | 2 |
| 03:15 | 11 | 0 | 7 | 2 |
| 03:30 | 14 | 0 | 11 | 1 |
| 03:45 | 16 | 0 | 12 | 4 |
| 04:00 | 18 | 0 | 19 | 6 |
| 04:15 | 12 | 0 | 13 | 4 |
| 04:30 | 11 | 0 | 18 | 7 |
| 04:45 | 27 | 0 | 18 | 2 |
| 05:00 | 24 | 0 | 16 | 11 |
| 05:15 | 26 | 0 | 17 | 16 |
| 05:30 | 55 | 0 | 28 | 9 |
| 05:45 | 70 | 0 | 32 | 18 |
| 06:00 | 79 | 0 | 35 | 19 |
| 06:15 | 64 | 0 | 43 | 14 |
| 06:30 | 63 | 0 | 42 | 25 |
| 06:45 | 63 | 0 | 51 | 14 |
| 07:00 | 48 | 0 | 53 | 22 |
| 07:15 | 63 | 0 | 55 | 29 |
| 07:30 | 66 | 0 | 63 | 48 |
| 07:45 | 72 | 0 | 58 | 41 |
| 08:00 | 50 | 0 | 60 | 32 |
| 08:15 | 76 | 0 | 46 | 21 |
| 08:30 | 50 | 0 | 38 | 21 |
| 08:45 | 43 | 0 | 49 | 27 |
| 09:00 | 43 | 0 | 29 | 25 |
| 09:15 | 63 | 0 | 34 | 16 |
| 09:30 | 52 | 0 | 35 | 16 |
| 09:45 | 52 | 0 | 39 | 19 |
| 10:00 | 38 | 0 | 32 | 18 |
| 10:15 | 54 | 0 | 36 | 32 |
| 10:30 | 43 | 0 | 37 | 19 |
| 10:45 | 46 | 0 | 42 | 25 |
| 11:00 | 56 | 0 | 34 | 23 |
| 11:15 | 42 | 0 | 57 | 31 |
| 11:30 | 50 | 0 | 39 | 30 |
| 11:45 | 49 | 0 | 46 | 19 |
| 12:00 | 44 | 0 | 39 | 23 |
| 12:15 | 58 | 0 | 49 | 22 |
| 12:30 | 49 | 0 | 43 | 23 |
| 12:45 | 43 | 0 | 43 | 19 |
| 13:00 | 55 | 0 | 38 | 37 |
| 13:15 | 50 | 0 | 38 | 28 |
| 13:30 | 49 | 0 | 42 | 29 |
| 13:45 | 50 | 0 | 51 | 24 |
| 14:00 | 51 | 0 | 44 | 23 |
| 14:15 | 42 | 0 | 45 | 26 |
| 14:30 | 29 | 0 | 43 | 38 |
| 14:45 | 48 | 0 | 61 | 41 |
| 15:00 | 56 | 0 | 63 | 47 |
| 15:15 | 46 | 0 | 53 | 39 |
| 15:30 | 55 | 0 | 48 | 61 |
| 15:45 | 43 | 0 | 49 | 35 |
| 16:00 | 46 | 0 | 54 | 29 |
| 16:15 | 55 | 0 | 36 | 29 |
| 16:30 | 66 | 0 | 59 | 34 |
| 16:45 | 49 | 0 | 57 | 30 |
| 17:00 | 55 | 0 | 47 | 33 |
| 17:15 | 46 | 0 | 46 | 28 |
| 17:30 | 48 | 0 | 36 | 22 |
| 17:45 | 32 | 0 | 36 | 20 |
| 18:00 | 25 | 0 | 36 | 14 |
| 18:15 | 43 | 0 | 26 | 13 |
| 18:30 | 33 | 0 | 31 | 8 |
| 18:45 | 38 | 0 | 34 | 7 |
| 19:00 | 32 | 0 | 33 | 9 |
| 19:15 | 31 | 0 | 23 | 9 |
| 19:30 | 22 | 0 | 15 | 8 |
| 19:45 | 27 | 0 | 16 | 8 |
| 20:00 | 21 | 0 | 18 | 5 |
| 20:15 | 19 | 0 | 14 | 5 |
| 20:30 | 17 | 0 | 12 | 3 |
| 20:45 | 23 | 0 | 16 | 6 |
| 21:00 | 22 | 0 | 16 | 7 |
| 21:15 | 24 | 0 | 15 | 7 |
| 21:30 | 19 | 0 | 11 | 4 |
| 21:45 | 18 | 0 | 12 | 3 |
| 22:00 | 18 | 0 | 13 | 7 |
| 22:15 | 18 | 0 | 14 | 3 |
| 22:30 | 20 | 0 | 14 | 1 |
| 22:45 | 13 | 0 | 11 | 5 |
| 23:00 | 18 | 0 | 10 | 3 |
| 23:15 | 12 | 0 | 8 | 4 |
| 23:30 | 13 | 0 | 15 | 2 |
| 23:45 | 16 | 0 | 8 | 5 |
| Total: | 3,417 | 0 | 2,880 | 1,582 |
| | 3,417 | | 4,462 | |

Hourly Totals

| NB | SB | EB | WB | NB+SB | EB+WB | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | Max hour = 637 |
| 47 | 0 | 32 | 10 | 47 | 42 | 89 |
| 40 | 0 | 40 | 11 | 40 | 51 | 91 |
| 35 | 0 | 41 | 12 | 35 | 53 | 88 |
| 29 | 0 | 32 | 8 | 29 | 40 | 69 |
| 25 | 0 | 30 | 9 | 25 | 39 | 64 |
| 25 | 0 | 21 | 7 | 25 | 28 | 53 |
| 22 | 0 | 17 | 7 | 22 | 24 | 46 |
| 27 | 0 | 18 | 11 | 27 | 29 | 56 |
| 26 | 0 | 26 | 9 | 26 | 35 | 61 |
| 24 | 0 | 28 | 11 | 24 | 39 | 63 |
| 32 | 0 | 32 | 10 | 32 | 42 | 74 |
| 37 | 0 | 37 | 7 | 37 | 44 | 81 |
| 44 | 0 | 37 | 9 | 44 | 46 | 90 |
| 59 | 0 | 49 | 13 | 59 | 62 | 121 |
| 60 | 0 | 55 | 15 | 60 | 70 | 130 |
| 57 | 0 | 62 | 21 | 57 | 83 | 140 |
| 68 | 0 | 68 | 19 | 68 | 87 | 155 |
| 74 | 0 | 65 | 24 | 74 | 89 | 163 |
| 88 | 0 | 69 | 36 | 88 | 105 | 193 |
| 132 | 0 | 79 | 38 | 132 | 117 | 249 |
| 175 | 0 | 93 | 54 | 175 | 147 | 322 |
| 230 | 0 | 112 | 62 | 230 | 174 | 404 |
| 268 | 0 | 138 | 60 | 268 | 198 | 466 |
| 276 | 0 | 152 | 76 | 276 | 228 | 504 |
| 269 | 0 | 171 | 72 | 269 | 243 | 512 |
| 238 | 0 | 189 | 75 | 238 | 264 | 502 |
| 237 | 0 | 201 | 90 | 237 | 291 | 528 |
| 240 | 0 | 222 | 113 | 240 | 335 | 575 |
| 249 | 0 | 229 | 140 | 249 | 369 | 618 |
| 251 | 0 | 236 | 150 | 251 | 386 | 637 |
| 264 | 0 | 227 | 142 | 264 | 369 | 633 |
| 248 | 0 | 202 | 115 | 248 | 317 | 565 |
| 219 | 0 | 193 | 101 | 219 | 294 | 513 |
| 212 | 0 | 162 | 94 | 212 | 256 | 468 |
| 199 | 0 | 150 | 89 | 199 | 239 | 438 |
| 201 | 0 | 147 | 84 | 201 | 231 | 432 |
| 210 | 0 | 137 | 76 | 210 | 213 | 423 |
| 205 | 0 | 140 | 69 | 205 | 209 | 414 |
| 196 | 0 | 142 | 85 | 196 | 227 | 423 |
| 187 | 0 | 144 | 88 | 187 | 232 | 419 |
| 181 | 0 | 147 | 94 | 181 | 241 | 422 |
| 199 | 0 | 149 | 99 | 199 | 248 | 447 |
| 187 | 0 | 170 | 98 | 187 | 268 | 455 |
| 194 | 0 | 172 | 109 | 194 | 281 | 475 |
| 197 | 0 | 176 | 103 | 197 | 279 | 476 |
| 185 | 0 | 181 | 103 | 185 | 284 | 469 |
| 201 | 0 | 173 | 94 | 201 | 267 | 468 |
| 200 | 0 | 177 | 87 | 200 | 264 | 464 |
| 194 | 0 | 174 | 87 | 194 | 261 | 455 |
| 205 | 0 | 173 | 101 | 205 | 274 | 479 |
| 197 | 0 | 162 | 107 | 197 | 269 | 466 |
| 197 | 0 | 161 | 113 | 197 | 274 | 471 |
| 204 | 0 | 169 | 118 | 204 | 287 | 491 |
| 200 | 0 | 175 | 104 | 200 | 279 | 479 |
| 192 | 0 | 182 | 102 | 192 | 284 | 476 |
| 172 | 0 | 183 | 111 | 172 | 294 | 466 |
| 170 | 0 | 193 | 128 | 170 | 321 | 491 |
| 175 | 0 | 212 | 152 | 175 | 364 | 539 |
| 179 | 0 | 220 | 165 | 179 | 385 | 564 |
| 205 | 0 | 225 | 188 | 205 | 413 | 618 |
| 200 | 0 | 213 | 182 | 200 | 395 | 595 |
| 190 | 0 | 204 | 164 | 190 | 368 | 558 |
| 199 | 0 | 187 | 154 | 199 | 341 | 540 |
| 210 | 0 | 198 | 127 | 210 | 325 | 535 |
| 216 | 0 | 206 | 122 | 216 | 328 | 544 |
| 225 | 0 | 199 | 126 | 225 | 325 | 550 |
| 216 | 0 | 209 | 125 | 216 | 334 | 550 |
| 198 | 0 | 186 | 113 | 198 | 299 | 497 |
| 181 | 0 | 165 | 103 | 181 | 268 | 449 |
| 151 | 0 | 154 | 84 | 151 | 238 | 389 |
| 148 | 0 | 134 | 69 | 148 | 203 | 351 |
| 133 | 0 | 129 | 55 | 133 | 184 | 317 |
| 139 | 0 | 127 | 42 | 139 | 169 | 308 |
| 146 | 0 | 124 | 37 | 146 | 161 | 307 |
| 134 | 0 | 121 | 33 | 134 | 154 | 288 |
| 123 | 0 | 105 | 33 | 123 | 138 | 261 |
| 112 | 0 | 87 | 34 | 112 | 121 | 233 |
| 101 | 0 | 72 | 30 | 101 | 102 | 203 |
| 89 | 0 | 63 | 26 | 89 | 89 | 178 |
| 84 | 0 | 60 | 21 | 84 | 81 | 165 |
| 80 | 0 | 60 | 19 | 80 | 79 | 159 |
| 81 | 0 | 58 | 21 | 81 | 79 | 160 |
| 86 | 0 | 59 | 23 | 86 | 82 | 168 |
| 88 | 0 | 58 | 24 | 88 | 82 | 170 |
| 83 | 0 | 54 | 21 | 83 | 75 | 158 |
| 79 | 0 | 51 | 21 | 79 | 72 | 151 |
| 73 | 0 | 50 | 17 | 73 | 67 | 140 |
| 74 | 0 | 53 | 14 | 74 | 67 | 141 |
| 69 | 0 | 52 | 16 | 69 | 68 | 137 |
| 69 | 0 | 49 | 12 | 69 | 61 | 130 |
| 63 | 0 | 43 | 13 | 63 | 56 | 119 |
| 56 | 0 | 44 | 14 | 56 | 58 | 114 |
| 59 | 0 | 41 | 14 | 59 | 55 | 114 |

| | MINOR SR 99 NB Off | | MAJOR Avenue 18-1/2 | | EB+WB | NB or SB | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period | NB | SB | EB | WB | Combined Major | Greatest Minor | Major >500? | Minor >150? | 100% Satisfied? | Major >400? | Minor >120? | 80% Satisfied? |
| 00:00 | 12 | 0 | 6 | 1 | | | | | | | | |
| 00:15 | 11 | 0 | 6 | 2 | | | | | | | | |
| 00:30 | 10 | 0 | 14 | 4 | | | | | | | | |
| 00:45 | 14 | 0 | 6 | 3 | 42 | 47 | NO | NO | | NO | NO | |
| 01:00 | 5 | 0 | 14 | 2 | 51 | 40 | NO | NO | | NO | NO | |
| 01:15 | 6 | 0 | 7 | 3 | 53 | 35 | NO | NO | | NO | NO | |
| 01:30 | 4 | 0 | 5 | 0 | 40 | 29 | NO | NO | | NO | NO | |
| 01:45 | 10 | 0 | 4 | 4 | 39 | 25 | NO | NO | | NO | NO | |
| 02:00 | 5 | 0 | 5 | 0 | 28 | 25 | NO | NO | | NO | NO | |
| 02:15 | 3 | 0 | 3 | 3 | 24 | 22 | NO | NO | | NO | NO | |
| 02:30 | 9 | 0 | 6 | 4 | 29 | 27 | NO | NO | | NO | NO | |
| 02:45 | 9 | 0 | 12 | 2 | 35 | 26 | NO | NO | | NO | NO | |
| 03:00 | 3 | 0 | 7 | 2 | 39 | 24 | NO | NO | | NO | NO | |
| 03:15 | 11 | 0 | 7 | 2 | 42 | 32 | NO | NO | | NO | NO | |
| 03:30 | 14 | 0 | 11 | 1 | 44 | 37 | NO | NO | | NO | NO | |
| 03:45 | 16 | 0 | 12 | 4 | 46 | 44 | NO | NO | | NO | NO | |
| 04:00 | 18 | 0 | 19 | 6 | 62 | 59 | NO | NO | | NO | NO | |
| 04:15 | 12 | 0 | 13 | 4 | 70 | 60 | NO | NO | | NO | NO | |
| 04:30 | 11 | 0 | 18 | 7 | 83 | 57 | NO | NO | | NO | NO | |
| 04:45 | 27 | 0 | 18 | 2 | 87 | 68 | NO | NO | | NO | NO | |
| 05:00 | 24 | 0 | 16 | 11 | 89 | 74 | NO | NO | | NO | NO | |
| 05:15 | 26 | 0 | 17 | 16 | 105 | 88 | NO | NO | | NO | NO | |
| 05:30 | 55 | 0 | 28 | 9 | 117 | 132 | NO | NO | | NO | YES | |
| 05:45 | 70 | 0 | 32 | 18 | 147 | 175 | NO | YES | | NO | YES | |
| 06:00 | 79 | 0 | 35 | 19 | 174 | 230 | NO | YES | | NO | YES | |
| 06:15 | 64 | 0 | 43 | 14 | 198 | 268 | NO | YES | | NO | YES | |
| 06:30 | 63 | 0 | 42 | 25 | 228 | 276 | NO | YES | | NO | YES | |
| 06:45 | 63 | 0 | 51 | 14 | 243 | 269 | NO | YES | | NO | YES | |
| 07:00 | 48 | 0 | 53 | 22 | 264 | 238 | NO | YES | | NO | YES | |
| 07:15 | 63 | 0 | 55 | 29 | 291 | 237 | NO | YES | | NO | YES | |
| 07:30 | 66 | 0 | 63 | 48 | 335 | 240 | NO | YES | | NO | YES | |
| 07:45 | 72 | 0 | 58 | 41 | 369 | 249 | NO | YES | | NO | YES | |
| 08:00 | 50 | 0 | 60 | 32 | 386 | 251 | NO | YES | | NO | YES | |
| 08:15 | 76 | 0 | 46 | 21 | 369 | 264 | NO | YES | | NO | YES | |
| 08:30 | 50 | 0 | 38 | 21 | 317 | 248 | NO | YES | | NO | YES | |
| 08:45 | 43 | 0 | 49 | 27 | 294 | 219 | NO | YES | | NO | YES | |
| 09:00 | 43 | 0 | 29 | 25 | 256 | 212 | NO | YES | | NO | YES | |
| 09:15 | 63 | 0 | 34 | 16 | 239 | 199 | NO | YES | | NO | YES | |
| 09:30 | 52 | 0 | 35 | 16 | 231 | 201 | NO | YES | | NO | YES | |
| 09:45 | 52 | 0 | 39 | 19 | 213 | 210 | NO | YES | | NO | YES | |
| 10:00 | 38 | 0 | 32 | 18 | 209 | 205 | NO | YES | | NO | YES | |
| 10:15 | 54 | 0 | 36 | 32 | 227 | 196 | NO | YES | | NO | YES | |
| 10:30 | 43 | 0 | 37 | 19 | 232 | 187 | NO | YES | | NO | YES | |
| 10:45 | 46 | 0 | 42 | 25 | 241 | 181 | NO | YES | | NO | YES | |
| 11:00 | 56 | 0 | 34 | 23 | 248 | 199 | NO | YES | | NO | YES | |
| 11:15 | 42 | 0 | 57 | 31 | 268 | 187 | NO | YES | | NO | YES | |
| 11:30 | 50 | 0 | 39 | 30 | 281 | 194 | NO | YES | | NO | YES | |
| 11:45 | 49 | 0 | 46 | 19 | 279 | 197 | NO | YES | | NO | YES | |
| 12:00 | 44 | 0 | 39 | 23 | 284 | 185 | NO | YES | | NO | YES | |
| 12:15 | 58 | 0 | 49 | 22 | 267 | 201 | NO | YES | | NO | YES | |
| 12:30 | 49 | 0 | 43 | 23 | 264 | 200 | NO | YES | | NO | YES | |
| 12:45 | 43 | 0 | 43 | 19 | 261 | 194 | NO | YES | | NO | YES | |
| 13:00 | 55 | 0 | 38 | 37 | 274 | 205 | NO | YES | | NO | YES | |
| 13:15 | 50 | 0 | 38 | 28 | 269 | 197 | NO | YES | | NO | YES | |
| 13:30 | 49 | 0 | 42 | 29 | 274 | 197 | NO | YES | | NO | YES | |
| 13:45 | 50 | 0 | 51 | 24 | 287 | 204 | NO | YES | | NO | YES | |
| 14:00 | 51 | 0 | 44 | 23 | 279 | 200 | NO | YES | | NO | YES | |
| 14:15 | 42 | 0 | 45 | 26 | 284 | 192 | NO | YES | | NO | YES | |
| 14:30 | 29 | 0 | 43 | 38 | 294 | 172 | NO | YES | | NO | YES | |
| 14:45 | 48 | 0 | 61 | 41 | 321 | 170 | NO | YES | | NO | YES | |
| 15:00 | 56 | 0 | 63 | 47 | 364 | 175 | NO | YES | | NO | YES | |
| 15:15 | 46 | 0 | 53 | 39 | 385 | 179 | NO | YES | | NO | YES | |
| 15:30 | 55 | 0 | 48 | 61 | 413 | 205 | NO | YES | | YES | YES | YES |
| 15:45 | 43 | 0 | 49 | 35 | 395 | 200 | NO | YES | | NO | YES | |
| 16:00 | 46 | 0 | 54 | 29 | 368 | 190 | NO | YES | | NO | YES | |
| 16:15 | 55 | 0 | 36 | 29 | 341 | 199 | NO | YES | | NO | YES | |
| 16:30 | 66 | 0 | 59 | 34 | 325 | 210 | NO | YES | | NO | YES | |
| 16:45 | 49 | 0 | 57 | 30 | 328 | 216 | NO | YES | | NO | YES | |
| 17:00 | 55 | 0 | 47 | 33 | 325 | 225 | NO | YES | | NO | YES | |
| 17:15 | 46 | 0 | 46 | 28 | 334 | 216 | NO | YES | | NO | YES | |
| 17:30 | 48 | 0 | 36 | 22 | 299 | 198 | NO | YES | | NO | YES | |
| 17:45 | 32 | 0 | 36 | 20 | 268 | 181 | NO | YES | | NO | YES | |
| 18:00 | 25 | 0 | 36 | 14 | 238 | 151 | NO | YES | | NO | YES | |
| 18:15 | 43 | 0 | 26 | 13 | 203 | 148 | NO | NO | | NO | YES | |
| 18:30 | 33 | 0 | 31 | 8 | 184 | 133 | NO | NO | | NO | YES | |
| 18:45 | 38 | 0 | 34 | 7 | 169 | 139 | NO | NO | | NO | YES | |
| 19:00 | 32 | 0 | 33 | 9 | 161 | 146 | NO | NO | | NO | YES | |
| 19:15 | 31 | 0 | 23 | 9 | 154 | 134 | NO | NO | | NO | YES | |
| 19:30 | 22 | 0 | 15 | 8 | 138 | 123 | NO | NO | | NO | YES | |
| 19:45 | 27 | 0 | 16 | 8 | 121 | 112 | NO | NO | | NO | NO | |
| 20:00 | 21 | 0 | 18 | 5 | 102 | 101 | NO | NO | | NO | NO | |
| 20:15 | 19 | 0 | 14 | 5 | 89 | 89 | NO | NO | | NO | NO | |
| 20:30 | 17 | 0 | 12 | 3 | 81 | 84 | NO | NO | | NO | NO | |
| 20:45 | 23 | 0 | 16 | 6 | 79 | 80 | NO | NO | | NO | NO | |
| 21:00 | 22 | 0 | 16 | 7 | 79 | 81 | NO | NO | | NO | NO | |
| 21:15 | 24 | 0 | 15 | 7 | 82 | 86 | NO | NO | | NO | NO | |
| 21:30 | 19 | 0 | 11 | 4 | 82 | 88 | NO | NO | | NO | NO | |
| 21:45 | 18 | 0 | 12 | 3 | 75 | 83 | NO | NO | | NO | NO | |
| 22:00 | 18 | 0 | 13 | 7 | 72 | 79 | NO | NO | | NO | NO | |
| 22:15 | 18 | 0 | 14 | 3 | 67 | 73 | NO | NO | | NO | NO | |
| 22:30 | 20 | 0 | 14 | 1 | 67 | 74 | NO | NO | | NO | NO | |
| 22:45 | 13 | 0 | 11 | 5 | 68 | 69 | NO | NO | | NO | NO | |
| 23:00 | 18 | 0 | 10 | 3 | 61 | 69 | NO | NO | | NO | NO | |
| 23:15 | 12 | 0 | 8 | 4 | 56 | 63 | NO | NO | | NO | NO | |
| 23:30 | 13 | 0 | 15 | 2 | 58 | 56 | NO | NO | | NO | NO | |
| 23:45 | 16 | 0 | 8 | 5 | 55 | 59 | NO | NO | | NO | NO | |

| | MINOR SR 99 NB Off | | MAJOR Avenue 18-1/2 | | EB+WB | NB or SB | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Period | NB | SB | EB | WB | Combined Major | Greatest Minor | Major >750? | Minor >75? | 100% Satisfied? | Major >600? | Minor >60? | 80% Satisfied? |
| 00:00 | 12 | 0 | 6 | 1 | | | | | | | | |
| 00:15 | 11 | 0 | 6 | 2 | | | | | | | | |
| 00:30 | 10 | 0 | 14 | 4 | | | | | | | | |
| 00:45 | 14 | 0 | 6 | 3 | 42 | 47 | NO | NO | | NO | NO | |
| 01:00 | 5 | 0 | 14 | 2 | 51 | 40 | NO | NO | | NO | NO | |
| 01:15 | 6 | 0 | 7 | 3 | 53 | 35 | NO | NO | | NO | NO | |
| 01:30 | 4 | 0 | 5 | 0 | 40 | 29 | NO | NO | | NO | NO | |
| 01:45 | 10 | 0 | 4 | 4 | 39 | 25 | NO | NO | | NO | NO | |
| 02:00 | 5 | 0 | 5 | 0 | 28 | 25 | NO | NO | | NO | NO | |
| 02:15 | 3 | 0 | 3 | 3 | 24 | 22 | NO | NO | | NO | NO | |
| 02:30 | 9 | 0 | 6 | 4 | 29 | 27 | NO | NO | | NO | NO | |
| 02:45 | 9 | 0 | 12 | 2 | 35 | 26 | NO | NO | | NO | NO | |
| 03:00 | 3 | 0 | 7 | 2 | 39 | 24 | NO | NO | | NO | NO | |
| 03:15 | 11 | 0 | 7 | 2 | 42 | 32 | NO | NO | | NO | NO | |
| 03:30 | 14 | 0 | 11 | 1 | 44 | 37 | NO | NO | | NO | NO | |
| 03:45 | 16 | 0 | 12 | 4 | 46 | 44 | NO | NO | | NO | NO | |
| 04:00 | 18 | 0 | 19 | 6 | 62 | 59 | NO | NO | | NO | NO | |
| 04:15 | 12 | 0 | 13 | 4 | 70 | 60 | NO | NO | | NO | YES | |
| 04:30 | 11 | 0 | 18 | 7 | 83 | 57 | NO | NO | | NO | NO | |
| 04:45 | 27 | 0 | 18 | 2 | 87 | 68 | NO | NO | | NO | YES | |
| 05:00 | 24 | 0 | 16 | 11 | 89 | 74 | NO | NO | | NO | YES | |
| 05:15 | 26 | 0 | 17 | 16 | 105 | 88 | NO | YES | | NO | YES | |
| 05:30 | 55 | 0 | 28 | 9 | 117 | 132 | NO | YES | | NO | YES | |
| 05:45 | 70 | 0 | 32 | 18 | 147 | 175 | NO | YES | | NO | YES | |
| 06:00 | 79 | 0 | 35 | 19 | 174 | 230 | NO | YES | | NO | YES | |
| 06:15 | 64 | 0 | 43 | 14 | 198 | 268 | NO | YES | | NO | YES | |
| 06:30 | 63 | 0 | 42 | 25 | 228 | 276 | NO | YES | | NO | YES | |
| 06:45 | 63 | 0 | 51 | 14 | 243 | 269 | NO | YES | | NO | YES | |
| 07:00 | 48 | 0 | 53 | 22 | 264 | 238 | NO | YES | | NO | YES | |
| 07:15 | 63 | 0 | 55 | 29 | 291 | 237 | NO | YES | | NO | YES | |
| 07:30 | 66 | 0 | 63 | 48 | 335 | 240 | NO | YES | | NO | YES | |
| 07:45 | 72 | 0 | 58 | 41 | 369 | 249 | NO | YES | | NO | YES | |
| 08:00 | 50 | 0 | 60 | 32 | 386 | 251 | NO | YES | | NO | YES | |
| 08:15 | 76 | 0 | 46 | 21 | 369 | 264 | NO | YES | | NO | YES | |
| 08:30 | 50 | 0 | 38 | 21 | 317 | 248 | NO | YES | | NO | YES | |
| 08:45 | 43 | 0 | 49 | 27 | 294 | 219 | NO | YES | | NO | YES | |
| 09:00 | 43 | 0 | 29 | 25 | 256 | 212 | NO | YES | | NO | YES | |
| 09:15 | 63 | 0 | 34 | 16 | 239 | 199 | NO | YES | | NO | YES | |
| 09:30 | 52 | 0 | 35 | 16 | 231 | 201 | NO | YES | | NO | YES | |
| 09:45 | 52 | 0 | 39 | 19 | 213 | 210 | NO | YES | | NO | YES | |
| 10:00 | 38 | 0 | 32 | 18 | 209 | 205 | NO | YES | | NO | YES | |
| 10:15 | 54 | 0 | 36 | 32 | 227 | 196 | NO | YES | | NO | YES | |
| 10:30 | 43 | 0 | 37 | 19 | 232 | 187 | NO | YES | | NO | YES | |
| 10:45 | 46 | 0 | 42 | 25 | 241 | 181 | NO | YES | | NO | YES | |
| 11:00 | 56 | 0 | 34 | 23 | 248 | 199 | NO | YES | | NO | YES | |
| 11:15 | 42 | 0 | 57 | 31 | 268 | 187 | NO | YES | | NO | YES | |
| 11:30 | 50 | 0 | 39 | 30 | 281 | 194 | NO | YES | | NO | YES | |
| 11:45 | 49 | 0 | 46 | 19 | 279 | 197 | NO | YES | | NO | YES | |
| 12:00 | 44 | 0 | 39 | 23 | 284 | 185 | NO | YES | | NO | YES | |
| 12:15 | 58 | 0 | 49 | 22 | 267 | 201 | NO | YES | | NO | YES | |
| 12:30 | 49 | 0 | 43 | 23 | 264 | 200 | NO | YES | | NO | YES | |
| 12:45 | 43 | 0 | 43 | 19 | 261 | 194 | NO | YES | | NO | YES | |
| 13:00 | 55 | 0 | 38 | 37 | 274 | 205 | NO | YES | | NO | YES | |
| 13:15 | 50 | 0 | 38 | 28 | 269 | 197 | NO | YES | | NO | YES | |
| 13:30 | 49 | 0 | 42 | 29 | 274 | 197 | NO | YES | | NO | YES | |
| 13:45 | 50 | 0 | 51 | 24 | 287 | 204 | NO | YES | | NO | YES | |
| 14:00 | 51 | 0 | 44 | 23 | 279 | 200 | NO | YES | | NO | YES | |
| 14:15 | 42 | 0 | 45 | 26 | 284 | 192 | NO | YES | | NO | YES | |
| 14:30 | 29 | 0 | 43 | 38 | 294 | 172 | NO | YES | | NO | YES | |
| 14:45 | 48 | 0 | 61 | 41 | 321 | 170 | NO | YES | | NO | YES | |
| 15:00 | 56 | 0 | 63 | 47 | 364 | 175 | NO | YES | | NO | YES | |
| 15:15 | 46 | 0 | 53 | 39 | 385 | 179 | NO | YES | | NO | YES | |
| 15:30 | 55 | 0 | 48 | 61 | 413 | 205 | NO | YES | | NO | YES | |
| 15:45 | 43 | 0 | 49 | 35 | 395 | 200 | NO | YES | | NO | YES | |
| 16:00 | 46 | 0 | 54 | 29 | 368 | 190 | NO | YES | | NO | YES | |
| 16:15 | 55 | 0 | 36 | 29 | 341 | 199 | NO | YES | | NO | YES | |
| 16:30 | 66 | 0 | 59 | 34 | 325 | 210 | NO | YES | | NO | YES | |
| 16:45 | 49 | 0 | 57 | 30 | 328 | 216 | NO | YES | | NO | YES | |
| 17:00 | 55 | 0 | 47 | 33 | 325 | 225 | NO | YES | | NO | YES | |
| 17:15 | 46 | 0 | 46 | 28 | 334 | 216 | NO | YES | | NO | YES | |
| 17:30 | 48 | 0 | 36 | 22 | 299 | 198 | NO | YES | | NO | YES | |
| 17:45 | 32 | 0 | 36 | 20 | 268 | 181 | NO | YES | | NO | YES | |
| 18:00 | 25 | 0 | 36 | 14 | 238 | 151 | NO | YES | | NO | YES | |
| 18:15 | 43 | 0 | 26 | 13 | 203 | 148 | NO | YES | | NO | YES | |
| 18:30 | 33 | 0 | 31 | 8 | 184 | 133 | NO | YES | | NO | YES | |
| 18:45 | 38 | 0 | 34 | 7 | 169 | 139 | NO | YES | | NO | YES | |
| 19:00 | 32 | 0 | 33 | 9 | 161 | 146 | NO | YES | | NO | YES | |
| 19:15 | 31 | 0 | 23 | 9 | 154 | 134 | NO | YES | | NO | YES | |
| 19:30 | 22 | 0 | 15 | 8 | 138 | 123 | NO | YES | | NO | YES | |
| 19:45 | 27 | 0 | 16 | 8 | 121 | 112 | NO | YES | | NO | YES | |
| 20:00 | 21 | 0 | 18 | 5 | 102 | 101 | NO | YES | | NO | YES | |
| 20:15 | 19 | 0 | 14 | 5 | 89 | 89 | NO | YES | | NO | YES | |
| 20:30 | 17 | 0 | 12 | 3 | 81 | 84 | NO | YES | | NO | YES | |
| 20:45 | 23 | 0 | 16 | 6 | 79 | 80 | NO | YES | | NO | YES | |
| 21:00 | 22 | 0 | 16 | 7 | 79 | 81 | NO | YES | | NO | YES | |
| 21:15 | 24 | 0 | 15 | 7 | 82 | 86 | NO | YES | | NO | YES | |
| 21:30 | 19 | 0 | 11 | 4 | 82 | 88 | NO | YES | | NO | YES | |
| 21:45 | 18 | 0 | 12 | 3 | 75 | 83 | NO | YES | | NO | YES | |
| 22:00 | 18 | 0 | 13 | 7 | 72 | 79 | NO | YES | | NO | YES | |
| 22:15 | 18 | 0 | 14 | 3 | 67 | 73 | NO | NO | | NO | YES | |
| 22:30 | 20 | 0 | 14 | 1 | 67 | 74 | NO | NO | | NO | YES | |
| 22:45 | 13 | 0 | 11 | 5 | 68 | 69 | NO | NO | | NO | YES | |
| 23:00 | 18 | 0 | 10 | 3 | 61 | 69 | NO | NO | | NO | YES | |
| 23:15 | 12 | 0 | 8 | 4 | 56 | 63 | NO | NO | | NO | YES | |
| 23:30 | 13 | 0 | 15 | 2 | 58 | 56 | NO | NO | | NO | NO | |
| 23:45 | 16 | 0 | 8 | 5 | 55 | 59 | NO | NO | | NO | NO | |

## *Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)*

COUNT DATE 11-19-25
CALC JR DATE 2-3-26
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: AVE 18½
Minor St: SR 99 SB OFF / ROAD 23

Critical Approach Speed 40 mph
Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☒ URBAN (U)

---

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES ☒ NO ☐
**(Condition A or Condition B or combination of A and B must be satisfied)**

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☐ NO ☐

| APPROACH LANES | MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) U | R | U | R | 0630 | 0730 | 0845 | 1000 | 1100 | 1200 | 1300 | 1400 | Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | 2 or More | | | | | | | | | | |
| Both Approaches Major Street | 500 (400) | 350 (280) | 600 (480) | 420 (336) | 504 | 650 | 503 | 510 | 596 | 558 | 568 | 623 | + 3 MORE |
| Highest Approach Minor Street | 150 (120) | 105 (84) | 200 (160) | 140 (112) | 153 | 157 | 155 | 171 | 153 | 165 | 168 | 167 | |

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

| APPROACH LANES | MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) U | R | U | R | 1530 | 1630 | 1430 | 1130 | | | | | Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | 2 or More | | | | | | | | | | |
| Both Approaches Major Street | 750 (600) | 525 (420) | 900 (720) | 630 (504) | 1002 | 816 | (706) | (622) | | | | | |
| Highest Approach Minor Street | 75 (60) | 53 (42) | 100 (80) | 70 (56) | 173 | 183 | 190 | 150 | | | | | |

**Combination of Conditions A & B** SATISFIED YES ☐ NO ☒

| REQUIREMENT | CONDITION | ✓ | FULFILLED |
|---|---|---|---|
| TWO CONDITIONS SATISFIED 80% | A. MINIMUM VEHICULAR VOLUME | | Yes ☐ No ☒ |
| | AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC | | |
| AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS | | | Yes ☐ No ☒ |

Major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

## *Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)*

### WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

| APPROACH LANES | One | 2 or More | 1600 | 1500 | 1400 | 0715 Hour |
|---|---|---|---|---|---|---|
| Both Approaches - Major Street | X | | 966 | 921 | 623 | 660 |
| Higher Approach - Minor Street | X | | 184 | 187 | 167 | 162 |

| | |
|---|---|
| *All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS) | Yes ☐ No ☒ |
| OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS) | Yes ☐ No ☐ |

### WARRANT 3 - Peak Hour
**(Part A or Part B must be satisfied)**

SATISFIED YES ☐ NO ☐

**PART A**

SATISFIED YES ☐ NO ☐

**(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)**

| | |
|---|---|
| 1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND | Yes ☐ No ☐ |
| 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND | Yes ☐ No ☐ |
| 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. | Yes ☐ No ☐ |

**PART B**

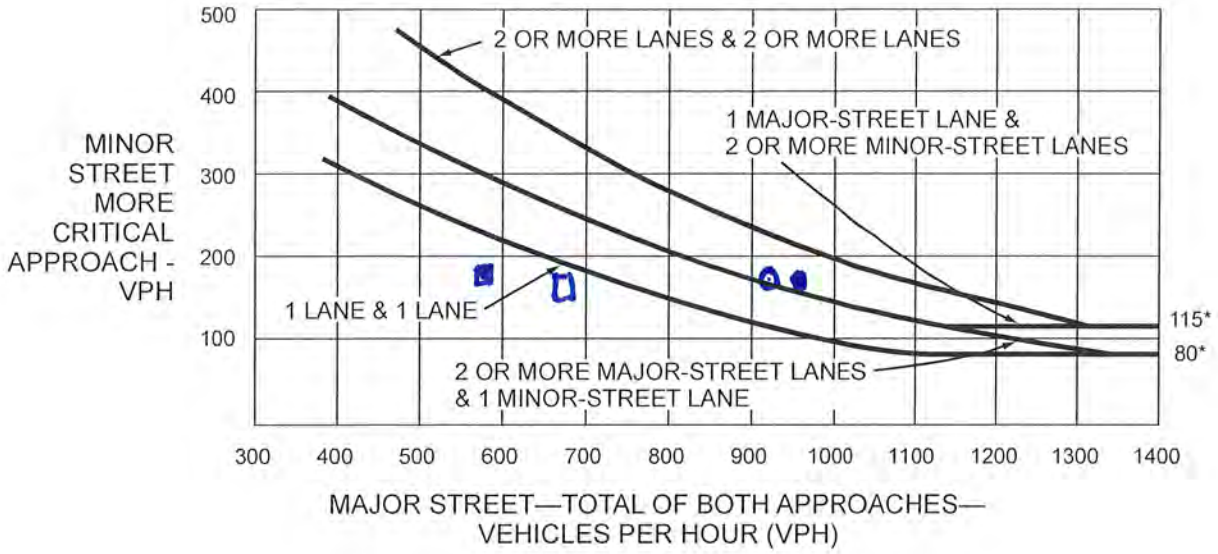
SATISFIED YES ☐ NO ☒

| APPROACH LANES | One | 2 or More | 1545 Hour |
|---|---|---|---|
| Both Approaches - Major Street | X | | 1025 |
| Higher Approach - Minor Street | X | | 175 |

| | |
|---|---|
| The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS) | Yes ☐ No ☒ |
| OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS) | Yes ☐ No ☐ |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

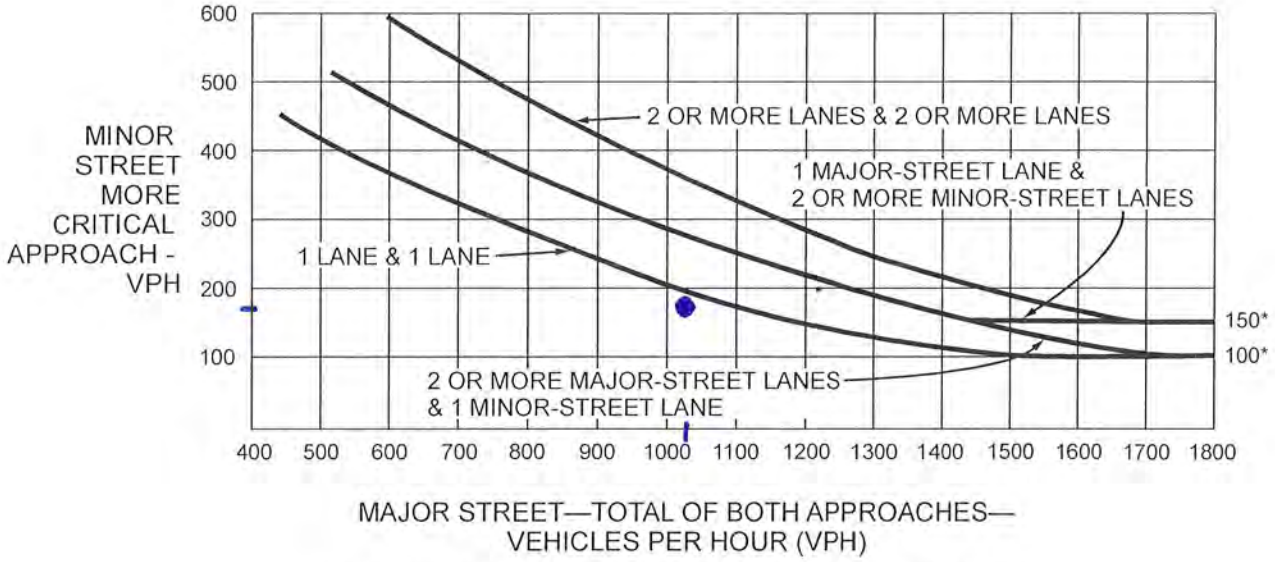
● 1600

○ 1500

■ 1400

□ 0715

## Figure 4C-3. Warrant 3, Peak Hour




*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

1545

| | Road 23 | | Avenue 18-1/2 | | Hourly Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Period** | **NB** | **SB** | **EB** | **WB** | **NB** | **SB** | **EB** | **WB** | NB+SB | EB+WB | |
| **00:00** | 3 | 10 | 15 | 9 | | | | | | | |
| **00:15** | 4 | 11 | 19 | 9 | | | | | | | Max hour = 1347 |
| **00:30** | 7 | 4 | 20 | 13 | | | | | | | |
| **00:45** | 4 | 11 | 9 | 14 | 18 | 36 | 63 | 45 | 54 | 108 | 162 |
| **01:00** | 2 | 5 | 14 | 10 | 17 | 31 | 62 | 46 | 48 | 108 | 156 |
| **01:15** | 3 | 9 | 16 | 7 | 16 | 29 | 59 | 44 | 45 | 103 | 148 |
| **01:30** | 2 | 9 | 16 | 4 | 11 | 34 | 55 | 35 | 45 | 90 | 135 |
| **01:45** | 3 | 7 | 9 | 10 | 10 | 30 | 55 | 31 | 40 | 86 | 126 |
| **02:00** | 2 | 5 | 15 | 5 | 10 | 30 | 56 | 26 | 40 | 82 | 122 |
| **02:15** | 2 | 6 | 13 | 6 | 9 | 27 | 53 | 25 | 36 | 78 | 114 |
| **02:30** | 2 | 11 | 18 | 12 | 9 | 29 | 55 | 33 | 38 | 88 | 126 |
| **02:45** | 4 | 8 | 19 | 10 | 10 | 30 | 65 | 33 | 40 | 98 | 138 |
| **03:00** | 1 | 8 | 15 | 4 | 9 | 33 | 65 | 32 | 42 | 97 | 139 |
| **03:15** | 2 | 10 | 15 | 10 | 9 | 37 | 67 | 36 | 46 | 103 | 149 |
| **03:30** | 2 | 8 | 21 | 13 | 9 | 34 | 70 | 37 | 43 | 107 | 150 |
| **03:45** | 5 | 3 | 15 | 16 | 10 | 29 | 66 | 43 | 39 | 109 | 148 |
| **04:00** | 3 | 12 | 20 | 22 | 12 | 33 | 71 | 61 | 45 | 132 | 177 |
| **04:15** | 4 | 12 | 23 | 14 | 14 | 35 | 79 | 65 | 49 | 144 | 193 |
| **04:30** | 12 | 18 | 26 | 14 | 24 | 45 | 84 | 66 | 69 | 150 | 219 |
| **04:45** | 13 | 24 | 25 | 22 | 32 | 66 | 94 | 72 | 98 | 166 | 264 |
| **05:00** | 11 | 24 | 31 | 29 | 40 | 78 | 105 | 79 | 118 | 184 | 302 |
| **05:15** | 11 | 24 | 37 | 33 | 47 | 90 | 119 | 98 | 137 | 217 | 354 |
| **05:30** | 26 | 44 | 41 | 50 | 61 | 116 | 134 | 134 | 177 | 268 | 445 |
| **05:45** | 24 | 38 | 56 | 55 | 72 | 130 | 165 | 167 | 202 | 332 | 534 |
| **06:00** | 20 | 46 | 56 | 78 | 81 | 152 | 190 | 216 | 233 | 406 | 639 |
| **06:15** | 24 | 40 | 78 | 55 | 94 | 168 | 231 | 238 | 262 | 469 | 731 |
| **06:30** | 32 | 38 | 53 | 64 | 100 | 162 | 243 | 252 | 262 | 495 | 757 |
| **06:45** | 45 | 31 | 57 | 53 | 121 | 155 | 244 | 250 | 276 | 494 | 770 |
| **07:00** | 37 | 47 | 58 | 58 | 138 | 156 | 246 | 230 | 294 | 476 | 770 |
| **07:15** | 37 | 37 | 88 | 73 | 151 | 153 | 256 | 248 | 304 | 504 | 808 |
| **07:30** | 44 | 42 | 95 | 92 | 163 | 157 | 298 | 276 | 320 | 574 | 894 |
| **07:45** | 40 | 42 | 93 | 81 | 158 | 168 | 334 | 304 | 326 | 638 | 964 |
| **08:00** | 41 | 32 | 80 | 58 | 162 | 153 | 356 | 304 | 315 | 660 | 975 |
| **08:15** | 32 | 36 | 83 | 68 | 157 | 152 | 351 | 299 | 309 | 650 | 959 |
| **08:30** | 28 | 28 | 73 | 52 | 141 | 138 | 329 | 259 | 279 | 588 | 867 |
| **08:45** | 31 | 36 | 76 | 58 | 132 | 132 | 312 | 236 | 264 | 548 | 812 |
| **09:00** | 30 | 36 | 67 | 59 | 121 | 136 | 299 | 237 | 257 | 536 | 793 |
| **09:15** | 27 | 47 | 65 | 59 | 116 | 147 | 281 | 228 | 263 | 509 | 772 |
| **09:30** | 26 | 36 | 63 | 56 | 114 | 155 | 271 | 232 | 269 | 503 | 772 |
| **09:45** | 31 | 34 | 67 | 49 | 114 | 153 | 262 | 223 | 267 | 485 | 752 |
| **10:00** | 22 | 48 | 64 | 44 | 106 | 165 | 259 | 208 | 271 | 467 | 738 |
| **10:15** | 33 | 33 | 64 | 68 | 112 | 151 | 258 | 217 | 263 | 475 | 738 |
| **10:30** | 26 | 51 | 81 | 48 | 112 | 166 | 276 | 209 | 278 | 485 | 763 |
| **10:45** | 25 | 39 | 81 | 60 | 106 | 171 | 290 | 220 | 277 | 510 | 787 |
| **11:00** | 32 | 36 | 79 | 62 | 116 | 159 | 305 | 238 | 275 | 543 | 818 |
| **11:15** | 35 | 39 | 73 | 57 | 118 | 165 | 314 | 227 | 283 | 541 | 824 |
| **11:30** | 40 | 42 | 105 | 71 | 132 | 156 | 338 | 250 | 288 | 588 | 876 |
| **11:45** | 28 | 36 | 84 | 65 | 135 | 153 | 341 | 255 | 288 | 596 | 884 |
| **12:00** | 27 | 30 | 90 | 61 | 130 | 147 | 352 | 254 | 277 | 606 | 883 |
| **12:15** | 35 | 42 | 78 | 68 | 130 | 150 | 357 | 265 | 280 | 622 | 902 |
| **12:30** | 25 | 54 | 83 | 51 | 115 | 162 | 335 | 245 | 277 | 580 | 857 |
| **12:45** | 31 | 39 | 82 | 45 | 118 | 165 | 333 | 225 | 283 | 558 | 841 |
| **13:00** | 36 | 34 | 77 | 69 | 127 | 169 | 320 | 233 | 296 | 553 | 849 |
| **13:15** | 41 | 36 | 84 | 62 | 133 | 163 | 326 | 227 | 296 | 553 | 849 |
| **13:30** | 39 | 44 | 83 | 60 | 147 | 153 | 326 | 236 | 300 | 562 | 862 |
| **13:45** | 45 | 54 | 72 | 61 | 161 | 168 | 316 | 252 | 329 | 568 | 897 |
| **14:00** | 31 | 44 | 109 | 61 | 156 | 178 | 348 | 244 | 334 | 592 | 926 |
| **14:15** | 36 | 41 | 79 | 53 | 151 | 183 | 343 | 235 | 334 | 578 | 912 |
| **14:30** | 31 | 39 | 87 | 54 | 143 | 178 | 347 | 229 | 321 | 576 | 897 |
| **14:45** | 44 | 43 | 106 | 74 | 142 | 167 | 381 | 242 | 309 | 623 | 932 |
| **15:00** | 44 | 59 | 115 | 82 | 155 | 182 | 387 | 263 | 337 | 650 | 987 |
| **15:15** | 44 | 49 | 120 | 68 | 163 | 190 | 428 | 278 | 353 | 706 | 1059 |
| **15:30** | 38 | 37 | 172 | 103 | 170 | 188 | 513 | 327 | 358 | 840 | 1198 |
| **15:45** | 43 | 42 | 194 | 67 | 169 | 187 | 601 | 320 | 356 | 921 | 1277 |
| **16:00** | 37 | 41 | 144 | 57 | 162 | 169 | 630 | 295 | 331 | 925 | 1256 |
| **16:15** | 35 | 53 | 196 | 69 | 153 | 173 | 706 | 296 | 326 | 1002 | 1328 |
| **16:30** | 32 | 39 | 210 | 88 | 147 | 175 | 744 | 281 | 322 | 1025 | 1347 |
| **16:45** | 46 | 51 | 142 | 60 | 150 | 184 | 692 | 274 | 334 | 966 | 1300 |
| **17:00** | 44 | 48 | 97 | 77 | 157 | 191 | 645 | 294 | 348 | 939 | 1287 |
| **17:15** | 26 | 45 | 80 | 62 | 148 | 183 | 529 | 287 | 331 | 816 | 1147 |
| **17:30** | 20 | 40 | 71 | 61 | 136 | 184 | 390 | 260 | 320 | 650 | 970 |
| **17:45** | 34 | 40 | 65 | 44 | 124 | 173 | 313 | 244 | 297 | 557 | 854 |
| **18:00** | 32 | 28 | 70 | 32 | 112 | 153 | 286 | 199 | 265 | 485 | 750 |
| **18:15** | 24 | 36 | 52 | 45 | 110 | 144 | 258 | 182 | 254 | 440 | 694 |
| **18:30** | 17 | 32 | 71 | 35 | 107 | 136 | 258 | 156 | 243 | 414 | 657 |
| **18:45** | 7 | 28 | 85 | 35 | 80 | 124 | 278 | 147 | 204 | 425 | 629 |
| **19:00** | 18 | 28 | 40 | 34 | 66 | 124 | 248 | 149 | 190 | 397 | 587 |
| **19:15** | 12 | 21 | 44 | 33 | 54 | 109 | 240 | 137 | 163 | 377 | 540 |
| **19:30** | 8 | 27 | 36 | 25 | 45 | 104 | 205 | 127 | 149 | 332 | 481 |
| **19:45** | 13 | 17 | 40 | 29 | 51 | 93 | 160 | 121 | 144 | 281 | 425 |
| **20:00** | 14 | 16 | 30 | 23 | 47 | 81 | 150 | 110 | 128 | 260 | 388 |
| **20:15** | 14 | 30 | 34 | 21 | 49 | 90 | 140 | 98 | 139 | 238 | 377 |
| **20:30** | 6 | 21 | 36 | 15 | 47 | 84 | 140 | 88 | 131 | 228 | 359 |
| **20:45** | 8 | 18 | 28 | 28 | 42 | 85 | 128 | 87 | 127 | 215 | 342 |
| **21:00** | 7 | 19 | 33 | 25 | 35 | 88 | 131 | 89 | 123 | 220 | 343 |
| **21:15** | 16 | 12 | 28 | 26 | 37 | 70 | 125 | 94 | 107 | 219 | 326 |
| **21:30** | 9 | 22 | 32 | 19 | 40 | 71 | 121 | 98 | 111 | 219 | 330 |
| **21:45** | 5 | 12 | 31 | 19 | 37 | 65 | 124 | 89 | 102 | 213 | 315 |
| **22:00** | 6 | 13 | 14 | 21 | 36 | 59 | 105 | 85 | 95 | 190 | 285 |
| **22:15** | 12 | 16 | 29 | 19 | 32 | 63 | 106 | 78 | 95 | 184 | 279 |
| **22:30** | 6 | 24 | 18 | 17 | 29 | 65 | 92 | 76 | 94 | 168 | 262 |
| **22:45** | 3 | 11 | 28 | 13 | 27 | 64 | 89 | 70 | 91 | 159 | 250 |
| **23:00** | 3 | 11 | 29 | 17 | 24 | 62 | 104 | 66 | 86 | 170 | 256 |
| **23:15** | 4 | 11 | 17 | 14 | 16 | 57 | 92 | 61 | 73 | 153 | 226 |
| **23:30** | 5 | 17 | 19 | 14 | 15 | 50 | 93 | 58 | 65 | 151 | 216 |
| **23:45** | 8 | 16 | 28 | 17 | 20 | 55 | 93 | 62 | 75 | 155 | 230 |
| Total: | 2,039 | 2,783 | 5,799 | 4,012 | | | | | | | |
| | 4,822 | | 9,811 | | | | | | | | |

| | MINOR Road 23 | | MAJOR Avenue 18-1/2 | | EB+WB | NB or SB | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period | NB | SB | EB | WB | Combined Major | Greatest Minor | Major >500? | Minor >150? | 100% Satisfied? | Major >400? | Minor >120? | 80% Satisfied? |
| 00:00 | 3 | 10 | 15 | 9 | | | | | | | | |
| 00:15 | 4 | 11 | 19 | 9 | | | | | | | | |
| 00:30 | 7 | 4 | 20 | 13 | | | | | | | | |
| 00:45 | 4 | 11 | 9 | 14 | 108 | 36 | NO | NO | | NO | NO | |
| 01:00 | 2 | 5 | 14 | 10 | 108 | 31 | NO | NO | | NO | NO | |
| 01:15 | 3 | 9 | 16 | 7 | 103 | 29 | NO | NO | | NO | NO | |
| 01:30 | 2 | 9 | 16 | 4 | 90 | 34 | NO | NO | | NO | NO | |
| 01:45 | 3 | 7 | 9 | 10 | 86 | 30 | NO | NO | | NO | NO | |
| 02:00 | 2 | 5 | 15 | 5 | 82 | 30 | NO | NO | | NO | NO | |
| 02:15 | 2 | 6 | 13 | 6 | 78 | 27 | NO | NO | | NO | NO | |
| 02:30 | 2 | 11 | 18 | 12 | 88 | 29 | NO | NO | | NO | NO | |
| 02:45 | 4 | 8 | 19 | 10 | 98 | 30 | NO | NO | | NO | NO | |
| 03:00 | 1 | 8 | 15 | 4 | 97 | 33 | NO | NO | | NO | NO | |
| 03:15 | 2 | 10 | 15 | 10 | 103 | 37 | NO | NO | | NO | NO | |
| 03:30 | 2 | 8 | 21 | 13 | 107 | 34 | NO | NO | | NO | NO | |
| 03:45 | 5 | 3 | 15 | 16 | 109 | 29 | NO | NO | | NO | NO | |
| 04:00 | 3 | 12 | 20 | 22 | 132 | 33 | NO | NO | | NO | NO | |
| 04:15 | 4 | 12 | 23 | 14 | 144 | 35 | NO | NO | | NO | NO | |
| 04:30 | 12 | 18 | 26 | 14 | 150 | 45 | NO | NO | | NO | NO | |
| 04:45 | 13 | 24 | 25 | 22 | 166 | 66 | NO | NO | | NO | NO | |
| 05:00 | 11 | 24 | 31 | 29 | 184 | 78 | NO | NO | | NO | NO | |
| 05:15 | 11 | 24 | 37 | 33 | 217 | 90 | NO | NO | | NO | NO | |
| 05:30 | 26 | 44 | 41 | 50 | 268 | 116 | NO | NO | | NO | NO | |
| 05:45 | 24 | 38 | 56 | 55 | 332 | 130 | NO | NO | | NO | YES | |
| 06:00 | 20 | 46 | 56 | 78 | 406 | 152 | NO | YES | | YES | YES | YES |
| 06:15 | 24 | 40 | 78 | 55 | 469 | 168 | NO | YES | | YES | YES | YES |
| 06:30 | 32 | 38 | 53 | 64 | 495 | 162 | NO | YES | | YES | YES | YES |
| 06:45 | 45 | 31 | 57 | 53 | 494 | 155 | NO | YES | | YES | YES | YES |
| 07:00 | 37 | 47 | 58 | 58 | 476 | 156 | NO | YES | | YES | YES | YES |
| 07:15 | 37 | 37 | 88 | 73 | 504 | 153 | YES | YES | YES | YES | YES | YES |
| 07:30 | 44 | 42 | 95 | 92 | 574 | 163 | YES | YES | YES | YES | YES | YES |
| 07:45 | 40 | 42 | 93 | 81 | 638 | 168 | YES | YES | YES | YES | YES | YES |
| 08:00 | 41 | 32 | 80 | 58 | 660 | 162 | YES | YES | YES | YES | YES | YES |
| 08:15 | 32 | 36 | 83 | 68 | 650 | 157 | YES | YES | YES | YES | YES | YES |
| 08:30 | 28 | 28 | 73 | 52 | 588 | 141 | YES | NO | | YES | YES | YES |
| 08:45 | 31 | 36 | 76 | 58 | 548 | 132 | YES | NO | | YES | YES | YES |
| 09:00 | 30 | 36 | 67 | 59 | 536 | 136 | YES | NO | | YES | YES | YES |
| 09:15 | 27 | 47 | 65 | 59 | 509 | 147 | YES | NO | | YES | YES | YES |
| 09:30 | 26 | 36 | 63 | 56 | 503 | 155 | YES | YES | YES | YES | YES | YES |
| 09:45 | 31 | 34 | 67 | 49 | 485 | 153 | NO | YES | | YES | YES | YES |
| 10:00 | 22 | 48 | 64 | 44 | 467 | 165 | NO | YES | | YES | YES | YES |
| 10:15 | 33 | 33 | 64 | 68 | 475 | 151 | NO | YES | | YES | YES | YES |
| 10:30 | 26 | 51 | 81 | 48 | 485 | 166 | NO | YES | | YES | YES | YES |
| 10:45 | 25 | 39 | 81 | 60 | 510 | 171 | YES | YES | YES | YES | YES | YES |
| 11:00 | 32 | 36 | 79 | 62 | 543 | 159 | YES | YES | YES | YES | YES | YES |
| 11:15 | 35 | 39 | 73 | 57 | 541 | 165 | YES | YES | YES | YES | YES | YES |
| 11:30 | 40 | 42 | 105 | 71 | 588 | 156 | YES | YES | YES | YES | YES | YES |
| 11:45 | 28 | 36 | 84 | 65 | 596 | 153 | YES | YES | YES | YES | YES | YES |
| 12:00 | 27 | 30 | 90 | 61 | 606 | 147 | YES | NO | | YES | YES | YES |
| 12:15 | 35 | 42 | 78 | 68 | 622 | 150 | YES | YES | YES | YES | YES | YES |
| 12:30 | 25 | 54 | 83 | 51 | 580 | 162 | YES | YES | YES | YES | YES | YES |
| 12:45 | 31 | 39 | 82 | 45 | 558 | 165 | YES | YES | YES | YES | YES | YES |
| 13:00 | 36 | 34 | 77 | 69 | 553 | 169 | YES | YES | YES | YES | YES | YES |
| 13:15 | 41 | 36 | 84 | 62 | 553 | 163 | YES | YES | YES | YES | YES | YES |
| 13:30 | 39 | 44 | 83 | 60 | 562 | 153 | YES | YES | YES | YES | YES | YES |
| 13:45 | 45 | 54 | 72 | 61 | 568 | 168 | YES | YES | YES | YES | YES | YES |
| 14:00 | 31 | 44 | 109 | 61 | 592 | 178 | YES | YES | YES | YES | YES | YES |
| 14:15 | 36 | 41 | 79 | 53 | 578 | 183 | YES | YES | YES | YES | YES | YES |
| 14:30 | 31 | 39 | 87 | 54 | 576 | 178 | YES | YES | YES | YES | YES | YES |
| 14:45 | 44 | 43 | 106 | 74 | 623 | 167 | YES | YES | YES | YES | YES | YES |
| 15:00 | 44 | 59 | 115 | 82 | 650 | 182 | YES | YES | YES | YES | YES | YES |
| 15:15 | 44 | 49 | 120 | 68 | 706 | 190 | YES | YES | YES | YES | YES | YES |
| 15:30 | 38 | 37 | 172 | 103 | 840 | 188 | YES | YES | YES | YES | YES | YES |
| 15:45 | 43 | 42 | 194 | 67 | 921 | 187 | YES | YES | YES | YES | YES | YES |
| 16:00 | 37 | 41 | 144 | 57 | 925 | 169 | YES | YES | YES | YES | YES | YES |
| 16:15 | 35 | 53 | 196 | 69 | 1002 | 173 | YES | YES | YES | YES | YES | YES |
| 16:30 | 32 | 39 | 210 | 88 | 1025 | 175 | YES | YES | YES | YES | YES | YES |
| 16:45 | 46 | 51 | 142 | 60 | 966 | 184 | YES | YES | YES | YES | YES | YES |
| 17:00 | 44 | 48 | 97 | 77 | 939 | 191 | YES | YES | YES | YES | YES | YES |
| 17:15 | 26 | 45 | 80 | 62 | 816 | 183 | YES | YES | YES | YES | YES | YES |
| 17:30 | 20 | 40 | 71 | 61 | 650 | 184 | YES | YES | YES | YES | YES | YES |
| 17:45 | 34 | 40 | 65 | 44 | 557 | 173 | YES | YES | YES | YES | YES | YES |
| 18:00 | 32 | 28 | 70 | 32 | 485 | 153 | NO | YES | | YES | YES | YES |
| 18:15 | 24 | 36 | 52 | 45 | 440 | 144 | NO | NO | | YES | YES | YES |
| 18:30 | 17 | 32 | 71 | 35 | 414 | 136 | NO | NO | | YES | YES | YES |
| 18:45 | 7 | 28 | 85 | 35 | 425 | 124 | NO | NO | | YES | YES | YES |
| 19:00 | 18 | 28 | 40 | 34 | 397 | 124 | NO | NO | | NO | YES | |
| 19:15 | 12 | 21 | 44 | 33 | 377 | 109 | NO | NO | | NO | NO | |
| 19:30 | 8 | 27 | 36 | 25 | 332 | 104 | NO | NO | | NO | NO | |
| 19:45 | 13 | 17 | 40 | 29 | 281 | 93 | NO | NO | | NO | NO | |
| 20:00 | 14 | 16 | 30 | 23 | 260 | 81 | NO | NO | | NO | NO | |
| 20:15 | 14 | 30 | 34 | 21 | 238 | 90 | NO | NO | | NO | NO | |
| 20:30 | 6 | 21 | 36 | 15 | 228 | 84 | NO | NO | | NO | NO | |
| 20:45 | 8 | 18 | 28 | 28 | 215 | 85 | NO | NO | | NO | NO | |
| 21:00 | 7 | 19 | 33 | 25 | 220 | 88 | NO | NO | | NO | NO | |
| 21:15 | 16 | 12 | 28 | 26 | 219 | 70 | NO | NO | | NO | NO | |
| 21:30 | 9 | 22 | 32 | 19 | 219 | 71 | NO | NO | | NO | NO | |
| 21:45 | 5 | 12 | 31 | 19 | 213 | 65 | NO | NO | | NO | NO | |
| 22:00 | 6 | 13 | 14 | 21 | 190 | 59 | NO | NO | | NO | NO | |
| 22:15 | 12 | 16 | 29 | 19 | 184 | 63 | NO | NO | | NO | NO | |
| 22:30 | 6 | 24 | 18 | 17 | 168 | 65 | NO | NO | | NO | NO | |
| 22:45 | 3 | 11 | 28 | 13 | 159 | 64 | NO | NO | | NO | NO | |
| 23:00 | 3 | 11 | 29 | 17 | 170 | 62 | NO | NO | | NO | NO | |
| 23:15 | 4 | 11 | 17 | 14 | 153 | 57 | NO | NO | | NO | NO | |
| 23:30 | 5 | 17 | 19 | 14 | 151 | 50 | NO | NO | | NO | NO | |
| 23:45 | 8 | 16 | 28 | 17 | 155 | 55 | NO | NO | | NO | NO | |

| | MINOR Road 23 | | MAJOR Avenue 18-1/2 | | EB+WB | NB or SB | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Period** | **NB** | **SB** | **EB** | **WB** | **Combined Major** | **Greatest Minor** | Major >750? | Minor >75? | 100% Satisfied? | Major >600? | Minor >60? | 80% Satisfied? |
| **00:00** | 3 | 10 | 15 | 9 | | | | | | | | |
| **00:15** | 4 | 11 | 19 | 9 | | | | | | | | |
| **00:30** | 7 | 4 | 20 | 13 | | | | | | | | |
| **00:45** | 4 | 11 | 9 | 14 | 108 | 36 | NO | NO | | NO | NO | |
| **01:00** | 2 | 5 | 14 | 10 | 108 | 31 | NO | NO | | NO | NO | |
| **01:15** | 3 | 9 | 16 | 7 | 103 | 29 | NO | NO | | NO | NO | |
| **01:30** | 2 | 9 | 16 | 4 | 90 | 34 | NO | NO | | NO | NO | |
| **01:45** | 3 | 7 | 9 | 10 | 86 | 30 | NO | NO | | NO | NO | |
| **02:00** | 2 | 5 | 15 | 5 | 82 | 30 | NO | NO | | NO | NO | |
| **02:15** | 2 | 6 | 13 | 6 | 78 | 27 | NO | NO | | NO | NO | |
| **02:30** | 2 | 11 | 18 | 12 | 88 | 29 | NO | NO | | NO | NO | |
| **02:45** | 4 | 8 | 19 | 10 | 98 | 30 | NO | NO | | NO | NO | |
| **03:00** | 1 | 8 | 15 | 4 | 97 | 33 | NO | NO | | NO | NO | |
| **03:15** | 2 | 10 | 15 | 10 | 103 | 37 | NO | NO | | NO | NO | |
| **03:30** | 2 | 8 | 21 | 13 | 107 | 34 | NO | NO | | NO | NO | |
| **03:45** | 5 | 3 | 15 | 16 | 109 | 29 | NO | NO | | NO | NO | |
| **04:00** | 3 | 12 | 20 | 22 | 132 | 33 | NO | NO | | NO | NO | |
| **04:15** | 4 | 12 | 23 | 14 | 144 | 35 | NO | NO | | NO | NO | |
| **04:30** | 12 | 18 | 26 | 14 | 150 | 45 | NO | NO | | NO | NO | |
| **04:45** | 13 | 24 | 25 | 22 | 166 | 66 | NO | NO | | NO | YES | |
| **05:00** | 11 | 24 | 31 | 29 | 184 | 78 | NO | YES | | NO | YES | |
| **05:15** | 11 | 24 | 37 | 33 | 217 | 90 | NO | YES | | NO | YES | |
| **05:30** | 26 | 44 | 41 | 50 | 268 | 116 | NO | YES | | NO | YES | |
| **05:45** | 24 | 38 | 56 | 55 | 332 | 130 | NO | YES | | NO | YES | |
| **06:00** | 20 | 46 | 56 | 78 | 406 | 152 | NO | YES | | NO | YES | |
| **06:15** | 24 | 40 | 78 | 55 | 469 | 168 | NO | YES | | NO | YES | |
| **06:30** | 32 | 38 | 53 | 64 | 495 | 162 | NO | YES | | NO | YES | |
| **06:45** | 45 | 31 | 57 | 53 | 494 | 155 | NO | YES | | NO | YES | |
| **07:00** | 37 | 47 | 58 | 58 | 476 | 156 | NO | YES | | NO | YES | |
| **07:15** | 37 | 37 | 88 | 73 | 504 | 153 | NO | YES | | NO | YES | |
| **07:30** | 44 | 42 | 95 | 92 | 574 | 163 | NO | YES | | NO | YES | |
| **07:45** | 40 | 42 | 93 | 81 | 638 | 168 | NO | YES | | YES | YES | YES |
| **08:00** | 41 | 32 | 80 | 58 | 660 | 162 | NO | YES | | YES | YES | YES |
| **08:15** | 32 | 36 | 83 | 68 | 650 | 157 | NO | YES | | YES | YES | YES |
| **08:30** | 28 | 28 | 73 | 52 | 588 | 141 | NO | YES | | NO | YES | |
| **08:45** | 31 | 36 | 76 | 58 | 548 | 132 | NO | YES | | NO | YES | |
| **09:00** | 30 | 36 | 67 | 59 | 536 | 136 | NO | YES | | NO | YES | |
| **09:15** | 27 | 47 | 65 | 59 | 509 | 147 | NO | YES | | NO | YES | |
| **09:30** | 26 | 36 | 63 | 56 | 503 | 155 | NO | YES | | NO | YES | |
| **09:45** | 31 | 34 | 67 | 49 | 485 | 153 | NO | YES | | NO | YES | |
| **10:00** | 22 | 48 | 64 | 44 | 467 | 165 | NO | YES | | NO | YES | |
| **10:15** | 33 | 33 | 64 | 68 | 475 | 151 | NO | YES | | NO | YES | |
| **10:30** | 26 | 51 | 81 | 48 | 485 | 166 | NO | YES | | NO | YES | |
| **10:45** | 25 | 39 | 81 | 60 | 510 | 171 | NO | YES | | NO | YES | |
| **11:00** | 32 | 36 | 79 | 62 | 543 | 159 | NO | YES | | NO | YES | |
| **11:15** | 35 | 39 | 73 | 57 | 541 | 165 | NO | YES | | NO | YES | |
| **11:30** | 40 | 42 | 105 | 71 | 588 | 156 | NO | YES | | NO | YES | |
| **11:45** | 28 | 36 | 84 | 65 | 596 | 153 | NO | YES | | NO | YES | |
| **12:00** | 27 | 30 | 90 | 61 | 606 | 147 | NO | YES | | YES | YES | YES |
| **12:15** | 35 | 42 | 78 | 68 | 622 | 150 | NO | YES | | YES | YES | YES |
| **12:30** | 25 | 54 | 83 | 51 | 580 | 162 | NO | YES | | NO | YES | |
| **12:45** | 31 | 39 | 82 | 45 | 558 | 165 | NO | YES | | NO | YES | |
| **13:00** | 36 | 34 | 77 | 69 | 553 | 169 | NO | YES | | NO | YES | |
| **13:15** | 41 | 36 | 84 | 62 | 553 | 163 | NO | YES | | NO | YES | |
| **13:30** | 39 | 44 | 83 | 60 | 562 | 153 | NO | YES | | NO | YES | |
| **13:45** | 45 | 54 | 72 | 61 | 568 | 168 | NO | YES | | NO | YES | |
| **14:00** | 31 | 44 | 109 | 61 | 592 | 178 | NO | YES | | NO | YES | |
| **14:15** | 36 | 41 | 79 | 53 | 578 | 183 | NO | YES | | NO | YES | |
| **14:30** | 31 | 39 | 87 | 54 | 576 | 178 | NO | YES | | NO | YES | |
| **14:45** | 44 | 43 | 106 | 74 | 623 | 167 | NO | YES | | YES | YES | YES |
| **15:00** | 44 | 59 | 115 | 82 | 650 | 182 | NO | YES | | YES | YES | YES |
| **15:15** | 44 | 49 | 120 | 68 | 706 | 190 | NO | YES | | YES | YES | YES |
| **15:30** | 38 | 37 | 172 | 103 | 840 | 188 | YES | YES | YES | YES | YES | YES |
| **15:45** | 43 | 42 | 194 | 67 | 921 | 187 | YES | YES | YES | YES | YES | YES |
| **16:00** | 37 | 41 | 144 | 57 | 925 | 169 | YES | YES | YES | YES | YES | YES |
| **16:15** | 35 | 53 | 196 | 69 | 1002 | 173 | YES | YES | YES | YES | YES | YES |
| **16:30** | 32 | 39 | 210 | 88 | 1025 | 175 | YES | YES | YES | YES | YES | YES |
| **16:45** | 46 | 51 | 142 | 60 | 966 | 184 | YES | YES | YES | YES | YES | YES |
| **17:00** | 44 | 48 | 97 | 77 | 939 | 191 | YES | YES | YES | YES | YES | YES |
| **17:15** | 26 | 45 | 80 | 62 | 816 | 183 | YES | YES | YES | YES | YES | YES |
| **17:30** | 20 | 40 | 71 | 61 | 650 | 184 | NO | YES | | YES | YES | YES |
| **17:45** | 34 | 40 | 65 | 44 | 557 | 173 | NO | YES | | NO | YES | |
| **18:00** | 32 | 28 | 70 | 32 | 485 | 153 | NO | YES | | NO | YES | |
| **18:15** | 24 | 36 | 52 | 45 | 440 | 144 | NO | YES | | NO | YES | |
| **18:30** | 17 | 32 | 71 | 35 | 414 | 136 | NO | YES | | NO | YES | |
| **18:45** | 7 | 28 | 85 | 35 | 425 | 124 | NO | YES | | NO | YES | |
| **19:00** | 18 | 28 | 40 | 34 | 397 | 124 | NO | YES | | NO | YES | |
| **19:15** | 12 | 21 | 44 | 33 | 377 | 109 | NO | YES | | NO | YES | |
| **19:30** | 8 | 27 | 36 | 25 | 332 | 104 | NO | YES | | NO | YES | |
| **19:45** | 13 | 17 | 40 | 29 | 281 | 93 | NO | YES | | NO | YES | |
| **20:00** | 14 | 16 | 30 | 23 | 260 | 81 | NO | YES | | NO | YES | |
| **20:15** | 14 | 30 | 34 | 21 | 238 | 90 | NO | YES | | NO | YES | |
| **20:30** | 6 | 21 | 36 | 15 | 228 | 84 | NO | YES | | NO | YES | |
| **20:45** | 8 | 18 | 28 | 28 | 215 | 85 | NO | YES | | NO | YES | |
| **21:00** | 7 | 19 | 33 | 25 | 220 | 88 | NO | YES | | NO | YES | |
| **21:15** | 16 | 12 | 28 | 26 | 219 | 70 | NO | NO | | NO | YES | |
| **21:30** | 9 | 22 | 32 | 19 | 219 | 71 | NO | NO | | NO | YES | |
| **21:45** | 5 | 12 | 31 | 19 | 213 | 65 | NO | NO | | NO | YES | |
| **22:00** | 6 | 13 | 14 | 21 | 190 | 59 | NO | NO | | NO | NO | |
| **22:15** | 12 | 16 | 29 | 19 | 184 | 63 | NO | NO | | NO | YES | |
| **22:30** | 6 | 24 | 18 | 17 | 168 | 65 | NO | NO | | NO | YES | |
| **22:45** | 3 | 11 | 28 | 13 | 159 | 64 | NO | NO | | NO | YES | |
| **23:00** | 3 | 11 | 29 | 17 | 170 | 62 | NO | NO | | NO | YES | |
| **23:15** | 4 | 11 | 17 | 14 | 153 | 57 | NO | NO | | NO | NO | |
| **23:30** | 5 | 17 | 19 | 14 | 151 | 50 | NO | NO | | NO | NO | |
| **23:45** | 8 | 16 | 28 | 17 | 155 | 55 | NO | NO | | NO | NO | |

# APPENDIX F

## INTERSECTION ANALYSES SHEETS

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

# Operational Analyses

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 109 | 1 | 2 | 110 | 1 | 2 | 3 | 3 | 8 | 1 | 4 |
| Future Vol, veh/h | 1 | 109 | 1 | 2 | 110 | 1 | 2 | 3 | 3 | 8 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 1 | 127 | 1 | 2 | 128 | 1 | 2 | 3 | 3 | 9 | 1 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 129 | 0 | 0 | 128 | 0 | 0 | 263 | 263 | 127 | 264 | 263 | 128 |
| Stage 1 | - | - | - | - | - | - | 130 | 130 | - | 133 | 133 | - |
| Stage 2 | - | - | - | - | - | - | 133 | 134 | - | 131 | 130 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1426 | - | - | 1428 | - | - | 680 | 633 | 910 | 679 | 633 | 908 |
| Stage 1 | - | - | - | - | - | - | 862 | 779 | - | 858 | 777 | - |
| Stage 2 | - | - | - | - | - | - | 858 | 776 | - | 861 | 779 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1426 | - | - | 1428 | - | - | 673 | 632 | 910 | 671 | 632 | 908 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 673 | 632 | - | 671 | 632 | - |
| Stage 1 | - | - | - | - | - | - | 861 | 779 | - | 857 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 851 | 775 | - | 853 | 778 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0.13 | 10.02 | 10.07 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 726 | 16 | - | - | 32 | - | - | 726 |
| HCM Lane V/C Ratio | 0.013 | 0.001 | - | - | 0.002 | - | - | 0.021 |
| HCM Ctrl Dly (s/v) | 10 | 7.5 | 0 | - | 7.5 | 0 | - | 10.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 120 | 110 | 74 | 91 | 3 |
| Future Vol, veh/h | 1 | 120 | 110 | 74 | 91 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Mvmt Flow | 1 | 141 | 129 | 87 | 107 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 0 | - | 0 | 273 | 129 |
| Stage 1 | - | - | - | - | 129 | - |
| Stage 2 | - | - | - | - | 144 | - |
| Critical Hdwy | 4.4 | - | - | - | 6.7 | 6.5 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.7 | - |
| Follow-up Hdwy | 2.47 | - | - | - | 3.77 | 3.57 |
| Pot Cap-1 Maneuver | 1204 | - | - | - | 661 | 851 |
| Stage 1 | - | - | - | - | 832 | - |
| Stage 2 | - | - | - | - | 819 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1204 | - | - | - | 660 | 851 |
| Mov Cap-2 Maneuver | - | - | - | - | 660 | - |
| Stage 1 | - | - | - | - | 831 | - |
| Stage 2 | - | - | - | - | 819 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0 | 11.49 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 15 | - | - | - | 665 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.166 |
| HCM Ctrl Dly (s/v) | 8 | 0 | - | - | 11.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 255 | 1 | 1 | 174 | 160 | 1 | 1 | 1 | 100 | 1 | 11 |
| Future Vol, veh/h | 6 | 255 | 1 | 1 | 174 | 160 | 1 | 1 | 1 | 100 | 1 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 7 | 280 | 1 | 1 | 191 | 176 | 1 | 1 | 1 | 110 | 1 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 367 | 0 | 0 | 281 | 0 | 0 | 488 | 663 | 281 | 487 | 488 | 191 |
| Stage 1 | - | - | - | - | - | - | 294 | 294 | - | 193 | 193 | - |
| Stage 2 | - | - | - | - | - | - | 194 | 369 | - | 294 | 295 | - |
| Critical Hdwy | 4.3 | - | - | 4.3 | - | - | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | 2.38 | - | - | 2.38 | - | - | 3.68 | 4.18 | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 1099 | - | - | 1185 | - | - | 462 | 359 | 717 | 462 | 455 | 807 |
| Stage 1 | - | - | - | - | - | - | 677 | 638 | - | 769 | 708 | - |
| Stage 2 | - | - | - | - | - | - | 768 | 590 | - | 677 | 638 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1099 | - | - | 1185 | - | - | 450 | 356 | 717 | 456 | 451 | 807 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 450 | 356 | - | 456 | 451 | - |
| Stage 1 | - | - | - | - | - | - | 672 | 634 | - | 768 | 707 | - |
| Stage 2 | - | - | - | - | - | - | 754 | 590 | - | 670 | 633 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.19 | 0.02 | 12.76 | 15.16 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 467 | 41 | - | - | 10 | - | - | 477 |
| HCM Lane V/C Ratio | 0.007 | 0.006 | - | - | 0.001 | - | - | 0.258 |
| HCM Ctrl Dly (s/v) | 12.8 | 8.3 | 0 | - | 8 | 0 | - | 15.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 294 | 62 | 40 | 216 | 48 | 36 | 0 | 126 | 10 | 59 | 84 |
| Future Vol, veh/h | 0 | 294 | 62 | 40 | 216 | 48 | 36 | 0 | 126 | 10 | 59 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | Free | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 0 | 330 | 70 | 45 | 243 | 54 | 40 | 0 | 142 | 11 | 66 | 94 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 400 | 0 | 0 | 731 | - | 365 | 663 | 733 | 243 |
| Stage 1 | - | - | - | - | - | - | 365 | - | - | 333 | 333 | - |
| Stage 2 | - | - | - | - | - | - | 366 | - | - | 330 | 400 | - |
| Critical Hdwy | - | - | - | 4.3 | - | - | 7.3 | - | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | - | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | - | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | - | - | - | 2.38 | - | - | 3.68 | - | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 0 | - | - | 1068 | - | 0 | 315 | 0 | 641 | 351 | 327 | 754 |
| Stage 1 | 0 | - | - | - | - | 0 | 619 | 0 | - | 645 | 613 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 618 | 0 | - | 647 | 572 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1068 | - | - | 209 | - | 641 | 260 | 311 | 754 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 209 | - | - | 260 | 311 | - |
| Stage 1 | - | - | - | - | - | - | 619 | - | - | 613 | 583 | - |
| Stage 2 | - | - | - | - | - | - | 456 | - | - | 504 | 572 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.33 | 15.34 | 17.83 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 209 | 641 | - | - | 281 | - | 451 |
| HCM Lane V/C Ratio | 0.194 | 0.221 | - | - | 0.042 | - | 0.381 |
| HCM Ctrl Dly (s/v) | 26.3 | 12.2 | - | - | 8.5 | 0 | 17.8 |
| HCM Lane LOS | D | B | - | - | A | A | C |
| HCM 95th %tile Q(veh) | 0.7 | 0.8 | - | - | 0.1 | - | 1.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 14.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 176 | 60 | 0 | 0 | 130 | 20 | 174 | 2 | 75 | 0 | 0 | 0 |
| Future Vol, veh/h | 176 | 60 | 0 | 0 | 130 | 20 | 174 | 2 | 75 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| Mvmt Flow | 196 | 67 | 0 | 0 | 144 | 22 | 193 | 2 | 83 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 167 | 0 | - | - | - | 0 | 602 | 624 | 67 | 614 | 613 | 156 |
| Stage 1 | - | - | - | - | - | - | 458 | 458 | - | 156 | 156 | - |
| Stage 2 | - | - | - | - | - | - | 144 | 167 | - | 459 | 458 | - |
| Critical Hdwy | 4.27 | - | - | - | - | - | 7.27 | 6.67 | 6.37 | 7.27 | 6.67 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.67 | - | 6.27 | 5.67 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.67 | - | 6.27 | 5.67 | - |
| Follow-up Hdwy | 2.353 | - | - | - | - | - | 3.653 | 4.153 | 3.453 | 3.653 | 4.153 | 3.453 |
| Pot Cap-1 Maneuver | 1325 | - | 0 | 0 | - | - | 390 | 382 | 957 | 383 | 388 | 852 |
| Stage 1 | - | - | 0 | 0 | - | - | 555 | 543 | - | 812 | 741 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 824 | 733 | - | 554 | 543 | - |
| Platoon blocked, % | | - | | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1325 | - | - | - | - | - | 333 | 326 | 957 | 296 | 331 | 852 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 333 | 326 | - | 296 | 331 | - |
| Stage 1 | - | - | - | - | - | - | 473 | 463 | - | 812 | 741 | - |
| Stage 2 | - | - | - | - | - | - | 824 | 733 | - | 429 | 463 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 6.11 | 0 | 29.99 | 0 |
| HCM LOS | | | D | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 413 | 1325 | - | - | - | - |
| HCM Lane V/C Ratio | 0.675 | 0.148 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 30 | 8.2 | - | - | - | 0 |
| HCM Lane LOS | D | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 4.8 | 0.5 | - | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 24 | 9 | 57 | 20 | 3 | 9 | 169 | 50 | 16 | 110 | 1 |
| Future Vol, veh/h | 1 | 24 | 9 | 57 | 20 | 3 | 9 | 169 | 50 | 16 | 110 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Mvmt Flow | 1 | 30 | 11 | 71 | 25 | 4 | 11 | 211 | 63 | 20 | 138 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 424 | 474 | 138 | 458 | 444 | 243 | 139 | 0 | 0 | 274 | 0 | 0 |
| Stage 1 | 178 | 178 | - | 265 | 265 | - | - | - | - | - | - | - |
| Stage 2 | 246 | 296 | - | 193 | 179 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.22 | 6.62 | 6.32 | 7.22 | 6.62 | 6.32 | 4.22 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 4.108 | 3.408 | 3.608 | 4.108 | 3.408 | 2.308 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | 523 | 474 | 884 | 497 | 494 | 772 | 1385 | - | - | 1234 | - | - |
| Stage 1 | 801 | 733 | - | 719 | 671 | - | - | - | - | - | - | - |
| Stage 2 | 736 | 650 | - | 787 | 733 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 481 | 462 | 884 | 447 | 481 | 772 | 1385 | - | - | 1234 | - | - |
| Mov Cap-2 Maneuver | 481 | 462 | - | 447 | 481 | - | - | - | - | - | - | - |
| Stage 1 | 787 | 720 | - | 712 | 665 | - | - | - | - | - | - | - |
| Stage 2 | 698 | 644 | - | 731 | 720 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.4 | 14.92 | 0.3 | 1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 68 | - | - | 529 | 462 | 226 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.08 | 0.216 | 0.016 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | - | 12.4 | 14.9 | 8 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.8 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 120 | 1 | 6 | 79 | 3 | 6 | 4 | 3 | 40 | 9 | 4 |
| Future Vol, veh/h | 2 | 120 | 1 | 6 | 79 | 3 | 6 | 4 | 3 | 40 | 9 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 3 | 154 | 1 | 8 | 101 | 4 | 8 | 5 | 4 | 51 | 12 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 105 | 0 | 0 | 155 | 0 | 0 | 282 | 280 | 154 | 280 | 279 | 103 |
| Stage 1 | - | - | - | - | - | - | 160 | 160 | - | 119 | 119 | - |
| Stage 2 | - | - | - | - | - | - | 122 | 121 | - | 162 | 160 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1455 | - | - | 1395 | - | - | 660 | 620 | 878 | 662 | 621 | 938 |
| Stage 1 | - | - | - | - | - | - | 831 | 756 | - | 874 | 788 | - |
| Stage 2 | - | - | - | - | - | - | 870 | 786 | - | 829 | 756 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1455 | - | - | 1395 | - | - | 639 | 615 | 878 | 649 | 616 | 938 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 639 | 615 | - | 649 | 616 | - |
| Stage 1 | - | - | - | - | - | - | 829 | 755 | - | 869 | 783 | - |
| Stage 2 | - | - | - | - | - | - | 847 | 782 | - | 818 | 754 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.12 | 0.52 | 10.48 | 11.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 673 | 29 | - | - | 122 | - | - | 658 |
| HCM Lane V/C Ratio | 0.025 | 0.002 | - | - | 0.006 | - | - | 0.103 |
| HCM Ctrl Dly (s/v) | 10.5 | 7.5 | 0 | - | 7.6 | 0 | - | 11.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 171 | 85 | 70 | 303 | 8 |
| Future Vol, veh/h | 1 | 171 | 85 | 70 | 303 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Mvmt Flow | 1 | 192 | 96 | 79 | 340 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 174 | 0 | - | 0 | 290 | 96 |
| Stage 1 | - | - | - | - | 96 | - |
| Stage 2 | - | - | - | - | 194 | - |
| Critical Hdwy | 4.32 | - | - | - | 6.62 | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 | - |
| Follow-up Hdwy | 2.398 | - | - | - | 3.698 | 3.498 |
| Pot Cap-1 Maneuver | 1290 | - | - | - | 661 | 909 |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 793 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1290 | - | - | - | 660 | 909 |
| Mov Cap-2 Maneuver | - | - | - | - | 660 | - |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 793 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0 | 16.26 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 10 | - | - | - | 665 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.526 |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | - | - | 16.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 3.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 567 | 1 | 1 | 157 | 126 | 1 | 1 | 1 | 117 | 1 | 10 |
| Future Vol, veh/h | 8 | 567 | 1 | 1 | 157 | 126 | 1 | 1 | 1 | 117 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 9 | 652 | 1 | 1 | 180 | 145 | 1 | 1 | 1 | 134 | 1 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 325 | 0 | 0 | 653 | 0 | 0 | 854 | 998 | 652 | 853 | 854 | 180 |
| Stage 1 | - | - | - | - | - | - | 671 | 671 | - | 183 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 183 | 328 | - | 671 | 671 | - |
| Critical Hdwy | 4.25 | - | - | 4.25 | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | 2.335 | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 1165 | - | - | 875 | - | - | 265 | 231 | 446 | 265 | 282 | 830 |
| Stage 1 | - | - | - | - | - | - | 425 | 436 | - | 790 | 725 | - |
| Stage 2 | - | - | - | - | - | - | 789 | 625 | - | 425 | 436 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1165 | - | - | 875 | - | - | 256 | 228 | 446 | 259 | 278 | 830 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 256 | 228 | - | 259 | 278 | - |
| Stage 1 | - | - | - | - | - | - | 420 | 430 | - | 788 | 723 | - |
| Stage 2 | - | - | - | - | - | - | 776 | 624 | - | 418 | 430 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.11 | 0.03 | 17.79 | 32.38 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 285 | 25 | - | - | 11 | - | - | 274 |
| HCM Lane V/C Ratio | 0.012 | 0.008 | - | - | 0.001 | - | - | 0.537 |
| HCM Ctrl Dly (s/v) | 17.8 | 8.1 | 0 | - | 9.1 | 0 | - | 32.4 |
| HCM Lane LOS | C | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 2.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 11.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 395 | 297 | 64 | 169 | 41 | 35 | 0 | 115 | 22 | 80 | 82 |
| Future Vol, veh/h | 0 | 395 | 297 | 64 | 169 | 41 | 35 | 0 | 115 | 22 | 80 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | Free | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Mvmt Flow | 0 | 449 | 338 | 73 | 192 | 47 | 40 | 0 | 131 | 25 | 91 | 93 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 786 | 0 | 0 | 1001 | - | 618 | 786 | 1124 | 192 |
| Stage 1 | - | - | - | - | - | - | 618 | - | - | 338 | 338 | - |
| Stage 2 | - | - | - | - | - | - | 383 | - | - | 449 | 786 | - |
| Critical Hdwy | - | - | - | 4.24 | - | - | 7.24 | - | 6.34 | 7.24 | 6.64 | 6.34 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.24 | - | - | 6.24 | 5.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.24 | - | - | 6.24 | 5.64 | - |
| Follow-up Hdwy | - | - | - | 2.326 | - | - | 3.626 | - | 3.426 | 3.626 | 4.126 | 3.426 |
| Pot Cap-1 Maneuver | 0 | - | - | 782 | - | 0 | 211 | 0 | 468 | 296 | 195 | 820 |
| Stage 1 | 0 | - | - | - | - | 0 | 457 | 0 | - | 652 | 620 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 616 | 0 | - | 567 | 386 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 782 | - | - | 85 | - | 468 | 191 | 175 | 820 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 85 | - | - | 191 | 175 | - |
| Stage 1 | - | - | - | - | - | - | 457 | - | - | 585 | 555 | - |
| Stage 2 | - | - | - | - | - | - | 409 | - | - | 409 | 386 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.77 | 30.7 | 50.79 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 85 | 468 | - | - | 494 | - | 274 |
| HCM Lane V/C Ratio | 0.468 | 0.279 | - | - | 0.093 | - | 0.764 |
| HCM Ctrl Dly (s/v) | 80.2 | 15.6 | - | - | 10.1 | 0 | 50.8 |
| HCM Lane LOS | F | C | - | - | B | A | F |
| HCM 95th %tile Q(veh) | 2 | 1.1 | - | - | 0.3 | - | 5.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 132 | 77 | 0 | 0 | 118 | 7 | 169 | 1 | 46 | 0 | 0 | 0 |
| Future Vol, veh/h | 132 | 77 | 0 | 0 | 118 | 7 | 169 | 1 | 46 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 152 | 89 | 0 | 0 | 136 | 8 | 194 | 1 | 53 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 144 | 0 | - | - | - | 0 | 528 | 536 | 89 | 532 | 532 | 140 |
| Stage 1 | - | - | - | - | - | - | 392 | 392 | - | 140 | 140 | - |
| Stage 2 | - | - | - | - | - | - | 136 | 144 | - | 393 | 392 | - |
| Critical Hdwy | 4.25 | - | - | - | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | - | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 1363 | - | 0 | 0 | - | - | 441 | 433 | 935 | 438 | 436 | 875 |
| Stage 1 | - | - | 0 | 0 | - | - | 607 | 584 | - | 833 | 757 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 837 | 754 | - | 607 | 584 | - |
| Platoon blocked, % | | - | | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1363 | - | - | - | - | - | 392 | 385 | 935 | 367 | 387 | 875 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 392 | 385 | - | 367 | 387 | - |
| Stage 1 | - | - | - | - | - | - | 540 | 519 | - | 833 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 837 | 754 | - | 508 | 519 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 5.04 | 0 | 22.6 | 0 |
| HCM LOS | | | C | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 448 | 1363 | - | - | - | - |
| HCM Lane V/C Ratio | 0.555 | 0.111 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 22.6 | 8 | - | - | - | 0 |
| HCM Lane LOS | C | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 3.3 | 0.4 | - | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 51 | 12 | 31 | 20 | 10 | 5 | 83 | 64 | 65 | 235 | 2 |
| Future Vol, veh/h | 1 | 51 | 12 | 31 | 20 | 10 | 5 | 83 | 64 | 65 | 235 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 1 | 58 | 14 | 35 | 23 | 11 | 6 | 94 | 73 | 74 | 267 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 533 | 594 | 268 | 586 | 559 | 131 | 269 | 0 | 0 | 167 | 0 | 0 |
| Stage 1 | 416 | 416 | - | 142 | 142 | - | - | - | - | - | - | - |
| Stage 2 | 117 | 178 | - | 444 | 417 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4.054 | 3.354 | 3.554 | 4.054 | 3.354 | 2.254 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | 451 | 412 | 761 | 416 | 432 | 908 | 1271 | - | - | 1387 | - | - |
| Stage 1 | 606 | 585 | - | 851 | 772 | - | - | - | - | - | - | - |
| Stage 2 | 878 | 744 | - | 585 | 584 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 394 | 385 | 761 | 327 | 403 | 908 | 1271 | - | - | 1387 | - | - |
| Mov Cap-2 Maneuver | 394 | 385 | - | 327 | 403 | - | - | - | - | - | - | - |
| Stage 1 | 568 | 548 | - | 847 | 768 | - | - | - | - | - | - | - |
| Stage 2 | 837 | 740 | - | 482 | 548 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.24 | 16.13 | 0.26 | 1.67 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 54 | - | - | 424 | 392 | 387 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.171 | 0.177 | 0.053 | - | - |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | - | 15.2 | 16.1 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0.6 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 113 | 1 | 3 | 111 | 9 | 2 | 8 | 8 | 25 | 5 | 5 |
| Future Vol, veh/h | 4 | 113 | 1 | 3 | 111 | 9 | 2 | 8 | 8 | 25 | 5 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 5 | 131 | 1 | 3 | 129 | 10 | 2 | 9 | 9 | 29 | 6 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 140 | 0 | 0 | 133 | 0 | 0 | 280 | 288 | 132 | 287 | 283 | 134 |
| Stage 1 | - | - | - | - | - | - | 141 | 141 | - | 141 | 141 | - |
| Stage 2 | - | - | - | - | - | - | 139 | 147 | - | 145 | 142 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1414 | - | - | 1422 | - | - | 662 | 614 | 904 | 656 | 617 | 901 |
| Stage 1 | - | - | - | - | - | - | 850 | 770 | - | 850 | 770 | - |
| Stage 2 | - | - | - | - | - | - | 852 | 766 | - | 846 | 770 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1414 | - | - | 1422 | - | - | 648 | 610 | 904 | 635 | 614 | 901 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 648 | 610 | - | 635 | 614 | - |
| Stage 1 | - | - | - | - | - | - | 847 | 768 | - | 848 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 838 | 764 | - | 824 | 767 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.26 | 0.18 | 10.16 | 10.82 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 718 | 61 | - | - | 43 | - | - | 660 |
| HCM Lane V/C Ratio | 0.029 | 0.003 | - | - | 0.002 | - | - | 0.062 |
| HCM Ctrl Dly (s/v) | 10.2 | 7.6 | 0 | - | 7.5 | 0 | - | 10.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 185 | 276 | 74 | 91 | 3 |
| Future Vol, veh/h | 1 | 185 | 276 | 74 | 91 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Mvmt Flow | 1 | 218 | 325 | 87 | 107 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 412 | 0 | - | 0 | 545 | 325 |
| Stage 1 | - | - | - | - | 325 | - |
| Stage 2 | - | - | - | - | 220 | - |
| Critical Hdwy | 4.4 | - | - | - | 6.7 | 6.5 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.7 | - |
| Follow-up Hdwy | 2.47 | - | - | - | 3.77 | 3.57 |
| Pot Cap-1 Maneuver | 1011 | - | - | - | 455 | 656 |
| Stage 1 | - | - | - | - | 674 | - |
| Stage 2 | - | - | - | - | 755 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1011 | - | - | - | 454 | 656 |
| Mov Cap-2 Maneuver | - | - | - | - | 454 | - |
| Stage 1 | - | - | - | - | 673 | - |
| Stage 2 | - | - | - | - | 755 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0 | 15.33 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 10 | - | - | - | 459 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.241 |
| HCM Ctrl Dly (s/v) | 8.6 | 0 | - | - | 15.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 320 | 1 | 1 | 340 | 160 | 1 | 1 | 1 | 100 | 1 | 11 |
| Future Vol, veh/h | 6 | 320 | 1 | 1 | 340 | 160 | 1 | 1 | 1 | 100 | 1 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 7 | 352 | 1 | 1 | 374 | 176 | 1 | 1 | 1 | 110 | 1 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 549 | 0 | 0 | 353 | 0 | 0 | 742 | 917 | 352 | 741 | 742 | 374 |
| Stage 1 | - | - | - | - | - | - | 365 | 365 | - | 376 | 376 | - |
| Stage 2 | - | - | - | - | - | - | 376 | 552 | - | 365 | 366 | - |
| Critical Hdwy | 4.3 | - | - | 4.3 | - | - | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | 2.38 | - | - | 2.38 | - | - | 3.68 | 4.18 | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 936 | - | - | 1113 | - | - | 310 | 254 | 653 | 310 | 323 | 634 |
| Stage 1 | - | - | - | - | - | - | 619 | 593 | - | 610 | 586 | - |
| Stage 2 | - | - | - | - | - | - | 610 | 487 | - | 619 | 592 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 936 | - | - | 1113 | - | - | 300 | 251 | 653 | 305 | 320 | 634 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 300 | 251 | - | 305 | 320 | - |
| Stage 1 | - | - | - | - | - | - | 613 | 587 | - | 609 | 585 | - |
| Stage 2 | - | - | - | - | - | - | 596 | 486 | - | 611 | 587 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.16 | 0.02 | 15.72 | 22.94 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 339 | 33 | - | - | 5 | - | - | 322 |
| HCM Lane V/C Ratio | 0.01 | 0.007 | - | - | 0.001 | - | - | 0.382 |
| HCM Ctrl Dly (s/v) | 15.7 | 8.9 | 0 | - | 8.2 | 0 | - | 22.9 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 1.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 355 | 67 | 40 | 307 | 48 | 46 | 0 | 126 | 10 | 59 | 149 |
| Future Vol, veh/h | 0 | 355 | 67 | 40 | 307 | 48 | 46 | 0 | 126 | 10 | 59 | 149 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | Free | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 0 | 399 | 75 | 45 | 345 | 54 | 52 | 0 | 142 | 11 | 66 | 167 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 474 | 0 | 0 | 904 | - | 437 | 834 | 909 | 345 |
| Stage 1 | - | - | - | - | - | - | 437 | - | - | 435 | 435 | - |
| Stage 2 | - | - | - | - | - | - | 468 | - | - | 399 | 474 | - |
| Critical Hdwy | - | - | - | 4.3 | - | - | 7.3 | - | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | - | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | - | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | - | - | - | 2.38 | - | - | 3.68 | - | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 0 | - | - | 1000 | - | 0 | 240 | 0 | 584 | 268 | 257 | 659 |
| Stage 1 | 0 | - | - | - | - | 0 | 565 | 0 | - | 566 | 551 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 543 | 0 | - | 593 | 529 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1000 | - | - | 124 | - | 584 | 192 | 243 | 659 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 124 | - | - | 192 | 243 | - |
| Stage 1 | - | - | - | - | - | - | 565 | - | - | 535 | 520 | - |
| Stage 2 | - | - | - | - | - | - | 334 | - | - | 449 | 529 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.01 | 23.81 | 25.1 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 124 | 584 | - | - | 207 | - | 418 |
| HCM Lane V/C Ratio | 0.415 | 0.243 | - | - | 0.045 | - | 0.586 |
| HCM Ctrl Dly (s/v) | 53.1 | 13.1 | - | - | 8.8 | 0 | 25.1 |
| HCM Lane LOS | F | B | - | - | A | A | D |
| HCM 95th %tile Q(veh) | 1.8 | 0.9 | - | - | 0.1 | - | 3.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 49 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 201 | 65 | 0 | 0 | 140 | 20 | 256 | 2 | 75 | 0 | 0 | 0 |
| Future Vol, veh/h | 201 | 65 | 0 | 0 | 140 | 20 | 256 | 2 | 75 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| Mvmt Flow | 223 | 72 | 0 | 0 | 156 | 22 | 284 | 2 | 83 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 178 | 0 | - | - | - | 0 | 674 | 697 | 72 | 687 | 686 | 167 |
| Stage 1 | - | - | - | - | - | - | 519 | 519 | - | 167 | 167 | - |
| Stage 2 | - | - | - | - | - | - | 156 | 178 | - | 520 | 519 | - |
| Critical Hdwy | 4.27 | - | - | - | - | - | 7.27 | 6.67 | 6.37 | 7.27 | 6.67 | 6.37 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.67 | - | 6.27 | 5.67 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.67 | - | 6.27 | 5.67 | - |
| Follow-up Hdwy | 2.353 | - | - | - | - | - | 3.653 | 4.153 | 3.453 | 3.653 | 4.153 | 3.453 |
| Pot Cap-1 Maneuver | 1312 | - | 0 | 0 | - | - | 349 | 347 | 950 | 342 | 352 | 840 |
| Stage 1 | - | - | 0 | 0 | - | - | 513 | 509 | - | 801 | 733 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 812 | 725 | - | 513 | 509 | - |
| Platoon blocked, % | | - | | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1312 | - | - | - | - | - | 289 | 288 | 950 | 257 | 292 | 840 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 289 | 288 | - | 257 | 292 | - |
| Stage 1 | - | - | - | - | - | - | 426 | 422 | - | 801 | 733 | - |
| Stage 2 | - | - | - | - | - | - | 812 | 725 | - | 386 | 422 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 6.28 | 0 | 106.78 | 0 |
| HCM LOS | | | F | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 343 | 1312 | - | - | - | - |
| HCM Lane V/C Ratio | 1.079 | 0.17 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 106.8 | 8.3 | - | - | - | 0 |
| HCM Lane LOS | F | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 13.6 | 0.6 | - | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 24 | 9 | 57 | 20 | 3 | 9 | 179 | 50 | 16 | 115 | 1 |
| Future Vol, veh/h | 1 | 24 | 9 | 57 | 20 | 3 | 9 | 179 | 50 | 16 | 115 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Mvmt Flow | 1 | 30 | 11 | 71 | 25 | 4 | 11 | 224 | 63 | 20 | 144 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 443 | 493 | 144 | 476 | 463 | 255 | 145 | 0 | 0 | 286 | 0 | 0 |
| Stage 1 | 184 | 184 | - | 278 | 278 | - | - | - | - | - | - | - |
| Stage 2 | 259 | 309 | - | 199 | 185 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.22 | 6.62 | 6.32 | 7.22 | 6.62 | 6.32 | 4.22 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 4.108 | 3.408 | 3.608 | 4.108 | 3.408 | 2.308 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | 508 | 463 | 877 | 483 | 482 | 760 | 1378 | - | - | 1221 | - | - |
| Stage 1 | 795 | 729 | - | 708 | 663 | - | - | - | - | - | - | - |
| Stage 2 | 724 | 642 | - | 781 | 728 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 466 | 450 | 877 | 433 | 469 | 760 | 1378 | - | - | 1221 | - | - |
| Mov Cap-2 Maneuver | 466 | 450 | - | 433 | 469 | - | - | - | - | - | - | - |
| Stage 1 | 781 | 716 | - | 701 | 656 | - | - | - | - | - | - | - |
| Stage 2 | 687 | 636 | - | 725 | 715 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.58 | 15.3 | 0.29 | 0.97 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 65 | - | - | 517 | 449 | 218 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.082 | 0.223 | 0.016 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | - | 12.6 | 15.3 | 8 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.8 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 3 | 121 | 1 | 11 | 84 | 11 | 6 | 8 | 4 | 90 | 14 | 6 |
| Future Vol, veh/h | 3 | 121 | 1 | 11 | 84 | 11 | 6 | 8 | 4 | 90 | 14 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 4 | 155 | 1 | 14 | 108 | 14 | 8 | 10 | 5 | 115 | 18 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 122 | 0 | 0 | 156 | 0 | 0 | 308 | 313 | 156 | 311 | 307 | 115 |
| Stage 1 | - | - | - | - | - | - | 163 | 163 | - | 143 | 143 | - |
| Stage 2 | - | - | - | - | - | - | 145 | 150 | - | 168 | 164 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1435 | - | - | 1394 | - | - | 634 | 594 | 877 | 632 | 599 | 924 |
| Stage 1 | - | - | - | - | - | - | 827 | 753 | - | 848 | 769 | - |
| Stage 2 | - | - | - | - | - | - | 846 | 764 | - | 822 | 753 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1435 | - | - | 1394 | - | - | 602 | 586 | 877 | 609 | 590 | 924 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 602 | 586 | - | 609 | 590 | - |
| Stage 1 | - | - | - | - | - | - | 825 | 751 | - | 839 | 761 | - |
| Stage 2 | - | - | - | - | - | - | 810 | 755 | - | 804 | 751 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.18 | 0.79 | 10.85 | 12.54 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 638 | 43 | - | - | 183 | - | - | 618 |
| HCM Lane V/C Ratio | 0.036 | 0.003 | - | - | 0.01 | - | - | 0.228 |
| HCM Ctrl Dly (s/v) | 10.9 | 7.5 | 0 | - | 7.6 | 0 | - | 12.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 12 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 337 | 167 | 70 | 303 | 8 |
| Future Vol, veh/h | 1 | 337 | 167 | 70 | 303 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Mvmt Flow | 1 | 379 | 188 | 79 | 340 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 266 | 0 | - | 0 | 569 | 188 |
| Stage 1 | - | - | - | - | 188 | - |
| Stage 2 | - | - | - | - | 381 | - |
| Critical Hdwy | 4.32 | - | - | - | 6.62 | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 | - |
| Follow-up Hdwy | 2.398 | - | - | - | 3.698 | 3.498 |
| Pot Cap-1 Maneuver | 1190 | - | - | - | 452 | 806 |
| Stage 1 | - | - | - | - | 799 | - |
| Stage 2 | - | - | - | - | 649 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1190 | - | - | - | 451 | 806 |
| Mov Cap-2 Maneuver | - | - | - | - | 451 | - |
| Stage 1 | - | - | - | - | 798 | - |
| Stage 2 | - | - | - | - | 649 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.02 | 0 | 34.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 5 | - | - | - | 456 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.766 |
| HCM Ctrl Dly (s/v) | 8 | 0 | - | - | 34.3 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 6.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 733 | 1 | 1 | 239 | 126 | 1 | 1 | 1 | 117 | 1 | 10 |
| Future Vol, veh/h | 8 | 733 | 1 | 1 | 239 | 126 | 1 | 1 | 1 | 117 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 9 | 843 | 1 | 1 | 275 | 145 | 1 | 1 | 1 | 134 | 1 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 420 | 0 | 0 | 844 | 0 | 0 | 1139 | 1283 | 843 | 1139 | 1139 | 275 |
| Stage 1 | - | - | - | - | - | - | 861 | 861 | - | 277 | 277 | - |
| Stage 2 | - | - | - | - | - | - | 278 | 422 | - | 861 | 862 | - |
| Critical Hdwy | 4.25 | - | - | 4.25 | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | 2.335 | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 1073 | - | - | 739 | - | - | 168 | 156 | 345 | 168 | 190 | 734 |
| Stage 1 | - | - | - | - | - | - | 332 | 355 | - | 702 | 658 | - |
| Stage 2 | - | - | - | - | - | - | 701 | 567 | - | 332 | 355 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1073 | - | - | 739 | - | - | 161 | 153 | 345 | 163 | 187 | 734 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 161 | 153 | - | 163 | 187 | - |
| Stage 1 | - | - | - | - | - | - | 327 | 349 | - | 700 | 657 | - |
| Stage 2 | - | - | - | - | - | - | 688 | 565 | - | 325 | 349 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.09 | 0.03 | 24.11 | 85.98 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 192 | 19 | - | - | 8 | - | - | 174 |
| HCM Lane V/C Ratio | 0.018 | 0.009 | - | - | 0.002 | - | - | 0.845 |
| HCM Ctrl Dly (s/v) | 24.1 | 8.4 | 0 | - | 9.9 | 0 | - | 86 |
| HCM Lane LOS | C | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 5.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 38.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 551 | 307 | 64 | 215 | 41 | 40 | 0 | 115 | 22 | 80 | 114 |
| Future Vol, veh/h | 0 | 551 | 307 | 64 | 215 | 41 | 40 | 0 | 115 | 22 | 80 | 114 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | Free | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Mvmt Flow | 0 | 626 | 349 | 73 | 244 | 47 | 45 | 0 | 131 | 25 | 91 | 130 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 975 | 0 | 0 | 1236 | - | 801 | 1016 | 1365 | 244 |
| Stage 1 | - | - | - | - | - | - | 801 | - | - | 390 | 390 | - |
| Stage 2 | - | - | - | - | - | - | 435 | - | - | 626 | 975 | - |
| Critical Hdwy | - | - | - | 4.24 | - | - | 7.24 | - | 6.34 | 7.24 | 6.64 | 6.34 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.24 | - | - | 6.24 | 5.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.24 | - | - | 6.24 | 5.64 | - |
| Follow-up Hdwy | - | - | - | 2.326 | - | - | 3.626 | - | 3.426 | 3.626 | 4.126 | 3.426 |
| Pot Cap-1 Maneuver | 0 | - | - | 662 | - | 0 | 145 | 0 | 367 | 206 | 139 | 766 |
| Stage 1 | 0 | - | - | - | - | 0 | 361 | 0 | - | 611 | 587 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 577 | 0 | - | 452 | 315 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 662 | - | - | ~ 29 | - | 367 | 115 | 122 | 766 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 29 | - | - | 115 | 122 | - |
| Stage 1 | - | - | - | - | - | - | 361 | - | - | 533 | 513 | - |
| Stage 2 | - | - | - | - | - | - | 344 | - | - | 291 | 315 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.55 | 162.8 | 148.57 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 29 | 367 | - | - | 413 | - | 217 |
| HCM Lane V/C Ratio | 1.557 | 0.356 | - | - | 0.11 | - | 1.134 |
| HCM Ctrl Dly (s/v) | $ 572.9 | 20.2 | - | - | 11.1 | 0 | 148.6 |
| HCM Lane LOS | F | C | - | - | B | A | F |
| HCM 95th %tile Q(veh) | 5.3 | 1.6 | - | - | 0.4 | - | 11.6 |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 28 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 197 | 87 | 0 | 0 | 123 | 7 | 210 | 1 | 46 | 0 | 0 | 0 |
| Future Vol, veh/h | 197 | 87 | 0 | 0 | 123 | 7 | 210 | 1 | 46 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 226 | 100 | 0 | 0 | 141 | 8 | 241 | 1 | 53 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 149 | 0 | - | - | - | 0 | 694 | 702 | 100 | 699 | 698 | 145 |
| Stage 1 | - | - | - | - | - | - | 553 | 553 | - | 145 | 145 | - |
| Stage 2 | - | - | - | - | - | - | 141 | 149 | - | 553 | 553 | - |
| Critical Hdwy | 4.25 | - | - | - | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | - | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 1356 | - | 0 | 0 | - | - | 340 | 347 | 921 | 338 | 349 | 868 |
| Stage 1 | - | - | 0 | 0 | - | - | 495 | 494 | - | 827 | 752 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 831 | 749 | - | 495 | 494 | - |
| Platoon blocked, % | | - | | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1356 | - | - | - | - | - | 284 | 289 | 921 | 264 | 290 | 868 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 284 | 289 | - | 264 | 290 | - |
| Stage 1 | - | - | - | - | - | - | 412 | 411 | - | 827 | 752 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 749 | - | 387 | 411 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 5.68 | 0 | 66.87 | 0 |
| HCM LOS | | | F | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 324 | 1356 | - | - | - | - |
| HCM Lane V/C Ratio | 0.913 | 0.167 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 66.9 | 8.2 | - | - | - | 0 |
| HCM Lane LOS | F | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 8.9 | 0.6 | - | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 51 | 12 | 31 | 20 | 10 | 5 | 87 | 64 | 65 | 244 | 2 |
| Future Vol, veh/h | 1 | 51 | 12 | 31 | 20 | 10 | 5 | 87 | 64 | 65 | 244 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 1 | 58 | 14 | 35 | 23 | 11 | 6 | 99 | 73 | 74 | 277 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 548 | 609 | 278 | 601 | 574 | 135 | 280 | 0 | 0 | 172 | 0 | 0 |
| Stage 1 | 426 | 426 | - | 147 | 147 | - | - | - | - | - | - | - |
| Stage 2 | 122 | 183 | - | 454 | 427 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4.054 | 3.354 | 3.554 | 4.054 | 3.354 | 2.254 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | 441 | 404 | 751 | 407 | 424 | 903 | 1260 | - | - | 1382 | - | - |
| Stage 1 | 599 | 579 | - | 847 | 768 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 741 | - | 578 | 578 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 384 | 377 | 751 | 318 | 395 | 903 | 1260 | - | - | 1382 | - | - |
| Mov Cap-2 Maneuver | 384 | 377 | - | 318 | 395 | - | - | - | - | - | - | - |
| Stage 1 | 561 | 542 | - | 842 | 764 | - | - | - | - | - | - | - |
| Stage 2 | 832 | 737 | - | 475 | 542 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.48 | 16.45 | 0.25 | 1.62 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 53 | - | - | 416 | 383 | 376 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.175 | 0.181 | 0.053 | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | 0 | - | 15.5 | 16.5 | 7.8 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0.7 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 1 | 152 | 1 | 2 | 136 | 1 | 2 | 3 | 3 | 8 | 1 | 4 |
| Future Vol, veh/h | 1 | 152 | 1 | 2 | 136 | 1 | 2 | 3 | 3 | 8 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 1 | 177 | 1 | 2 | 158 | 1 | 2 | 3 | 3 | 9 | 1 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 159 | 0 | 0 | 178 | 0 | 0 | 343 | 344 | 177 | 344 | 344 | 159 |
| Stage 1 | - | - | - | - | - | - | 180 | 180 | - | 163 | 163 | - |
| Stage 2 | - | - | - | - | - | - | 163 | 164 | - | 181 | 180 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1390 | - | - | 1368 | - | - | 602 | 571 | 853 | 601 | 571 | 874 |
| Stage 1 | - | - | - | - | - | - | 811 | 741 | - | 827 | 754 | - |
| Stage 2 | - | - | - | - | - | - | 827 | 753 | - | 809 | 741 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1390 | - | - | 1368 | - | - | 596 | 569 | 853 | 593 | 569 | 874 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 596 | 569 | - | 593 | 569 | - |
| Stage 1 | - | - | - | - | - | - | 810 | 741 | - | 825 | 752 | - |
| Stage 2 | - | - | - | - | - | - | 820 | 752 | - | 802 | 740 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.11 | 10.54 | 10.62 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 659 | 12 | - | - | 26 | - | - | 656 |
| HCM Lane V/C Ratio | 0.014 | 0.001 | - | - | 0.002 | - | - | 0.023 |
| HCM Ctrl Dly (s/v) | 10.5 | 7.6 | 0 | - | 7.6 | 0 | - | 10.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 149 | 132 | 258 | 137 | 7 |
| Future Vol, veh/h | 15 | 149 | 132 | 258 | 137 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Mvmt Flow | 18 | 175 | 155 | 304 | 161 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 459 | 0 | - | 0 | 366 | 155 |
| Stage 1 | - | - | - | - | 155 | - |
| Stage 2 | - | - | - | - | 211 | - |
| Critical Hdwy | 4.4 | - | - | - | 6.7 | 6.5 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.7 | - |
| Follow-up Hdwy | 2.47 | - | - | - | 3.77 | 3.57 |
| Pot Cap-1 Maneuver | 970 | - | - | - | 582 | 822 |
| Stage 1 | - | - | - | - | 809 | - |
| Stage 2 | - | - | - | - | 762 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 970 | - | - | - | 570 | 822 |
| Mov Cap-2 Maneuver | - | - | - | - | 570 | - |
| Stage 1 | - | - | - | - | 793 | - |
| Stage 2 | - | - | - | - | 762 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.8 | 0 | 13.78 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 165 | - | - | - | 579 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.293 |
| HCM Ctrl Dly (s/v) | 8.8 | 0 | - | - | 13.8 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 330 | 1 | 1 | 380 | 238 | 1 | 1 | 1 | 119 | 1 | 11 |
| Future Vol, veh/h | 6 | 330 | 1 | 1 | 380 | 238 | 1 | 1 | 1 | 119 | 1 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 7 | 363 | 1 | 1 | 418 | 262 | 1 | 1 | 1 | 131 | 1 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 679 | 0 | 0 | 364 | 0 | 0 | 797 | 1058 | 363 | 796 | 797 | 418 |
| Stage 1 | - | - | - | - | - | - | 376 | 376 | - | 420 | 420 | - |
| Stage 2 | - | - | - | - | - | - | 420 | 681 | - | 376 | 377 | - |
| Critical Hdwy | 4.3 | - | - | 4.3 | - | - | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | 2.38 | - | - | 2.38 | - | - | 3.68 | 4.18 | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 834 | - | - | 1102 | - | - | 284 | 209 | 643 | 285 | 300 | 598 |
| Stage 1 | - | - | - | - | - | - | 610 | 586 | - | 577 | 560 | - |
| Stage 2 | - | - | - | - | - | - | 577 | 424 | - | 610 | 585 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 834 | - | - | 1102 | - | - | 274 | 206 | 643 | 279 | 296 | 598 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 274 | 206 | - | 279 | 296 | - |
| Stage 1 | - | - | - | - | - | - | 604 | 580 | - | 576 | 559 | - |
| Stage 2 | - | - | - | - | - | - | 563 | 423 | - | 602 | 580 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.17 | 0.01 | 17.19 | 28.67 |
| HCM LOS | | | C | D |

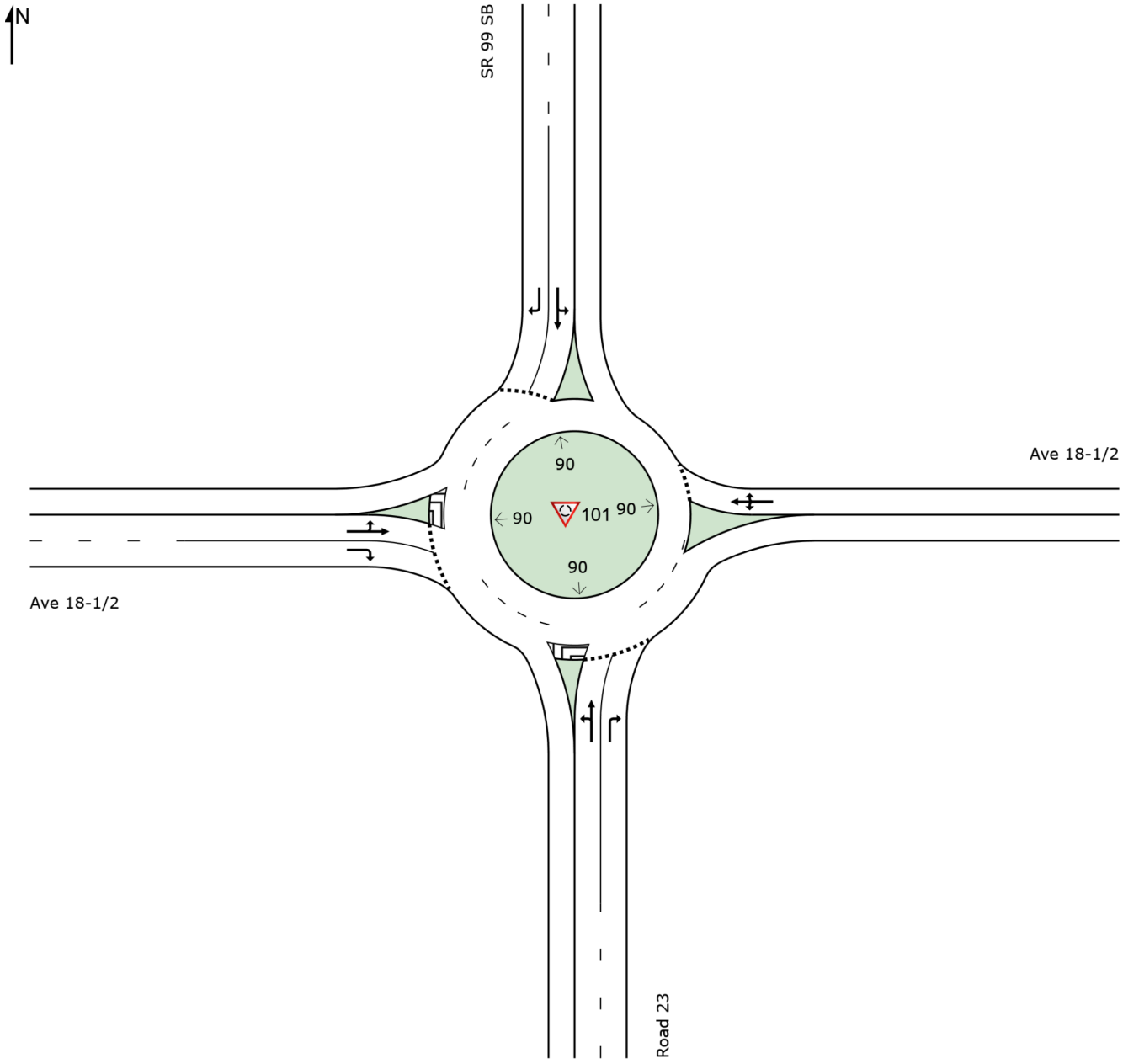
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 299 | 32 | - | - | 5 | - | - | 293 |
| HCM Lane V/C Ratio | 0.011 | 0.008 | - | - | 0.001 | - | - | 0.492 |
| HCM Ctrl Dly (s/v) | 17.2 | 9.3 | 0 | - | 8.3 | 0 | - | 28.7 |
| HCM Lane LOS | C | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 2.6 |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term No Project AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term No Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term No Project AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term No Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 56 | 20.0 | 63 | 20.0 | 0.115 | 14.4 | LOS B | 0.6 | 16.7 | 0.65 | 0.80 | 0.65 | 32.0 |
| 8 | T1 | 1 | 20.0 | 1 | 20.0 | 0.115 | 8.8 | LOS A | 0.6 | 16.7 | 0.65 | 0.80 | 0.65 | 32.3 |
| 18 | R2 | 142 | 20.0 | 160 | 20.0 | 0.204 | 7.8 | LOS A | 1.2 | 34.5 | 0.67 | 0.73 | 0.67 | 31.4 |
| Approach | | 199 | 20.0 | 224 | 20.0 | 0.204 | 9.7 | LOS A | 1.2 | 34.5 | 0.67 | 0.75 | 0.67 | 31.7 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 60 | 20.0 | 67 | 20.0 | 0.520 | 10.6 | LOS B | 4.5 | 130.3 | 0.40 | 0.48 | 0.40 | 34.1 |
| 6 | T1 | 369 | 20.0 | 415 | 20.0 | 0.520 | 4.9 | LOS A | 4.5 | 130.3 | 0.40 | 0.48 | 0.40 | 34.5 |
| 16 | R2 | 94 | 20.0 | 106 | 20.0 | 0.520 | 4.9 | LOS A | 4.5 | 130.3 | 0.40 | 0.48 | 0.40 | 33.0 |
| Approach | | 523 | 20.0 | 588 | 20.0 | 0.520 | 5.6 | LOS A | 4.5 | 130.3 | 0.40 | 0.48 | 0.40 | 34.2 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 56 | 20.0 | 63 | 20.0 | 0.262 | 15.0 | LOS C | 1.5 | 42.2 | 0.72 | 0.83 | 0.72 | 30.6 |
| 4 | T1 | 85 | 20.0 | 96 | 20.0 | 0.262 | 9.4 | LOS A | 1.5 | 42.2 | 0.72 | 0.83 | 0.72 | 33.4 |
| 14 | R2 | 194 | 20.0 | 218 | 20.0 | 0.291 | 8.7 | LOS A | 1.8 | 51.1 | 0.72 | 0.79 | 0.72 | 33.6 |
| Approach | | 335 | 20.0 | 376 | 20.0 | 0.291 | 9.9 | LOS A | 1.8 | 51.1 | 0.72 | 0.81 | 0.72 | 33.1 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 20.0 | 1 | 20.0 | 0.411 | 11.7 | LOS B | 2.7 | 78.8 | 0.56 | 0.58 | 0.56 | 35.2 |
| 2 | T1 | 370 | 20.0 | 416 | 20.0 | 0.411 | 6.0 | LOS A | 2.7 | 78.8 | 0.56 | 0.58 | 0.56 | 33.1 |
| 12 | R2 | 80 | 20.0 | 90 | 20.0 | 0.145 | 7.2 | LOS A | 0.7 | 20.2 | 0.51 | 0.64 | 0.51 | 34.4 |
| Approach | | 451 | 20.0 | 507 | 20.0 | 0.411 | 6.2 | LOS A | 2.7 | 78.8 | 0.55 | 0.59 | 0.55 | 33.4 |
| All Vehicles | | 1508 | 20.0 | 1694 | 20.0 | 0.520 | 7.3 | LOS A | 4.5 | 130.3 | 0.55 | 0.62 | 0.55 | 33.3 |

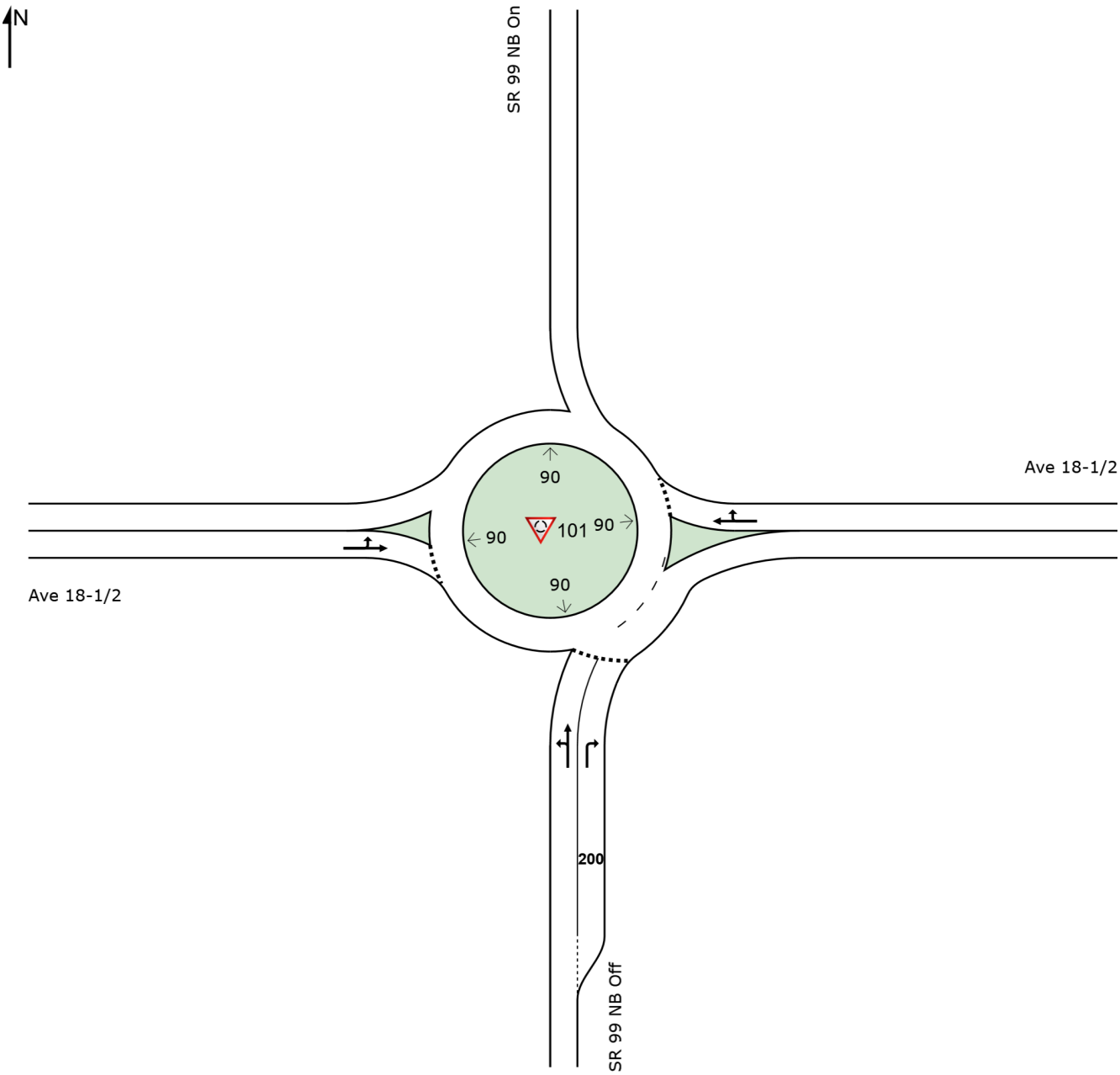
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term No Project AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term No Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term No Project AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term No Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 307 | 17.0 | 341 | 17.0 | 0.361 | 12.6 | LOS B | 2.1 | 58.7 | 0.59 | 0.77 | 0.59 | 30.4 |
| 8 | T1 | 2 | 17.0 | 2 | 17.0 | 0.361 | 7.0 | LOS A | 2.1 | 58.7 | 0.59 | 0.77 | 0.59 | 33.1 |
| 18 | R2 | 136 | 17.0 | 151 | 17.0 | 0.213 | 7.9 | LOS A | 1.0 | 29.2 | 0.57 | 0.70 | 0.57 | 34.1 |
| Approach | | 445 | 17.0 | 494 | 17.0 | 0.361 | 11.2 | LOS B | 2.1 | 58.7 | 0.59 | 0.75 | 0.59 | 31.7 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 215 | 17.0 | 239 | 17.0 | 0.556 | 13.4 | LOS B | 4.4 | 126.4 | 0.85 | 1.00 | 1.09 | 29.7 |
| 16 | R2 | 81 | 17.0 | 90 | 17.0 | 0.556 | 13.4 | LOS B | 4.4 | 126.4 | 0.85 | 1.00 | 1.09 | 31.6 |
| Approach | | 296 | 17.0 | 329 | 17.0 | 0.556 | 13.4 | LOS B | 4.4 | 126.4 | 0.85 | 1.00 | 1.09 | 30.4 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 213 | 17.0 | 237 | 17.0 | 0.261 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 33.9 |
| 2 | T1 | 129 | 17.0 | 143 | 17.0 | 0.261 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 34.2 |
| Approach | | 342 | 17.0 | 380 | 17.0 | 0.261 | 7.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 34.0 |
| All Vehicles | | 1083 | 17.0 | 1203 | 17.0 | 0.556 | 10.7 | LOS B | 4.4 | 126.4 | 0.47 | 0.77 | 0.54 | 31.9 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 19 | 24 | 9 | 57 | 20 | 3 | 9 | 209 | 50 | 16 | 121 | 11 |
| Future Vol, veh/h | 19 | 24 | 9 | 57 | 20 | 3 | 9 | 209 | 50 | 16 | 121 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Mvmt Flow | 24 | 30 | 11 | 71 | 25 | 4 | 11 | 261 | 63 | 20 | 151 | 14 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 494 | 544 | 158 | 521 | 520 | 293 | 165 | 0 | 0 | 324 | 0 | 0 |
| Stage 1 | 198 | 198 | - | 315 | 315 | - | - | - | - | - | - | - |
| Stage 2 | 296 | 346 | - | 206 | 205 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.22 | 6.62 | 6.32 | 7.22 | 6.62 | 6.32 | 4.22 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 4.108 | 3.408 | 3.608 | 4.108 | 3.408 | 2.308 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | 469 | 432 | 862 | 450 | 447 | 724 | 1355 | - | - | 1182 | - | - |
| Stage 1 | 781 | 719 | - | 675 | 638 | - | - | - | - | - | - | - |
| Stage 2 | 691 | 618 | - | 773 | 714 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 428 | 420 | 862 | 402 | 434 | 724 | 1355 | - | - | 1182 | - | - |
| Mov Cap-2 Maneuver | 428 | 420 | - | 402 | 434 | - | - | - | - | - | - | - |
| Stage 1 | 767 | 705 | - | 668 | 631 | - | - | - | - | - | - | - |
| Stage 2 | 654 | 612 | - | 717 | 700 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.01 | 16.36 | 0.26 | 0.88 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 58 | - | - | 464 | 416 | 191 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.14 | 0.24 | 0.017 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | - | 14 | 16.4 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.9 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 159 | 1 | 6 | 126 | 3 | 6 | 4 | 3 | 40 | 9 | 4 |
| Future Vol, veh/h | 2 | 159 | 1 | 6 | 126 | 3 | 6 | 4 | 3 | 40 | 9 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 3 | 204 | 1 | 8 | 162 | 4 | 8 | 5 | 4 | 51 | 12 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 165 | 0 | 0 | 205 | 0 | 0 | 392 | 390 | 204 | 390 | 389 | 163 |
| Stage 1 | - | - | - | - | - | - | 210 | 210 | - | 179 | 179 | - |
| Stage 2 | - | - | - | - | - | - | 183 | 181 | - | 212 | 210 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1383 | - | - | 1337 | - | - | 558 | 537 | 824 | 560 | 538 | 868 |
| Stage 1 | - | - | - | - | - | - | 781 | 719 | - | 811 | 742 | - |
| Stage 2 | - | - | - | - | - | - | 808 | 741 | - | 779 | 719 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1383 | - | - | 1337 | - | - | 538 | 533 | 824 | 547 | 534 | 868 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 538 | 533 | - | 547 | 534 | - |
| Stage 1 | - | - | - | - | - | - | 780 | 718 | - | 806 | 737 | - |
| Stage 2 | - | - | - | - | - | - | 785 | 736 | - | 769 | 717 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.09 | 0.34 | 11.36 | 12.31 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 583 | 22 | - | - | 80 | - | - | 560 |
| HCM Lane V/C Ratio | 0.029 | 0.002 | - | - | 0.006 | - | - | 0.121 |
| HCM Ctrl Dly (s/v) | 11.4 | 7.6 | 0 | - | 7.7 | 0 | - | 12.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 28.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 205 | 118 | 145 | 487 | 22 |
| Future Vol, veh/h | 6 | 205 | 118 | 145 | 487 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Mvmt Flow | 7 | 230 | 133 | 163 | 547 | 25 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 296 | 0 | - | 0 | 376 | 133 |
| Stage 1 | - | - | - | - | 133 | - |
| Stage 2 | - | - | - | - | 244 | - |
| Critical Hdwy | 4.32 | - | - | - | 6.62 | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 | - |
| Follow-up Hdwy | 2.398 | - | - | - | 3.698 | 3.498 |
| Pot Cap-1 Maneuver | 1160 | - | - | - | 587 | 866 |
| Stage 1 | - | - | - | - | 847 | - |
| Stage 2 | - | - | - | - | 752 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1160 | - | - | - | 584 | 866 |
| Mov Cap-2 Maneuver | - | - | - | - | 584 | - |
| Stage 1 | - | - | - | - | 841 | - |
| Stage 2 | - | - | - | - | 752 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 0 | 55.47 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 51 | - | - | - | 592 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.966 |
| HCM Ctrl Dly (s/v) | 8.1 | 0 | - | - | 55.5 |
| HCM Lane LOS | A | A | - | - | F |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 13.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 52.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 785 | 1 | 1 | 265 | 156 | 1 | 1 | 1 | 195 | 1 | 10 |
| Future Vol, veh/h | 8 | 785 | 1 | 1 | 265 | 156 | 1 | 1 | 1 | 195 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 9 | 902 | 1 | 1 | 305 | 179 | 1 | 1 | 1 | 224 | 1 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 484 | 0 | 0 | 903 | 0 | 0 | 1229 | 1407 | 903 | 1228 | 1229 | 305 |
| Stage 1 | - | - | - | - | - | - | 921 | 921 | - | 307 | 307 | - |
| Stage 2 | - | - | - | - | - | - | 307 | 486 | - | 921 | 922 | - |
| Critical Hdwy | 4.25 | - | - | 4.25 | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | 2.335 | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 1015 | - | - | 701 | - | - | 146 | 130 | 318 | ~ 146 | 168 | 706 |
| Stage 1 | - | - | - | - | - | - | 307 | 332 | - | 676 | 638 | - |
| Stage 2 | - | - | - | - | - | - | 676 | 530 | - | 307 | 332 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1015 | - | - | 701 | - | - | 139 | 128 | 318 | ~ 141 | 164 | 706 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 139 | 128 | - | ~ 141 | 164 | - |
| Stage 1 | - | - | - | - | - | - | 302 | 326 | - | 674 | 637 | - |
| Stage 2 | - | - | - | - | - | - | 662 | 529 | - | 300 | 326 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.09 | 0.02 | 27.24 | $ 359.62 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 165 | 18 | - | - | 7 | - | - | 147 |
| HCM Lane V/C Ratio | 0.021 | 0.009 | - | - | 0.002 | - | - | 1.614 |
| HCM Ctrl Dly (s/v) | 27.2 | 8.6 | 0 | - | 10.1 | 0 | - | $ 359.6 |
| HCM Lane LOS | D | A | A | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 16.6 |

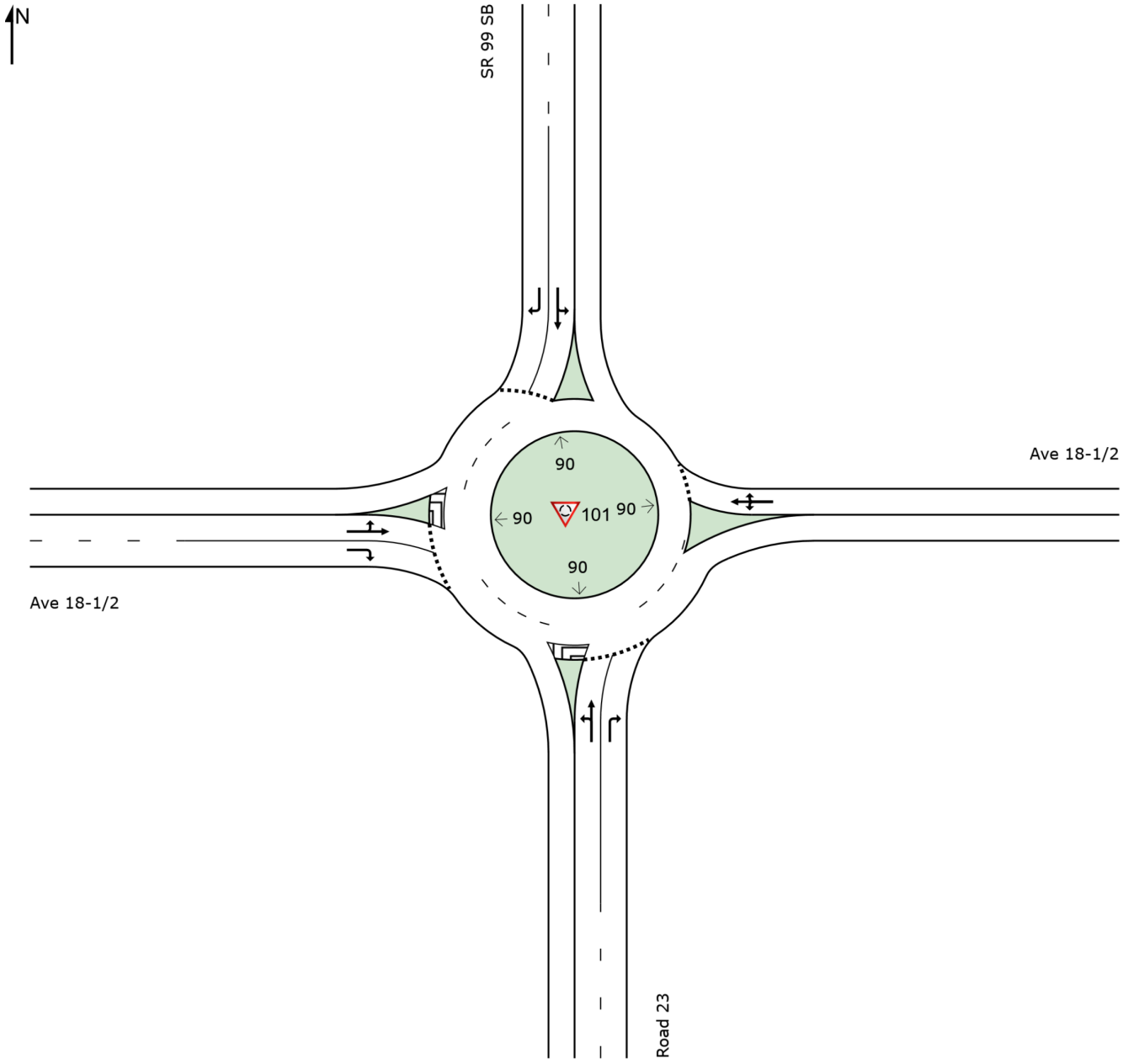
| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term No Project PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term No Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term No Project PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term No Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 57 | 14.0 | 65 | 14.0 | 0.185 | 18.7 | LOS C | 1.1 | 30.8 | 0.87 | 0.94 | 0.87 | 30.4 |
| 8 | T1 | 1 | 14.0 | 1 | 14.0 | 0.185 | 13.1 | LOS B | 1.1 | 30.8 | 0.87 | 0.94 | 0.87 | 30.5 |
| 18 | R2 | 154 | 14.0 | 175 | 14.0 | 0.341 | 11.5 | LOS B | 2.5 | 69.7 | 0.94 | 0.93 | 0.94 | 29.7 |
| Approach | | 212 | 14.0 | 241 | 14.0 | 0.341 | 13.4 | LOS B | 2.5 | 69.7 | 0.92 | 0.94 | 0.92 | 29.9 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 90 | 14.0 | 102 | 14.0 | 0.405 | 10.3 | LOS B | 3.1 | 87.2 | 0.35 | 0.49 | 0.35 | 34.3 |
| 6 | T1 | 240 | 14.0 | 273 | 14.0 | 0.405 | 4.7 | LOS A | 3.1 | 87.2 | 0.35 | 0.49 | 0.35 | 34.5 |
| 16 | R2 | 87 | 14.0 | 99 | 14.0 | 0.405 | 4.7 | LOS A | 3.1 | 87.2 | 0.35 | 0.49 | 0.35 | 33.2 |
| Approach | | 417 | 14.0 | 474 | 14.0 | 0.405 | 5.9 | LOS A | 3.1 | 87.2 | 0.35 | 0.49 | 0.35 | 34.2 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 68 | 14.0 | 77 | 14.0 | 0.223 | 12.5 | LOS B | 1.3 | 35.0 | 0.61 | 0.70 | 0.61 | 32.2 |
| 4 | T1 | 111 | 14.0 | 126 | 14.0 | 0.223 | 6.8 | LOS A | 1.3 | 35.0 | 0.61 | 0.70 | 0.61 | 34.5 |
| 14 | R2 | 127 | 14.0 | 144 | 14.0 | 0.192 | 7.6 | LOS A | 1.0 | 27.9 | 0.61 | 0.71 | 0.61 | 34.3 |
| Approach | | 306 | 14.0 | 348 | 14.0 | 0.223 | 8.4 | LOS A | 1.3 | 35.0 | 0.61 | 0.70 | 0.61 | 34.0 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 14.0 | 1 | 14.0 | 0.726 | 15.1 | LOS C | 8.7 | 241.3 | 0.82 | 0.84 | 1.00 | 34.4 |
| 2 | T1 | 659 | 14.0 | 749 | 14.0 | 0.726 | 9.4 | LOS A | 8.7 | 241.3 | 0.82 | 0.84 | 1.00 | 32.3 |
| 12 | R2 | 329 | 14.0 | 374 | 14.0 | 0.474 | 7.7 | LOS A | 3.1 | 86.6 | 0.66 | 0.74 | 0.68 | 34.2 |
| Approach | | 989 | 14.0 | 1124 | 14.0 | 0.726 | 8.8 | LOS A | 8.7 | 241.3 | 0.77 | 0.81 | 0.89 | 33.1 |
| All Vehicles | | 1924 | 14.0 | 2186 | 14.0 | 0.726 | 8.6 | LOS A | 8.7 | 241.3 | 0.67 | 0.74 | 0.73 | 33.1 |

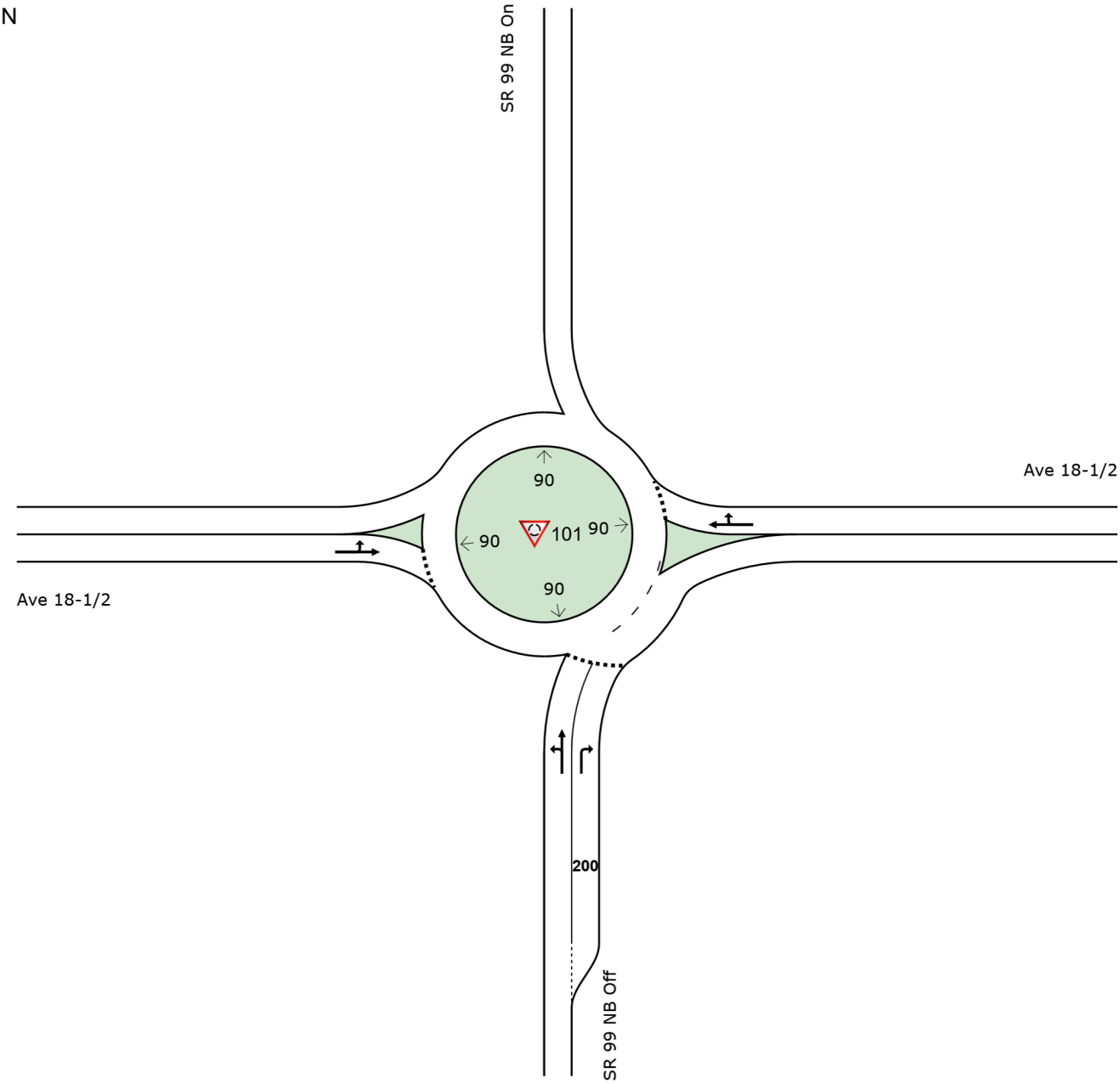
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term No Project PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term No Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term No Project PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term No Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 219 | 15.0 | 252 | 15.0 | 0.273 | 12.8 | LOS B | 1.5 | 41.7 | 0.60 | 0.77 | 0.60 | 30.4 |
| 8 | T1 | 1 | 15.0 | 1 | 15.0 | 0.273 | 7.2 | LOS A | 1.5 | 41.7 | 0.60 | 0.77 | 0.60 | 33.0 |
| 18 | R2 | 108 | 15.0 | 124 | 15.0 | 0.176 | 8.2 | LOS A | 0.8 | 23.7 | 0.59 | 0.71 | 0.59 | 34.0 |
| Approach | | 328 | 15.0 | 377 | 15.0 | 0.273 | 11.3 | LOS B | 1.5 | 41.7 | 0.59 | 0.75 | 0.59 | 31.7 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 185 | 15.0 | 213 | 15.0 | 0.444 | 10.2 | LOS B | 3.0 | 82.8 | 0.76 | 0.88 | 0.85 | 31.7 |
| 16 | R2 | 69 | 15.0 | 79 | 15.0 | 0.444 | 10.2 | LOS B | 3.0 | 82.8 | 0.76 | 0.88 | 0.85 | 33.1 |
| Approach | | 254 | 15.0 | 292 | 15.0 | 0.444 | 10.2 | LOS B | 3.0 | 82.8 | 0.76 | 0.88 | 0.85 | 32.2 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 242 | 15.0 | 278 | 15.0 | 0.307 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 34.0 |
| 2 | T1 | 153 | 15.0 | 176 | 15.0 | 0.307 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 34.3 |
| Approach | | 395 | 15.0 | 454 | 15.0 | 0.307 | 7.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 34.1 |
| All Vehicles | | 977 | 15.0 | 1123 | 15.0 | 0.444 | 9.5 | LOS A | 3.0 | 82.8 | 0.40 | 0.72 | 0.42 | 32.7 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 23 | 51 | 12 | 31 | 20 | 10 | 5 | 123 | 64 | 65 | 277 | 23 |
| Future Vol, veh/h | 23 | 51 | 12 | 31 | 20 | 10 | 5 | 123 | 64 | 65 | 277 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 26 | 58 | 14 | 35 | 23 | 11 | 6 | 140 | 73 | 74 | 315 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 638 | 699 | 328 | 679 | 676 | 176 | 341 | 0 | 0 | 213 | 0 | 0 |
| Stage 1 | 476 | 476 | - | 188 | 188 | - | - | - | - | - | - | - |
| Stage 2 | 163 | 224 | - | 491 | 489 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4.054 | 3.354 | 3.554 | 4.054 | 3.354 | 2.254 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | 384 | 359 | 704 | 360 | 370 | 857 | 1196 | - | - | 1334 | - | - |
| Stage 1 | 563 | 550 | - | 805 | 737 | - | - | - | - | - | - | - |
| Stage 2 | 830 | 711 | - | 551 | 543 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 329 | 332 | 704 | 274 | 343 | 857 | 1196 | - | - | 1334 | - | - |
| Mov Cap-2 Maneuver | 329 | 332 | - | 274 | 343 | - | - | - | - | - | - | - |
| Stage 1 | 524 | 513 | - | 801 | 733 | - | - | - | - | - | - | - |
| Stage 2 | 790 | 707 | - | 447 | 506 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.8 | 18.64 | 0.21 | 1.4 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 44 | - | - | 358 | 333 | 316 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.273 | 0.208 | 0.055 | - | - |
| HCM Ctrl Dly (s/v) | 8 | 0 | - | 18.8 | 18.6 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.1 | 0.8 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 156 | 1 | 3 | 137 | 9 | 2 | 8 | 8 | 25 | 5 | 5 |
| Future Vol, veh/h | 4 | 156 | 1 | 3 | 137 | 9 | 2 | 8 | 8 | 25 | 5 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 5 | 181 | 1 | 3 | 159 | 10 | 2 | 9 | 9 | 29 | 6 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 170 | 0 | 0 | 183 | 0 | 0 | 360 | 368 | 182 | 367 | 363 | 165 |
| Stage 1 | - | - | - | - | - | - | 191 | 191 | - | 172 | 172 | - |
| Stage 2 | - | - | - | - | - | - | 169 | 177 | - | 195 | 192 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1378 | - | - | 1363 | - | - | 586 | 553 | 848 | 580 | 557 | 867 |
| Stage 1 | - | - | - | - | - | - | 799 | 733 | - | 819 | 747 | - |
| Stage 2 | - | - | - | - | - | - | 821 | 744 | - | 795 | 732 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1378 | - | - | 1363 | - | - | 572 | 550 | 848 | 561 | 553 | 867 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 572 | 550 | - | 561 | 553 | - |
| Stage 1 | - | - | - | - | - | - | 796 | 730 | - | 816 | 745 | - |
| Stage 2 | - | - | - | - | - | - | 807 | 741 | - | 773 | 730 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.19 | 0.15 | 10.68 | 11.56 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 655 | 45 | - | - | 36 | - | - | 589 |
| HCM Lane V/C Ratio | 0.032 | 0.003 | - | - | 0.003 | - | - | 0.069 |
| HCM Ctrl Dly (s/v) | 10.7 | 7.6 | 0 | - | 7.6 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 214 | 298 | 258 | 137 | 7 |
| Future Vol, veh/h | 15 | 214 | 298 | 258 | 137 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Mvmt Flow | 18 | 252 | 351 | 304 | 161 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 654 | 0 | - | 0 | 638 | 351 |
| Stage 1 | - | - | - | - | 351 | - |
| Stage 2 | - | - | - | - | 287 | - |
| Critical Hdwy | 4.4 | - | - | - | 6.7 | 6.5 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.7 | - |
| Follow-up Hdwy | 2.47 | - | - | - | 3.77 | 3.57 |
| Pot Cap-1 Maneuver | 813 | - | - | - | 400 | 634 |
| Stage 1 | - | - | - | - | 655 | - |
| Stage 2 | - | - | - | - | 702 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 813 | - | - | - | 389 | 634 |
| Mov Cap-2 Maneuver | - | - | - | - | 389 | - |
| Stage 1 | - | - | - | - | 638 | - |
| Stage 2 | - | - | - | - | 702 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.62 | 0 | 20.66 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 118 | - | - | - | 397 |
| HCM Lane V/C Ratio | 0.022 | - | - | - | 0.427 |
| HCM Ctrl Dly (s/v) | 9.5 | 0 | - | - | 20.7 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 2.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 395 | 1 | 1 | 546 | 238 | 1 | 1 | 1 | 119 | 1 | 11 |
| Future Vol, veh/h | 6 | 395 | 1 | 1 | 546 | 238 | 1 | 1 | 1 | 119 | 1 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 7 | 434 | 1 | 1 | 600 | 262 | 1 | 1 | 1 | 131 | 1 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 862 | 0 | 0 | 435 | 0 | 0 | 1051 | 1312 | 435 | 1050 | 1051 | 600 |
| Stage 1 | - | - | - | - | - | - | 448 | 448 | - | 602 | 602 | - |
| Stage 2 | - | - | - | - | - | - | 603 | 864 | - | 448 | 448 | - |
| Critical Hdwy | 4.3 | - | - | 4.3 | - | - | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | 2.38 | - | - | 2.38 | - | - | 3.68 | 4.18 | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 709 | - | - | 1035 | - | - | 190 | 146 | 585 | 190 | 211 | 469 |
| Stage 1 | - | - | - | - | - | - | 557 | 544 | - | 457 | 461 | - |
| Stage 2 | - | - | - | - | - | - | 456 | 347 | - | 557 | 543 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 709 | - | - | 1035 | - | - | 181 | 144 | 585 | 185 | 208 | 469 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 181 | 144 | - | 185 | 208 | - |
| Stage 1 | - | - | - | - | - | - | 550 | 537 | - | 456 | 460 | - |
| Stage 2 | - | - | - | - | - | - | 443 | 347 | - | 548 | 537 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.15 | 0.01 | 22.28 | 62.29 |
| HCM LOS | | | C | F |

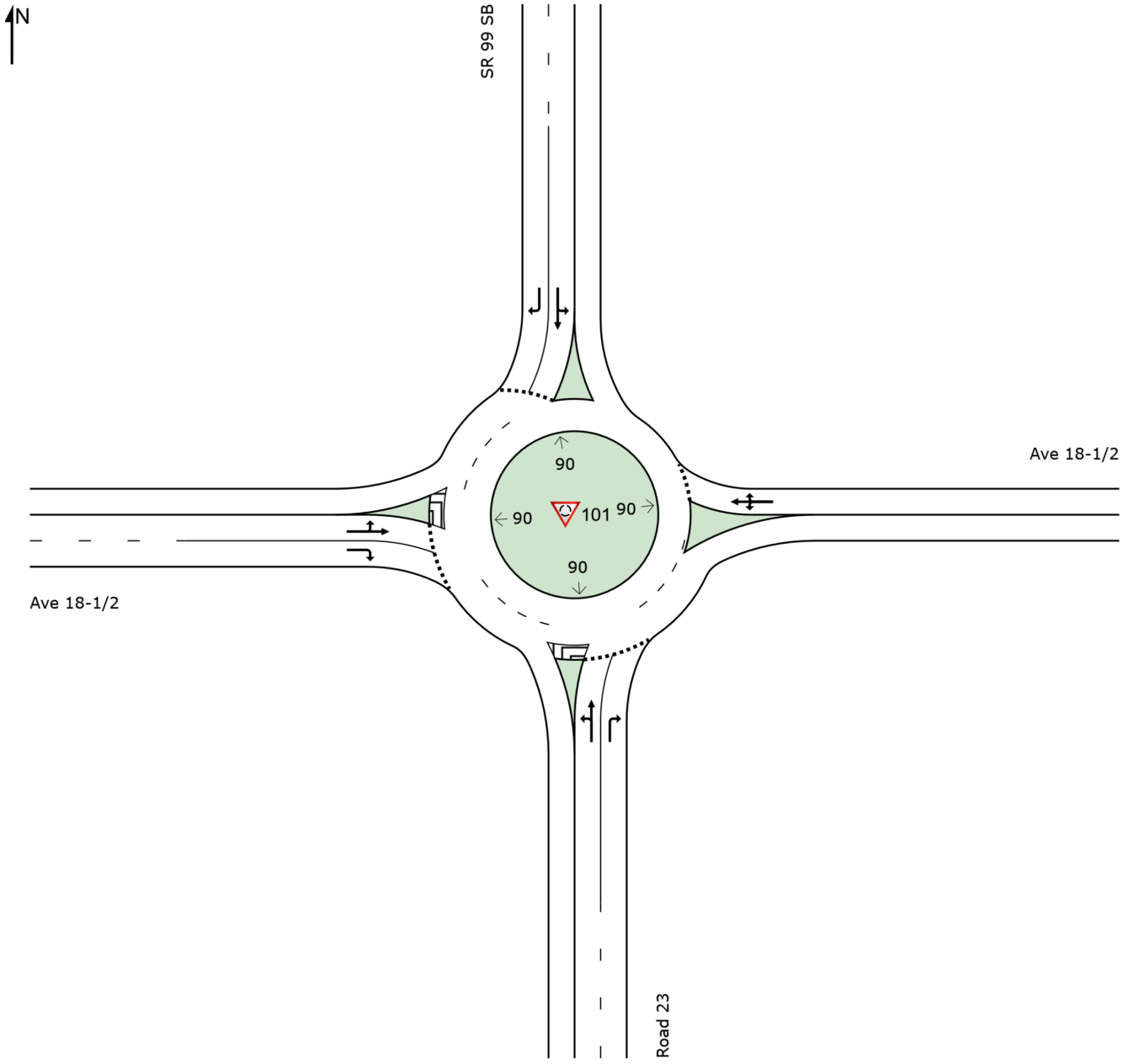
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 212 | 27 | - | - | 3 | - | - | 195 |
| HCM Lane V/C Ratio | 0.016 | 0.009 | - | - | 0.001 | - | - | 0.737 |
| HCM Ctrl Dly (s/v) | 22.3 | 10.1 | 0 | - | 8.5 | 0 | - | 62.3 |
| HCM Lane LOS | C | B | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 4.8 |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term With Project AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term With Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term With Project AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term With Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 66 | 20.0 | 74 | 20.0 | 0.142 | 15.1 | LOS C | 0.7 | 21.7 | 0.71 | 0.83 | 0.71 | 31.7 |
| 8 | T1 | 1 | 20.0 | 1 | 20.0 | 0.142 | 9.4 | LOS A | 0.7 | 21.7 | 0.71 | 0.83 | 0.71 | 32.0 |
| 18 | R2 | 142 | 20.0 | 160 | 20.0 | 0.223 | 8.5 | LOS A | 1.4 | 39.2 | 0.73 | 0.78 | 0.73 | 31.0 |
| Approach | | 209 | 20.0 | 235 | 20.0 | 0.223 | 10.6 | LOS B | 1.4 | 39.2 | 0.72 | 0.79 | 0.72 | 31.3 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 60 | 20.0 | 67 | 20.0 | 0.621 | 10.9 | LOS B | 6.3 | 182.6 | 0.51 | 0.50 | 0.51 | 33.7 |
| 6 | T1 | 460 | 20.0 | 517 | 20.0 | 0.621 | 5.2 | LOS A | 6.3 | 182.6 | 0.51 | 0.50 | 0.51 | 34.1 |
| 16 | R2 | 94 | 20.0 | 106 | 20.0 | 0.621 | 5.2 | LOS A | 6.3 | 182.6 | 0.51 | 0.50 | 0.51 | 32.7 |
| Approach | | 614 | 20.0 | 690 | 20.0 | 0.621 | 5.8 | LOS A | 6.3 | 182.6 | 0.51 | 0.50 | 0.51 | 33.8 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 56 | 20.0 | 63 | 20.0 | 0.327 | 17.2 | LOS C | 1.9 | 55.3 | 0.81 | 0.91 | 0.81 | 29.5 |
| 4 | T1 | 85 | 20.0 | 96 | 20.0 | 0.327 | 11.5 | LOS B | 1.9 | 55.3 | 0.81 | 0.91 | 0.81 | 32.4 |
| 14 | R2 | 259 | 20.0 | 291 | 20.0 | 0.454 | 11.6 | LOS B | 3.4 | 99.0 | 0.86 | 0.96 | 0.97 | 32.1 |
| Approach | | 400 | 20.0 | 449 | 20.0 | 0.454 | 12.4 | LOS B | 3.4 | 99.0 | 0.84 | 0.94 | 0.92 | 31.9 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 20.0 | 1 | 20.0 | 0.479 | 11.8 | LOS B | 3.4 | 99.1 | 0.61 | 0.59 | 0.61 | 35.0 |
| 2 | T1 | 431 | 20.0 | 484 | 20.0 | 0.479 | 6.1 | LOS A | 3.4 | 99.1 | 0.61 | 0.59 | 0.61 | 32.9 |
| 12 | R2 | 85 | 20.0 | 96 | 20.0 | 0.155 | 7.2 | LOS A | 0.8 | 21.8 | 0.52 | 0.64 | 0.52 | 34.3 |
| Approach | | 517 | 20.0 | 581 | 20.0 | 0.479 | 6.3 | LOS A | 3.4 | 99.1 | 0.59 | 0.60 | 0.59 | 33.2 |
| All Vehicles | | 1740 | 20.0 | 1955 | 20.0 | 0.621 | 8.0 | LOS A | 6.3 | 182.6 | 0.64 | 0.67 | 0.65 | 32.8 |

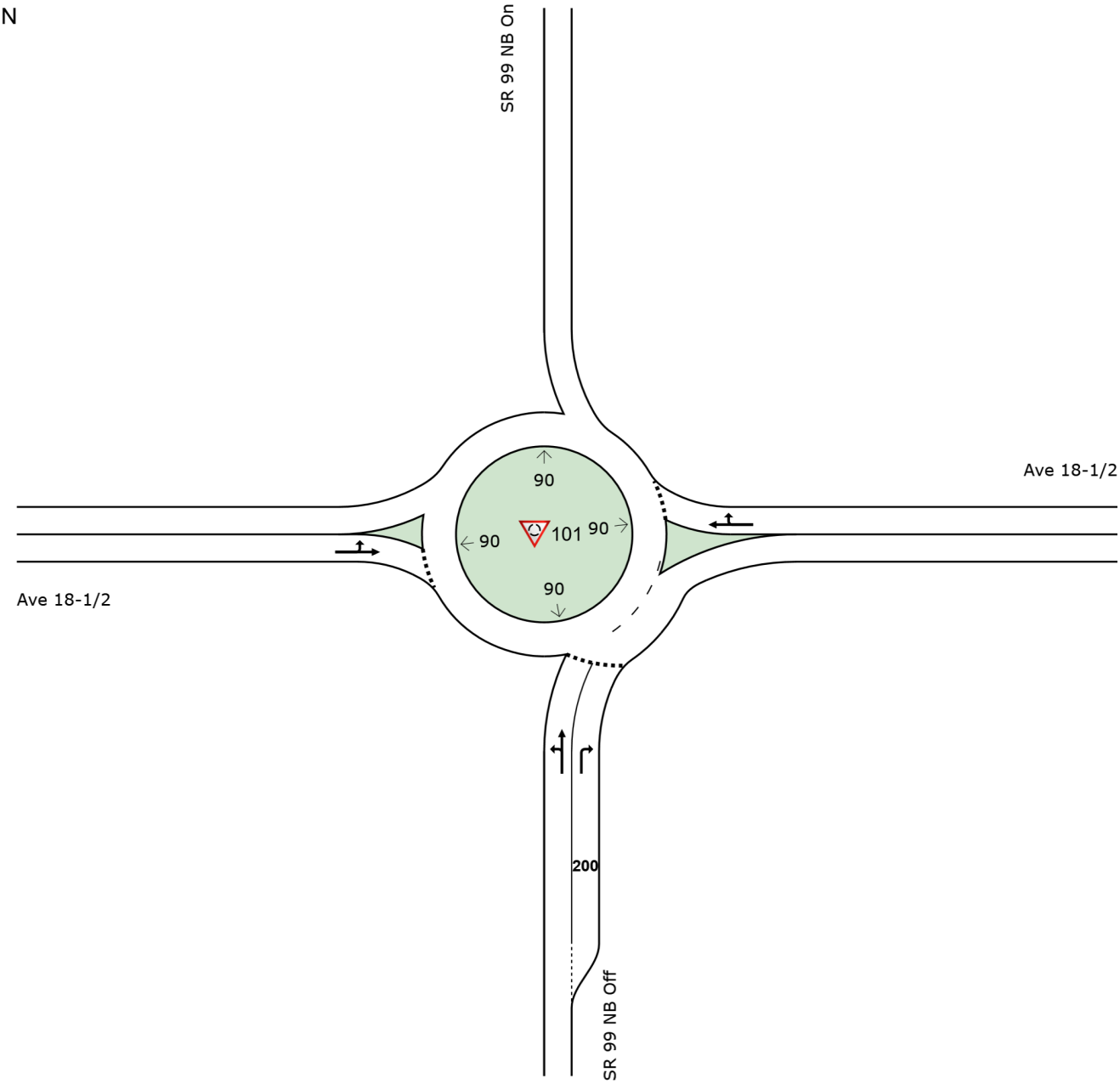
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term With Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term AM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term With Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 389 | 17.0 | 432 | 17.0 | 0.468 | 13.5 | LOS B | 3.0 | 86.6 | 0.67 | 0.82 | 0.69 | 30.0 |
| 8 | T1 | 2 | 17.0 | 2 | 17.0 | 0.468 | 7.8 | LOS A | 3.0 | 86.6 | 0.67 | 0.82 | 0.69 | 32.7 |
| 18 | R2 | 136 | 17.0 | 151 | 17.0 | 0.235 | 8.6 | LOS A | 1.1 | 32.4 | 0.60 | 0.74 | 0.60 | 33.7 |
| Approach | | 527 | 17.0 | 586 | 17.0 | 0.468 | 12.2 | LOS B | 3.0 | 86.6 | 0.65 | 0.80 | 0.67 | 31.1 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 225 | 17.0 | 250 | 17.0 | 0.674 | 19.9 | LOS C | 6.5 | 185.5 | 0.95 | 1.15 | 1.43 | 26.6 |
| 16 | R2 | 81 | 17.0 | 90 | 17.0 | 0.674 | 19.9 | LOS C | 6.5 | 185.5 | 0.95 | 1.15 | 1.43 | 29.0 |
| Approach | | 306 | 17.0 | 340 | 17.0 | 0.674 | 19.9 | LOS C | 6.5 | 185.5 | 0.95 | 1.15 | 1.43 | 27.4 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 238 | 17.0 | 264 | 17.0 | 0.283 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.60 | 0.00 | 33.8 |
| 2 | T1 | 133 | 17.0 | 148 | 17.0 | 0.283 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.60 | 0.00 | 34.1 |
| Approach | | 371 | 17.0 | 412 | 17.0 | 0.283 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.60 | 0.00 | 33.9 |
| All Vehicles | | 1204 | 17.0 | 1338 | 17.0 | 0.674 | 12.8 | LOS B | 6.5 | 185.5 | 0.52 | 0.83 | 0.66 | 30.7 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 19 | 24 | 9 | 57 | 20 | 3 | 9 | 219 | 50 | 16 | 126 | 11 |
| Future Vol, veh/h | 19 | 24 | 9 | 57 | 20 | 3 | 9 | 219 | 50 | 16 | 126 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Mvmt Flow | 24 | 30 | 11 | 71 | 25 | 4 | 11 | 274 | 63 | 20 | 158 | 14 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 513 | 563 | 164 | 540 | 539 | 305 | 171 | 0 | 0 | 336 | 0 | 0 |
| Stage 1 | 204 | 204 | - | 328 | 328 | - | - | - | - | - | - | - |
| Stage 2 | 309 | 359 | - | 213 | 211 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.22 | 6.62 | 6.32 | 7.22 | 6.62 | 6.32 | 4.22 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 4.108 | 3.408 | 3.608 | 4.108 | 3.408 | 2.308 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | 456 | 422 | 855 | 437 | 436 | 712 | 1347 | - | - | 1169 | - | - |
| Stage 1 | 775 | 714 | - | 665 | 630 | - | - | - | - | - | - | - |
| Stage 2 | 680 | 610 | - | 767 | 709 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 415 | 409 | 855 | 389 | 423 | 712 | 1347 | - | - | 1169 | - | - |
| Mov Cap-2 Maneuver | 415 | 409 | - | 389 | 423 | - | - | - | - | - | - | - |
| Stage 1 | 760 | 701 | - | 658 | 623 | - | - | - | - | - | - | - |
| Stage 2 | 643 | 604 | - | 711 | 696 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.29 | 16.81 | 0.25 | 0.85 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 56 | - | - | 453 | 404 | 185 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.144 | 0.247 | 0.017 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | - | 14.3 | 16.8 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 1 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 3 | 160 | 1 | 11 | 131 | 11 | 6 | 8 | 4 | 90 | 14 | 6 |
| Future Vol, veh/h | 3 | 160 | 1 | 11 | 131 | 11 | 6 | 8 | 4 | 90 | 14 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 4 | 205 | 1 | 14 | 168 | 14 | 8 | 10 | 5 | 115 | 18 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 182 | 0 | 0 | 206 | 0 | 0 | 419 | 424 | 206 | 421 | 417 | 175 |
| Stage 1 | - | - | - | - | - | - | 213 | 213 | - | 203 | 203 | - |
| Stage 2 | - | - | - | - | - | - | 205 | 210 | - | 218 | 214 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1363 | - | - | 1336 | - | - | 536 | 514 | 822 | 534 | 519 | 856 |
| Stage 1 | - | - | - | - | - | - | 777 | 717 | - | 787 | 724 | - |
| Stage 2 | - | - | - | - | - | - | 785 | 719 | - | 773 | 716 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1363 | - | - | 1336 | - | - | 505 | 507 | 822 | 512 | 511 | 856 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 505 | 507 | - | 512 | 511 | - |
| Stage 1 | - | - | - | - | - | - | 775 | 714 | - | 778 | 716 | - |
| Stage 2 | - | - | - | - | - | - | 750 | 710 | - | 755 | 714 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.14 | 0.56 | 11.79 | 14.39 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 553 | 33 | - | - | 127 | - | - | 524 |
| HCM Lane V/C Ratio | 0.042 | 0.003 | - | - | 0.011 | - | - | 0.269 |
| HCM Ctrl Dly (s/v) | 11.8 | 7.6 | 0 | - | 7.7 | 0 | - | 14.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 92.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 371 | 200 | 145 | 487 | 22 |
| Future Vol, veh/h | 6 | 371 | 200 | 145 | 487 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Mvmt Flow | 7 | 417 | 225 | 163 | 547 | 25 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 388 | 0 | - | 0 | 655 | 225 |
| Stage 1 | - | - | - | - | 225 | - |
| Stage 2 | - | - | - | - | 430 | - |
| Critical Hdwy | 4.32 | - | - | - | 6.62 | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 | - |
| Follow-up Hdwy | 2.398 | - | - | - | 3.698 | 3.498 |
| Pot Cap-1 Maneuver | 1070 | - | - | - | ~ 401 | 767 |
| Stage 1 | - | - | - | - | 768 | - |
| Stage 2 | - | - | - | - | 615 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1070 | - | - | - | ~ 398 | 767 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 398 | - |
| Stage 1 | - | - | - | - | 761 | - |
| Stage 2 | - | - | - | - | 615 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.13 | 0 | 224.19 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 29 | - | - | - | 406 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 1.408 |
| HCM Ctrl Dly (s/v) | 8.4 | 0 | - | - | 224.2 |
| HCM Lane LOS | A | A | - | - | F |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 28.3 |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 100.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 951 | 1 | 1 | 347 | 156 | 1 | 1 | 1 | 195 | 1 | 10 |
| Future Vol, veh/h | 8 | 951 | 1 | 1 | 347 | 156 | 1 | 1 | 1 | 195 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 9 | 1093 | 1 | 1 | 399 | 179 | 1 | 1 | 1 | 224 | 1 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 578 | 0 | 0 | 1094 | 0 | 0 | 1514 | 1693 | 1094 | 1513 | 1514 | 399 |
| Stage 1 | - | - | - | - | - | - | 1112 | 1112 | - | 401 | 401 | - |
| Stage 2 | - | - | - | - | - | - | 402 | 580 | - | 1112 | 1113 | - |
| Critical Hdwy | 4.25 | - | - | 4.25 | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | 2.335 | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 934 | - | - | 592 | - | - | 92 | 87 | 245 | ~ 92 | 112 | 624 |
| Stage 1 | - | - | - | - | - | - | 239 | 269 | - | 600 | 579 | - |
| Stage 2 | - | - | - | - | - | - | 600 | 480 | - | 239 | 269 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 934 | - | - | 592 | - | - | 87 | 84 | 245 | ~ 88 | 109 | 624 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 87 | 84 | - | ~ 88 | 109 | - |
| Stage 1 | - | - | - | - | - | - | 233 | 262 | - | 598 | 577 | - |
| Stage 2 | - | - | - | - | - | - | 586 | 478 | - | 231 | 262 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0.02 | 39.08 | $ 818.09 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 109 | 15 | - | - | 5 | - | - | 91 |
| HCM Lane V/C Ratio | 0.032 | 0.01 | - | - | 0.002 | - | - | 2.588 |
| HCM Ctrl Dly (s/v) | 39.1 | 8.9 | 0 | - | 11.1 | 0 | - | $ 818.1 |
| HCM Lane LOS | E | A | A | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 22.2 |

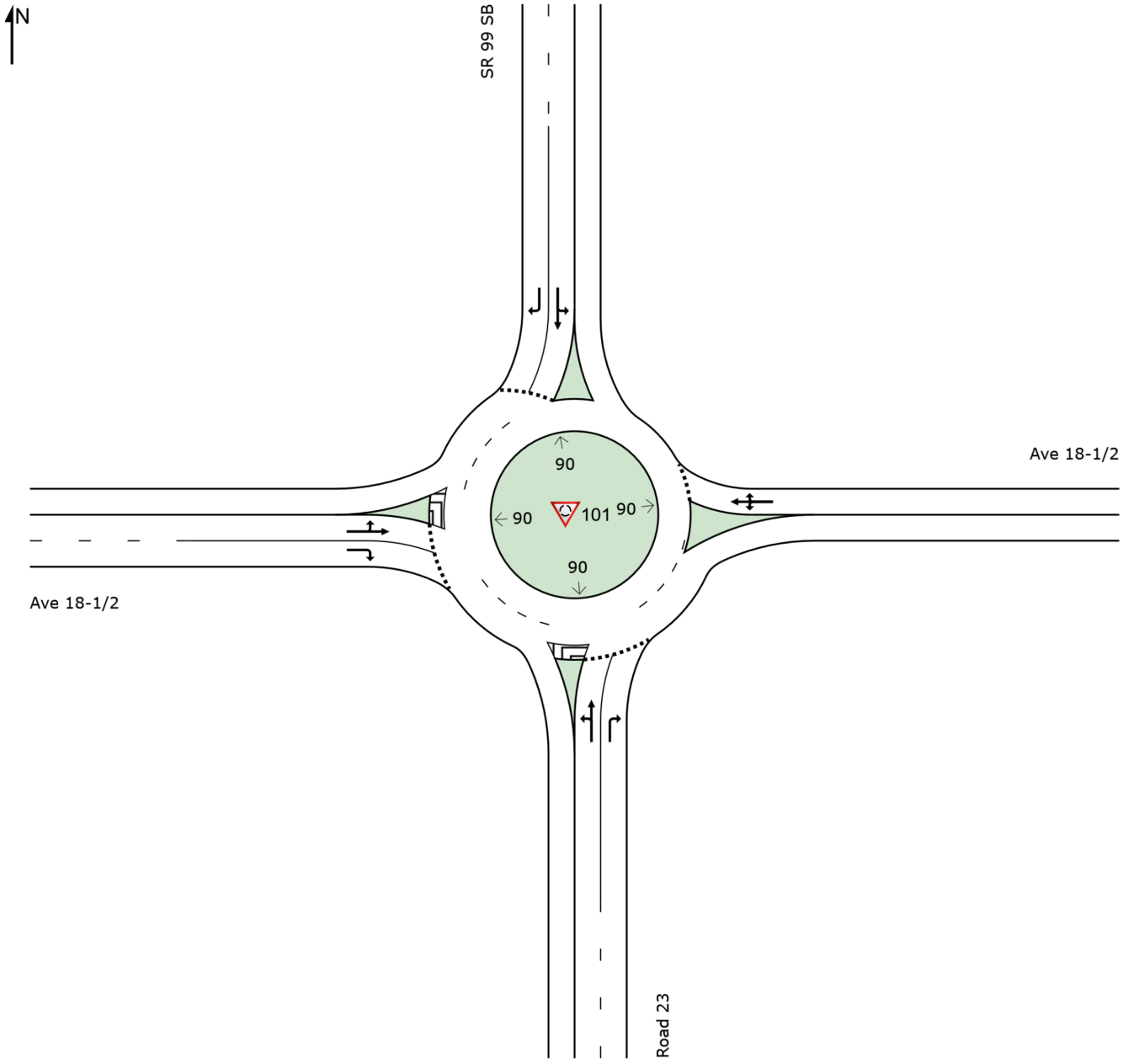
| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term With Project PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term With Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (Near Term With Project PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 SB Near-Term With Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 62 | 14.0 | 70 | 14.0 | 0.304 | 23.6 | LOS C | 2.0 | 55.2 | 0.97 | 0.99 | 0.97 | 28.6 |
| 8 | T1 | 1 | 14.0 | 1 | 14.0 | 0.304 | 17.9 | LOS C | 2.0 | 55.2 | 0.97 | 0.99 | 0.97 | 28.7 |
| 18 | R2 | 154 | 14.0 | 175 | 14.0 | 0.522 | 22.2 | LOS C | 4.7 | 131.7 | 1.00 | 1.09 | 1.24 | 24.8 |
| Approach | | 217 | 14.0 | 247 | 14.0 | 0.522 | 22.6 | LOS C | 4.7 | 131.7 | 0.99 | 1.06 | 1.17 | 26.1 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 90 | 14.0 | 102 | 14.0 | 0.453 | 10.4 | LOS B | 3.8 | 105.9 | 0.40 | 0.49 | 0.40 | 34.2 |
| 6 | T1 | 286 | 14.0 | 325 | 14.0 | 0.453 | 4.8 | LOS A | 3.8 | 105.9 | 0.40 | 0.49 | 0.40 | 34.4 |
| 16 | R2 | 87 | 14.0 | 99 | 14.0 | 0.453 | 4.8 | LOS A | 3.8 | 105.9 | 0.40 | 0.49 | 0.40 | 33.1 |
| Approach | | 463 | 14.0 | 526 | 14.0 | 0.453 | 5.9 | LOS A | 3.8 | 105.9 | 0.40 | 0.49 | 0.40 | 34.1 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 68 | 14.0 | 77 | 14.0 | 0.236 | 13.0 | LOS B | 1.4 | 38.3 | 0.65 | 0.74 | 0.65 | 32.0 |
| 4 | T1 | 111 | 14.0 | 126 | 14.0 | 0.236 | 7.3 | LOS A | 1.4 | 38.3 | 0.65 | 0.74 | 0.65 | 34.4 |
| 14 | R2 | 159 | 14.0 | 181 | 14.0 | 0.248 | 8.2 | LOS A | 1.4 | 38.4 | 0.67 | 0.75 | 0.67 | 34.0 |
| Approach | | 338 | 14.0 | 384 | 14.0 | 0.248 | 8.9 | LOS A | 1.4 | 38.4 | 0.66 | 0.74 | 0.66 | 33.8 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 14.0 | 1 | 14.0 | 0.895 | 21.5 | LOS C | 18.7 | 518.5 | 1.00 | 1.11 | 1.53 | 31.4 |
| 2 | T1 | 815 | 14.0 | 926 | 14.0 | 0.895 | 15.8 | LOS C | 18.7 | 518.5 | 1.00 | 1.11 | 1.53 | 28.7 |
| 12 | R2 | 339 | 14.0 | 385 | 14.0 | 0.514 | 8.5 | LOS A | 3.7 | 102.2 | 0.70 | 0.78 | 0.75 | 33.8 |
| Approach | | 1155 | 14.0 | 1313 | 14.0 | 0.895 | 13.7 | LOS B | 18.7 | 518.5 | 0.91 | 1.01 | 1.30 | 30.4 |
| All Vehicles | | 2173 | 14.0 | 2469 | 14.0 | 0.895 | 12.1 | LOS B | 18.7 | 518.5 | 0.77 | 0.87 | 1.00 | 31.1 |

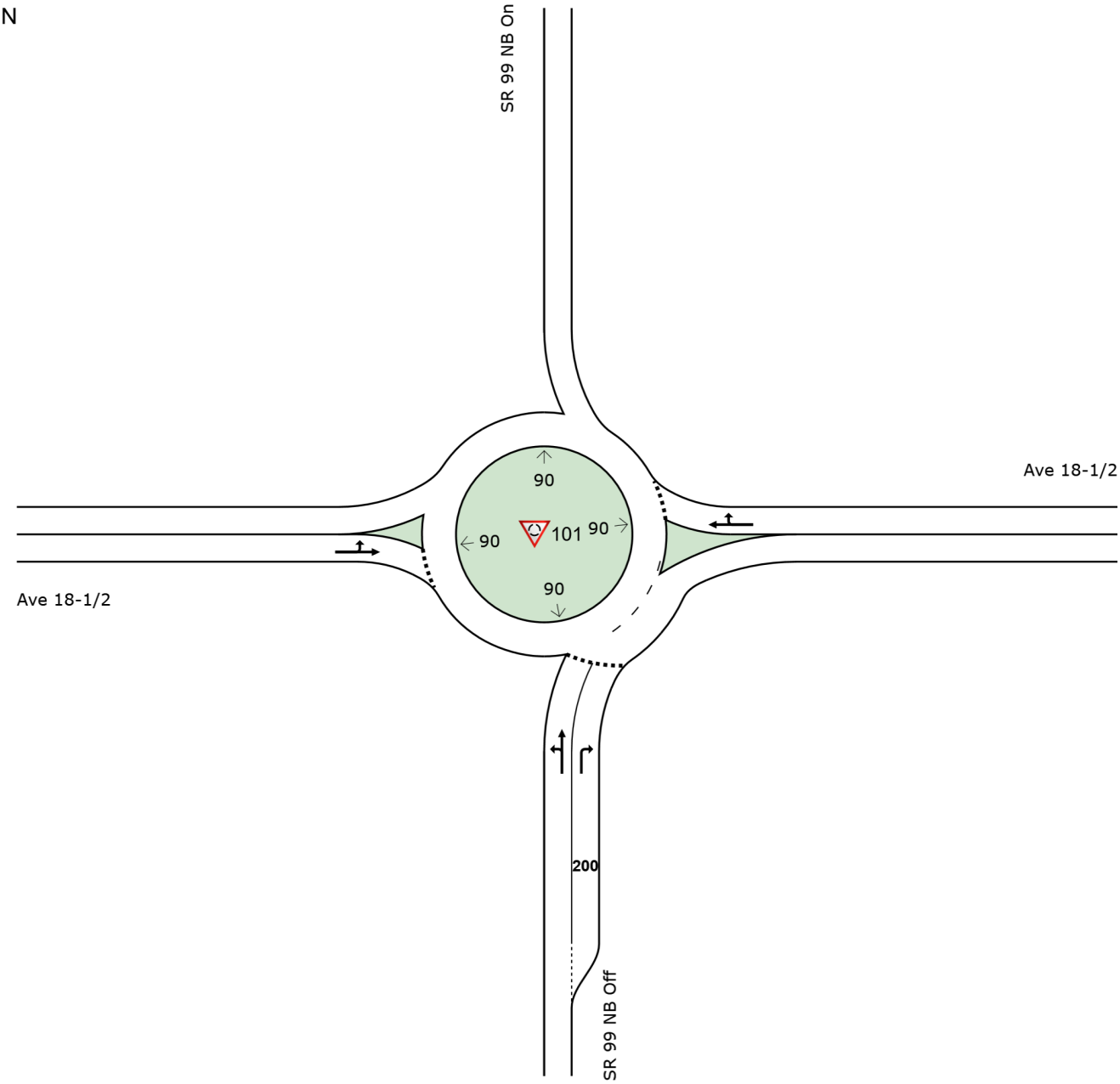
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term With Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (Near Term PM) (Site Folder: General)]

Ave 18-1/2 - SR 99 NB Near Term With Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 260 | 15.0 | 299 | 15.0 | 0.345 | 13.8 | LOS B | 2.0 | 56.2 | 0.67 | 0.82 | 0.67 | 29.9 |
| 8 | T1 | 1 | 15.0 | 1 | 15.0 | 0.345 | 8.1 | LOS A | 2.0 | 56.2 | 0.67 | 0.82 | 0.67 | 32.6 |
| 18 | R2 | 108 | 15.0 | 124 | 15.0 | 0.198 | 9.4 | LOS A | 1.0 | 27.1 | 0.64 | 0.76 | 0.64 | 33.3 |
| Approach | | 369 | 15.0 | 424 | 15.0 | 0.345 | 12.5 | LOS B | 2.0 | 56.2 | 0.66 | 0.80 | 0.66 | 31.0 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 190 | 15.0 | 218 | 15.0 | 0.521 | 13.7 | LOS B | 4.0 | 111.7 | 0.85 | 1.00 | 1.07 | 29.7 |
| 16 | R2 | 69 | 15.0 | 79 | 15.0 | 0.521 | 13.7 | LOS B | 4.0 | 111.7 | 0.85 | 1.00 | 1.07 | 31.5 |
| Approach | | 259 | 15.0 | 298 | 15.0 | 0.521 | 13.7 | LOS B | 4.0 | 111.7 | 0.85 | 1.00 | 1.07 | 30.3 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 307 | 15.0 | 353 | 15.0 | 0.364 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.60 | 0.00 | 33.9 |
| 2 | T1 | 162 | 15.0 | 186 | 15.0 | 0.364 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.60 | 0.00 | 34.1 |
| Approach | | 469 | 15.0 | 539 | 15.0 | 0.364 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.60 | 0.00 | 34.0 |
| All Vehicles | | 1097 | 15.0 | 1261 | 15.0 | 0.521 | 10.8 | LOS B | 4.0 | 111.7 | 0.42 | 0.76 | 0.48 | 32.0 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 23 | 51 | 12 | 31 | 20 | 10 | 5 | 127 | 64 | 65 | 286 | 23 |
| Future Vol, veh/h | 23 | 51 | 12 | 31 | 20 | 10 | 5 | 127 | 64 | 65 | 286 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 26 | 58 | 14 | 35 | 23 | 11 | 6 | 144 | 73 | 74 | 325 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 653 | 714 | 338 | 694 | 691 | 181 | 351 | 0 | 0 | 217 | 0 | 0 |
| Stage 1 | 486 | 486 | - | 192 | 192 | - | - | - | - | - | - | - |
| Stage 2 | 167 | 228 | - | 502 | 499 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4.054 | 3.354 | 3.554 | 4.054 | 3.354 | 2.254 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | 375 | 352 | 695 | 352 | 363 | 852 | 1186 | - | - | 1329 | - | - |
| Stage 1 | 555 | 544 | - | 801 | 734 | - | - | - | - | - | - | - |
| Stage 2 | 826 | 708 | - | 544 | 537 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 321 | 326 | 695 | 266 | 336 | 852 | 1186 | - | - | 1329 | - | - |
| Mov Cap-2 Maneuver | 321 | 326 | - | 266 | 336 | - | - | - | - | - | - | - |
| Stage 1 | 517 | 507 | - | 796 | 730 | - | - | - | - | - | - | - |
| Stage 2 | 785 | 704 | - | 440 | 500 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.21 | 19.06 | 0.21 | 1.37 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 43 | - | - | 350 | 325 | 308 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.279 | 0.213 | 0.056 | - | - |
| HCM Ctrl Dly (s/v) | 8.1 | 0 | - | 19.2 | 19.1 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.1 | 0.8 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 1 | 179 | 1 | 2 | 163 | 1 | 2 | 4 | 4 | 10 | 1 | 5 |
| Future Vol, veh/h | 1 | 179 | 1 | 2 | 163 | 1 | 2 | 4 | 4 | 10 | 1 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 1 | 195 | 1 | 2 | 177 | 1 | 2 | 4 | 4 | 11 | 1 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 178 | 0 | 0 | 196 | 0 | 0 | 379 | 380 | 195 | 381 | 380 | 178 |
| Stage 1 | - | - | - | - | - | - | 197 | 197 | - | 182 | 182 | - |
| Stage 2 | - | - | - | - | - | - | 182 | 183 | - | 199 | 198 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1368 | - | - | 1348 | - | - | 569 | 545 | 834 | 568 | 545 | 853 |
| Stage 1 | - | - | - | - | - | - | 793 | 728 | - | 808 | 740 | - |
| Stage 2 | - | - | - | - | - | - | 808 | 739 | - | 792 | 728 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1368 | - | - | 1348 | - | - | 563 | 543 | 834 | 559 | 543 | 853 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 563 | 543 | - | 559 | 543 | - |
| Stage 1 | - | - | - | - | - | - | 792 | 728 | - | 807 | 738 | - |
| Stage 2 | - | - | - | - | - | - | 800 | 738 | - | 782 | 727 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.04 | 0.09 | 10.76 | 10.92 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 636 | 10 | - | - | 22 | - | - | 625 |
| HCM Lane V/C Ratio | 0.017 | 0.001 | - | - | 0.002 | - | - | 0.028 |
| HCM Ctrl Dly (s/v) | 10.8 | 7.6 | 0 | - | 7.7 | 0 | - | 10.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 216 | 235 | 276 | 159 | 8 |
| Future Vol, veh/h | 15 | 216 | 235 | 276 | 159 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Mvmt Flow | 16 | 235 | 255 | 300 | 173 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 555 | 0 | - | 0 | 523 | 255 |
| Stage 1 | - | - | - | - | 255 | - |
| Stage 2 | - | - | - | - | 267 | - |
| Critical Hdwy | 4.4 | - | - | - | 6.7 | 6.5 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.7 | - |
| Follow-up Hdwy | 2.47 | - | - | - | 3.77 | 3.57 |
| Pot Cap-1 Maneuver | 889 | - | - | - | 469 | 720 |
| Stage 1 | - | - | - | - | 726 | - |
| Stage 2 | - | - | - | - | 717 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 889 | - | - | - | 459 | 720 |
| Mov Cap-2 Maneuver | - | - | - | - | 459 | - |
| Stage 1 | - | - | - | - | 711 | - |
| Stage 2 | - | - | - | - | 717 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.59 | 0 | 17.53 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 117 | - | - | - | 467 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.389 |
| HCM Ctrl Dly (s/v) | 9.1 | 0 | - | - | 17.5 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 430 | 1 | 1 | 499 | 277 | 1 | 1 | 1 | 144 | 1 | 14 |
| Future Vol, veh/h | 7 | 430 | 1 | 1 | 499 | 277 | 1 | 1 | 1 | 144 | 1 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 8 | 467 | 1 | 1 | 542 | 301 | 1 | 1 | 1 | 157 | 1 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 843 | 0 | 0 | 468 | 0 | 0 | 1028 | 1329 | 468 | 1028 | 1028 | 542 |
| Stage 1 | - | - | - | - | - | - | 483 | 483 | - | 545 | 545 | - |
| Stage 2 | - | - | - | - | - | - | 545 | 846 | - | 483 | 484 | - |
| Critical Hdwy | 4.3 | - | - | 4.3 | - | - | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | 2.38 | - | - | 2.38 | - | - | 3.68 | 4.18 | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 721 | - | - | 1005 | - | - | 196 | 143 | 560 | 197 | 218 | 507 |
| Stage 1 | - | - | - | - | - | - | 532 | 524 | - | 492 | 491 | - |
| Stage 2 | - | - | - | - | - | - | 492 | 354 | - | 532 | 523 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 721 | - | - | 1005 | - | - | 187 | 140 | 560 | 192 | 214 | 507 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 187 | 140 | - | 192 | 214 | - |
| Stage 1 | - | - | - | - | - | - | 525 | 516 | - | 491 | 490 | - |
| Stage 2 | - | - | - | - | - | - | 475 | 354 | - | 523 | 516 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.16 | 0.01 | 22.41 | 78.42 |
| HCM LOS | | | C | F |

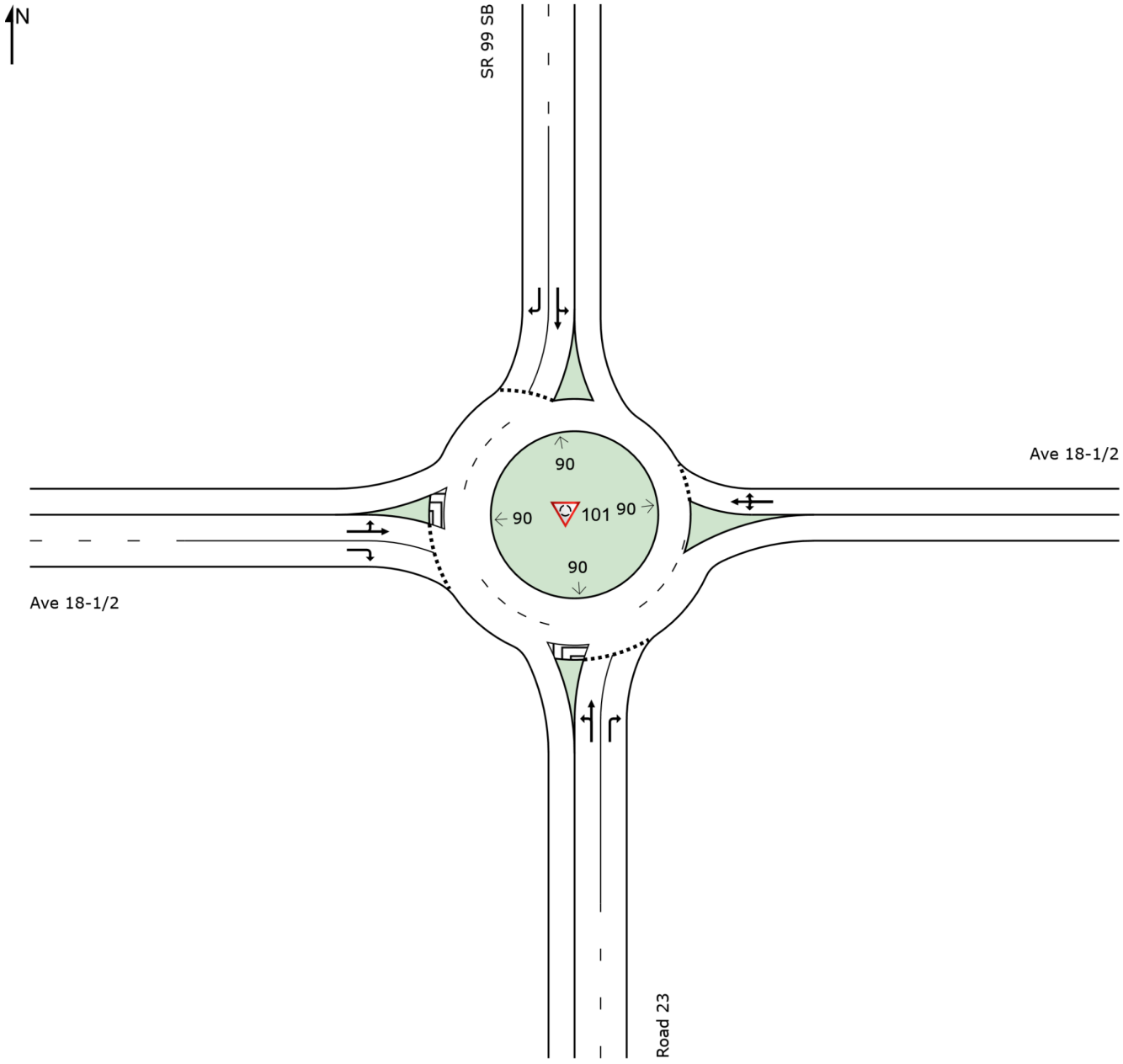
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 210 | 29 | - | - | 4 | - | - | 203 |
| HCM Lane V/C Ratio | 0.016 | 0.011 | - | - | 0.001 | - | - | 0.852 |
| HCM Ctrl Dly (s/v) | 22.4 | 10 | 0 | - | 8.6 | 0 | - | 78.4 |
| HCM Lane LOS | C | B | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 6.4 |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 No Project AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 No Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 No Project AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 No Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 139 | 20.0 | 151 | 20.0 | 0.397 | 20.1 | LOS C | 2.6 | 74.2 | 0.88 | 0.99 | 0.97 | 29.7 |
| 8 | T1 | 1 | 20.0 | 1 | 20.0 | 0.397 | 14.4 | LOS B | 2.6 | 74.2 | 0.88 | 0.99 | 0.97 | 29.9 |
| 18 | R2 | 752 | 20.0 | 817 | 20.0 | 1.366 | 187.7 | LOS F | 87.8 | 2544.9 | 1.00 | 3.58 | 7.39 | 6.9 |
| Approach | | 892 | 20.0 | 970 | 20.0 | 1.366 | 161.4 | LOS F | 87.8 | 2544.9 | 0.98 | 3.17 | 6.39 | 8.2 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 69 | 20.0 | 75 | 20.0 | 0.654 | 12.0 | LOS B | 6.5 | 189.1 | 0.71 | 0.64 | 0.72 | 33.0 |
| 6 | T1 | 424 | 20.0 | 461 | 20.0 | 0.654 | 6.4 | LOS A | 6.5 | 189.1 | 0.71 | 0.64 | 0.72 | 33.3 |
| 16 | R2 | 106 | 20.0 | 115 | 20.0 | 0.654 | 6.4 | LOS A | 6.5 | 189.1 | 0.71 | 0.64 | 0.72 | 32.0 |
| Approach | | 599 | 20.0 | 651 | 20.0 | 0.654 | 7.0 | LOS A | 6.5 | 189.1 | 0.71 | 0.64 | 0.72 | 33.0 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 198 | 20.0 | 215 | 20.0 | 0.850 | 32.4 | LOS D | 14.0 | 406.1 | 1.00 | 1.40 | 1.98 | 23.2 |
| 4 | T1 | 308 | 20.0 | 335 | 20.0 | 0.850 | 26.8 | LOS D | 14.0 | 406.1 | 1.00 | 1.40 | 1.98 | 26.7 |
| 14 | R2 | 215 | 20.0 | 234 | 20.0 | 0.504 | 15.5 | LOS C | 3.8 | 109.5 | 0.89 | 1.03 | 1.11 | 30.4 |
| Approach | | 721 | 20.0 | 784 | 20.0 | 0.850 | 25.0 | LOS C | 14.0 | 406.1 | 0.97 | 1.29 | 1.72 | 26.9 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 20.0 | 1 | 20.0 | 0.775 | 24.7 | LOS C | 10.3 | 300.0 | 1.00 | 1.23 | 1.57 | 29.9 |
| 2 | T1 | 452 | 20.0 | 491 | 20.0 | 0.775 | 19.1 | LOS C | 10.3 | 300.0 | 1.00 | 1.23 | 1.57 | 26.9 |
| 12 | R2 | 123 | 20.0 | 134 | 20.0 | 0.324 | 11.6 | LOS B | 2.0 | 56.6 | 0.84 | 0.92 | 0.84 | 32.2 |
| Approach | | 576 | 20.0 | 626 | 20.0 | 0.775 | 17.5 | LOS C | 10.3 | 300.0 | 0.97 | 1.17 | 1.41 | 28.1 |
| All Vehicles | | 2788 | 20.0 | 3030 | 20.0 | 1.366 | 63.2 | LOS F | 87.8 | 2544.9 | 0.92 | 1.73 | 2.93 | 16.4 |

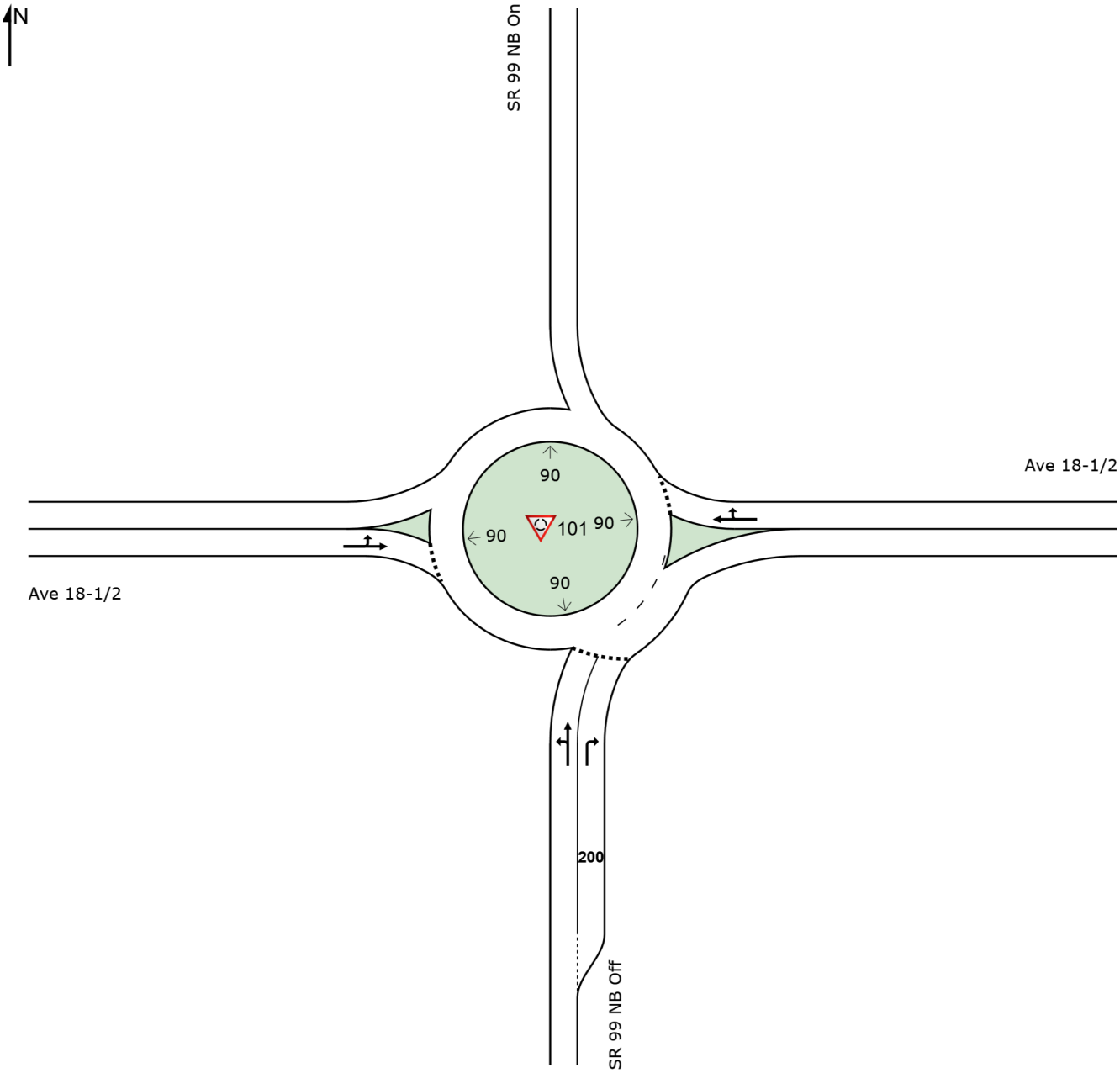
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 No Project AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 No Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 No Project AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 No Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 350 | 17.0 | 380 | 17.0 | 1.518 | 313.8 | LOS F | 58.0 | 1647.9 | 1.00 | 2.84 | 6.29 | 4.6 |
| 8 | T1 | 2 | 17.0 | 2 | 17.0 | 1.518 | 308.2 | LOS F | 58.0 | 1647.9 | 1.00 | 2.84 | 6.29 | 6.1 |
| 18 | R2 | 428 | 17.0 | 465 | 17.0 | 1.291 | 215.7 | LOS F | 55.2 | 1566.7 | 1.00 | 2.85 | 5.89 | 7.9 |
| Approach | | 780 | 17.0 | 848 | 17.0 | 1.518 | 260.0 | LOS F | 58.0 | 1647.9 | 1.00 | 2.85 | 6.07 | 6.2 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 305 | 17.0 | 332 | 17.0 | 1.638 | 341.2 | LOS F | 73.0 | 2072.4 | 1.00 | 3.14 | 7.03 | 4.2 |
| 16 | R2 | 115 | 17.0 | 125 | 17.0 | 1.638 | 341.1 | LOS F | 73.0 | 2072.4 | 1.00 | 3.14 | 7.03 | 5.5 |
| Approach | | 420 | 17.0 | 457 | 17.0 | 1.638 | 341.2 | LOS F | 73.0 | 2072.4 | 1.00 | 3.14 | 7.03 | 4.5 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 835 | 17.0 | 908 | 17.0 | 0.826 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.5 |
| 2 | T1 | 293 | 17.0 | 318 | 17.0 | 0.826 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.8 |
| Approach | | 1128 | 17.0 | 1226 | 17.0 | 0.826 | 8.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.6 |
| All Vehicles | | 2328 | 17.0 | 2530 | 17.0 | 1.638 | 152.7 | LOS F | 73.0 | 2072.4 | 0.52 | 1.82 | 3.30 | 8.9 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 178 | 484 | 33 | 492 | 134 | 4 | 54 | 1002 | 990 | 20 | 445 | 53 |
| Future Vol, veh/h | 178 | 484 | 33 | 492 | 134 | 4 | 54 | 1002 | 990 | 20 | 445 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Mvmt Flow | 193 | 526 | 36 | 535 | 146 | 4 | 59 | 1089 | 1076 | 22 | 484 | 58 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1835 | 2839 | 513 | 2535 | 2329 | 1627 | 541 | 0 | 0 | 2165 | 0 | 0 |
| Stage 1 | 556 | 556 | - | 1745 | 1745 | - | - | - | - | - | - | - |
| Stage 2 | 1279 | 2283 | - | 790 | 585 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.22 | 6.62 | 6.32 | 7.22 | 6.62 | 6.32 | 4.22 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 4.108 | 3.408 | 3.608 | 4.108 | 3.408 | 2.308 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | ~ 55 | ~ 16 | 542 | ~ 17 | ~ 35 | 119 | 979 | - | - | 228 | - | - |
| Stage 1 | 498 | ~ 497 | - | ~ 104 | ~ 133 | - | - | - | - | - | - | - |
| Stage 2 | 194 | ~ 70 | - | ~ 369 | 482 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 14 | 542 | - | ~ 30 | 119 | 979 | - | - | 228 | - | - |
| Mov Cap-2 Maneuver | - | ~ 14 | - | - | ~ 30 | - | - | - | - | - | - | - |
| Stage 1 | 429 | ~ 428 | - | ~ 104 | ~ 133 | - | - | - | - | - | - | - |
| Stage 2 | - | ~ 70 | - | - | 416 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 0.24 | 0.87 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | ~ 43 | - | - | - | - | 68 | - | - |
| HCM Lane V/C Ratio | 0.06 | - | - | - | - | 0.095 | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | 0 | - | - | - | 22.4 | 0 | - |
| HCM Lane LOS | A | A | - | - | - | C | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | - | 0.3 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 188 | 1 | 7 | 145 | 4 | 7 | 5 | 4 | 50 | 11 | 5 |
| Future Vol, veh/h | 2 | 188 | 1 | 7 | 145 | 4 | 7 | 5 | 4 | 50 | 11 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 2 | 204 | 1 | 8 | 158 | 4 | 8 | 5 | 4 | 54 | 12 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 162 | 0 | 0 | 205 | 0 | 0 | 388 | 386 | 205 | 386 | 385 | 160 |
| Stage 1 | - | - | - | - | - | - | 209 | 209 | - | 175 | 175 | - |
| Stage 2 | - | - | - | - | - | - | 179 | 177 | - | 211 | 210 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1387 | - | - | 1337 | - | - | 562 | 540 | 823 | 563 | 541 | 872 |
| Stage 1 | - | - | - | - | - | - | 782 | 720 | - | 815 | 745 | - |
| Stage 2 | - | - | - | - | - | - | 811 | 743 | - | 779 | 719 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1387 | - | - | 1337 | - | - | 542 | 536 | 823 | 550 | 537 | 872 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 542 | 536 | - | 550 | 537 | - |
| Stage 1 | - | - | - | - | - | - | 780 | 718 | - | 810 | 740 | - |
| Stage 2 | - | - | - | - | - | - | 788 | 739 | - | 768 | 718 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.08 | 0.35 | 11.29 | 12.32 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 590 | 19 | - | - | 80 | - | - | 564 |
| HCM Lane V/C Ratio | 0.029 | 0.002 | - | - | 0.006 | - | - | 0.127 |
| HCM Ctrl Dly (s/v) | 11.3 | 7.6 | 0 | - | 7.7 | 0 | - | 12.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 111.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 340 | 206 | 162 | 561 | 24 |
| Future Vol, veh/h | 6 | 340 | 206 | 162 | 561 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Mvmt Flow | 7 | 370 | 224 | 176 | 610 | 26 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 400 | 0 | - | 0 | 607 | 224 |
| Stage 1 | - | - | - | - | 224 | - |
| Stage 2 | - | - | - | - | 383 | - |
| Critical Hdwy | 4.32 | - | - | - | 6.62 | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 | - |
| Follow-up Hdwy | 2.398 | - | - | - | 3.698 | 3.498 |
| Pot Cap-1 Maneuver | 1058 | - | - | - | ~ 429 | 768 |
| Stage 1 | - | - | - | - | 768 | - |
| Stage 2 | - | - | - | - | 648 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1058 | - | - | - | ~ 425 | 768 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 425 | - |
| Stage 1 | - | - | - | - | 762 | - |
| Stage 2 | - | - | - | - | 648 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.15 | 0 | 247 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 31 | - | - | - | 433 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 1.467 |
| HCM Ctrl Dly (s/v) | 8.4 | 0 | - | - | 247 |
| HCM Lane LOS | A | A | - | - | F |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 32.6 |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 125.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 1017 | 1 | 1 | 370 | 187 | 1 | 1 | 1 | 224 | 1 | 12 |
| Future Vol, veh/h | 10 | 1017 | 1 | 1 | 370 | 187 | 1 | 1 | 1 | 224 | 1 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 11 | 1105 | 1 | 1 | 402 | 203 | 1 | 1 | 1 | 243 | 1 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 605 | 0 | 0 | 1107 | 0 | 0 | 1533 | 1735 | 1106 | 1532 | 1533 | 402 |
| Stage 1 | - | - | - | - | - | - | 1128 | 1128 | - | 404 | 404 | - |
| Stage 2 | - | - | - | - | - | - | 405 | 608 | - | 1128 | 1128 | - |
| Critical Hdwy | 4.25 | - | - | 4.25 | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | 2.335 | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 912 | - | - | 585 | - | - | 89 | 81 | 241 | ~ 89 | 109 | 621 |
| Stage 1 | - | - | - | - | - | - | 234 | 265 | - | 598 | 577 | - |
| Stage 2 | - | - | - | - | - | - | 597 | 466 | - | ~ 234 | 264 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 912 | - | - | 585 | - | - | 83 | 79 | 241 | ~ 84 | 105 | 621 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 83 | 79 | - | ~ 84 | 105 | - |
| Stage 1 | - | - | - | - | - | - | 227 | 256 | - | 596 | 575 | - |
| Stage 2 | - | - | - | - | - | - | 582 | 465 | - | ~ 225 | 256 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.09 | 0.02 | 40.76 | $ 965.43 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 104 | 18 | - | - | 5 | - | - | 88 |
| HCM Lane V/C Ratio | 0.031 | 0.012 | - | - | 0.002 | - | - | 2.915 |
| HCM Ctrl Dly (s/v) | 40.8 | 9 | 0 | - | 11.2 | 0 | - | $ 965.4 |
| HCM Lane LOS | E | A | A | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 25 |

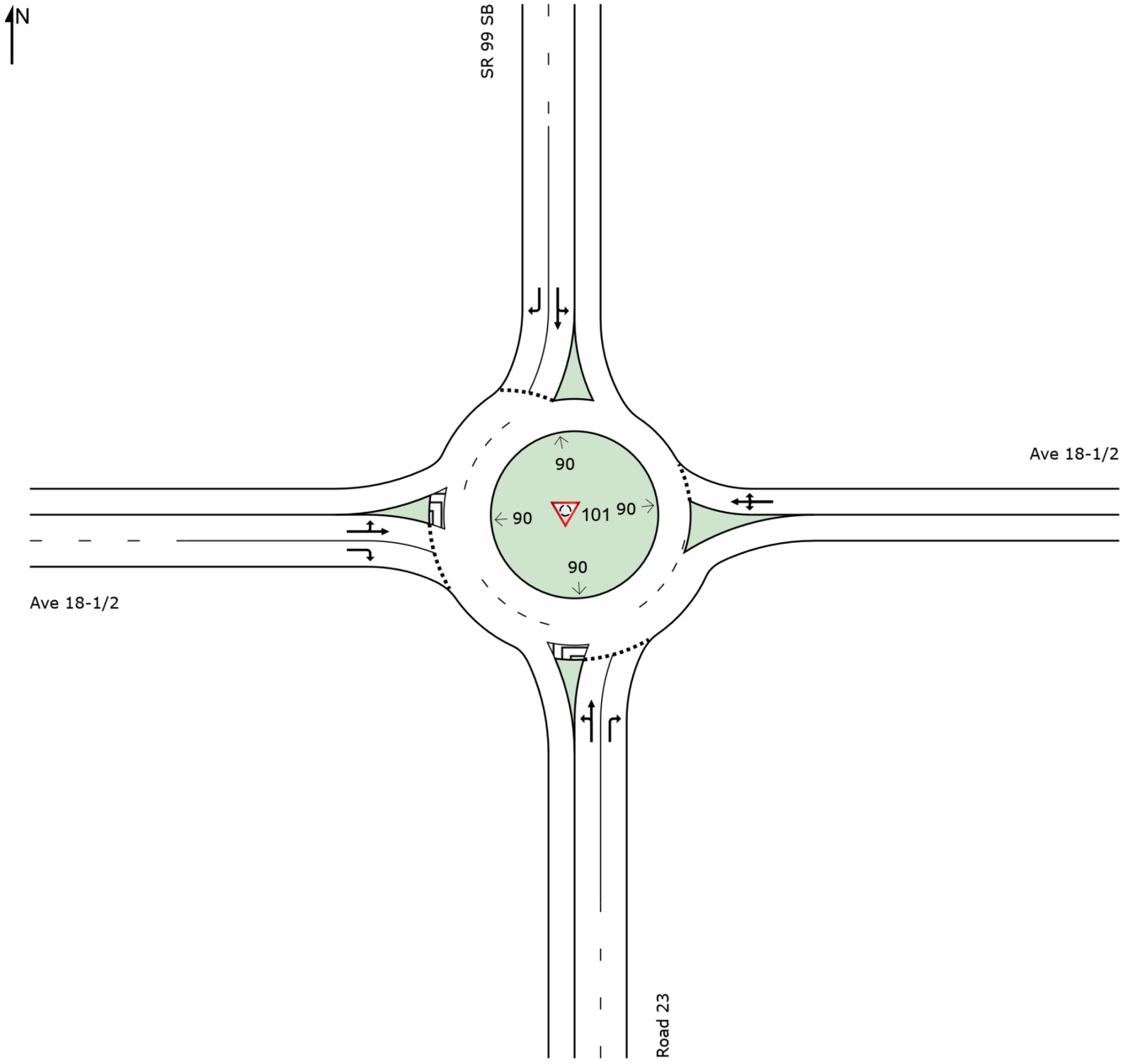
| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 No Project PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 No Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 No Project PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 No Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 124 | 14.0 | 135 | 14.0 | 0.257 | 14.8 | LOS B | 1.4 | 40.1 | 0.74 | 0.87 | 0.74 | 32.0 |
| 8 | T1 | 1 | 14.0 | 1 | 14.0 | 0.257 | 9.1 | LOS A | 1.4 | 40.1 | 0.74 | 0.87 | 0.74 | 32.2 |
| 18 | R2 | 498 | 14.0 | 541 | 14.0 | 0.651 | 11.2 | LOS B | 6.9 | 192.4 | 0.92 | 0.99 | 1.15 | 29.8 |
| Approach | | 623 | 14.0 | 677 | 14.0 | 0.651 | 11.9 | LOS B | 6.9 | 192.4 | 0.88 | 0.97 | 1.07 | 30.4 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 106 | 14.0 | 115 | 14.0 | 0.492 | 11.0 | LOS B | 3.9 | 108.5 | 0.52 | 0.57 | 0.52 | 33.7 |
| 6 | T1 | 290 | 14.0 | 315 | 14.0 | 0.492 | 5.4 | LOS A | 3.9 | 108.5 | 0.52 | 0.57 | 0.52 | 33.9 |
| 16 | R2 | 97 | 14.0 | 105 | 14.0 | 0.492 | 5.4 | LOS A | 3.9 | 108.5 | 0.52 | 0.57 | 0.52 | 32.6 |
| Approach | | 493 | 14.0 | 536 | 14.0 | 0.492 | 6.6 | LOS A | 3.9 | 108.5 | 0.52 | 0.57 | 0.52 | 33.6 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 109 | 14.0 | 118 | 14.0 | 1.014 | 50.4 | LOS F | 34.2 | 951.0 | 1.00 | 1.92 | 3.20 | 18.9 |
| 4 | T1 | 690 | 14.0 | 750 | 14.0 | 1.014 | 44.8 | LOS F | 34.2 | 951.0 | 1.00 | 1.92 | 3.20 | 22.3 |
| 14 | R2 | 147 | 14.0 | 160 | 14.0 | 0.293 | 10.1 | LOS B | 1.6 | 44.6 | 0.73 | 0.84 | 0.73 | 33.0 |
| Approach | | 946 | 14.0 | 1028 | 14.0 | 1.014 | 40.0 | LOS E | 34.2 | 951.0 | 0.96 | 1.76 | 2.82 | 23.1 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 14.0 | 1 | 14.0 | 2.078 | 512.7 | LOS F | 156.4 | 4348.1 | 1.00 | 4.18 | 9.21 | 4.0 |
| 2 | T1 | 758 | 14.0 | 824 | 14.0 | 2.078 | 507.1 | LOS F | 156.4 | 4348.1 | 1.00 | 4.18 | 9.21 | 3.0 |
| 12 | R2 | 493 | 14.0 | 536 | 14.0 | 1.840 | 405.9 | LOS F | 93.8 | 2606.8 | 1.00 | 3.31 | 7.42 | 4.7 |
| Approach | | 1252 | 14.0 | 1361 | 14.0 | 2.078 | 467.3 | LOS F | 156.4 | 4348.1 | 1.00 | 3.84 | 8.51 | 3.6 |
| All Vehicles | | 3314 | 14.0 | 3602 | 14.0 | 2.078 | 191.2 | LOS F | 156.4 | 4348.1 | 0.89 | 2.22 | 4.30 | 7.9 |

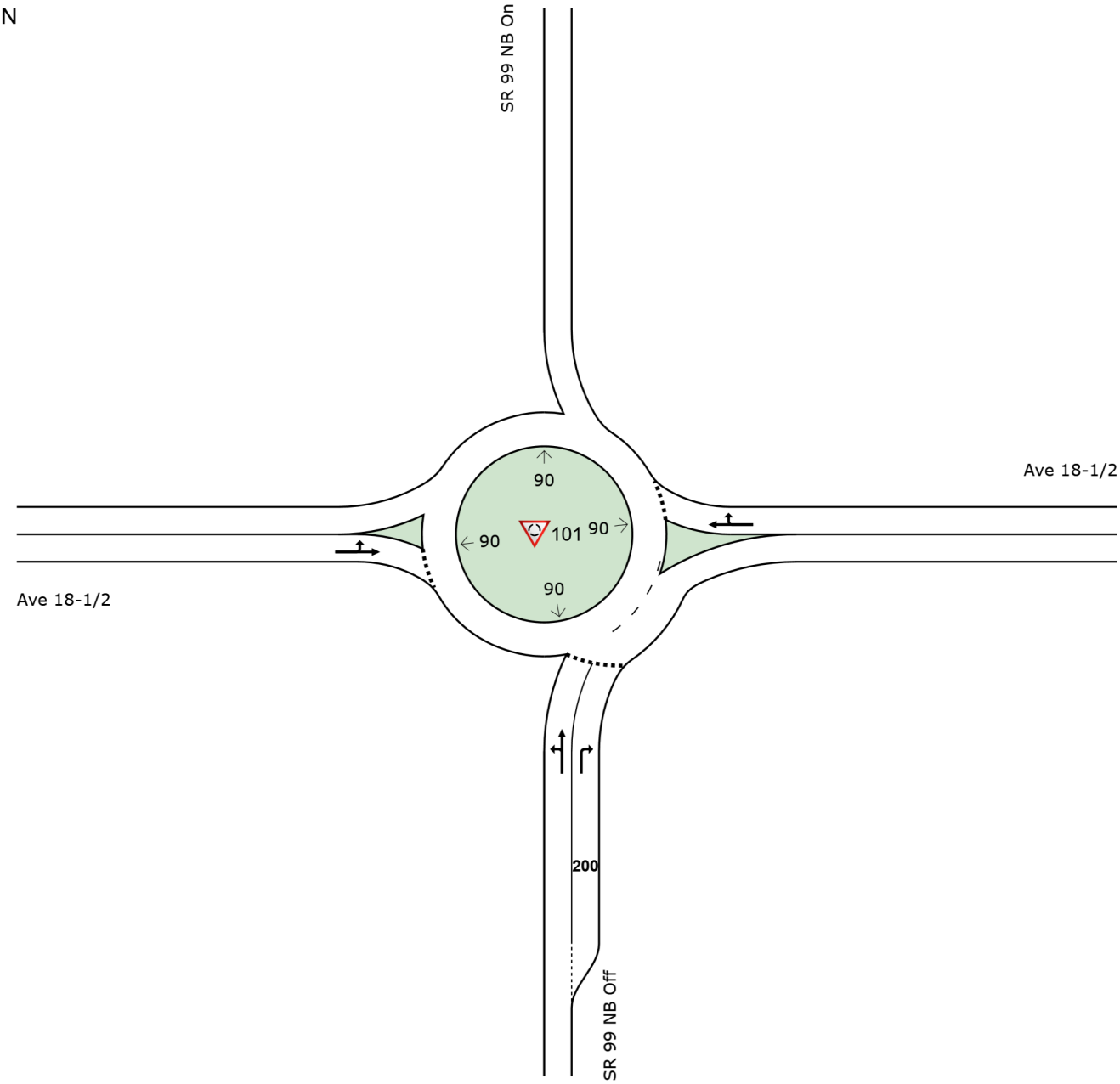
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 No Project PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 No Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 No Project PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 No Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 260 | 15.0 | 283 | 15.0 | 0.400 | 18.4 | LOS C | 2.8 | 79.5 | 0.85 | 0.95 | 0.92 | 27.7 |
| 8 | T1 | 1 | 15.0 | 1 | 15.0 | 0.400 | 12.8 | LOS B | 2.8 | 79.5 | 0.85 | 0.95 | 0.92 | 30.6 |
| 18 | R2 | 189 | 15.0 | 205 | 15.0 | 0.386 | 15.3 | LOS C | 2.5 | 69.3 | 0.84 | 0.95 | 0.94 | 30.6 |
| Approach | | 450 | 15.0 | 489 | 15.0 | 0.400 | 17.1 | LOS C | 2.8 | 79.5 | 0.84 | 0.95 | 0.92 | 29.0 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 472 | 15.0 | 513 | 15.0 | 1.605 | 299.6 | LOS F | 103.8 | 2906.7 | 1.00 | 3.97 | 9.14 | 4.7 |
| 16 | R2 | 198 | 15.0 | 215 | 15.0 | 1.605 | 299.6 | LOS F | 103.8 | 2906.7 | 1.00 | 3.97 | 9.14 | 6.2 |
| Approach | | 670 | 15.0 | 728 | 15.0 | 1.605 | 299.6 | LOS F | 103.8 | 2906.7 | 1.00 | 3.97 | 9.14 | 5.2 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 582 | 15.0 | 633 | 15.0 | 0.570 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.6 |
| 2 | T1 | 210 | 15.0 | 228 | 15.0 | 0.570 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.8 |
| Approach | | 792 | 15.0 | 861 | 15.0 | 0.570 | 8.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.7 |
| All Vehicles | | 1912 | 15.0 | 2078 | 15.0 | 1.605 | 112.4 | LOS F | 103.8 | 2906.7 | 0.55 | 1.87 | 3.42 | 11.2 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 105 | 274 | 62 | 977 | 473 | 12 | 37 | 602 | 661 | 81 | 1105 | 187 |
| Future Vol, veh/h | 105 | 274 | 62 | 977 | 473 | 12 | 37 | 602 | 661 | 81 | 1105 | 187 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 114 | 298 | 67 | 1062 | 514 | 13 | 40 | 654 | 718 | 88 | 1201 | 203 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2471 | 2932 | 1303 | 2620 | 2674 | 1014 | 1404 | 0 | 0 | 1373 | 0 | 0 |
| Stage 1 | 1479 | 1479 | - | 1094 | 1094 | - | - | - | - | - | - | - |
| Stage 2 | 992 | 1453 | - | 1526 | 1580 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4.054 | 3.354 | 3.554 | 4.054 | 3.354 | 2.254 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | ~ 20 | ~ 15 | 192 | ~ 15 | ~ 22 | 285 | 474 | - | - | 487 | - | - |
| Stage 1 | 153 | ~ 186 | - | ~ 255 | ~ 285 | - | - | - | - | - | - | - |
| Stage 2 | 291 | ~ 191 | - | ~ 144 | ~ 166 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 1 | 192 | - | ~ 1 | 285 | 474 | - | - | 487 | - | - |
| Mov Cap-2 Maneuver | - | ~ 1 | - | - | ~ 1 | - | - | - | - | - | - | - |
| Stage 1 | ~ 13 | ~ 16 | - | ~ 117 | ~ 131 | - | - | - | - | - | - | - |
| Stage 2 | - | ~ 88 | - | - | ~ 14 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 0.38 | 0.83 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 46 | - | - | - | - | 96 | - | - |
| HCM Lane V/C Ratio | 0.085 | - | - | - | - | 0.181 | - | - |
| HCM Ctrl Dly (s/v) | 13.3 | 0 | - | - | - | 14 | 0 | - |
| HCM Lane LOS | B | A | - | - | - | B | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | - | 0.7 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 183 | 1 | 3 | 164 | 9 | 2 | 8 | 9 | 26 | 5 | 6 |
| Future Vol, veh/h | 4 | 183 | 1 | 3 | 164 | 9 | 2 | 8 | 9 | 26 | 5 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 4 | 199 | 1 | 3 | 178 | 10 | 2 | 9 | 10 | 28 | 5 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 188 | 0 | 0 | 200 | 0 | 0 | 396 | 403 | 199 | 402 | 398 | 183 |
| Stage 1 | - | - | - | - | - | - | 208 | 208 | - | 190 | 190 | - |
| Stage 2 | - | - | - | - | - | - | 187 | 195 | - | 212 | 209 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1357 | - | - | 1343 | - | - | 555 | 529 | 829 | 550 | 532 | 847 |
| Stage 1 | - | - | - | - | - | - | 783 | 720 | - | 801 | 734 | - |
| Stage 2 | - | - | - | - | - | - | 803 | 730 | - | 779 | 720 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1357 | - | - | 1343 | - | - | 542 | 525 | 829 | 531 | 528 | 847 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 542 | 525 | - | 531 | 528 | - |
| Stage 1 | - | - | - | - | - | - | 780 | 718 | - | 798 | 732 | - |
| Stage 2 | - | - | - | - | - | - | 789 | 728 | - | 758 | 717 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.16 | 0.13 | 10.83 | 11.86 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 638 | 38 | - | - | 30 | - | - | 565 |
| HCM Lane V/C Ratio | 0.032 | 0.003 | - | - | 0.002 | - | - | 0.071 |
| HCM Ctrl Dly (s/v) | 10.8 | 7.7 | 0 | - | 7.7 | 0 | - | 11.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 281 | 400 | 276 | 159 | 8 |
| Future Vol, veh/h | 15 | 281 | 400 | 276 | 159 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Mvmt Flow | 16 | 305 | 435 | 300 | 173 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 735 | 0 | - | 0 | 773 | 435 |
| Stage 1 | - | - | - | - | 435 | - |
| Stage 2 | - | - | - | - | 338 | - |
| Critical Hdwy | 4.4 | - | - | - | 6.7 | 6.5 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.7 | - |
| Follow-up Hdwy | 2.47 | - | - | - | 3.77 | 3.57 |
| Pot Cap-1 Maneuver | 756 | - | - | - | 331 | 566 |
| Stage 1 | - | - | - | - | 597 | - |
| Stage 2 | - | - | - | - | 664 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 756 | - | - | - | 322 | 566 |
| Mov Cap-2 Maneuver | - | - | - | - | 322 | - |
| Stage 1 | - | - | - | - | 582 | - |
| Stage 2 | - | - | - | - | 664 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.5 | 0 | 28.65 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 91 | - | - | - | 329 |
| HCM Lane V/C Ratio | 0.022 | - | - | - | 0.552 |
| HCM Ctrl Dly (s/v) | 9.9 | 0 | - | - | 28.6 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 3.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 23.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 495 | 1 | 1 | 664 | 277 | 1 | 1 | 1 | 144 | 1 | 14 |
| Future Vol, veh/h | 7 | 495 | 1 | 1 | 664 | 277 | 1 | 1 | 1 | 144 | 1 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Mvmt Flow | 8 | 538 | 1 | 1 | 722 | 301 | 1 | 1 | 1 | 157 | 1 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1023 | 0 | 0 | 539 | 0 | 0 | 1278 | 1579 | 539 | 1278 | 1278 | 722 |
| Stage 1 | - | - | - | - | - | - | 554 | 554 | - | 724 | 724 | - |
| Stage 2 | - | - | - | - | - | - | 724 | 1025 | - | 554 | 554 | - |
| Critical Hdwy | 4.3 | - | - | 4.3 | - | - | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.7 | - | 6.3 | 5.7 | - |
| Follow-up Hdwy | 2.38 | - | - | 2.38 | - | - | 3.68 | 4.18 | 3.48 | 3.68 | 4.18 | 3.48 |
| Pot Cap-1 Maneuver | 613 | - | - | 944 | - | - | 131 | 100 | 509 | ~ 131 | 153 | 398 |
| Stage 1 | - | - | - | - | - | - | 486 | 486 | - | 390 | 405 | - |
| Stage 2 | - | - | - | - | - | - | 390 | 291 | - | 486 | 486 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 613 | - | - | 944 | - | - | 123 | 97 | 509 | ~ 127 | 150 | 398 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 123 | 97 | - | ~ 127 | 150 | - |
| Stage 1 | - | - | - | - | - | - | 477 | 477 | - | 389 | 404 | - |
| Stage 2 | - | - | - | - | - | - | 373 | 290 | - | 475 | 477 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.15 | 0.01 | 30 | 232.92 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 147 | 25 | - | - | 3 | - | - | 135 |
| HCM Lane V/C Ratio | 0.022 | 0.012 | - | - | 0.001 | - | - | 1.278 |
| HCM Ctrl Dly (s/v) | 30 | 10.9 | 0 | - | 8.8 | 0 | - | 232.9 |
| HCM Lane LOS | D | B | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 10.7 |

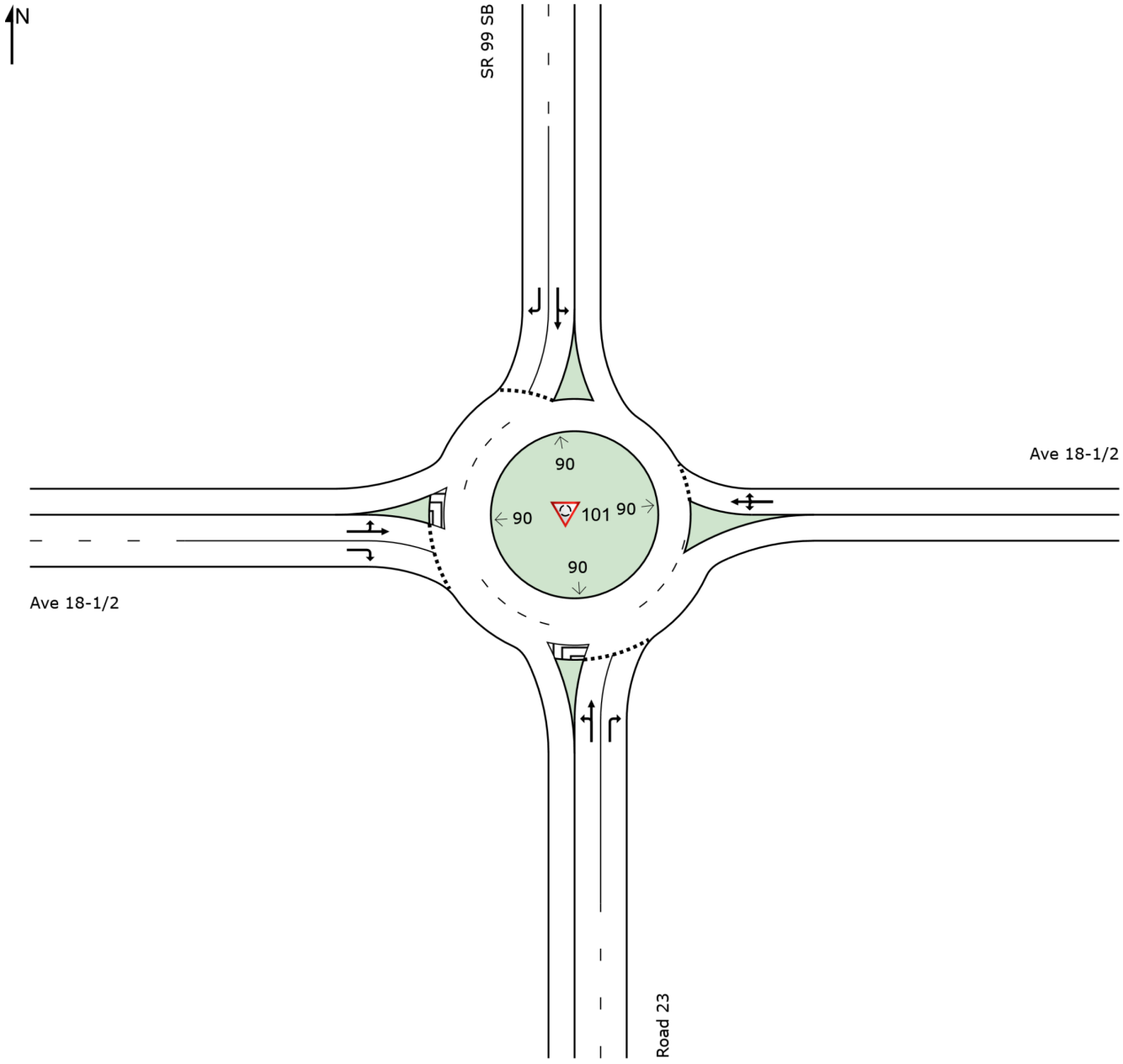
| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 With Project AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 With Project AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 149 | 20.0 | 162 | 20.0 | 0.470 | 23.2 | LOS C | 3.3 | 95.4 | 0.92 | 1.04 | 1.11 | 28.6 |
| 8 | T1 | 1 | 20.0 | 1 | 20.0 | 0.470 | 17.5 | LOS C | 3.3 | 95.4 | 0.92 | 1.04 | 1.11 | 28.8 |
| 18 | R2 | 752 | 20.0 | 817 | 20.0 | 1.524 | 257.7 | LOS F | 107.0 | 3102.9 | 1.00 | 3.95 | 8.40 | 5.3 |
| Approach | | 902 | 20.0 | 980 | 20.0 | 1.524 | 218.7 | LOS F | 107.0 | 3102.9 | 0.99 | 3.46 | 7.19 | 6.5 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 69 | 20.0 | 75 | 20.0 | 0.763 | 14.0 | LOS B | 10.5 | 304.3 | 0.86 | 0.75 | 0.95 | 32.3 |
| 6 | T1 | 515 | 20.0 | 560 | 20.0 | 0.763 | 8.4 | LOS A | 10.5 | 304.3 | 0.86 | 0.75 | 0.95 | 32.6 |
| 16 | R2 | 106 | 20.0 | 115 | 20.0 | 0.763 | 8.4 | LOS A | 10.5 | 304.3 | 0.86 | 0.75 | 0.95 | 31.3 |
| Approach | | 690 | 20.0 | 750 | 20.0 | 0.763 | 8.9 | LOS A | 10.5 | 304.3 | 0.86 | 0.75 | 0.95 | 32.4 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 198 | 20.0 | 215 | 20.0 | 1.053 | 79.9 | LOS F | 31.2 | 904.4 | 1.00 | 2.04 | 3.64 | 14.0 |
| 4 | T1 | 308 | 20.0 | 335 | 20.0 | 1.053 | 74.2 | LOS F | 31.2 | 904.4 | 1.00 | 2.04 | 3.64 | 17.1 |
| 14 | R2 | 280 | 20.0 | 304 | 20.0 | 0.794 | 32.9 | LOS D | 9.1 | 264.7 | 1.00 | 1.30 | 1.81 | 24.6 |
| Approach | | 786 | 20.0 | 854 | 20.0 | 1.053 | 60.9 | LOS F | 31.2 | 904.4 | 1.00 | 1.78 | 2.99 | 18.4 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 20.0 | 1 | 20.0 | 0.860 | 29.7 | LOS D | 14.0 | 405.1 | 1.00 | 1.35 | 1.85 | 28.0 |
| 2 | T1 | 513 | 20.0 | 558 | 20.0 | 0.860 | 24.0 | LOS C | 14.0 | 405.1 | 1.00 | 1.35 | 1.85 | 24.9 |
| 12 | R2 | 128 | 20.0 | 139 | 20.0 | 0.338 | 11.5 | LOS B | 2.0 | 57.7 | 0.83 | 0.92 | 0.84 | 32.2 |
| Approach | | 642 | 20.0 | 698 | 20.0 | 0.860 | 21.5 | LOS C | 14.0 | 405.1 | 0.97 | 1.27 | 1.65 | 26.4 |
| All Vehicles | | 3020 | 20.0 | 3283 | 20.0 | 1.524 | 87.8 | LOS F | 107.0 | 3102.9 | 0.96 | 1.94 | 3.49 | 13.4 |

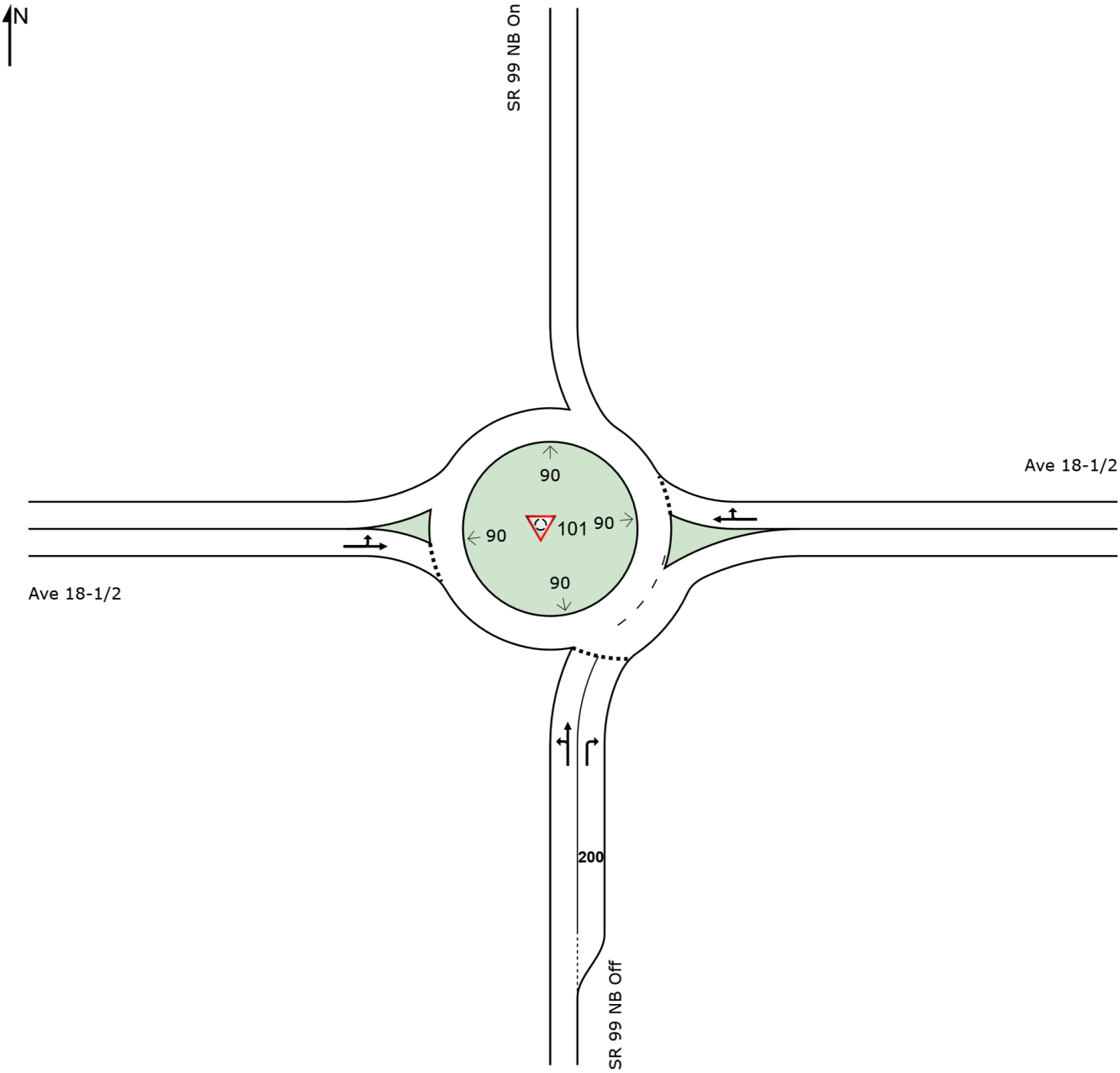
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 With Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 With Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 431 | 17.0 | 468 | 17.0 | 1.444 | 281.0 | LOS F | 65.3 | 1855.8 | 1.00 | 3.08 | 6.66 | 5.1 |
| 8 | T1 | 2 | 17.0 | 2 | 17.0 | 1.444 | 275.3 | LOS F | 65.3 | 1855.8 | 1.00 | 3.08 | 6.66 | 6.7 |
| 18 | R2 | 428 | 17.0 | 465 | 17.0 | 2.085 | 545.1 | LOS F | 93.8 | 2664.8 | 1.00 | 3.32 | 7.87 | 3.6 |
| Approach | | 861 | 17.0 | 936 | 17.0 | 2.085 | 412.2 | LOS F | 93.8 | 2664.8 | 1.00 | 3.20 | 7.27 | 4.1 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 315 | 17.0 | 342 | 17.0 | 2.314 | 643.7 | LOS F | 102.1 | 2899.6 | 1.00 | 3.24 | 7.59 | 2.3 |
| 16 | R2 | 115 | 17.0 | 125 | 17.0 | 2.314 | 643.7 | LOS F | 102.1 | 2899.6 | 1.00 | 3.24 | 7.59 | 3.1 |
| Approach | | 430 | 17.0 | 467 | 17.0 | 2.314 | 643.7 | LOS F | 102.1 | 2899.6 | 1.00 | 3.24 | 7.59 | 2.5 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 860 | 17.0 | 935 | 17.0 | 0.848 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.5 |
| 2 | T1 | 298 | 17.0 | 324 | 17.0 | 0.848 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.8 |
| Approach | | 1158 | 17.0 | 1259 | 17.0 | 0.848 | 8.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.5 |
| All Vehicles | | 2449 | 17.0 | 2662 | 17.0 | 2.314 | 261.9 | LOS F | 102.1 | 2899.6 | 0.53 | 1.99 | 3.89 | 5.7 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 178 | 484 | 33 | 492 | 134 | 4 | 54 | 1011 | 990 | 20 | 450 | 53 |
| Future Vol, veh/h | 178 | 484 | 33 | 492 | 134 | 4 | 54 | 1011 | 990 | 20 | 450 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Mvmt Flow | 193 | 526 | 36 | 535 | 146 | 4 | 59 | 1099 | 1076 | 22 | 489 | 58 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1851 | 2854 | 518 | 2550 | 2345 | 1637 | 547 | 0 | 0 | 2175 | 0 | 0 |
| Stage 1 | 561 | 561 | - | 1754 | 1754 | - | - | - | - | - | - | - |
| Stage 2 | 1289 | 2292 | - | 796 | 590 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.22 | 6.62 | 6.32 | 7.22 | 6.62 | 6.32 | 4.22 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.22 | 5.62 | - | 6.22 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.608 | 4.108 | 3.408 | 3.608 | 4.108 | 3.408 | 2.308 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | ~ 54 | ~ 16 | 538 | ~ 17 | ~ 34 | 117 | 974 | - | - | 226 | - | - |
| Stage 1 | 495 | ~ 494 | - | ~ 102 | ~ 131 | - | - | - | - | - | - | - |
| Stage 2 | ~ 192 | ~ 69 | - | ~ 366 | 479 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 13 | 538 | - | ~ 29 | 117 | 974 | - | - | 226 | - | - |
| Mov Cap-2 Maneuver | - | ~ 13 | - | - | ~ 29 | - | - | - | - | - | - | - |
| Stage 1 | 426 | ~ 425 | - | ~ 102 | ~ 131 | - | - | - | - | - | - | - |
| Stage 2 | - | ~ 69 | - | - | 412 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 0.23 | 0.87 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | ~ 43 | - | - | - | - | 67 | - | - |
| HCM Lane V/C Ratio | 0.06 | - | - | - | - | 0.096 | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | 0 | - | - | - | 22.6 | 0 | - |
| HCM Lane LOS | A | A | - | - | - | C | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | - | 0.3 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 3 | 189 | 1 | 12 | 150 | 11 | 7 | 8 | 5 | 99 | 16 | 7 |
| Future Vol, veh/h | 3 | 189 | 1 | 12 | 150 | 11 | 7 | 8 | 5 | 99 | 16 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Mvmt Flow | 3 | 205 | 1 | 13 | 163 | 12 | 8 | 9 | 5 | 108 | 17 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 175 | 0 | 0 | 207 | 0 | 0 | 410 | 414 | 206 | 411 | 408 | 169 |
| Stage 1 | - | - | - | - | - | - | 213 | 213 | - | 195 | 195 | - |
| Stage 2 | - | - | - | - | - | - | 198 | 201 | - | 216 | 213 | - |
| Critical Hdwy | 4.17 | - | - | 4.17 | - | - | 7.17 | 6.57 | 6.27 | 7.17 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.17 | 5.57 | - |
| Follow-up Hdwy | 2.263 | - | - | 2.263 | - | - | 3.563 | 4.063 | 3.363 | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 1372 | - | - | 1335 | - | - | 543 | 521 | 822 | 542 | 525 | 862 |
| Stage 1 | - | - | - | - | - | - | 778 | 717 | - | 795 | 730 | - |
| Stage 2 | - | - | - | - | - | - | 793 | 726 | - | 775 | 717 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1372 | - | - | 1335 | - | - | 513 | 514 | 822 | 522 | 518 | 862 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 513 | 514 | - | 522 | 518 | - |
| Stage 1 | - | - | - | - | - | - | 776 | 715 | - | 787 | 722 | - |
| Stage 2 | - | - | - | - | - | - | 758 | 718 | - | 758 | 715 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.12 | 0.54 | 11.6 | 13.96 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 567 | 28 | - | - | 123 | - | - | 534 |
| HCM Lane V/C Ratio | 0.038 | 0.002 | - | - | 0.01 | - | - | 0.248 |
| HCM Ctrl Dly (s/v) | 11.6 | 7.6 | 0 | - | 7.7 | 0 | - | 14 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 206 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 505 | 288 | 162 | 561 | 24 |
| Future Vol, veh/h | 6 | 505 | 288 | 162 | 561 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Mvmt Flow | 7 | 549 | 313 | 176 | 610 | 26 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 489 | 0 | - | 0 | 875 | 313 |
| Stage 1 | - | - | - | - | 313 | - |
| Stage 2 | - | - | - | - | 562 | - |
| Critical Hdwy | 4.32 | - | - | - | 6.62 | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 | - |
| Follow-up Hdwy | 2.398 | - | - | - | 3.698 | 3.498 |
| Pot Cap-1 Maneuver | 978 | - | - | - | ~ 295 | 683 |
| Stage 1 | - | - | - | - | 698 | - |
| Stage 2 | - | - | - | - | ~ 533 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 978 | - | - | - | ~ 292 | 683 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 292 | - |
| Stage 1 | - | - | - | - | 692 | - |
| Stage 2 | - | - | - | - | ~ 533 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.1 | 0 | $ 544.37 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 21 | - | - | - | 299 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 2.123 |
| HCM Ctrl Dly (s/v) | 8.7 | 0 | - | - | $ 544.4 |
| HCM Lane LOS | A | A | - | - | F |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 47.1 |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 203.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 1182 | 1 | 1 | 452 | 187 | 1 | 1 | 1 | 224 | 1 | 12 |
| Future Vol, veh/h | 10 | 1182 | 1 | 1 | 452 | 187 | 1 | 1 | 1 | 224 | 1 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Mvmt Flow | 11 | 1285 | 1 | 1 | 491 | 203 | 1 | 1 | 1 | 243 | 1 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 695 | 0 | 0 | 1286 | 0 | 0 | 1801 | 2004 | 1285 | 1801 | 1801 | 491 |
| Stage 1 | - | - | - | - | - | - | 1307 | 1307 | - | 493 | 493 | - |
| Stage 2 | - | - | - | - | - | - | 494 | 697 | - | 1307 | 1308 | - |
| Critical Hdwy | 4.25 | - | - | 4.25 | - | - | 7.25 | 6.65 | 6.35 | 7.25 | 6.65 | 6.35 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.25 | 5.65 | - | 6.25 | 5.65 | - |
| Follow-up Hdwy | 2.335 | - | - | 2.335 | - | - | 3.635 | 4.135 | 3.435 | 3.635 | 4.135 | 3.435 |
| Pot Cap-1 Maneuver | 843 | - | - | 498 | - | - | 57 | 55 | 188 | ~ 57 | 74 | 552 |
| Stage 1 | - | - | - | - | - | - | 184 | 216 | - | 534 | 526 | - |
| Stage 2 | - | - | - | - | - | - | 534 | 424 | - | ~ 184 | 216 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 843 | - | - | 498 | - | - | 52 | 52 | 188 | ~ 53 | 70 | 552 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 52 | 52 | - | ~ 53 | 70 | - |
| Stage 1 | - | - | - | - | - | - | 176 | 206 | - | 532 | 524 | - |
| Stage 2 | - | - | - | - | - | - | 518 | 422 | - | ~ 174 | 206 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.08 | 0.02 | 59.83 | $ 1781.3 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 69 | 15 | - | - | 4 | - | - | 56 |
| HCM Lane V/C Ratio | 0.047 | 0.013 | - | - | 0.002 | - | - | 4.629 |
| HCM Ctrl Dly (s/v) | 59.8 | 9.3 | 0 | - | 12.2 | 0 | - | $ 1781.3 |
| HCM Lane LOS | F | A | A | - | B | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 28.6 |

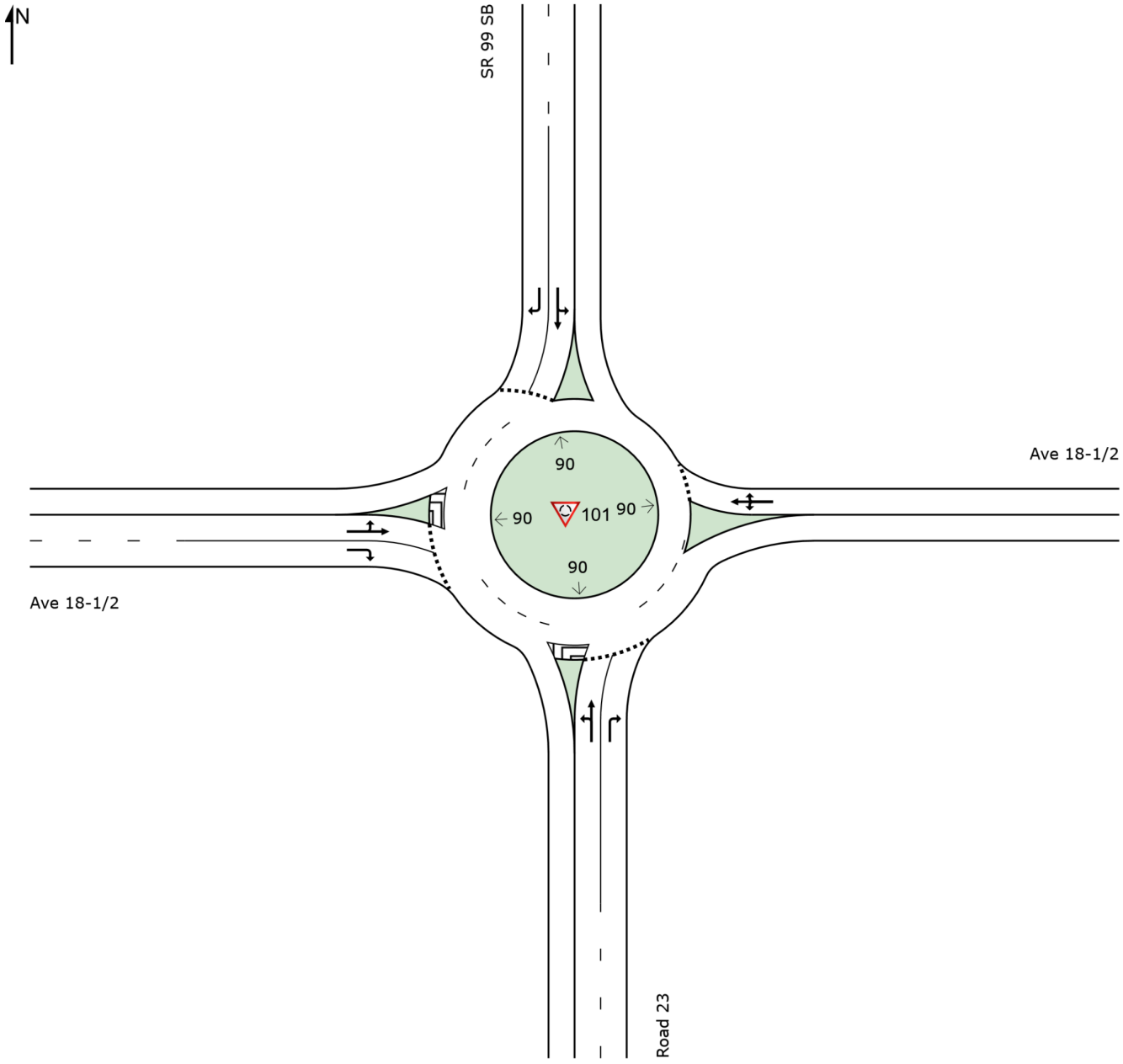
| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 With Project PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 With Project PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 128 | 14.0 | 139 | 14.0 | 0.274 | 15.1 | LOS C | 1.6 | 43.7 | 0.76 | 0.89 | 0.76 | 31.9 |
| 8 | T1 | 1 | 14.0 | 1 | 14.0 | 0.274 | 9.5 | LOS A | 1.6 | 43.7 | 0.76 | 0.89 | 0.76 | 32.0 |
| 18 | R2 | 498 | 14.0 | 541 | 14.0 | 0.680 | 12.4 | LOS B | 7.7 | 212.8 | 0.95 | 1.04 | 1.25 | 29.2 |
| Approach | | 627 | 14.0 | 682 | 14.0 | 0.680 | 12.9 | LOS B | 7.7 | 212.8 | 0.91 | 1.01 | 1.15 | 29.9 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 106 | 14.0 | 115 | 14.0 | 0.540 | 11.1 | LOS B | 4.6 | 126.6 | 0.56 | 0.57 | 0.56 | 33.6 |
| 6 | T1 | 336 | 14.0 | 365 | 14.0 | 0.540 | 5.5 | LOS A | 4.6 | 126.6 | 0.56 | 0.57 | 0.56 | 33.8 |
| 16 | R2 | 97 | 14.0 | 105 | 14.0 | 0.540 | 5.5 | LOS A | 4.6 | 126.6 | 0.56 | 0.57 | 0.56 | 32.5 |
| Approach | | 539 | 14.0 | 586 | 14.0 | 0.540 | 6.6 | LOS A | 4.6 | 126.6 | 0.56 | 0.57 | 0.56 | 33.5 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 109 | 14.0 | 118 | 14.0 | 1.079 | 72.6 | LOS F | 45.4 | 1261.0 | 1.00 | 2.35 | 4.23 | 15.0 |
| 4 | T1 | 690 | 14.0 | 750 | 14.0 | 1.079 | 67.0 | LOS F | 45.4 | 1261.0 | 1.00 | 2.35 | 4.23 | 18.2 |
| 14 | R2 | 179 | 14.0 | 195 | 14.0 | 0.379 | 11.5 | LOS B | 2.3 | 63.2 | 0.79 | 0.91 | 0.84 | 32.3 |
| Approach | | 978 | 14.0 | 1063 | 14.0 | 1.079 | 57.5 | LOS F | 45.4 | 1261.0 | 0.96 | 2.09 | 3.61 | 19.5 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 14.0 | 1 | 14.0 | 2.274 | 596.6 | LOS F | 198.4 | 5514.4 | 1.00 | 4.73 | 10.54 | 3.5 |
| 2 | T1 | 914 | 14.0 | 993 | 14.0 | 2.274 | 591.0 | LOS F | 198.4 | 5514.4 | 1.00 | 4.73 | 10.54 | 2.6 |
| 12 | R2 | 502 | 14.0 | 546 | 14.0 | 1.710 | 346.4 | LOS F | 87.4 | 2430.4 | 1.00 | 3.31 | 7.38 | 5.4 |
| Approach | | 1417 | 14.0 | 1540 | 14.0 | 2.274 | 504.4 | LOS F | 198.4 | 5514.4 | 1.00 | 4.23 | 9.42 | 3.3 |
| All Vehicles | | 3561 | 14.0 | 3871 | 14.0 | 2.274 | 219.8 | LOS F | 198.4 | 5514.4 | 0.91 | 2.52 | 5.03 | 7.0 |

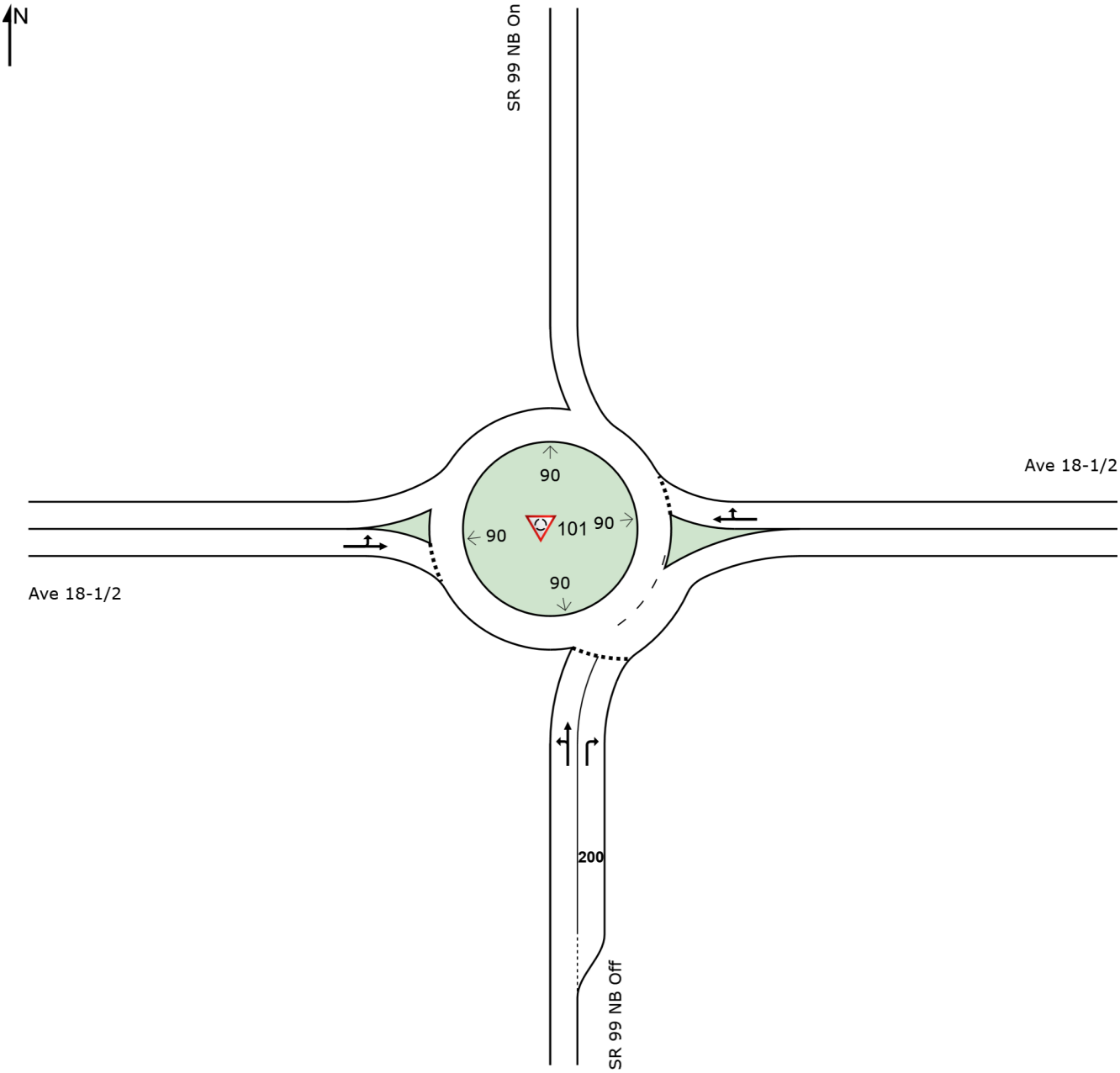
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 With Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 NB (2047 PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2047 With Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 301 | 15.0 | 327 | 15.0 | 0.508 | 23.6 | LOS C | 4.6 | 128.2 | 0.93 | 1.10 | 1.25 | 25.5 |
| 8 | T1 | 1 | 15.0 | 1 | 15.0 | 0.508 | 17.9 | LOS C | 4.6 | 128.2 | 0.93 | 1.10 | 1.25 | 28.6 |
| 18 | R2 | 189 | 15.0 | 205 | 15.0 | 0.433 | 19.2 | LOS C | 3.1 | 85.5 | 0.88 | 1.02 | 1.10 | 29.0 |
| Approach | | 491 | 15.0 | 534 | 15.0 | 0.508 | 21.9 | LOS C | 4.6 | 128.2 | 0.91 | 1.07 | 1.19 | 27.0 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 476 | 15.0 | 517 | 15.0 | 1.952 | 457.0 | LOS F | 131.2 | 3674.4 | 1.00 | 4.18 | 9.84 | 3.2 |
| 16 | R2 | 198 | 15.0 | 215 | 15.0 | 1.952 | 457.0 | LOS F | 131.2 | 3674.4 | 1.00 | 4.18 | 9.84 | 4.3 |
| Approach | | 674 | 15.0 | 733 | 15.0 | 1.952 | 457.0 | LOS F | 131.2 | 3674.4 | 1.00 | 4.18 | 9.84 | 3.6 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 646 | 15.0 | 702 | 15.0 | 0.623 | 9.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.5 |
| 2 | T1 | 219 | 15.0 | 238 | 15.0 | 0.623 | 4.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.8 |
| Approach | | 865 | 15.0 | 940 | 15.0 | 0.623 | 8.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.62 | 0.00 | 33.6 |
| All Vehicles | | 2030 | 15.0 | 2207 | 15.0 | 1.952 | 160.6 | LOS F | 131.2 | 3674.4 | 0.55 | 1.91 | 3.56 | 8.6 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 105 | 274 | 62 | 977 | 473 | 12 | 37 | 606 | 661 | 81 | 1115 | 187 |
| Future Vol, veh/h | 105 | 274 | 62 | 977 | 473 | 12 | 37 | 606 | 661 | 81 | 1115 | 187 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 114 | 298 | 67 | 1062 | 514 | 13 | 40 | 659 | 718 | 88 | 1212 | 203 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2486 | 2947 | 1314 | 2635 | 2690 | 1018 | 1415 | 0 | 0 | 1377 | 0 | 0 |
| Stage 1 | 1490 | 1490 | - | 1098 | 1098 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 1458 | - | 1537 | 1591 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.16 | 6.56 | 6.26 | 7.16 | 6.56 | 6.26 | 4.16 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.16 | 5.56 | - | 6.16 | 5.56 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 4.054 | 3.354 | 3.554 | 4.054 | 3.354 | 2.254 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | ~ 19 | ~ 14 | 190 | ~ 15 | ~ 21 | 283 | 469 | - | - | 485 | - | - |
| Stage 1 | 151 | ~ 184 | - | ~ 253 | ~ 284 | - | - | - | - | - | - | - |
| Stage 2 | 289 | ~ 190 | - | ~ 142 | ~ 164 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 0 | 190 | - | ~ 0 | 283 | 469 | - | - | 485 | - | - |
| Mov Cap-2 Maneuver | - | ~ 0 | - | - | ~ 0 | - | - | - | - | - | - | - |
| Stage 1 | ~ 8 | ~ 9 | - | ~ 113 | ~ 127 | - | - | - | - | - | - | - |
| Stage 2 | - | ~ 85 | - | - | ~ 8 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 0.38 | 0.82 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 46 | - | - | - | - | 93 | - | - |
| HCM Lane V/C Ratio | 0.086 | - | - | - | - | 0.181 | - | - |
| HCM Ctrl Dly (s/v) | 13.4 | 0 | - | - | - | 14.1 | 0 | - |
| HCM Lane LOS | B | A | - | - | - | B | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | - | 0.7 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

# Peak Hour Warrants

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

# Warrant 3: Peak Hour

Existing

**1: Road 22 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Road 22 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

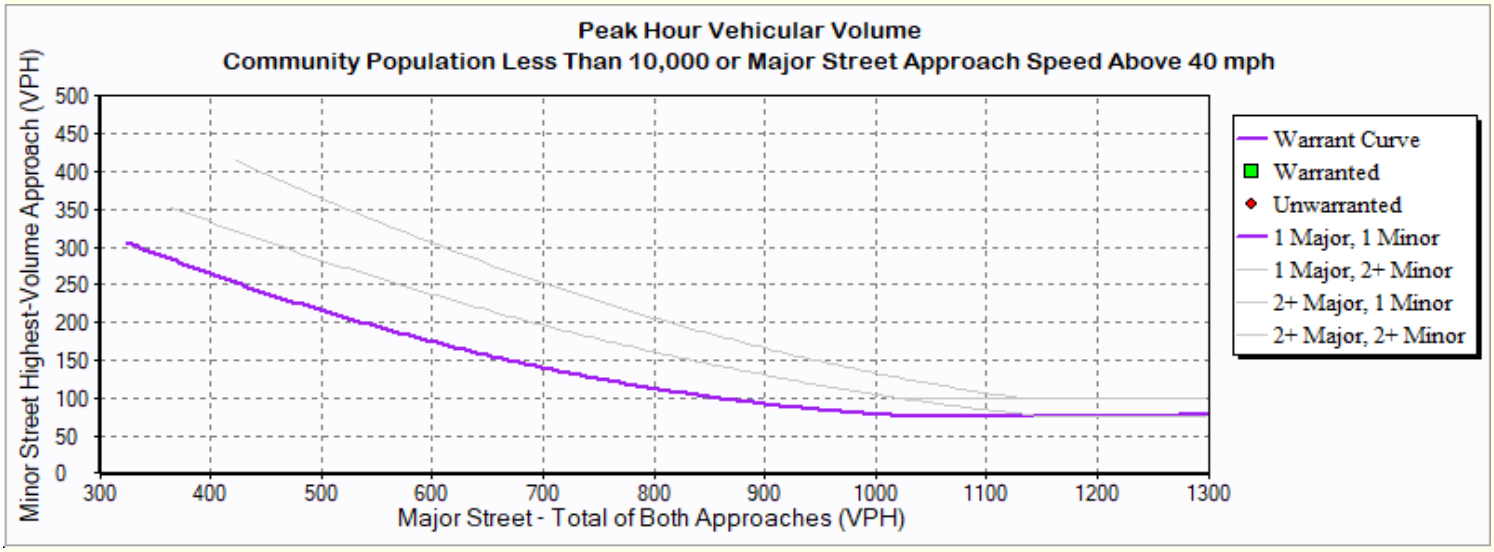
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



# Warrant 3: Peak Hour

**1: Road 22 & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 224 | 13 |
| 17:00 | 211 | 53 |

# Warrant 3: Peak Hour

Existing

**2: Golden State Blvd & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Golden State Blvd |
| **Direction** | EB/WB | SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

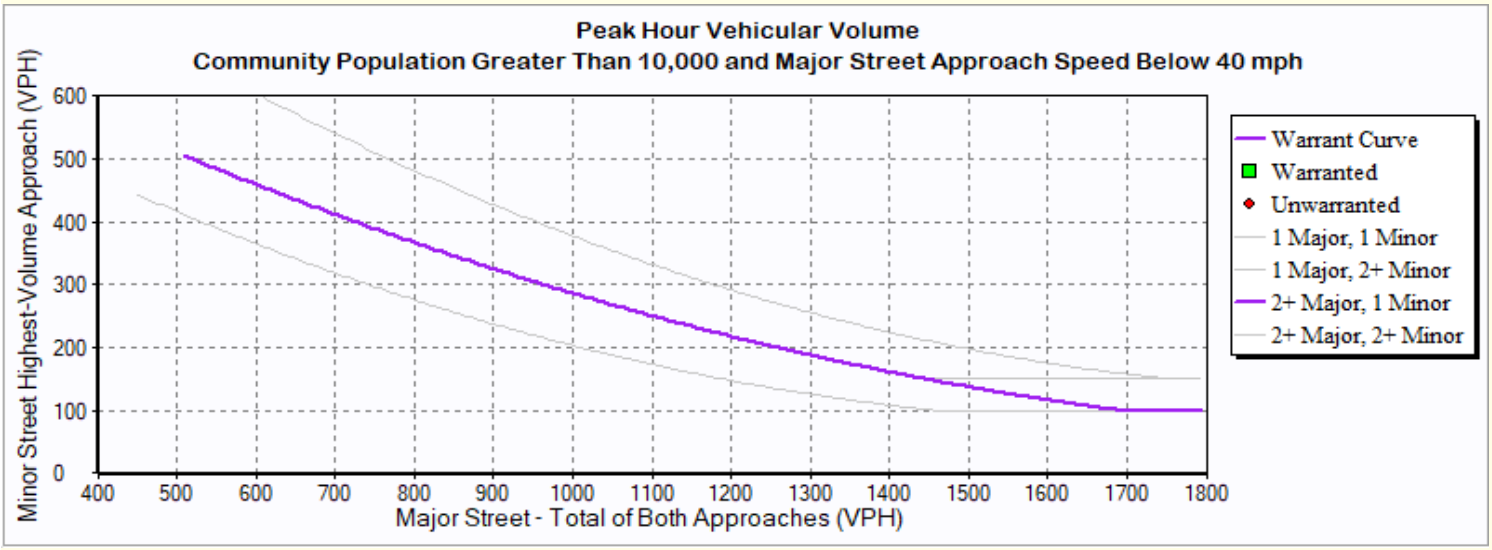
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**2: Golden State Blvd & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 305 | 94 |
| 17:00 | 327 | 311 |

# Warrant 3: Peak Hour

Existing

**3: Private & Pistachio Dr**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Pistachio Dr |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

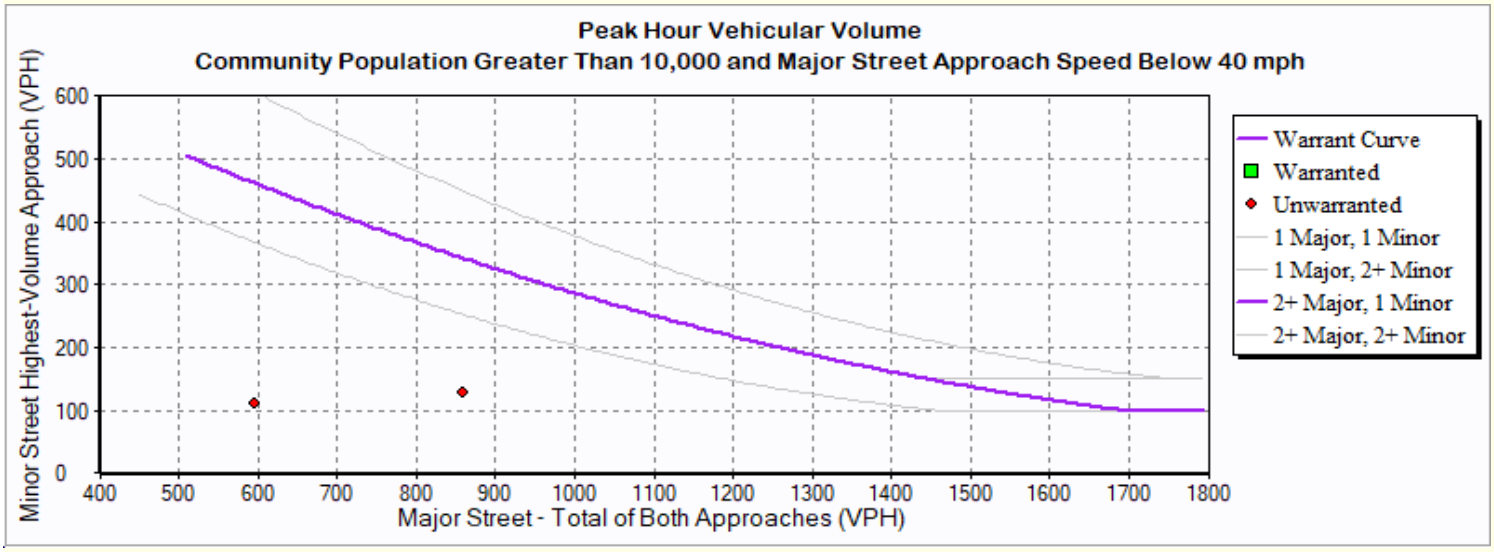
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 597 | 112 |
| 17:00 | 860 | 128 |

# Warrant 3: Peak Hour

Existing

**4: Rd 23 & SB SR-99**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | SB SR-99 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

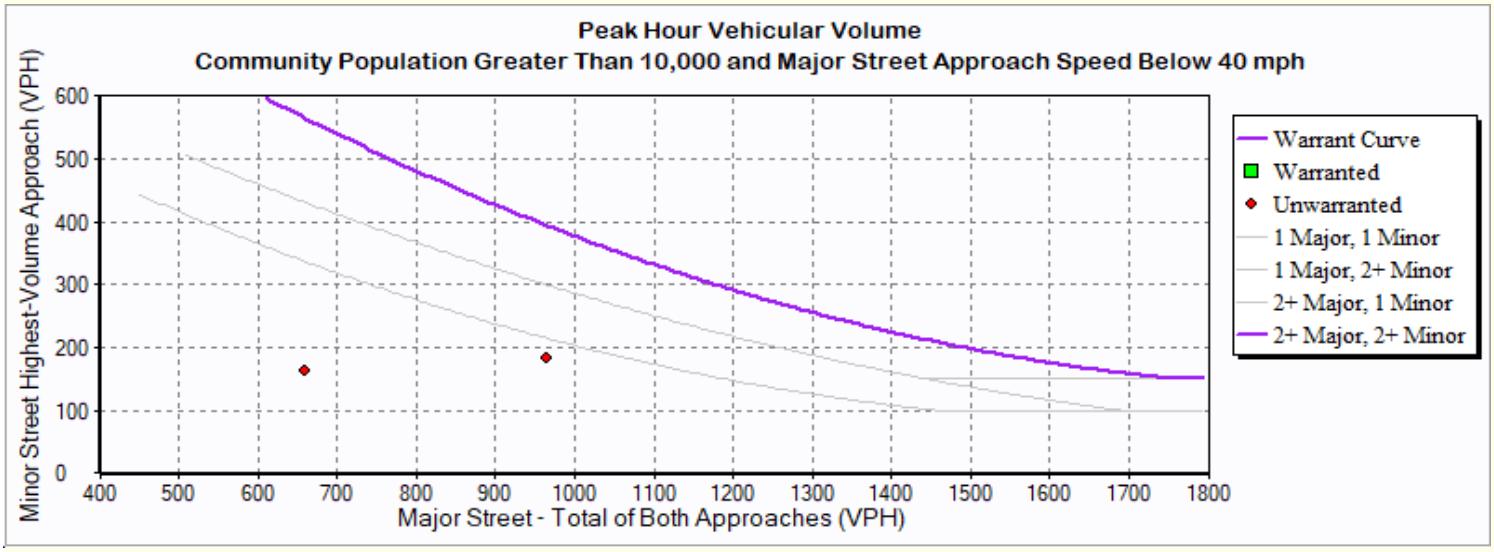
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



# Warrant 3: Peak Hour

**4: Rd 23 & SB SR-99**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 660 | 162 |
| 17:00 | 966 | 184 |

# Warrant 3: Peak Hour

Existing

**5: NB SR-99 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | NB SR-99 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

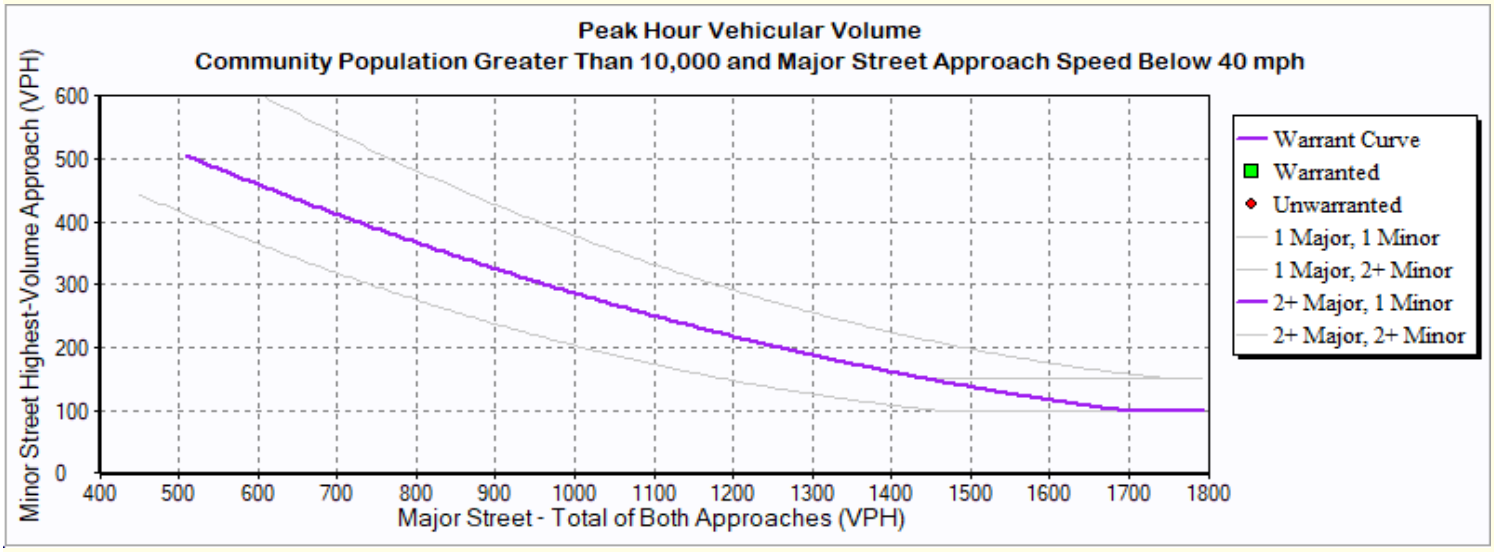
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



# Warrant 3: Peak Hour

**5: NB SR-99 & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 386 | 251 |
| 17:00 | 334 | 216 |

# Warrant 3: Peak Hour

Existing

**6: Road 23 & Ave 17**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Road 23 | Ave 17 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

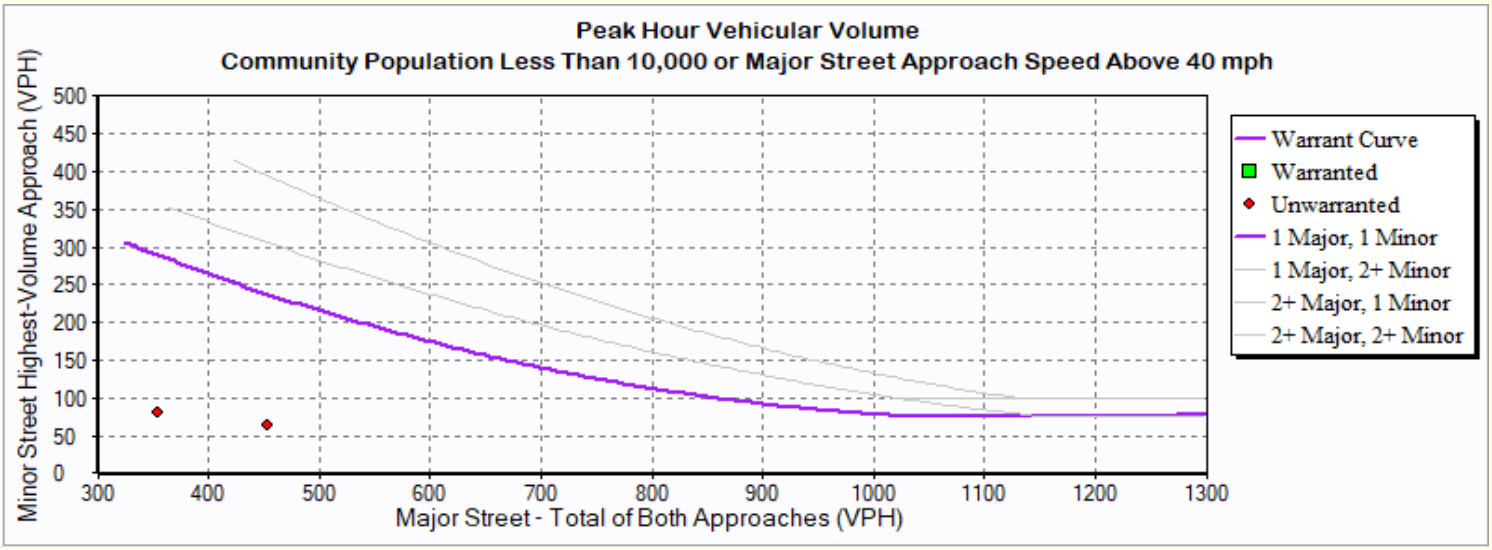
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



# Warrant 3: Peak Hour

**6: Road 23 & Ave 17**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 355 | 80 |
| 17:00 | 454 | 64 |

# Warrant 3: Peak Hour

Existing Plus Project

**1: Road 22 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Road 22 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

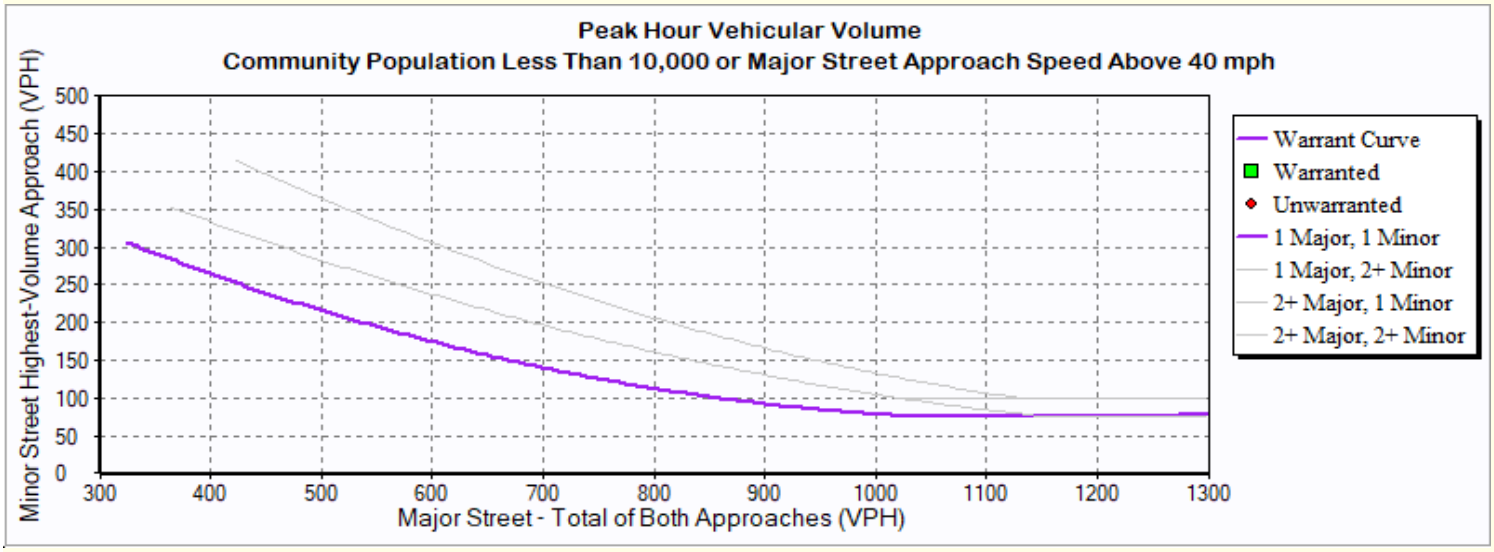
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**1: Road 22 & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 241 | 35 |
| 17:00 | 231 | 110 |

# Warrant 3: Peak Hour

Existing Plus Project

**2: Golden State Blvd & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Golden State Blvd |
| **Direction** | EB/WB | SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

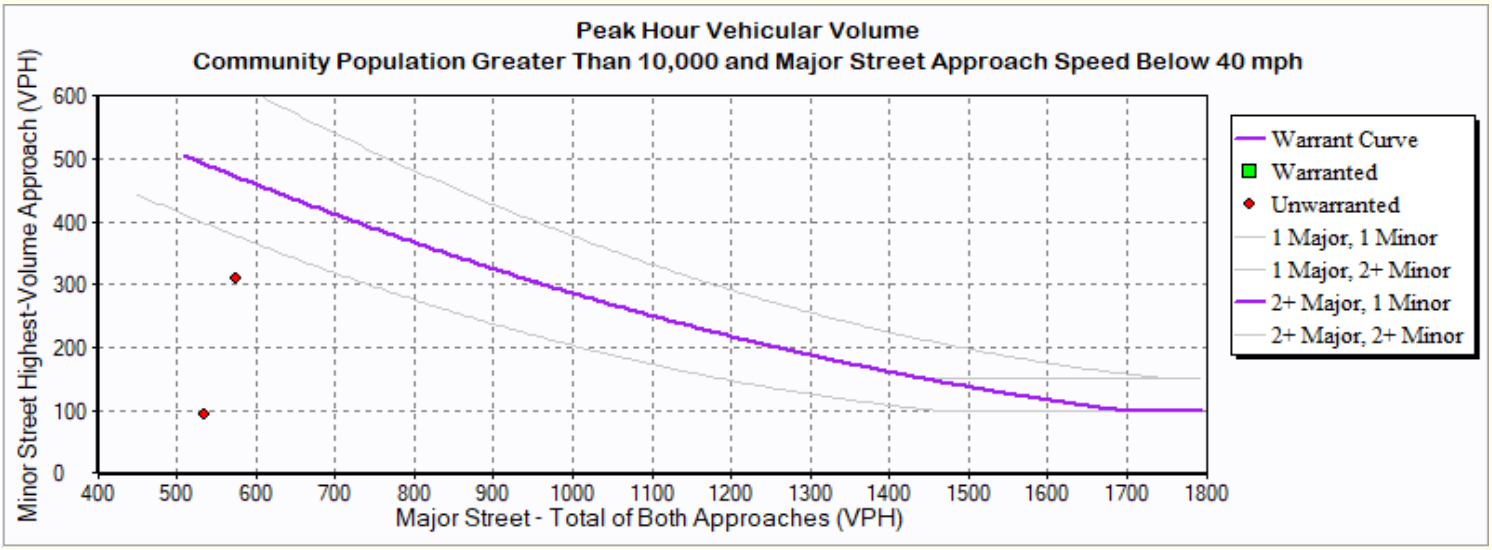
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**2: Golden State Blvd & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 536 | 94 |
| 17:00 | 575 | 311 |

# Warrant 3: Peak Hour

Existing Plus Project

**3: Private & Pistachio Dr**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Pistachio Dr |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

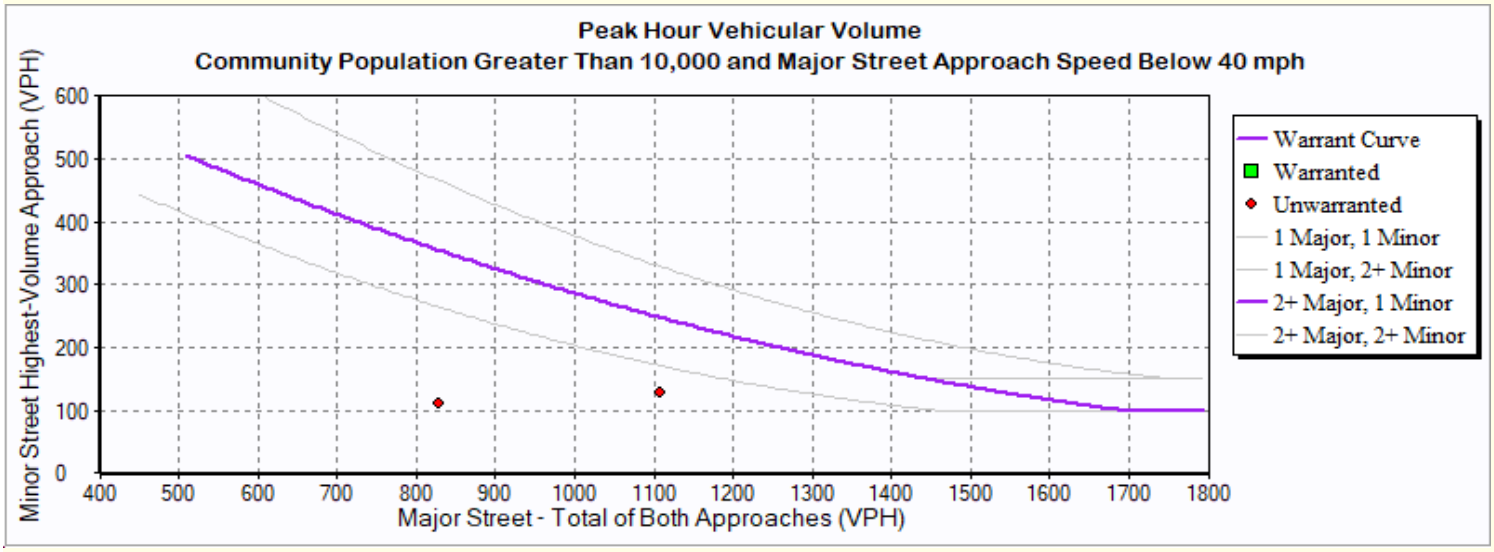
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 828 | 112 |
| 17:00 | 1,108 | 128 |

# Warrant 3: Peak Hour

Existing Plus Project

**4: Rd 23 & SB SR-99**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | SB SR-99 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 2 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

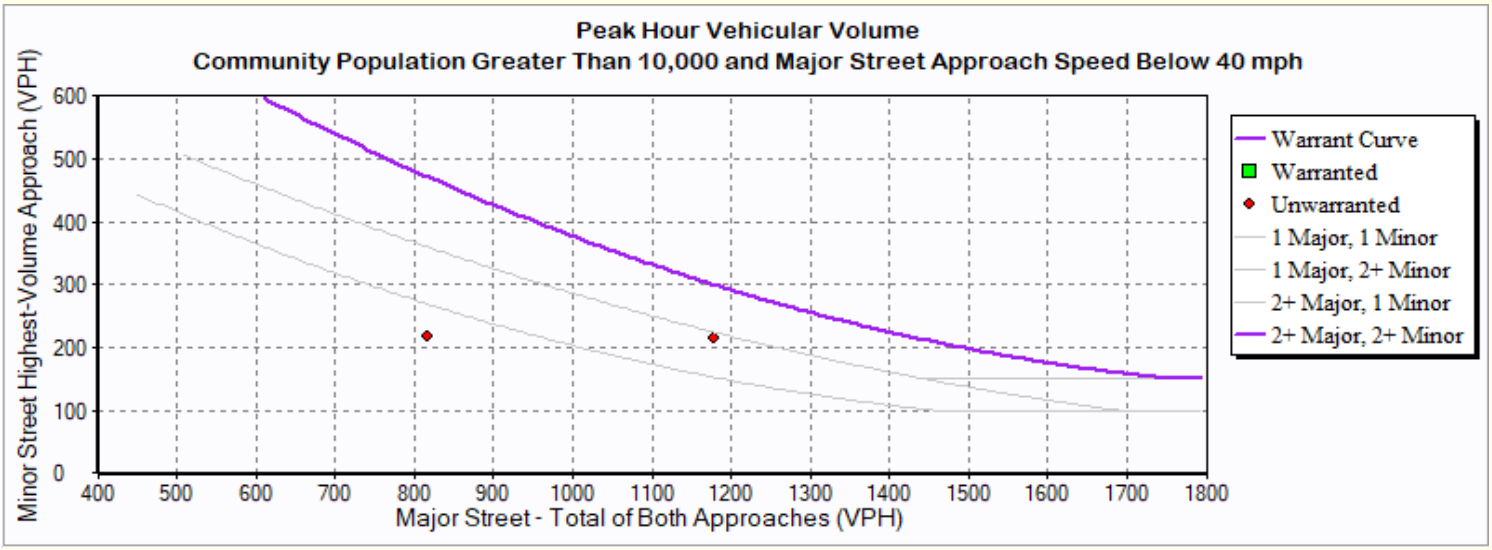
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**4: Rd 23 & SB SR-99**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 817 | 218 |
| 17:00 | 1,178 | 216 |

# Warrant 3: Peak Hour

Existing Plus Project

**5: NB SR-99 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | NB SR-99 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

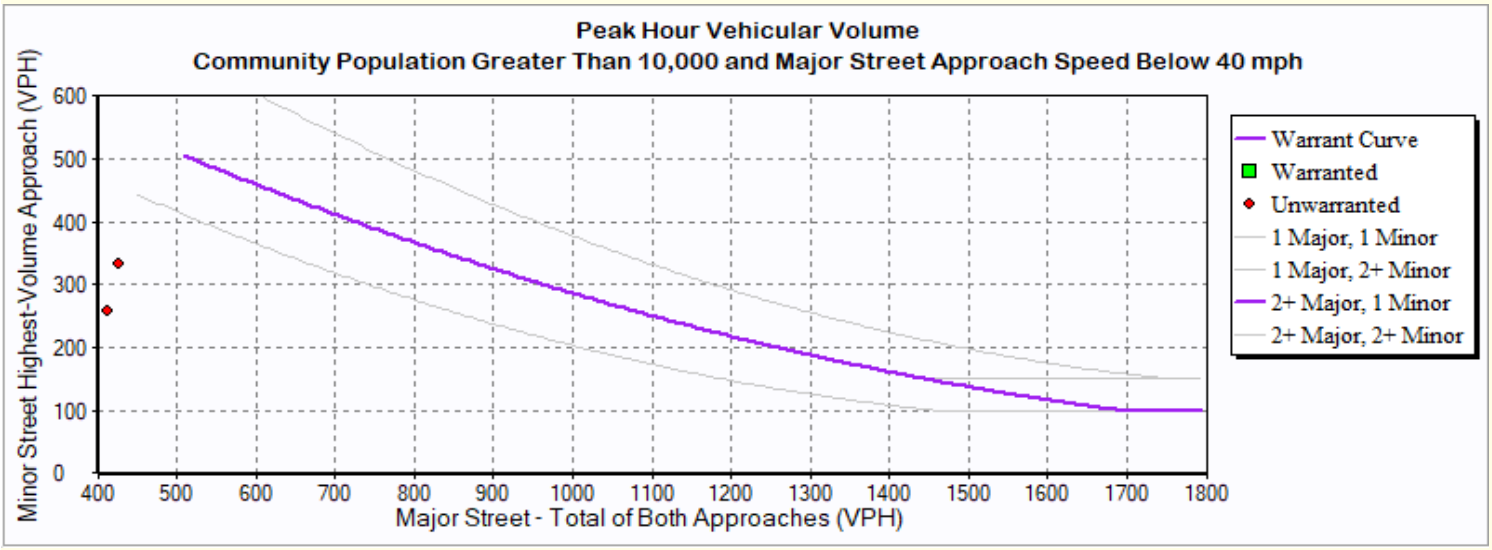
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



# Warrant 3: Peak Hour

**5: NB SR-99 & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 426 | 333 |
| 17:00 | 414 | 257 |

# Warrant 3: Peak Hour

Existing Plus Project

**6: Road 23 & Ave 17**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Road 23 | Ave 17 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

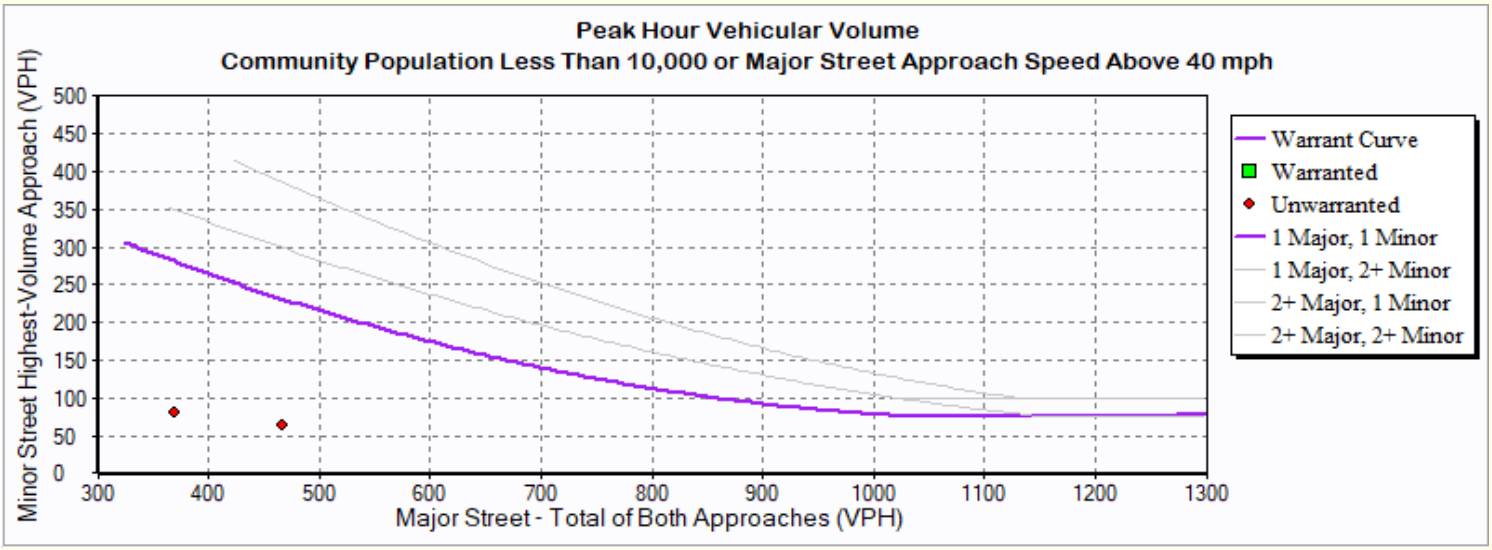
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



# Warrant 3: Peak Hour

**6: Road 23 & Ave 17**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 370 | 80 |
| 17:00 | 467 | 64 |

# Warrant 3: Peak Hour

Near-Term No Project

**1: Road 22 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Road 22 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

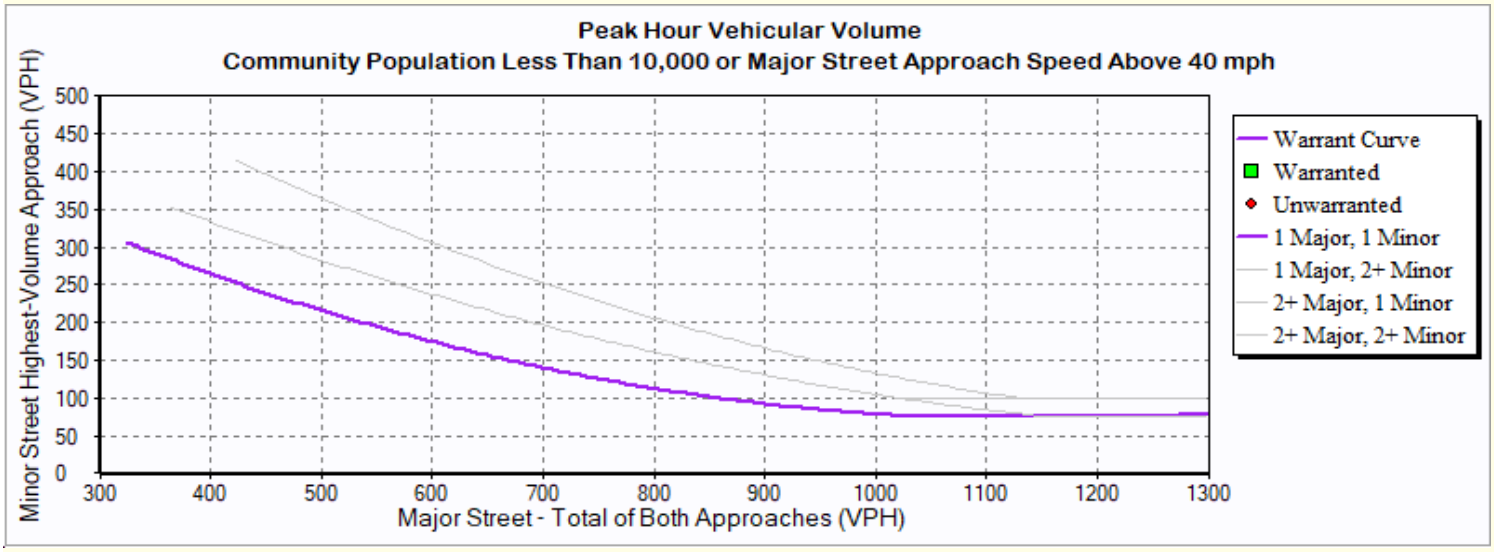
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**1: Road 22 & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 293 | 13 |
| 17:00 | 297 | 53 |

# Warrant 3: Peak Hour

Near-Term No Project

**2: Golden State Blvd & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Golden State Blvd |
| **Direction** | EB/WB | SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

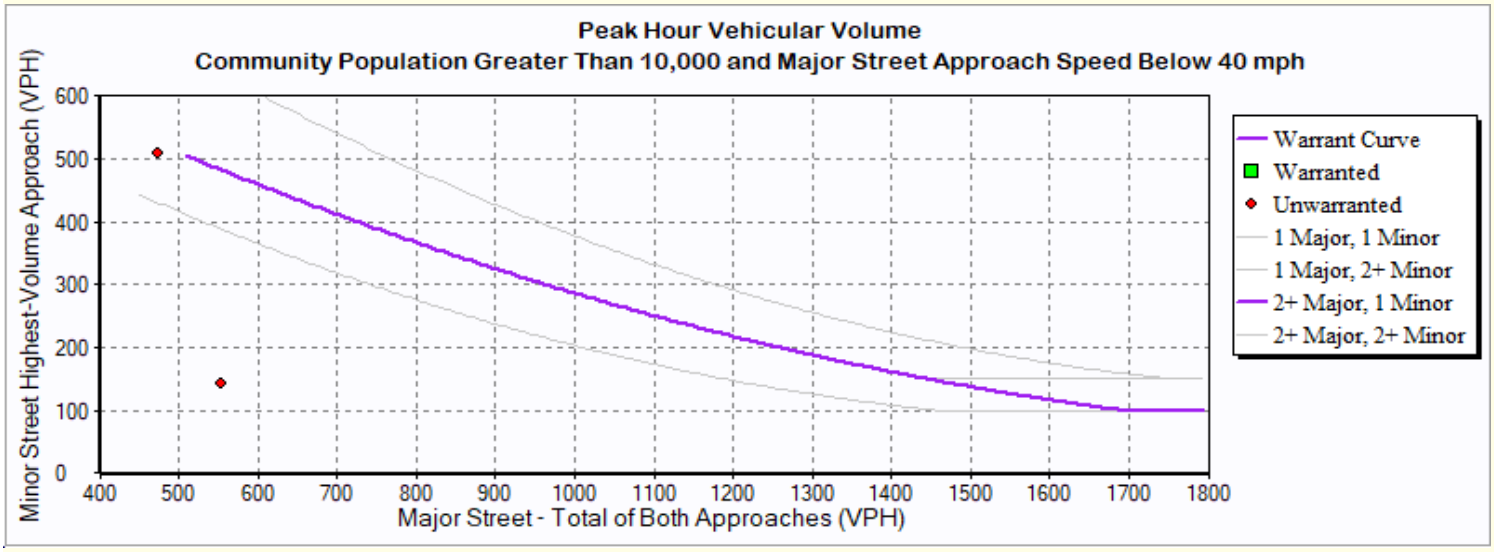
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**2: Golden State Blvd & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 554 | 144 |
| 17:00 | 474 | 509 |

# Warrant 3: Peak Hour

Near-Term No Project

**3: Private & Pistachio Dr**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Pistachio Dr |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

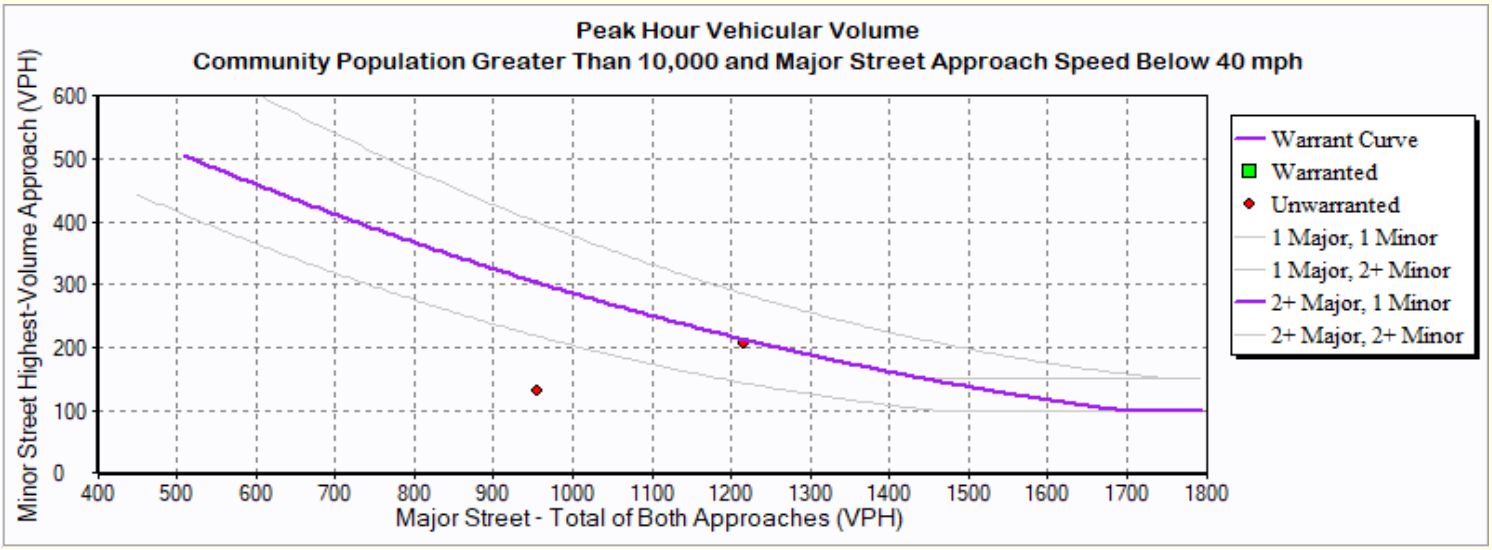
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**3: Private & Pistachio Dr**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 956 | 131 |
| 17:00 | 1,216 | 206 |

# Warrant 3: Peak Hour



**6: Road 23 & Ave 17**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Road 23 | Ave 17 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

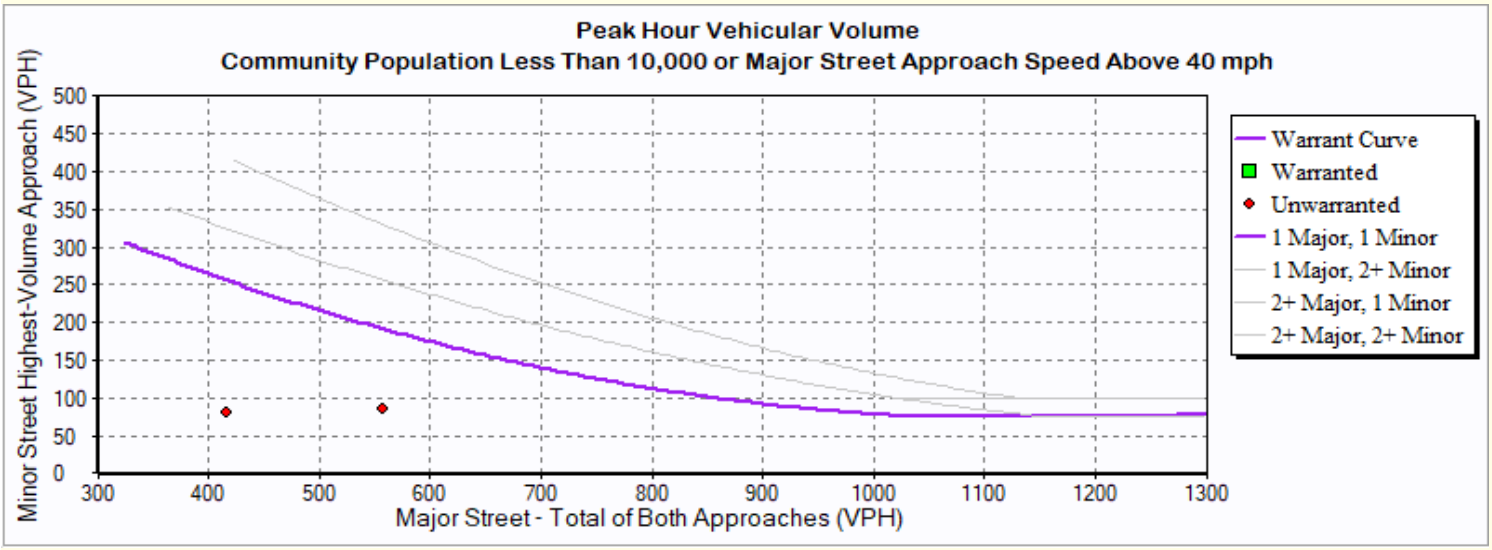
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



# Warrant 3: Peak Hour

**6: Road 23 & Ave 17**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 416 | 80 |
| 17:00 | 557 | 86 |

# Warrant 3: Peak Hour

Near-Term With Project

**1: Road 22 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Road 22 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

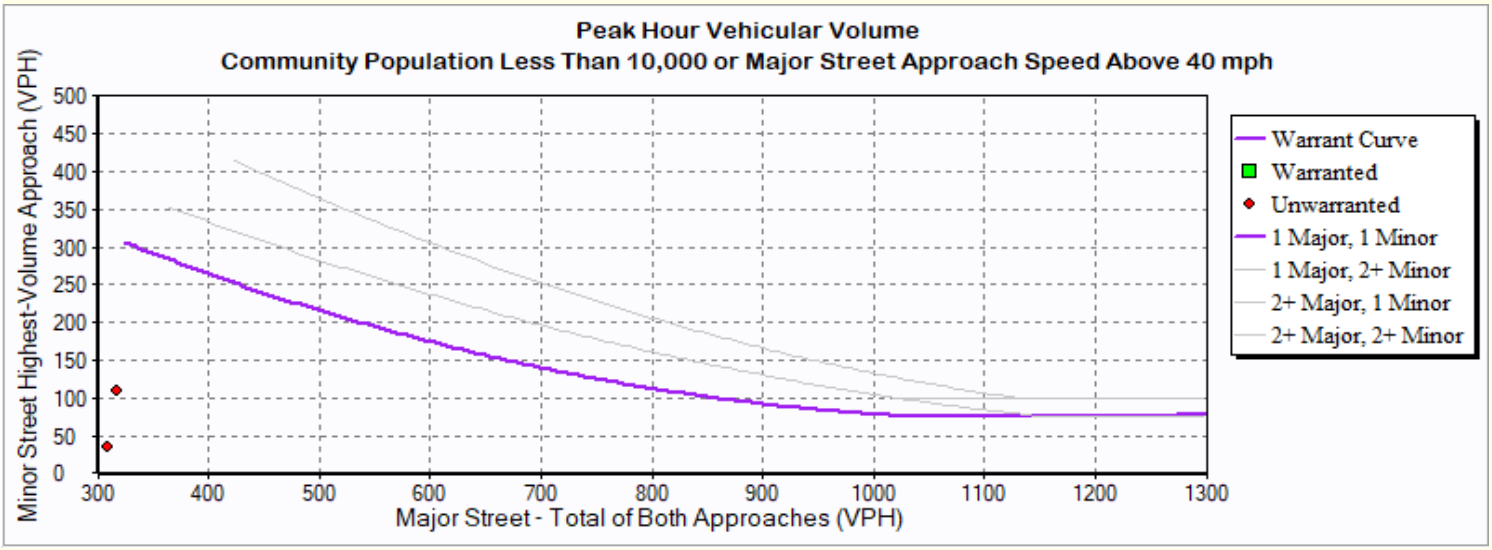
**Condition A Met?** No

**Notes** 0 Hours met (1 required)

**Condition B Met?** No

**Notes** 0 Hours met (1 required)

| | |
|---|---|
| Minor Approach Time Delay Condition Met? | Not Met |
| Minor Approach Volume Condition Met? | Met |
| Total Entering Intersection Volume Condition Met? | Not Met |



**1: Road 22 & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 310 | 35 |
| 17:00 | 317 | 110 |

# Warrant 3: Peak Hour

Near-Term With Project

**2: Golden State Blvd & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Golden State Blvd |
| **Direction** | EB/WB | SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

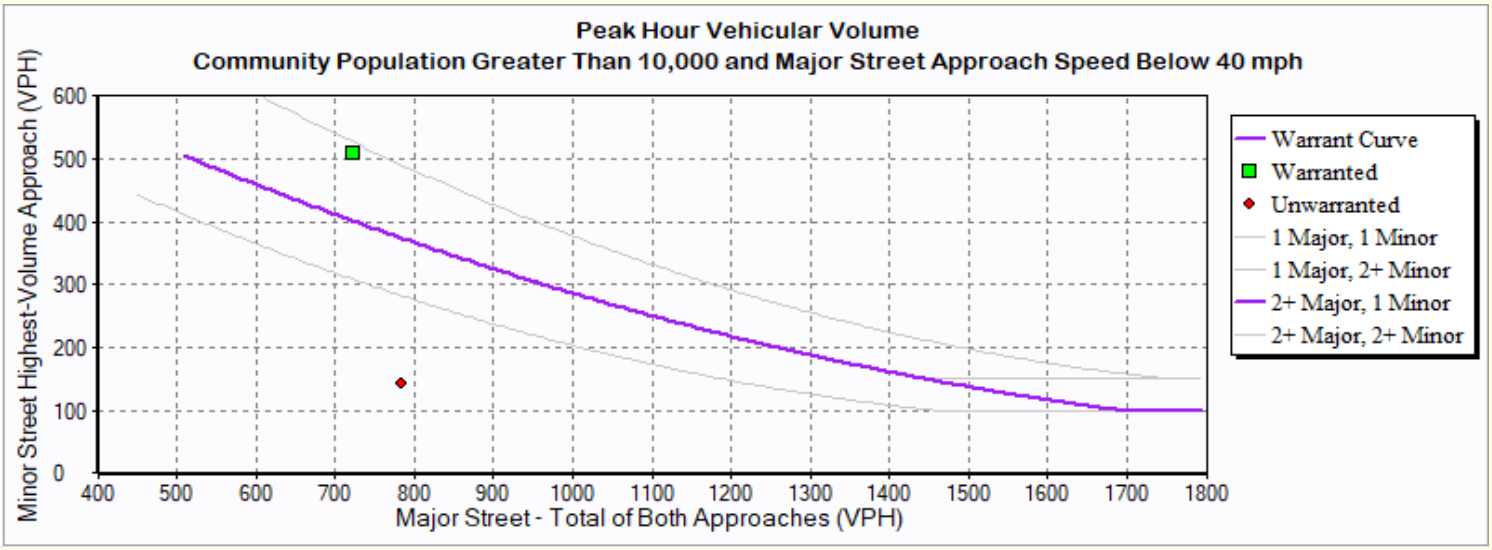
**Condition B Met?** Yes

**Notes** 1 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**2: Golden State Blvd & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 785 | 144 |
| 17:00 | 722 | 509 |

# Warrant 3: Peak Hour

Near-Term With Project

**3: Private & Pistachio Dr**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Pistachio Dr |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

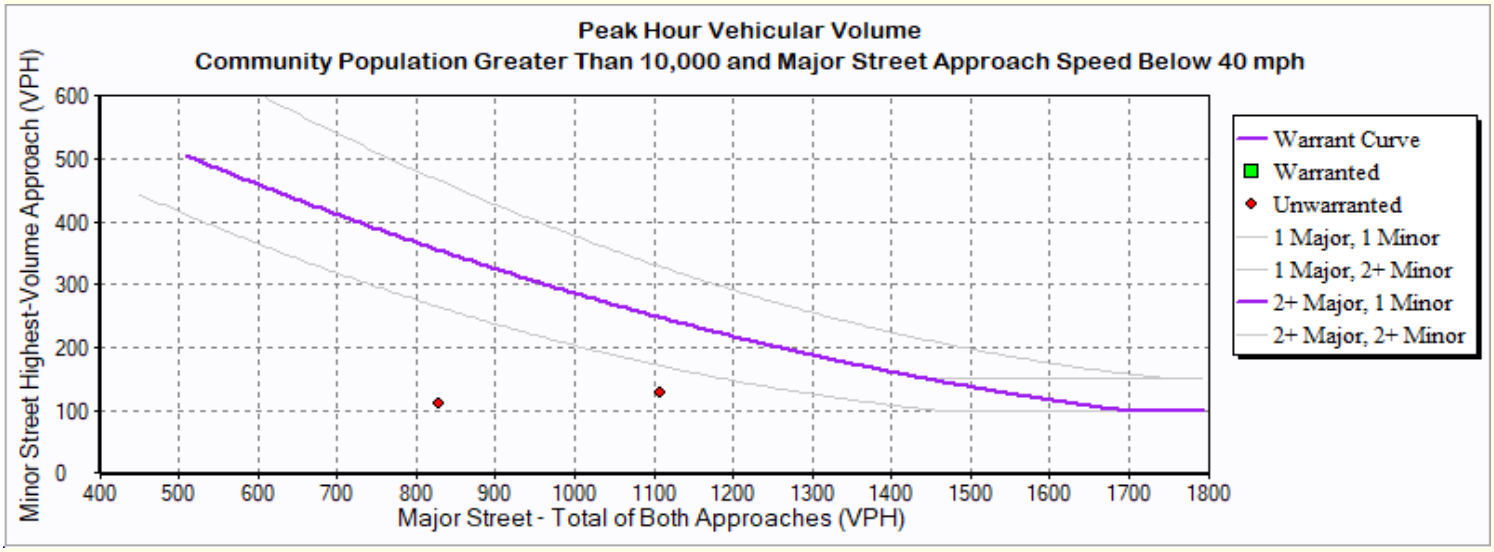
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



**3: Private & Pistachio Dr**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 828 | 112 |
| 17:00 | 1,108 | 128 |

# Warrant 3: Peak Hour

Near-Term With Project

**6: Road 23 & Ave 17**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Road 23 | Ave 17 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

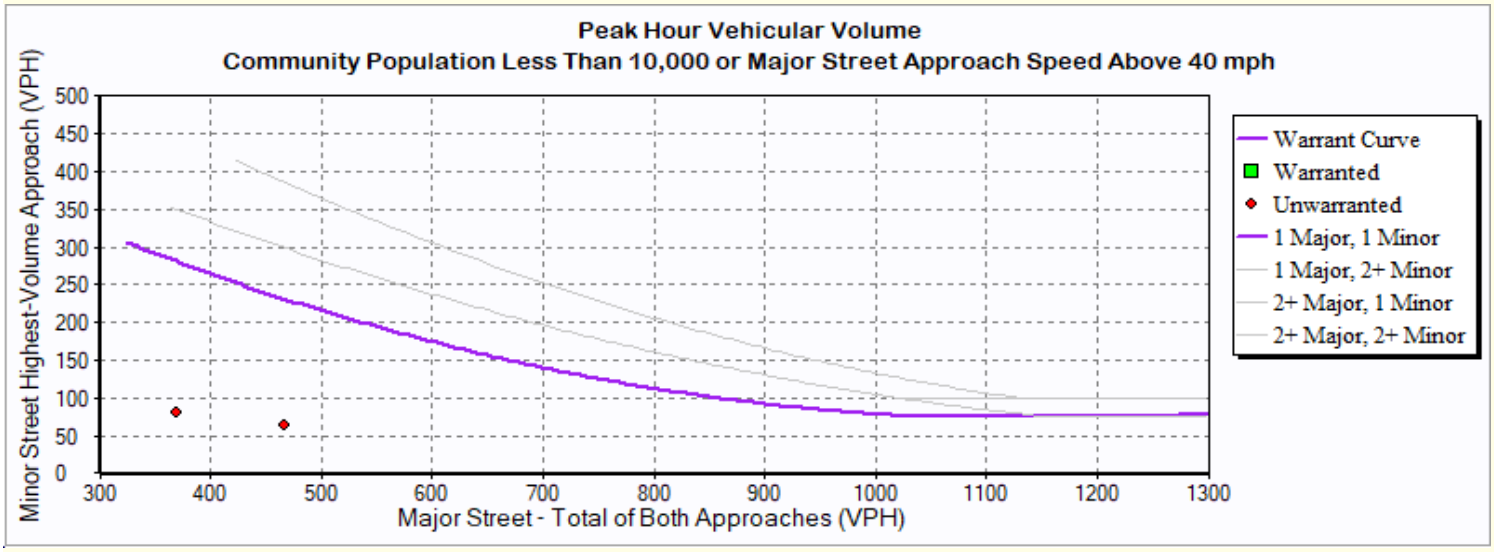
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**6: Road 23 & Ave 17**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 370 | 80 |
| 17:00 | 467 | 64 |

# Warrant 3: Peak Hour

Year 2047 No Project

**1: Road 22 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Road 22 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

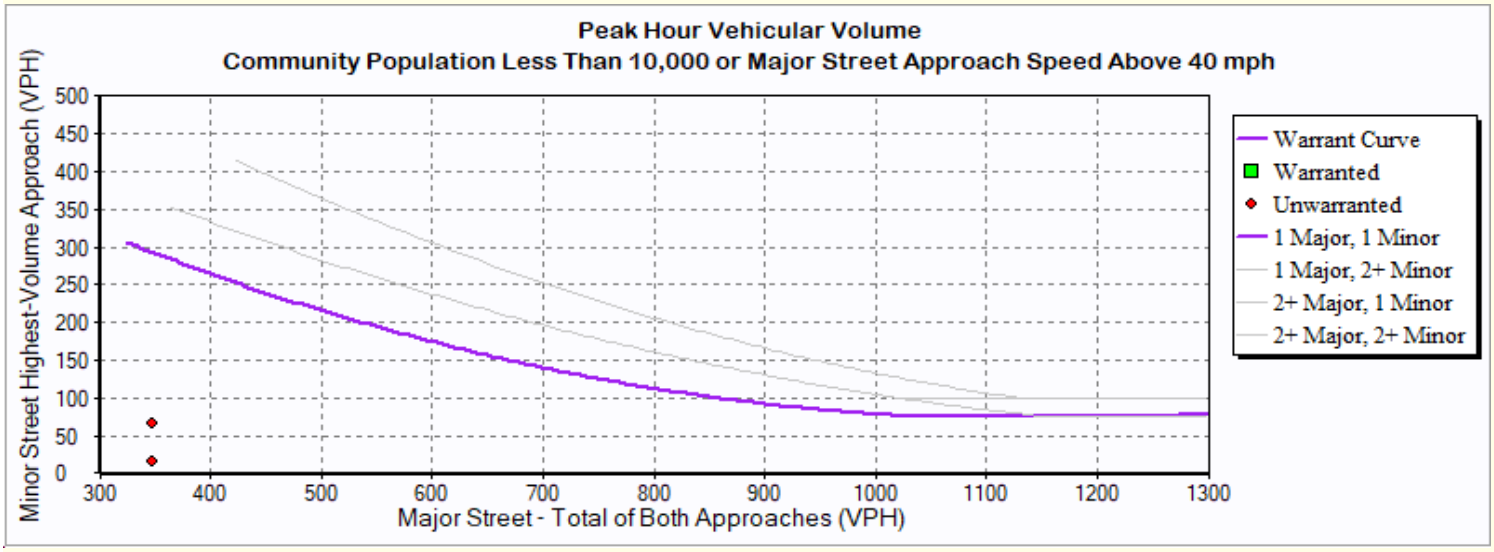
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 347 | 16 |
| 17:00 | 347 | 66 |

# Warrant 3: Peak Hour

Year 2047 No Project

**2: Golden State Blvd & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Golden State Blvd |
| **Direction** | EB/WB | SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

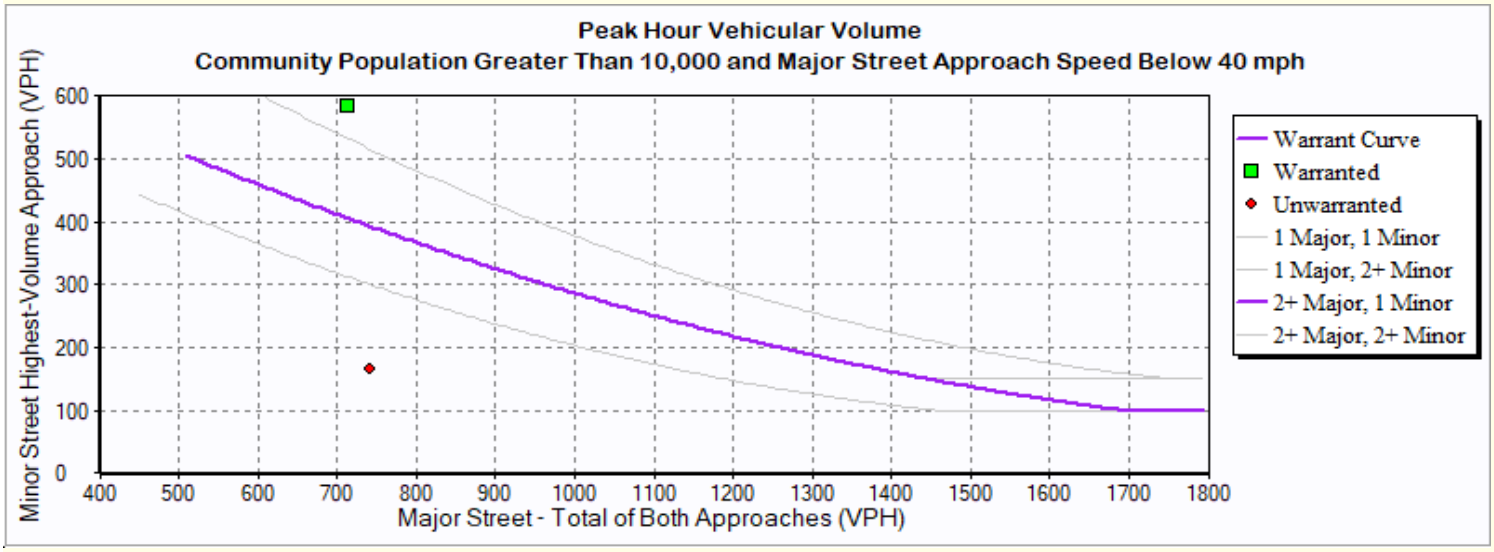
**Condition B Met?** Yes

**Notes** 1 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**2: Golden State Blvd & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 742 | 167 |
| 17:00 | 714 | 585 |

# Warrant 3: Peak Hour

Year 2047 No Project

**3: Private & Pistachio Dr**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Pistachio Dr |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

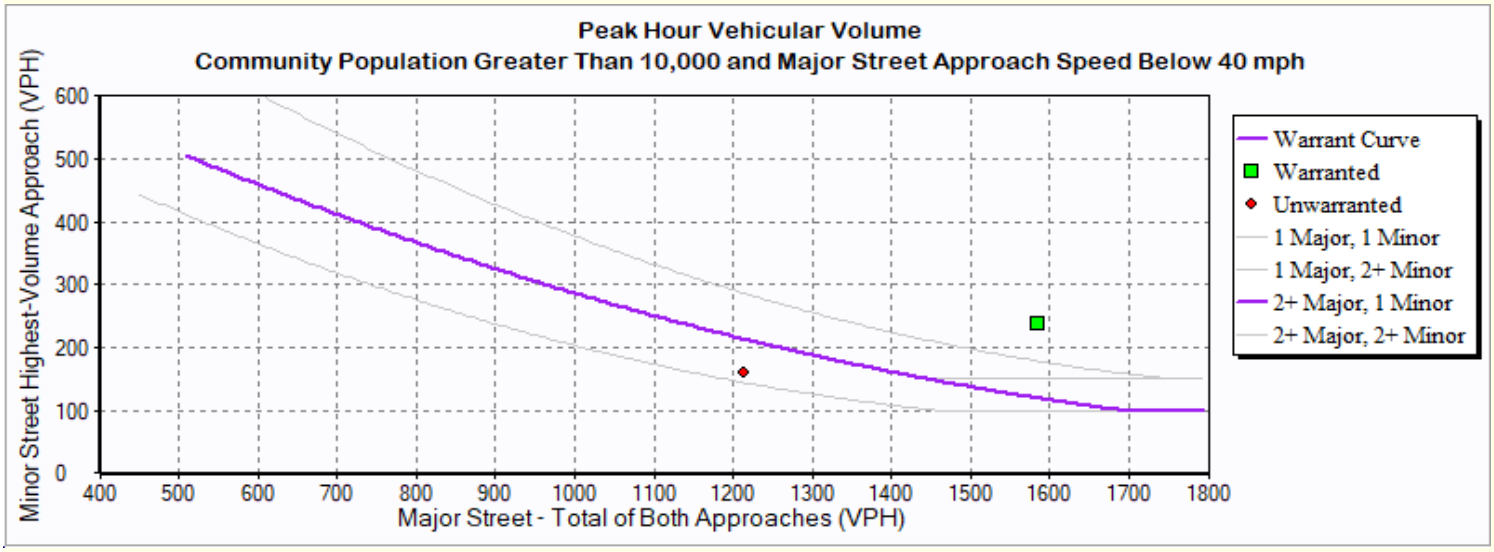
**Condition B Met?** Yes

**Notes** 1 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**3: Private & Pistachio Dr**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 1,215 | 159 |
| 17:00 | 1,586 | 237 |

# Warrant 3: Peak Hour

Year 2047 No Project

**6: Road 23 & Ave 17**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Road 23 | Ave 17 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

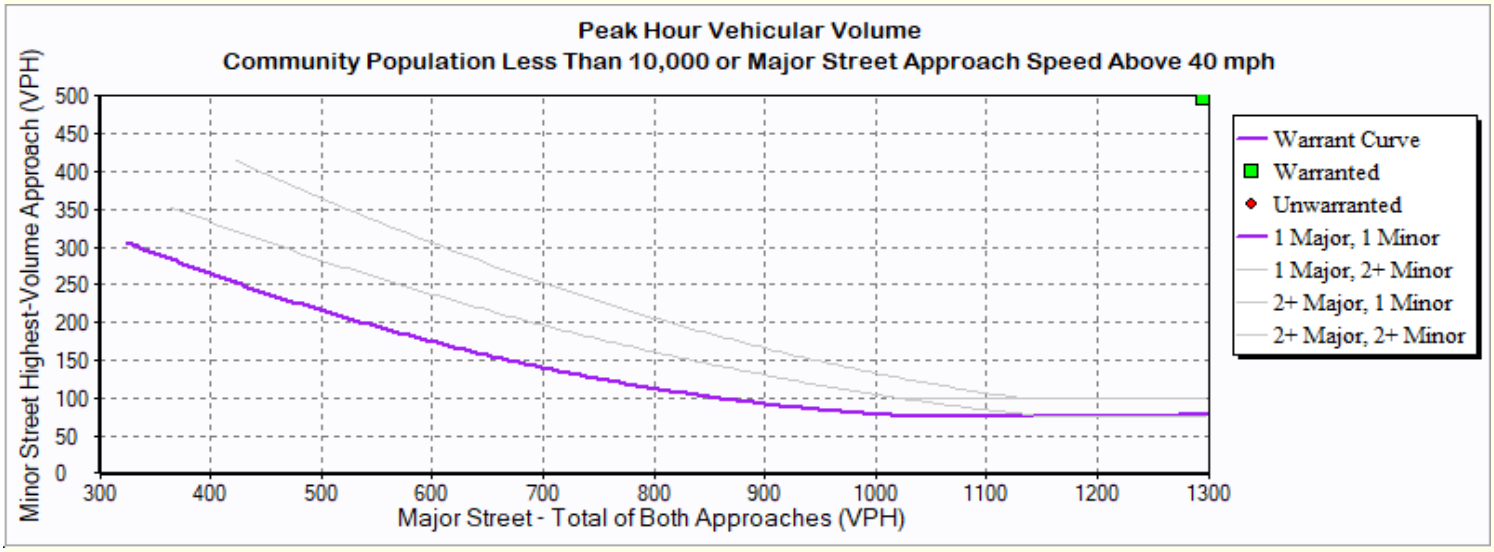
**Condition B Met?** Yes

**Notes** 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**6: Road 23 & Ave 17**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 2,564 | 695 |
| 17:00 | 2,673 | 1,462 |

# Warrant 3: Peak Hour

Year 2047 With Project

**1: Road 22 & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Road 22 |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **No**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

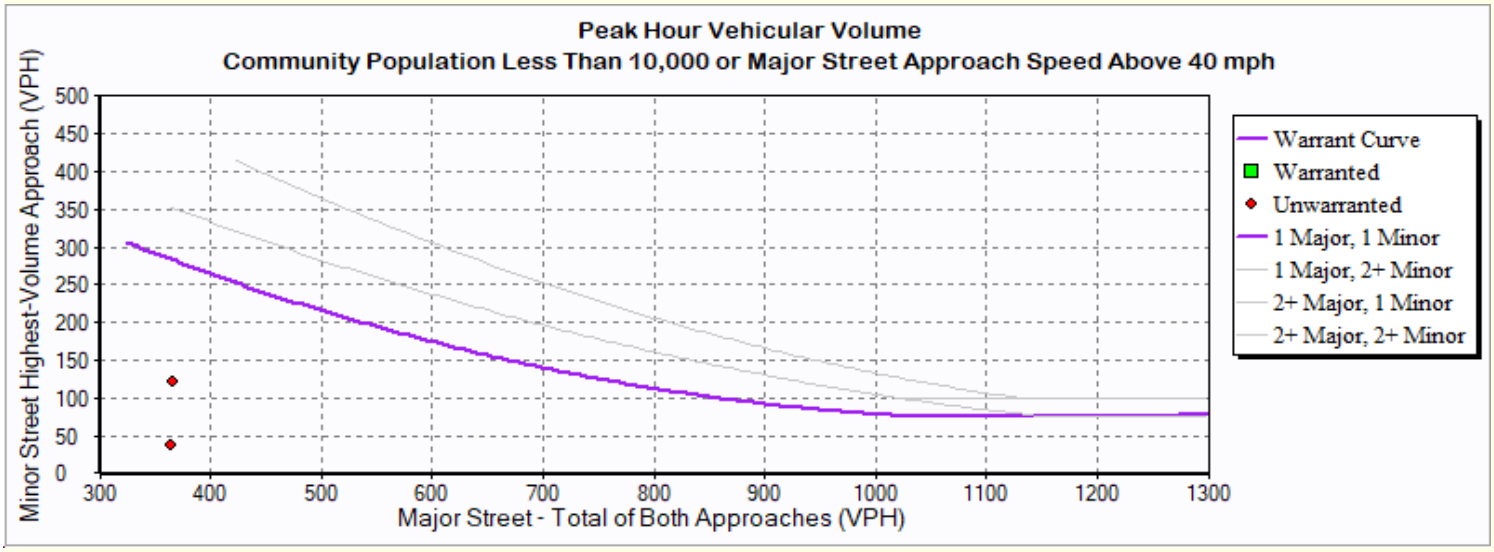
**Condition B Met?** No

**Notes** 0 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



**1: Road 22 & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 364 | 37 |
| 17:00 | 366 | 122 |

# Warrant 3: Peak Hour

Year 2047 With Project

**2: Golden State Blvd & Ave 18 1/2**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Golden State Blvd |
| **Direction** | EB/WB | SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

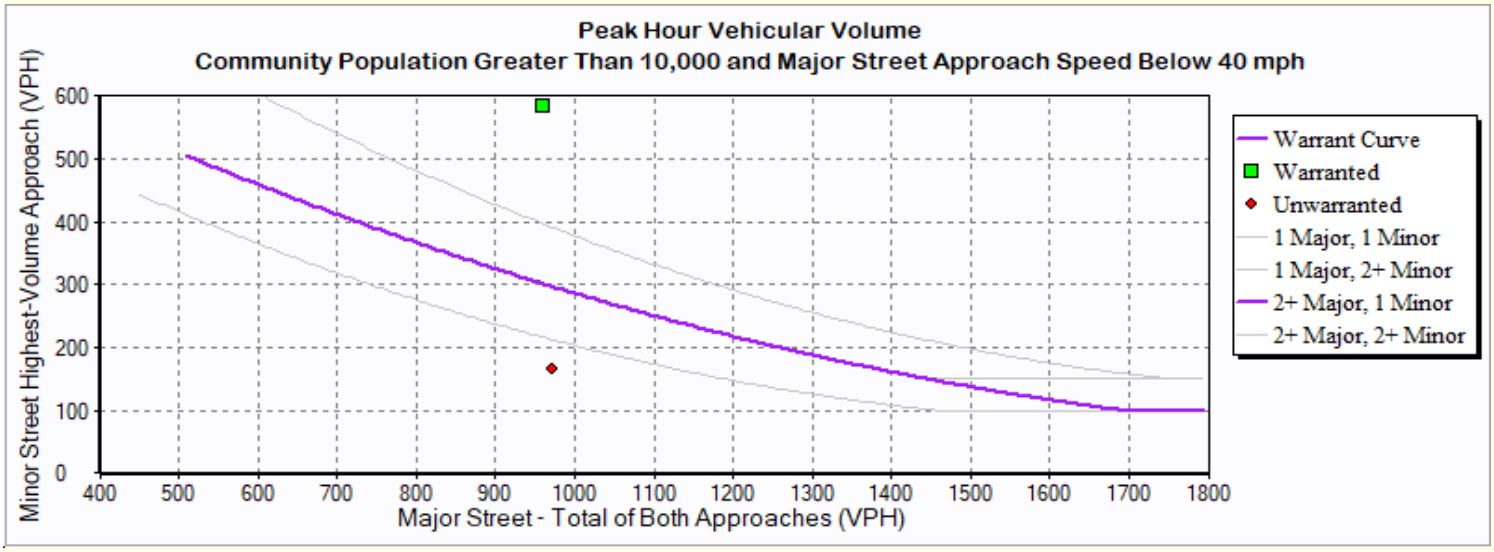
**Condition B Met?** Yes

**Notes** 1 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**2: Golden State Blvd & Ave 18 1/2**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 972 | 167 |
| 17:00 | 961 | 585 |

# Warrant 3: Peak Hour

Year 2047 With Project

**3: Private & Pistachio Dr**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Ave 18 1/2 | Pistachio Dr |
| **Direction** | EB/WB | NB/SB |
| **Number of Lanes** | 2 | 1 |
| **Approach Speed** | 40 | 30 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

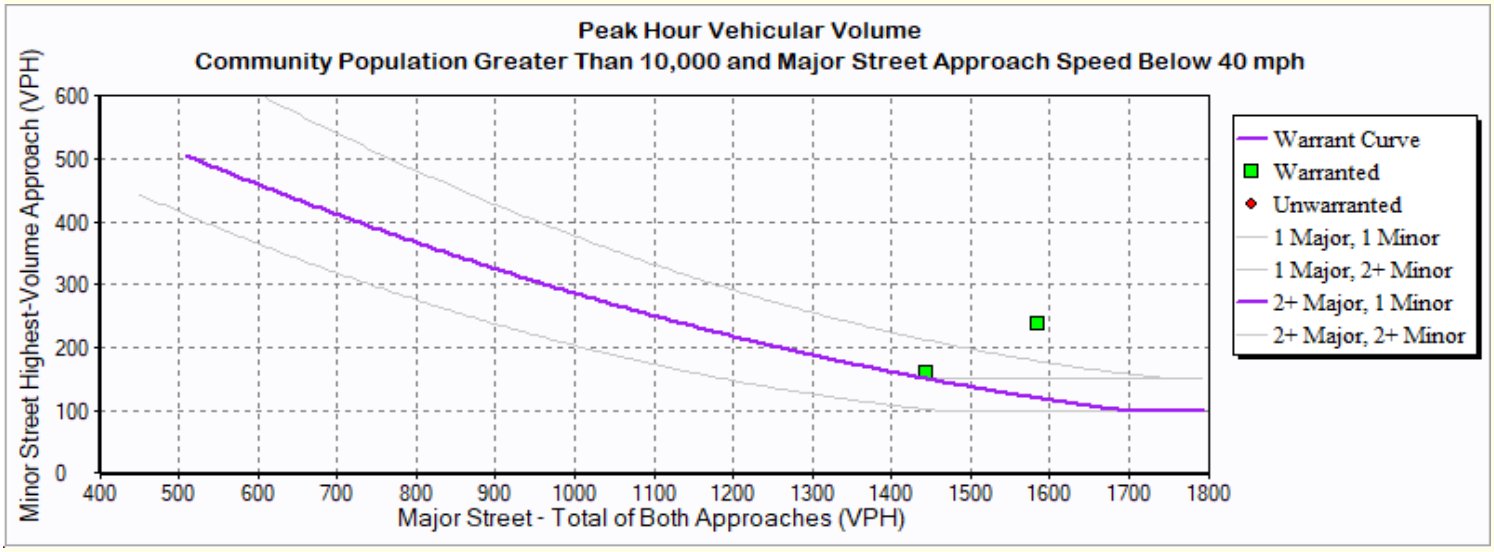
**Condition B Met?** Yes

**Notes** 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

**3: Private & Pistachio Dr**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:00 | 1,445 | 159 |
| 17:00 | 1,586 | 237 |

# Warrant 3: Peak Hour

Year 2047 With Project

**6: Road 23 & Ave 17**

**Intersection Information:**

| | Major Street | Minor Street |
|---|---|---|
| **Street Name** | Road 23 | Ave 17 |
| **Direction** | NB/SB | EB/WB |
| **Number of Lanes** | 1 | 1 |
| **Approach Speed** | 50 | 50 |

**Warrant 3 Met?** **Yes**

**Details**

**Low Population?** No

**Condition A Met?** No

**Notes** 0 Hours met (1 required)

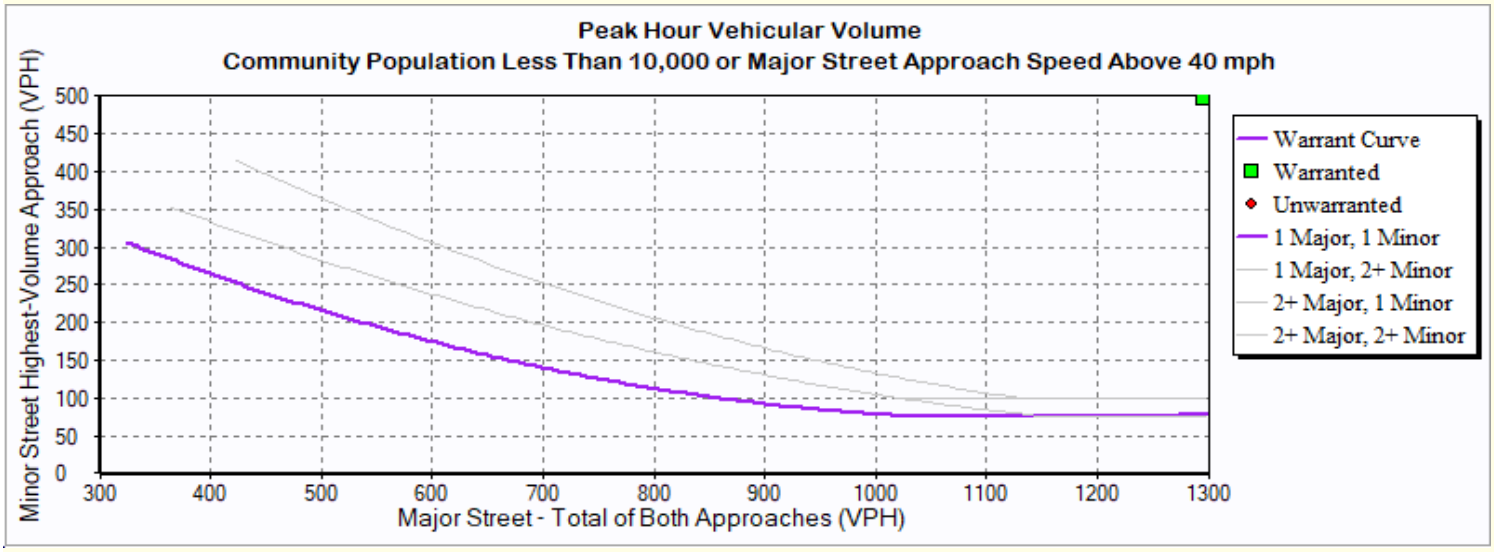
**Condition B Met?** Yes

**Notes** 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



# Warrant 3: Peak Hour

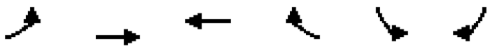
**6: Road 23 & Ave 17**

| Hour | Major Street<br>Total All Approaches (vph) | Minor Street<br>Highest Volume Approach (vph) |
|---|---|---|
| 7:30 | 2,564 | 695 |
| 17:00 | 2,673 | 1,462 |

# APPENDIX G

## IMPROVED INTERSECTION ANALYSIS SHEETS

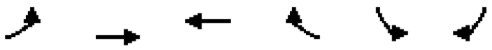
PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 214 | 298 | 258 | 137 | 7 |
| Future Volume (veh/h) | 15 | 214 | 298 | 258 | 137 | 7 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1455 | 1455 | 1455 | 1455 | 1455 | 1455 |
| Adj Flow Rate, veh/h | 18 | 252 | 351 | 243 | 161 | 8 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Cap, veh/h | 32 | 730 | 510 | 432 | 254 | 226 |
| Arrive On Green | 0.02 | 0.50 | 0.35 | 0.35 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1386 | 1455 | 1455 | 1233 | 1386 | 1233 |
| Grp Volume(v), veh/h | 18 | 252 | 351 | 243 | 161 | 8 |
| Grp Sat Flow(s),veh/h/ln | 1386 | 1455 | 1455 | 1233 | 1386 | 1233 |
| Q Serve(g_s), s | 0.4 | 3.2 | 6.4 | 5.0 | 3.3 | 0.2 |
| Cycle Q Clear(g_c), s | 0.4 | 3.2 | 6.4 | 5.0 | 3.3 | 0.2 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 32 | 730 | 510 | 432 | 254 | 226 |
| V/C Ratio(X) | 0.56 | 0.35 | 0.69 | 0.56 | 0.63 | 0.04 |
| Avail Cap(c_a), veh/h | 263 | 1496 | 1033 | 876 | 810 | 721 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.0 | 4.7 | 8.7 | 8.2 | 11.7 | 10.4 |
| Incr Delay (d2), s/veh | 14.4 | 0.3 | 1.7 | 1.2 | 2.6 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.4 | 1.3 | 0.8 | 0.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 29.5 | 5.0 | 10.3 | 9.3 | 14.3 | 10.5 |
| LnGrp LOS | C | A | B | A | B | B |
| Approach Vol, veh/h | | 270 | 594 | | 169 | |
| Approach Delay, s/veh | | 6.6 | 9.9 | | 14.2 | |
| Approach LOS | | A | A | | B | |

| Timer - Assigned Phs | | | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | | 20.5 | | 10.6 | 4.7 | 15.8 |
| Change Period (Y+Rc), s | | | 4.9 | | 4.9 | 4.0 | 4.9 |
| Max Green Setting (Gmax), s | | | 32.0 | | 18.2 | 5.9 | 22.1 |
| Max Q Clear Time (g_c+I1), s | | | 5.2 | | 5.3 | 2.4 | 8.4 |
| Green Ext Time (p_c), s | | | 1.4 | | 0.4 | 0.0 | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 9.7 |
| HCM 7th LOS | A |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 18 | 252 | 351 | 304 | 161 | 8 |
| v/c Ratio | 0.08 | 0.41 | 0.61 | 0.45 | 0.41 | 0.02 |
| Control Delay (s/veh) | 20.1 | 9.4 | 15.7 | 4.2 | 16.5 | 8.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 20.1 | 9.4 | 15.7 | 4.2 | 16.5 | 8.7 |
| Queue Length 50th (ft) | 3 | 35 | 53 | 0 | 28 | 0 |
| Queue Length 95th (ft) | 26 | 95 | 203 | 44 | 106 | 9 |
| Internal Link Dist (ft) | | 459 | 618 | | 427 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 245 | 1261 | 970 | 926 | 758 | 682 |
| 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 | 0.07 | 0.20 | 0.36 | 0.33 | 0.21 | 0.01 |

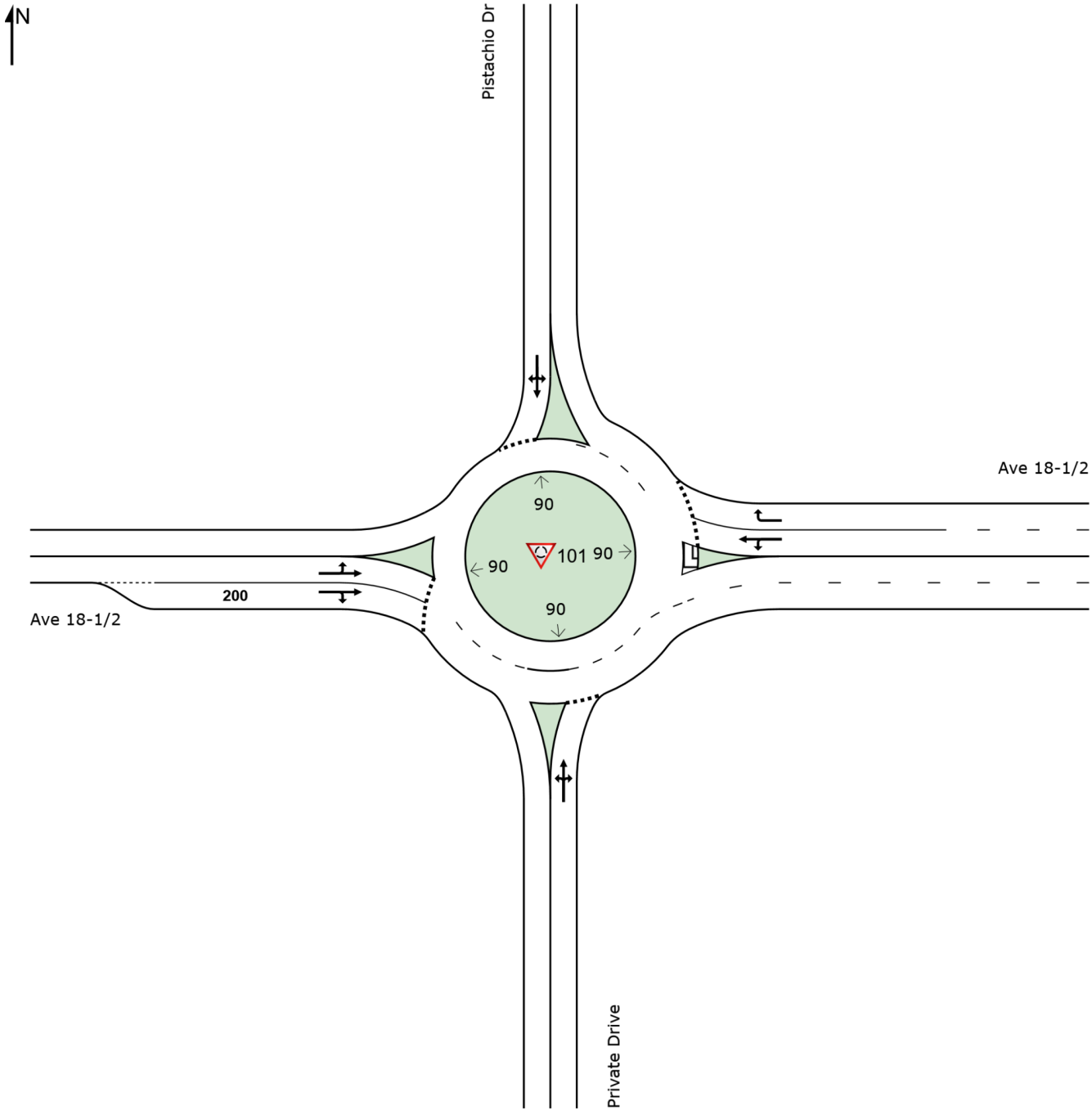
Intersection Summary

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & Pistachio (Near Term AM Improved) - 1.1 Attempt 2 (Site Folder: General)]

Ave 18-1/2 - Pistachio Near-Term With Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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# LANE SUMMARY

## Site: 101 [Ave 18-1/2 & Pistachio (Near Term AM Improved) - 1.1 Attempt 2 (Site Folder: General)]

Ave 18-1/2 - Pistachio Near-Term With Project AM
Site Category: (None)
Roundabout

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Private Drive | | | | | | | | | | | | | |
| Lane 1[d] | 4 | 2.0 | 748 | 0.006 | 100 | 6.3 | LOS A | 0.0 | 0.5 | Full | 200 | 0.0 | 0.0 |
| Approach | 4 | 2.0 | | 0.006 | | 6.3 | LOS A | 0.0 | 0.5 | | | | |
| East: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1[d] | 601 | 20.0 | 1456 | 0.413 | 100 | 2.7 | LOS A | 2.9 | 85.5 | Full | 175 | 0.0 | 0.0 |
| Lane 2 | 262 | 20.0 | 1138 | 0.230 | 100 | 2.7 | LOS A | 1.3 | 37.2 | Full | 175 | 0.0 | 0.0 |
| Approach | 863 | 20.0 | | 0.413 | | 2.7 | LOS A | 2.9 | 85.5 | | | | |
| North: Pistachio Dr | | | | | | | | | | | | | |
| Lane 1[d] | 144 | 19.9 | 601 | 0.240 | 100 | 15.3 | LOS C | 1.3 | 36.7 | Full | 1000 | 0.0 | 0.0 |
| Approach | 144 | 19.9 | | 0.240 | | 15.3 | LOS C | 1.3 | 36.7 | | | | |
| West: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1 | 209 | 20.0 | 993 | 0.211 | 100 | 5.6 | LOS A | 1.2 | 35.0 | Full | 1600 | 0.0 | 0.0 |
| Lane 2[d] | 233 | 19.9 | 1104 | 0.211 | 100 | 5.3 | LOS A | 1.2 | 35.6 | Short | 200 | 0.0 | NA |
| Approach | 442 | 20.0 | | 0.211 | | 5.5 | LOS A | 1.2 | 35.6 | | | | |
| Intersection | 1453 | 19.9 | | 0.413 | | 4.8 | LOS A | 2.9 | 85.5 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

**Approach Lane Flows (veh/h)**

South: Private Drive

| Mov. From S To Exit: | L2 W | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 1 | 2 | 4 | 2.0 | 748 | 0.006 | 100 | NA | NA |
| Approach | 1 | 1 | 2 | 4 | 2.0 | | 0.006 | | | |

East: Ave 18-1/2

| Mov. From E To Exit: | L2 S | T1 W | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 600 | - | 601 | 20.0 | 1456 | 0.413 | 100 | NA | NA |
| Lane 2 | - | - | 262 | 262 | 20.0 | 1138 | 0.230 | 100 | NA | NA |
| Approach | 1 | 600 | 262 | 863 | 20.0 | | 0.413 | | | |

North: Pistachio Dr

| Mov. From N To Exit: | L2 E | T1 S | R2 W | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 131 | 1 | 12 | 144 | 19.9 | 601 | 0.240 | 100 | NA | NA |
| Approach | 131 | 1 | 12 | 144 | 19.9 | | 0.240 | | | |

West: Ave 18-1/2

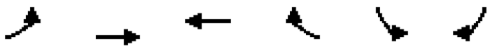
| Mov. From W To Exit: | L2 N | T1 E | R2 S | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 7 | 203 | - | 209 | 20.0 | 993 | 0.211 | 100 | NA | NA |
| Lane 2 | - | 231 | 1 | 233 | 19.9 | 1104 | 0.211 | 100 | 0.0 | 1 |
| Approach | 7 | 434 | 1 | 442 | 20.0 | | 0.211 | | | |

| | Total | %HV | Deg.Satn (v/c) |
|---|---|---|---|
| Intersection | 1453 | 19.9 | 0.413 |

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

## Merge Analysis

| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South Exit: Private Drive<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| East Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| Full Length Lane | 2 | Merge Analysis not applied. | | | | | | | | | | |
| North Exit: Pistachio Dr<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| West Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |



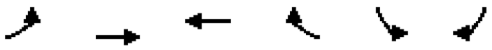
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 371 | 200 | 145 | 487 | 22 |
| Future Volume (veh/h) | 6 | 371 | 200 | 145 | 487 | 22 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1574 | 1574 | 1574 | 1574 | 1574 | 1574 |
| Adj Flow Rate, veh/h | 7 | 417 | 225 | 130 | 547 | 25 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Cap, veh/h | 14 | 539 | 338 | 287 | 631 | 561 |
| Arrive On Green | 0.01 | 0.34 | 0.22 | 0.22 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1499 | 1574 | 1574 | 1334 | 1499 | 1334 |
| Grp Volume(v), veh/h | 7 | 417 | 225 | 130 | 547 | 25 |
| Grp Sat Flow(s),veh/h/ln | 1499 | 1574 | 1574 | 1334 | 1499 | 1334 |
| Q Serve(g_s), s | 0.2 | 9.8 | 5.4 | 3.5 | 13.8 | 0.5 |
| Cycle Q Clear(g_c), s | 0.2 | 9.8 | 5.4 | 3.5 | 13.8 | 0.5 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 14 | 539 | 338 | 287 | 631 | 561 |
| V/C Ratio(X) | 0.50 | 0.77 | 0.66 | 0.45 | 0.87 | 0.04 |
| Avail Cap(c_a), veh/h | 181 | 1060 | 684 | 580 | 988 | 879 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.4 | 12.2 | 14.9 | 14.1 | 10.9 | 7.1 |
| Incr Delay (d2), s/veh | 25.0 | 2.4 | 2.2 | 1.1 | 5.2 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 3.0 | 1.8 | 1.0 | 4.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 45.4 | 14.6 | 17.1 | 15.3 | 16.1 | 7.1 |
| LnGrp LOS | D | B | B | B | B | A |
| Approach Vol, veh/h | | 424 | 355 | | 572 | |
| Approach Delay, s/veh | | 15.1 | 16.5 | | 15.7 | |
| Approach LOS | | B | B | | B | |

| Timer - Assigned Phs | | | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | | 19.1 | | 22.3 | 5.3 | 13.8 |
| Change Period (Y+Rc), s | | | 4.9 | | 4.9 | 4.9 | 4.9 |
| Max Green Setting (Gmax), s | | | 27.9 | | 27.3 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | | | 11.8 | | 15.8 | 2.2 | 7.4 |
| Green Ext Time (p_c), s | | | 2.4 | | 1.6 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 15.7 |
| HCM 7th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 7 | 417 | 225 | 163 | 547 | 25 |
| v/c Ratio | 0.05 | 0.74 | 0.43 | 0.30 | 0.83 | 0.04 |
| Control Delay (s/veh) | 27.8 | 23.9 | 18.8 | 5.1 | 28.6 | 5.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 27.8 | 23.9 | 18.8 | 5.1 | 28.6 | 5.2 |
| Queue Length 50th (ft) | 3 | 145 | 67 | 0 | 168 | 0 |
| Queue Length 95th (ft) | 16 | 244 | 159 | 45 | #429 | 14 |
| Internal Link Dist (ft) | | 459 | 618 | | 427 | |
| Turn Bay Length (ft) | 150 | | | | | |
| Base Capacity (vph) | 144 | 849 | 593 | 605 | 789 | 718 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.05 | 0.49 | 0.38 | 0.27 | 0.69 | 0.03 |

Intersection Summary

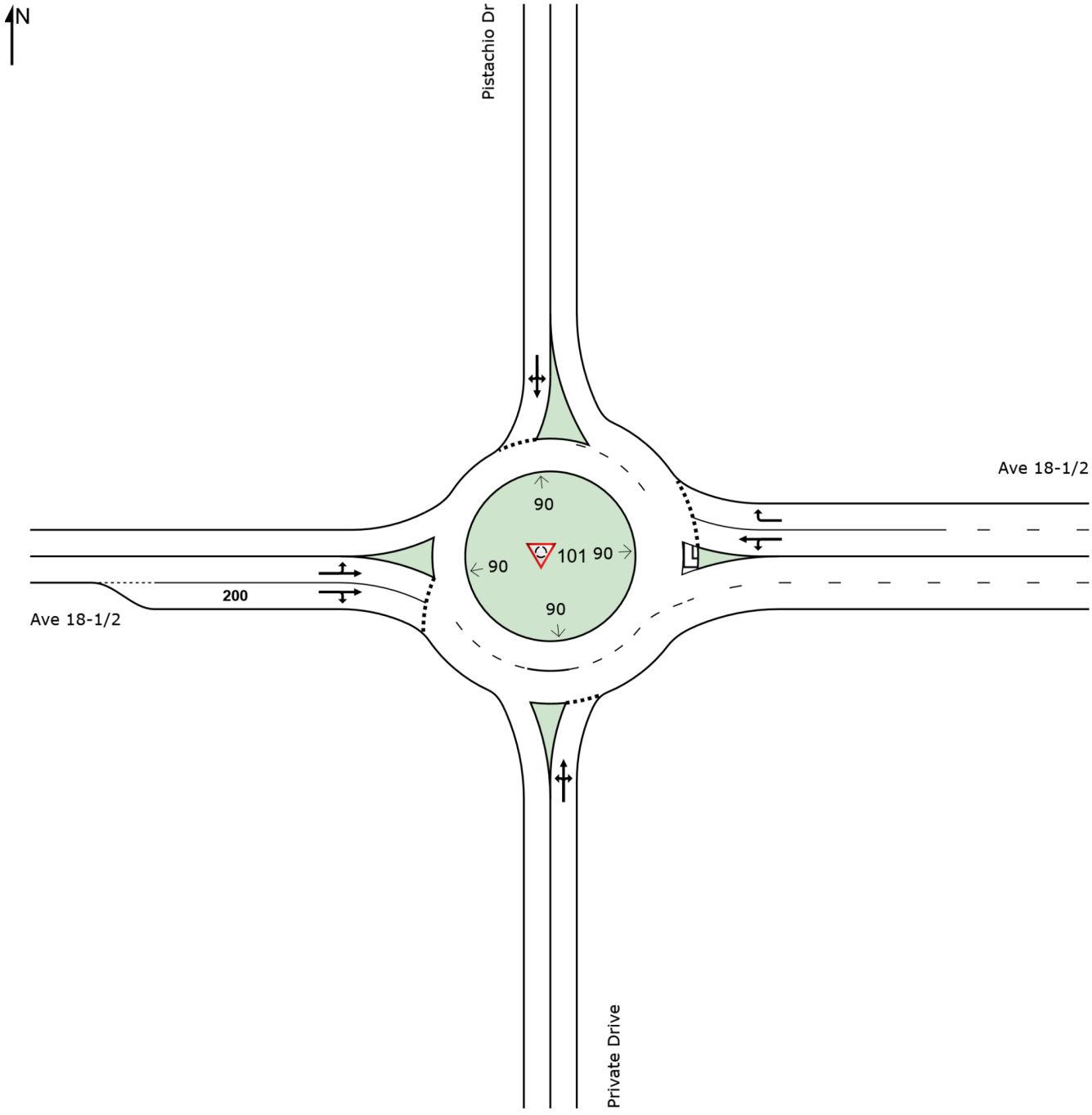
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & Pistachio (Near Term PM Improved) - 1.1 Attempt 2 (Site Folder: General)]

Ave 18-1/2 - Pistachio Near-Term With Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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# LANE SUMMARY

## Site: 101 [Ave 18-1/2 & Pistachio (Near Term PM Improved) - 1.1 Attempt 2 (Site Folder: General)]

Ave 18-1/2 - Pistachio Near-Term With Project PM
Site Category: (None)
Roundabout

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Private Drive | | | | | | | | | | | | | |
| Lane 1[d] | 3 | 15.0 | 399 | 0.008 | 100 | 10.0 | LOS A | 0.0 | 0.8 | Full | 200 | 0.0 | 0.0 |
| Approach | 3 | 15.0 | | 0.008 | | 10.0 | LOS A | 0.0 | 0.8 | | | | |
| East: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1[d] | 374 | 15.0 | 1488 | 0.251 | 100 | 2.7 | LOS A | 1.6 | 43.6 | Full | 175 | 0.0 | 0.0 |
| Lane 2 | 168 | 15.0 | 1164 | 0.144 | 100 | 2.7 | LOS A | 0.8 | 21.6 | Full | 175 | 0.0 | 0.0 |
| Approach | 542 | 15.0 | | 0.251 | | 2.7 | LOS A | 1.6 | 43.6 | | | | |
| North: Pistachio Dr | | | | | | | | | | | | | |
| Lane 1[d] | 222 | 15.0 | 802 | 0.276 | 100 | 12.6 | LOS B | 1.5 | 40.9 | Full | 1000 | 0.0 | 0.0 |
| Approach | 222 | 15.0 | | 0.276 | | 12.6 | LOS B | 1.5 | 40.9 | | | | |
| West: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1 | 483 | 15.0 | 965 | 0.500 | 100 | 6.5 | LOS A | 3.6 | 101.7 | Full | 1600 | 0.0 | 0.0 |
| Lane 2[d] | 550 | 15.0 | 1098 | 0.500 | 100 | 6.1 | LOS A | 3.7 | 104.9 | Short | 200 | 0.0 | NA |
| Approach | 1032 | 15.0 | | 0.500 | | 6.3 | LOS A | 3.7 | 104.9 | | | | |
| Intersection | 1799 | 15.0 | | 0.500 | | 6.0 | LOS A | 3.7 | 104.9 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

**Approach Lane Flows (veh/h)**

South: Private Drive

| Mov. From S To Exit: | L2 W | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 1 | 1 | 3 | 15.0 | 399 | 0.008 | 100 | NA | NA |
| Approach | 1 | 1 | 1 | 3 | 15.0 | | 0.008 | | | |

East: Ave 18-1/2

| Mov. From E To Exit: | L2 S | T1 W | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 373 | - | 374 | 15.0 | 1488 | 0.251 | 100 | NA | NA |
| Lane 2 | - | - | 168 | 168 | 15.0 | 1164 | 0.144 | 100 | NA | NA |
| Approach | 1 | 373 | 168 | 542 | 15.0 | | 0.251 | | | |

North: Pistachio Dr

| Mov.<br>From N<br>To Exit: | L2<br><br>E | T1<br><br>S | R2<br><br>W | Total | %HV | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 210 | 1 | 11 | 222 | 15.0 | 802 | 0.276 | 100 | NA | NA |
| Approach | 210 | 1 | 11 | 222 | 15.0 | | 0.276 | | | |

West: Ave 18-1/2

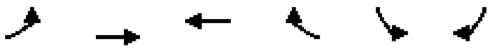
| Mov.<br>From W<br>To Exit: | L2<br><br>N | T1<br><br>E | R2<br><br>S | Total | %HV | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 9 | 474 | - | 483 | 15.0 | 965 | 0.500 | 100 | NA | NA |
| Lane 2 | - | 548 | 1 | 550 | 15.0 | 1098 | 0.500 | 100 | 0.0 | 1 |
| Approach | 9 | 1023 | 1 | 1032 | 15.0 | | 0.500 | | | |

| | Total | %HV | Deg.Satn (v/c) |
|---|---|---|---|
| Intersection | 1799 | 15.0 | 0.500 |

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

## Merge Analysis

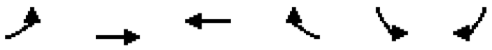
| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South Exit: Private Drive<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| East Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| Full Length Lane | 2 | Merge Analysis not applied. | | | | | | | | | | |
| North Exit: Pistachio Dr<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| West Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 281 | 400 | 276 | 159 | 8 |
| Future Volume (veh/h) | 15 | 281 | 400 | 276 | 159 | 8 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1455 | 1455 | 1455 | 1455 | 1455 | 1455 |
| Adj Flow Rate, veh/h | 16 | 305 | 435 | 240 | 173 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 30 | 30 | 30 | 30 | 30 | 30 |
| Cap, veh/h | 29 | 793 | 584 | 495 | 413 | 190 |
| Arrive On Green | 0.02 | 0.55 | 0.40 | 0.40 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1386 | 1455 | 1455 | 1233 | 2689 | 1233 |
| Grp Volume(v), veh/h | 16 | 305 | 435 | 240 | 173 | 9 |
| Grp Sat Flow(s),veh/h/ln | 1386 | 1455 | 1455 | 1233 | 1345 | 1233 |
| Q Serve(g_s), s | 0.4 | 3.9 | 8.3 | 4.7 | 1.9 | 0.2 |
| Cycle Q Clear(g_c), s | 0.4 | 3.9 | 8.3 | 4.7 | 1.9 | 0.2 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 29 | 793 | 584 | 495 | 413 | 190 |
| V/C Ratio(X) | 0.56 | 0.38 | 0.74 | 0.48 | 0.42 | 0.05 |
| Avail Cap(c_a), veh/h | 251 | 1431 | 988 | 838 | 1504 | 690 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.8 | 4.3 | 8.3 | 7.2 | 12.5 | 11.7 |
| Incr Delay (d2), s/veh | 15.9 | 0.3 | 1.9 | 0.7 | 0.7 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.4 | 1.6 | 0.7 | 0.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 31.6 | 4.6 | 10.2 | 8.0 | 13.1 | 11.8 |
| LnGrp LOS | C | A | B | A | B | B |
| Approach Vol, veh/h | | 321 | 675 | | 182 | |
| Approach Delay, s/veh | | 5.9 | 9.4 | | 13.1 | |
| Approach LOS | | A | A | | B | |

| Timer - Assigned Phs | | | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | | 22.6 | | 9.9 | 4.7 | 18.0 |
| Change Period (Y+Rc), s | | | 4.9 | | 4.9 | 4.0 | 4.9 |
| Max Green Setting (Gmax), s | | | 32.0 | | 18.2 | 5.9 | 22.1 |
| Max Q Clear Time (g_c+I1), s | | | 5.9 | | 3.9 | 2.4 | 10.3 |
| Green Ext Time (p_c), s | | | 1.7 | | 0.5 | 0.0 | 2.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 9.0 |
| HCM 7th LOS | A |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 16 | 305 | 435 | 300 | 173 | 9 |
| v/c Ratio | 0.07 | 0.42 | 0.64 | 0.41 | 0.29 | 0.03 |
| Control Delay (s/veh) | 18.9 | 7.5 | 14.6 | 3.3 | 15.8 | 10.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 18.9 | 7.5 | 14.6 | 3.3 | 15.8 | 10.1 |
| Queue Length 50th (ft) | 3 | 39 | 62 | 0 | 18 | 0 |
| Queue Length 95th (ft) | 23 | 94 | #287 | 46 | 56 | 11 |
| Internal Link Dist (ft) | | 459 | 618 | | 427 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 233 | 1256 | 920 | 893 | 1397 | 648 |
| 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 | 0.07 | 0.24 | 0.47 | 0.34 | 0.12 | 0.01 |

Intersection Summary

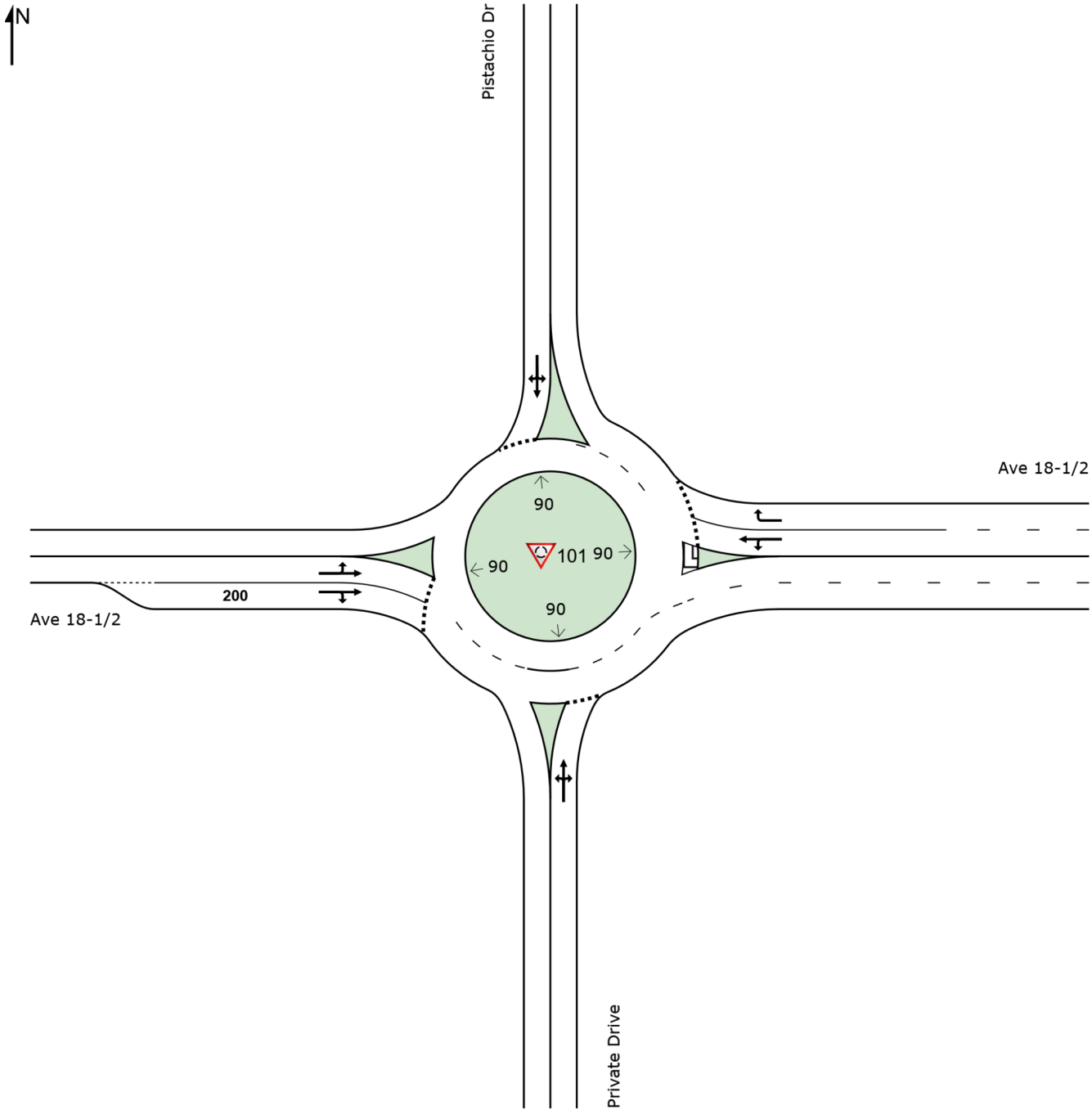
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & Pistachio (2047 AM Improved) - 1.05 (Site Folder: General)]

Ave 18-1/2 - Pistachio 2047 With Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# LANE SUMMARY

## Site: 101 [Ave 18-1/2 & Pistachio (2047 AM Improved) - 1.05 (Site Folder: General)]

Ave 18-1/2 - Pistachio 2047 With Project AM
Site Category: (None)
Roundabout

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Private Drive | | | | | | | | | | | | | |
| Lane 1[d] | 3 | 2.0 | 749 | 0.004 | 100 | 6.9 | LOS A | 0.0 | 0.4 | Full | 200 | 0.0 | 0.0 |
| Approach | 3 | 2.0 | | 0.004 | | 6.9 | LOS A | 0.0 | 0.4 | | | | |
| East: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1[d] | 707 | 20.0 | 1488 | 0.475 | 100 | 2.7 | LOS A | 3.8 | 109.9 | Full | 175 | 0.0 | 0.0 |
| Lane 2 | 295 | 20.0 | 1158 | 0.255 | 100 | 2.7 | LOS A | 1.5 | 43.0 | Full | 175 | 0.0 | 0.0 |
| Approach | 1002 | 20.0 | | 0.475 | | 2.7 | LOS A | 3.8 | 109.9 | | | | |
| North: Pistachio Dr | | | | | | | | | | | | | |
| Lane 1[d] | 169 | 19.9 | 581 | 0.291 | 100 | 16.6 | LOS C | 1.7 | 48.1 | Full | 1000 | 0.0 | 0.0 |
| Approach | 169 | 19.9 | | 0.291 | | 16.6 | LOS C | 1.7 | 48.1 | | | | |
| West: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1 | 249 | 20.0 | 982 | 0.253 | 100 | 5.9 | LOS A | 1.5 | 44.0 | Full | 1600 | 0.0 | 0.0 |
| Lane 2[d] | 286 | 19.9 | 1131 | 0.253 | 100 | 5.4 | LOS A | 1.6 | 45.4 | Short | 200 | 0.0 | NA |
| Approach | 535 | 20.0 | | 0.253 | | 5.6 | LOS A | 1.6 | 45.4 | | | | |
| Intersection | 1710 | 19.9 | | 0.475 | | 5.0 | LOS A | 3.8 | 109.9 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

**Approach Lane Flows (veh/h)**

South: Private Drive

| Mov. From S To Exit: | L2 W | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 1 | 1 | 3 | 2.0 | 749 | 0.004 | 100 | NA | NA |
| Approach | 1 | 1 | 1 | 3 | 2.0 | | 0.004 | | | |

East: Ave 18-1/2

| Mov. From E To Exit: | L2 S | T1 W | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 706 | - | 707 | 20.0 | 1488 | 0.475 | 100 | NA | NA |
| Lane 2 | - | - | 295 | 295 | 20.0 | 1158 | 0.255 | 100 | NA | NA |
| Approach | 1 | 706 | 295 | 1002 | 20.0 | | 0.475 | | | |

North: Pistachio Dr

| Mov. From N To Exit: | L2 E | T1 S | R2 W | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 153 | 1 | 15 | 169 | 19.9 | 581 | 0.291 | 100 | NA | NA |
| Approach | 153 | 1 | 15 | 169 | 19.9 | | 0.291 | | | |

West: Ave 18-1/2

| Mov. From W To Exit: | L2 N | T1 E | R2 S | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 7 | 241 | - | 249 | 20.0 | 982 | 0.253 | 100 | NA | NA |
| Lane 2 | - | 285 | 1 | 286 | 19.9 | 1131 | 0.253 | 100 | 0.0 | 1 |
| Approach | 7 | 527 | 1 | 535 | 20.0 | | 0.253 | | | |

| | Total | %HV | Deg.Satn (v/c) |
|---|---|---|---|
| Intersection | 1710 | 19.9 | 0.475 |

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

## Merge Analysis

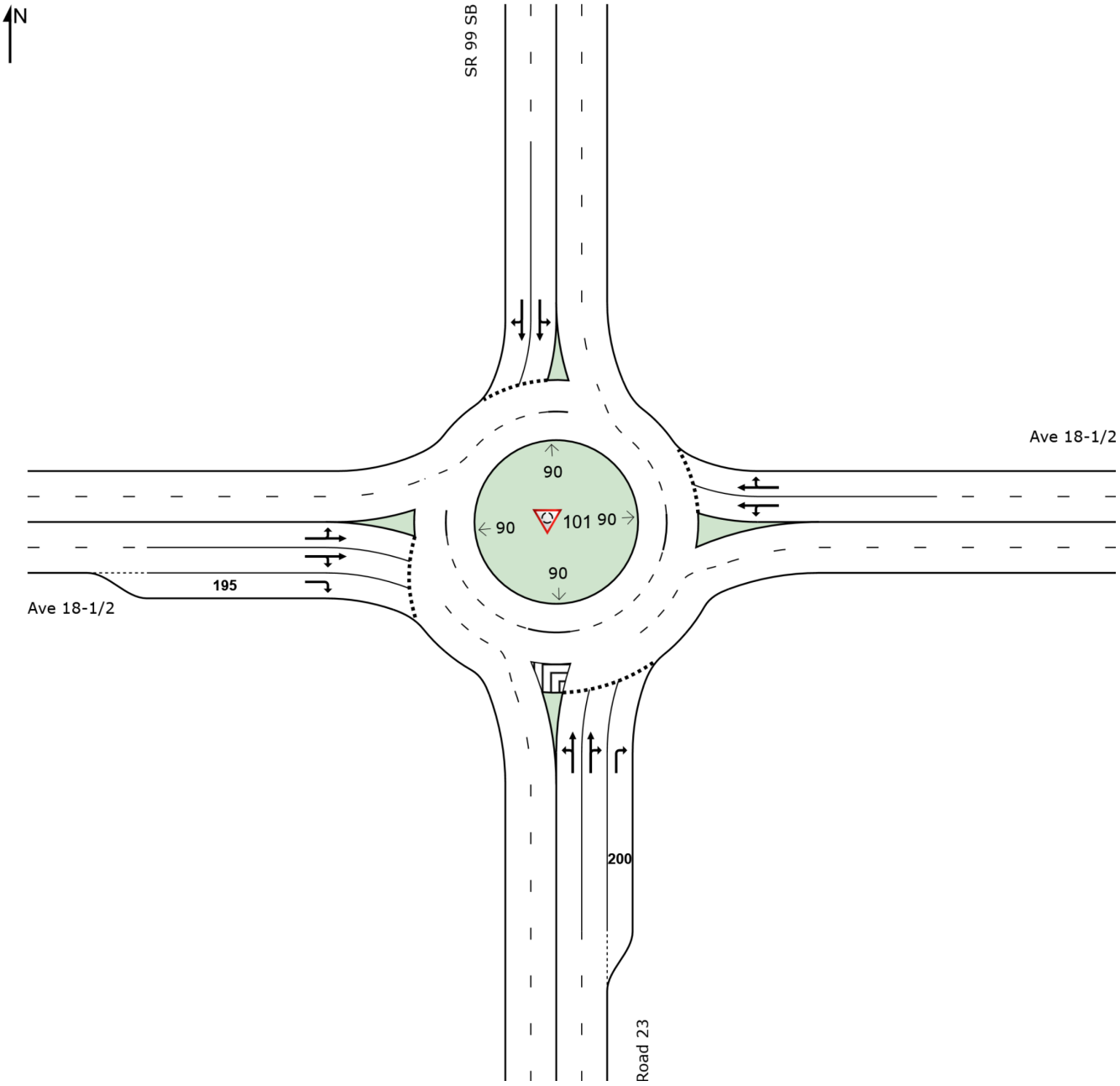
| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South Exit: Private Drive<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| East Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| Full Length Lane | 2 | Merge Analysis not applied. | | | | | | | | | | |
| North Exit: Pistachio Dr<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| West Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 AM Improved2) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 AM Improved2) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project AM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 149 | 20.0 | 162 | 20.0 | 0.248 | 13.2 | LOS B | 1.0 | 30.3 | 0.64 | 0.87 | 0.64 | 24.6 |
| 8 | T1 | 1 | 20.0 | 1 | 20.0 | 0.248 | 7.7 | LOS A | 1.0 | 30.3 | 0.64 | 0.87 | 0.64 | 33.0 |
| 18 | R2 | 752 | 20.0 | 817 | 20.0 | 0.510 | 8.7 | LOS A | 3.1 | 90.1 | 0.73 | 0.91 | 0.86 | 31.0 |
| Approach | | 902 | 20.0 | 980 | 20.0 | 0.510 | 9.4 | LOS A | 3.1 | 90.1 | 0.71 | 0.90 | 0.82 | 29.9 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 69 | 20.0 | 75 | 20.0 | 0.373 | 11.1 | LOS B | 2.1 | 60.0 | 0.44 | 0.55 | 0.44 | 33.8 |
| 6 | T1 | 515 | 20.0 | 560 | 20.0 | 0.373 | 5.5 | LOS A | 2.1 | 61.1 | 0.43 | 0.53 | 0.43 | 21.7 |
| 16 | R2 | 106 | 20.0 | 115 | 20.0 | 0.373 | 5.5 | LOS A | 2.1 | 61.1 | 0.43 | 0.52 | 0.43 | 33.1 |
| Approach | | 690 | 20.0 | 750 | 20.0 | 0.373 | 6.1 | LOS A | 2.1 | 61.1 | 0.43 | 0.53 | 0.43 | 25.7 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 198 | 20.0 | 215 | 20.0 | 0.654 | 18.1 | LOS C | 4.3 | 124.4 | 0.79 | 1.02 | 1.12 | 28.8 |
| 4 | T1 | 308 | 20.0 | 335 | 20.0 | 0.654 | 11.9 | LOS B | 4.5 | 131.8 | 0.79 | 1.01 | 1.11 | 32.7 |
| 14 | R2 | 280 | 20.0 | 304 | 20.0 | 0.654 | 11.2 | LOS B | 4.5 | 131.8 | 0.79 | 0.99 | 1.10 | 25.1 |
| Approach | | 786 | 20.0 | 854 | 20.0 | 0.654 | 13.2 | LOS B | 4.5 | 131.8 | 0.79 | 1.01 | 1.11 | 29.5 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 20.0 | 1 | 20.0 | 0.340 | 11.3 | LOS B | 1.7 | 47.9 | 0.67 | 0.75 | 0.67 | 33.5 |
| 2 | T1 | 513 | 20.0 | 558 | 20.0 | 0.340 | 5.7 | LOS A | 1.8 | 52.4 | 0.66 | 0.69 | 0.66 | 28.4 |
| 12 | R2 | 128 | 20.0 | 139 | 20.0 | 0.204 | 6.0 | LOS A | 0.9 | 26.3 | 0.62 | 0.78 | 0.62 | 31.9 |
| Approach | | 642 | 20.0 | 698 | 20.0 | 0.340 | 5.8 | LOS A | 1.8 | 52.4 | 0.65 | 0.71 | 0.65 | 29.4 |
| All Vehicles | | 3020 | 20.0 | 3283 | 20.0 | 0.654 | 8.9 | LOS A | 4.5 | 131.8 | 0.66 | 0.80 | 0.77 | 28.9 |

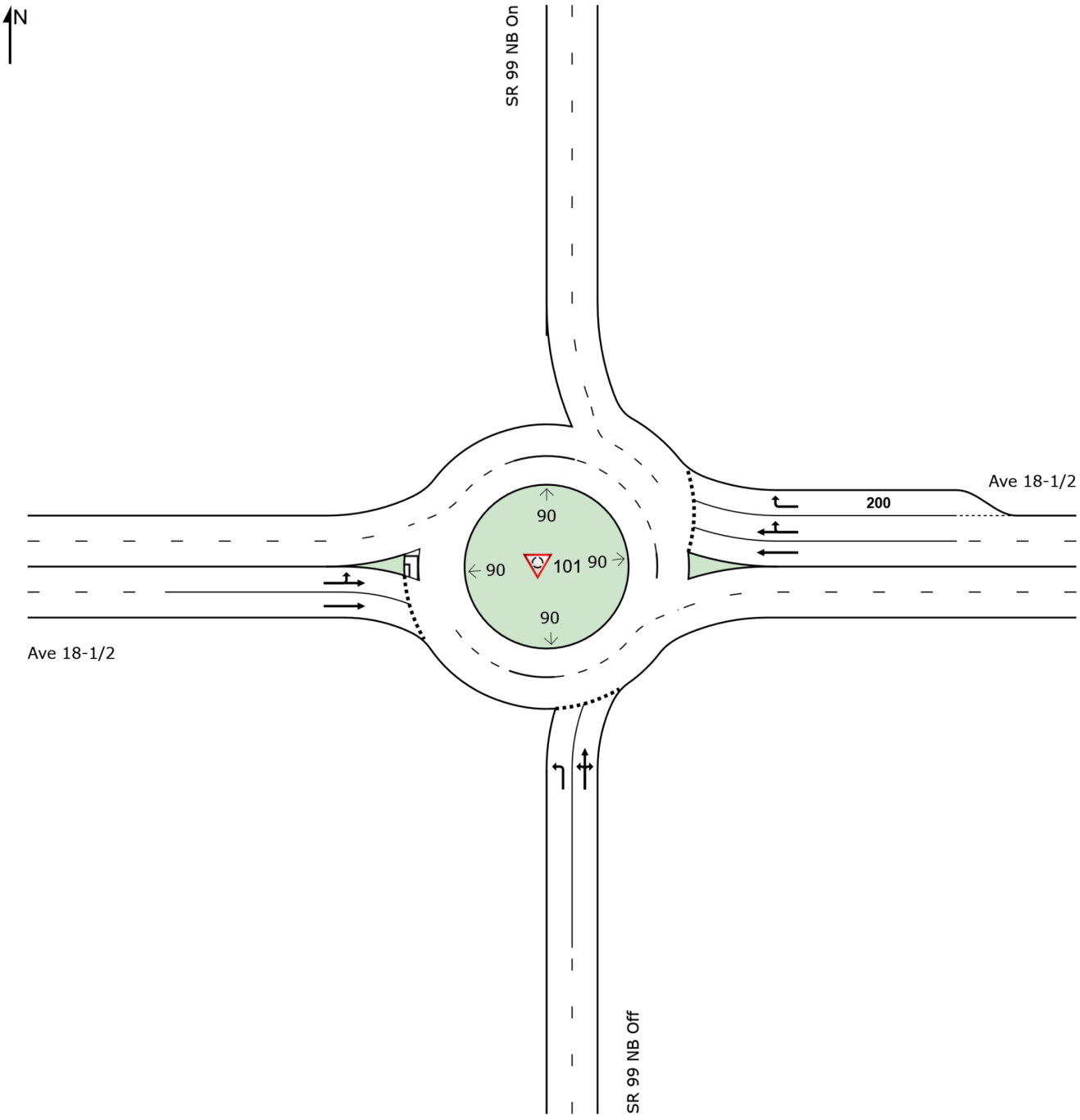
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (Improved 2047 AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2044 AM (Improved)
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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# MOVEMENT SUMMARY

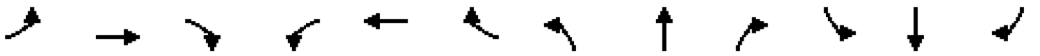
## Site: 101 [Ave 18-1/2 & SR 99 NB (Improved 2047 AM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2044 AM (Improved)
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 431 | 17.0 | 468 | 17.0 | 0.837 | 34.0 | LOS D | 9.6 | 272.8 | 0.92 | 1.36 | 2.12 | 22.3 |
| 8 | T1 | 2 | 17.0 | 2 | 17.0 | 0.837 | 25.4 | LOS D | 9.6 | 272.8 | 0.91 | 1.37 | 2.13 | 27.5 |
| 18 | R2 | 428 | 17.0 | 465 | 17.0 | 0.837 | 25.3 | LOS D | 9.6 | 272.8 | 0.91 | 1.37 | 2.13 | 26.8 |
| Approach | | 861 | 17.0 | 936 | 17.0 | 0.837 | 29.7 | LOS D | 9.6 | 272.8 | 0.91 | 1.36 | 2.13 | 24.6 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 315 | 17.0 | 342 | 17.0 | 0.511 | 32.3 | LOS D | 4.6 | 131.1 | 0.99 | 1.15 | 1.43 | 22.4 |
| 16 | R2 | 115 | 17.0 | 125 | 17.0 | 0.457 | 32.7 | LOS D | 3.2 | 89.7 | 0.96 | 1.10 | 1.31 | 24.6 |
| Approach | | 430 | 17.0 | 467 | 17.0 | 0.511 | 32.4 | LOS D | 4.6 | 131.1 | 0.98 | 1.14 | 1.40 | 23.0 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 860 | 17.0 | 935 | 17.0 | 0.592 | 9.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 32.8 |
| 2 | T1 | 298 | 17.0 | 324 | 17.0 | 0.265 | 4.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.38 | 0.00 | 37.0 |
| Approach | | 1158 | 17.0 | 1259 | 17.0 | 0.592 | 8.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 33.7 |
| All Vehicles | | 2449 | 17.0 | 2662 | 17.0 | 0.837 | 20.1 | LOS C | 9.6 | 272.8 | 0.49 | 0.96 | 0.99 | 27.6 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 178 | 484 | 33 | 492 | 134 | 4 | 54 | 1011 | 990 | 20 | 450 | 53 |
| Future Volume (veh/h) | 178 | 484 | 33 | 492 | 134 | 4 | 54 | 1011 | 990 | 20 | 450 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1722 | 1722 | 1722 | 1722 | 1722 | 1722 | 1722 | 1722 | 1722 | 1722 | 1722 | 1722 |
| Adj Flow Rate, veh/h | 193 | 526 | 28 | 535 | 146 | 4 | 59 | 1099 | 861 | 22 | 489 | 41 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Cap, veh/h | 226 | 620 | 33 | 617 | 821 | 22 | 74 | 1343 | 1552 | 37 | 1270 | 567 |
| Arrive On Green | 0.14 | 0.20 | 0.20 | 0.19 | 0.25 | 0.25 | 0.05 | 0.41 | 0.41 | 0.02 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1640 | 3160 | 168 | 3182 | 3253 | 89 | 1640 | 3272 | 2569 | 1640 | 3272 | 1459 |
| Grp Volume(v), veh/h | 193 | 272 | 282 | 535 | 73 | 77 | 59 | 1099 | 861 | 22 | 489 | 41 |
| Grp Sat Flow(s),veh/h/ln | 1640 | 1636 | 1692 | 1591 | 1636 | 1706 | 1640 | 1636 | 1284 | 1640 | 1636 | 1459 |
| Q Serve(g_s), s | 11.6 | 16.1 | 16.2 | 16.4 | 3.5 | 3.6 | 3.6 | 30.0 | 20.1 | 1.3 | 10.8 | 1.8 |
| Cycle Q Clear(g_c), s | 11.6 | 16.1 | 16.2 | 16.4 | 3.5 | 3.6 | 3.6 | 30.0 | 20.1 | 1.3 | 10.8 | 1.8 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 226 | 321 | 332 | 617 | 413 | 430 | 74 | 1343 | 1552 | 37 | 1270 | 567 |
| V/C Ratio(X) | 0.85 | 0.85 | 0.85 | 0.87 | 0.18 | 0.18 | 0.80 | 0.82 | 0.55 | 0.59 | 0.38 | 0.07 |
| Avail Cap(c_a), veh/h | 389 | 398 | 411 | 783 | 413 | 430 | 169 | 1526 | 1696 | 96 | 1380 | 616 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.5 | 39.0 | 39.1 | 39.4 | 29.5 | 29.5 | 47.7 | 26.4 | 11.9 | 48.8 | 22.2 | 19.4 |
| Incr Delay (d2), s/veh | 8.9 | 13.1 | 13.1 | 8.4 | 0.2 | 0.2 | 17.4 | 3.3 | 0.3 | 13.8 | 0.2 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.0 | 7.3 | 7.5 | 6.8 | 1.3 | 1.4 | 1.8 | 11.1 | 4.8 | 0.7 | 3.9 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 51.4 | 52.2 | 52.1 | 47.8 | 29.7 | 29.7 | 65.0 | 29.6 | 12.2 | 62.6 | 22.4 | 19.5 |
| LnGrp LOS | D | D | D | D | C | C | E | C | B | E | C | B |
| Approach Vol, veh/h | | 747 | | | 685 | | | 2019 | | | 552 | |
| Approach Delay, s/veh | | 52.0 | | | 43.8 | | | 23.2 | | | 23.7 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.3 | 46.3 | 23.5 | 24.7 | 8.5 | 44.0 | 17.9 | 30.3 |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 |
| Max Green Setting (Gmax), s | 5.9 | 47.0 | 24.8 | 24.5 | 10.4 | 42.5 | 23.9 | 25.4 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 32.0 | 18.4 | 18.2 | 5.6 | 12.8 | 13.6 | 5.6 |
| Green Ext Time (p_c), s | 0.0 | 9.3 | 1.1 | 1.6 | 0.0 | 3.1 | 0.3 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 32.2 |
| HCM 7th LOS | C |

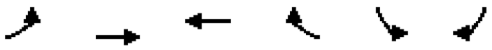
Notes

User approved changes to right turn type.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 193 | 562 | 535 | 150 | 59 | 1099 | 1076 | 22 | 489 | 58 |
| v/c Ratio | 0.71 | 0.84 | 0.78 | 0.18 | 0.45 | 0.87 | 0.61 | 0.25 | 0.44 | 0.10 |
| Control Delay (s/veh) | 59.3 | 54.3 | 50.6 | 35.1 | 62.7 | 40.1 | 10.1 | 61.4 | 29.7 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 59.3 | 54.3 | 50.6 | 35.1 | 62.7 | 40.1 | 10.1 | 61.4 | 29.7 | 0.3 |
| Queue Length 50th (ft) | 158 | 242 | 225 | 52 | 49 | 447 | 218 | 18 | 163 | 0 |
| Queue Length 95th (ft) | 238 | #343 | #314 | 88 | 98 | 554 | 294 | 50 | 219 | 0 |
| Internal Link Dist (ft) | | 2695 | | 3297 | | 2077 | | | 2915 | |
| Turn Bay Length (ft) | 250 | | 250 | | 250 | | 250 | 250 | | 250 |
| Base Capacity (vph) | 370 | 755 | 746 | 848 | 161 | 1457 | 1798 | 91 | 1321 | 665 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.52 | 0.74 | 0.72 | 0.18 | 0.37 | 0.75 | 0.60 | 0.24 | 0.37 | 0.09 |

Intersection Summary

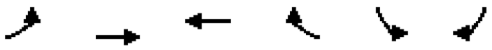
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 505 | 288 | 162 | 561 | 24 |
| Future Volume (veh/h) | 6 | 505 | 288 | 162 | 561 | 24 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1574 | 1574 | 1574 | 1574 | 1574 | 1574 |
| Adj Flow Rate, veh/h | 7 | 549 | 313 | 141 | 610 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 22 | 22 | 22 | 22 | 22 | 22 |
| Cap, veh/h | 14 | 697 | 513 | 435 | 858 | 393 |
| Arrive On Green | 0.01 | 0.44 | 0.33 | 0.33 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1499 | 1574 | 1574 | 1334 | 2908 | 1334 |
| Grp Volume(v), veh/h | 7 | 549 | 313 | 141 | 610 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1499 | 1574 | 1574 | 1334 | 1454 | 1334 |
| Q Serve(g_s), s | 0.2 | 11.2 | 6.2 | 3.0 | 7.0 | 0.3 |
| Cycle Q Clear(g_c), s | 0.2 | 11.2 | 6.2 | 3.0 | 7.0 | 0.3 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 14 | 697 | 513 | 435 | 858 | 393 |
| V/C Ratio(X) | 0.50 | 0.79 | 0.61 | 0.32 | 0.71 | 0.04 |
| Avail Cap(c_a), veh/h | 237 | 1437 | 1020 | 864 | 1643 | 753 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.4 | 8.9 | 10.6 | 9.5 | 11.7 | 9.4 |
| Incr Delay (d2), s/veh | 24.7 | 2.0 | 1.2 | 0.4 | 1.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 2.5 | 1.6 | 0.6 | 1.8 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 43.1 | 10.9 | 11.8 | 9.9 | 12.9 | 9.4 |
| LnGrp LOS | D | B | B | A | B | A |
| Approach Vol, veh/h | | 556 | 454 | | 625 | |
| Approach Delay, s/veh | | 11.3 | 11.2 | | 12.8 | |
| Approach LOS | | B | B | | B | |

| Timer - Assigned Phs | | | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | | 21.4 | | 15.9 | 4.4 | 17.1 |
| Change Period (Y+Rc), s | | | 4.9 | | 4.9 | 4.0 | 4.9 |
| Max Green Setting (Gmax), s | | | 34.1 | | 21.1 | 5.9 | 24.2 |
| Max Q Clear Time (g_c+I1), s | | | 13.2 | | 9.0 | 2.2 | 8.2 |
| Green Ext Time (p_c), s | | | 3.4 | | 2.0 | 0.0 | 2.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | | 11.8 |
| HCM 7th LOS | | B |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 7 | 549 | 313 | 176 | 610 | 26 |
| v/c Ratio | 0.04 | 0.76 | 0.46 | 0.26 | 0.67 | 0.06 |
| Control Delay (s/veh) | 25.8 | 19.0 | 14.0 | 3.6 | 19.6 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 25.8 | 19.0 | 14.0 | 3.6 | 19.6 | 7.2 |
| Queue Length 50th (ft) | 2 | 133 | 61 | 0 | 87 | 0 |
| Queue Length 95th (ft) | 16 | 296 | 196 | 40 | 183 | 17 |
| Internal Link Dist (ft) | | 459 | 618 | | 427 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 193 | 1144 | 861 | 811 | 1337 | 631 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.48 | 0.36 | 0.22 | 0.46 | 0.04 |

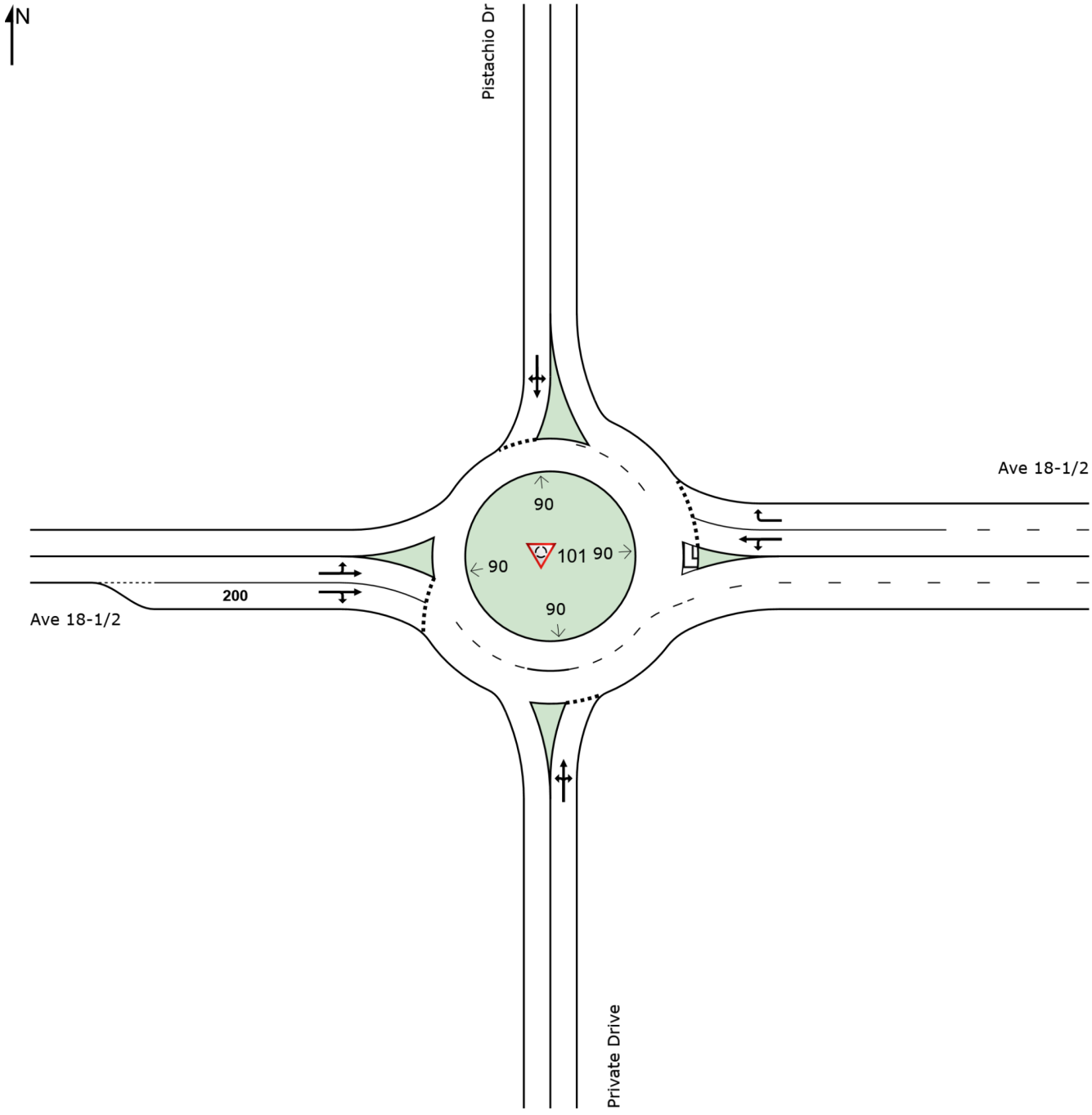
Intersection Summary

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & Pistachio (2047 PM Improved) - 1.05 (Site Folder: General)]

Ave 18-1/2 - Pistachio 2047 With Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# LANE SUMMARY

## Site: 101 [Ave 18-1/2 & Pistachio (2047 PM Improved) - 1.05 (Site Folder: General)]

Ave 18-1/2 - Pistachio 2047 With Project PM
Site Category: (None)
Roundabout

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Private Drive | | | | | | | | | | | | | |
| Lane 1[d] | 3 | 15.0 | 343 | 0.010 | 100 | 11.0 | LOS B | 0.0 | 1.1 | Full | 200 | 0.0 | 0.0 |
| Approach | 3 | 15.0 | | 0.010 | | 11.0 | LOS B | 0.0 | 1.1 | | | | |
| East: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1[d] | 492 | 15.0 | 1524 | 0.323 | 100 | 2.7 | LOS A | 2.3 | 63.8 | Full | 175 | 0.0 | 0.0 |
| Lane 2 | 203 | 15.0 | 1176 | 0.173 | 100 | 2.7 | LOS A | 1.0 | 27.6 | Full | 175 | 0.0 | 0.0 |
| Approach | 696 | 15.0 | | 0.323 | | 2.7 | LOS A | 2.3 | 63.8 | | | | |
| North: Pistachio Dr | | | | | | | | | | | | | |
| Lane 1[d] | 258 | 15.0 | 775 | 0.332 | 100 | 13.6 | LOS B | 1.9 | 52.8 | Full | 1000 | 0.0 | 0.0 |
| Approach | 258 | 15.0 | | 0.332 | | 13.6 | LOS B | 1.9 | 52.8 | | | | |
| West: Ave 18-1/2 | | | | | | | | | | | | | |
| Lane 1 | 595 | 15.0 | 945 | 0.629 | 100 | 8.0 | LOS A | 5.9 | 166.4 | Full | 1600 | 0.0 | 0.0 |
| Lane 2[d] | 702 | 15.0 | 1116 | 0.629 | 100 | 7.0 | LOS A | 6.0 | 167.0 | Short | 200 | 0.0 | NA |
| Approach | 1297 | 15.0 | | 0.629 | | 7.5 | LOS A | 6.0 | 167.0 | | | | |
| Intersection | 2253 | 15.0 | | 0.629 | | 6.7 | LOS A | 6.0 | 167.0 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

**Approach Lane Flows (veh/h)**

South: Private Drive

| Mov. From S To Exit: | L2 W | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 1 | 1 | 3 | 15.0 | 343 | 0.010 | 100 | NA | NA |
| Approach | 1 | 1 | 1 | 3 | 15.0 | | 0.010 | | | |

East: Ave 18-1/2

| Mov. From E To Exit: | L2 S | T1 W | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 1 | 491 | - | 492 | 15.0 | 1524 | 0.323 | 100 | NA | NA |
| Lane 2 | - | - | 203 | 203 | 15.0 | 1176 | 0.173 | 100 | NA | NA |
| Approach | 1 | 491 | 203 | 696 | 15.0 | | 0.323 | | | |

North: Pistachio Dr

| Mov. From N To Exit: | L2 E | T1 S | R2 W | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 243 | 1 | 13 | 258 | 15.0 | 775 | 0.332 | 100 | NA | NA |
| Approach | 243 | 1 | 13 | 258 | 15.0 | | 0.332 | | | |

West: Ave 18-1/2

| Mov. From W To Exit: | L2 N | T1 E | R2 S | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 11 | 584 | - | 595 | 15.0 | 945 | 0.629 | 100 | NA | NA |
| Lane 2 | - | 701 | 1 | 702 | 15.0 | 1116 | 0.629 | 100 | 0.0 | 1 |
| Approach | 11 | 1285 | 1 | 1297 | 15.0 | | 0.629 | | | |

| | Total | %HV | Deg.Satn (v/c) |
|---|---|---|---|
| Intersection | 2253 | 15.0 | 0.629 |

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

## Merge Analysis

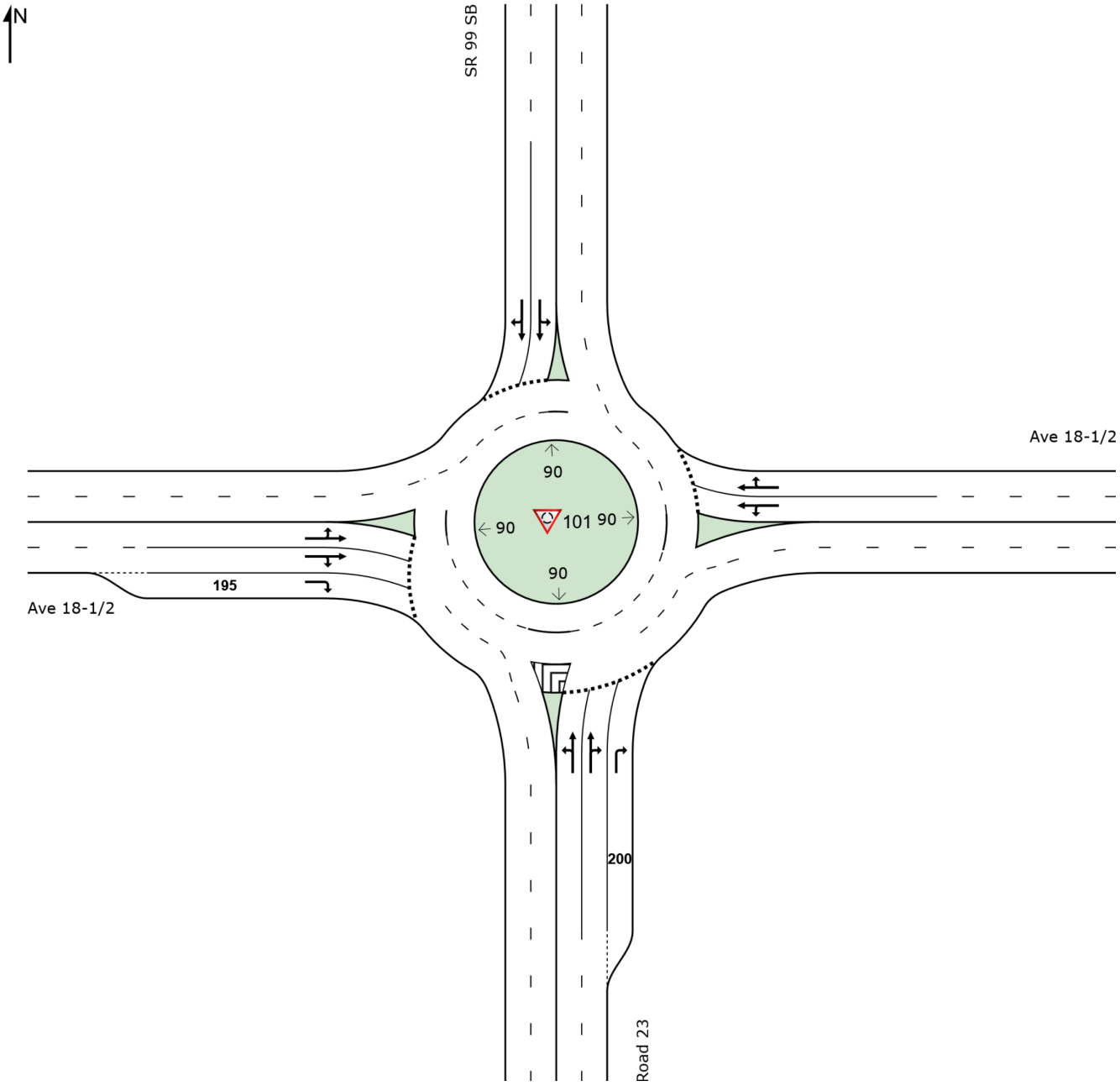
| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South Exit: Private Drive<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| East Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| Full Length Lane | 2 | Merge Analysis not applied. | | | | | | | | | | |
| North Exit: Pistachio Dr<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| West Exit: Ave 18-1/2<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 PM Improved2) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

## Site: 101 [Ave 18-1/2 & SR 99 SB (2047 PM Improved2) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 SB 2047 With Project PM
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Road 23 | | | | | | | | | | | | | | |
| 3 | L2 | 128 | 14.0 | 139 | 14.0 | 0.260 | 13.5 | LOS B | 1.2 | 34.5 | 0.76 | 0.92 | 0.76 | 24.5 |
| 8 | T1 | 1 | 14.0 | 1 | 14.0 | 0.260 | 8.0 | LOS A | 1.2 | 34.5 | 0.76 | 0.92 | 0.76 | 32.9 |
| 18 | R2 | 498 | 14.0 | 541 | 14.0 | 0.420 | 8.6 | LOS A | 2.6 | 71.1 | 0.81 | 0.90 | 0.89 | 31.3 |
| Approach | | 627 | 14.0 | 682 | 14.0 | 0.420 | 9.6 | LOS A | 2.6 | 71.1 | 0.80 | 0.90 | 0.86 | 29.8 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 1 | L2 | 106 | 14.0 | 115 | 14.0 | 0.270 | 10.7 | LOS B | 1.4 | 39.2 | 0.36 | 0.56 | 0.36 | 33.7 |
| 6 | T1 | 336 | 14.0 | 365 | 14.0 | 0.270 | 5.1 | LOS A | 1.4 | 39.9 | 0.36 | 0.52 | 0.36 | 21.9 |
| 16 | R2 | 97 | 14.0 | 105 | 14.0 | 0.270 | 5.1 | LOS A | 1.4 | 39.9 | 0.36 | 0.48 | 0.36 | 33.6 |
| Approach | | 539 | 14.0 | 586 | 14.0 | 0.270 | 6.2 | LOS A | 1.4 | 39.9 | 0.36 | 0.52 | 0.36 | 27.5 |
| North: SR 99 SB | | | | | | | | | | | | | | |
| 7 | L2 | 109 | 14.0 | 118 | 14.0 | 0.660 | 15.9 | LOS C | 4.7 | 129.8 | 0.75 | 0.97 | 1.01 | 31.2 |
| 4 | T1 | 690 | 14.0 | 750 | 14.0 | 0.660 | 10.0 | LOS A | 4.8 | 134.4 | 0.75 | 0.95 | 0.99 | 34.1 |
| 14 | R2 | 179 | 14.0 | 195 | 14.0 | 0.660 | 9.6 | LOS A | 4.8 | 134.4 | 0.74 | 0.94 | 0.98 | 26.1 |
| Approach | | 978 | 14.0 | 1063 | 14.0 | 0.660 | 10.6 | LOS B | 4.8 | 134.4 | 0.75 | 0.95 | 0.99 | 32.7 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 1 | 14.0 | 1 | 14.0 | 0.813 | 19.4 | LOS C | 7.3 | 202.4 | 0.92 | 1.15 | 1.52 | 28.3 |
| 2 | T1 | 914 | 14.0 | 993 | 14.0 | 0.813 | 14.3 | LOS B | 7.3 | 202.4 | 0.92 | 1.15 | 1.52 | 22.1 |
| 12 | R2 | 502 | 14.0 | 546 | 14.0 | 0.637 | 8.1 | LOS A | 4.9 | 136.4 | 0.85 | 1.01 | 1.10 | 30.5 |
| Approach | | 1417 | 14.0 | 1540 | 14.0 | 0.813 | 12.1 | LOS B | 7.3 | 202.4 | 0.90 | 1.10 | 1.37 | 25.6 |
| All Vehicles | | 3561 | 14.0 | 3871 | 14.0 | 0.813 | 10.3 | LOS B | 7.3 | 202.4 | 0.76 | 0.94 | 1.02 | 29.3 |

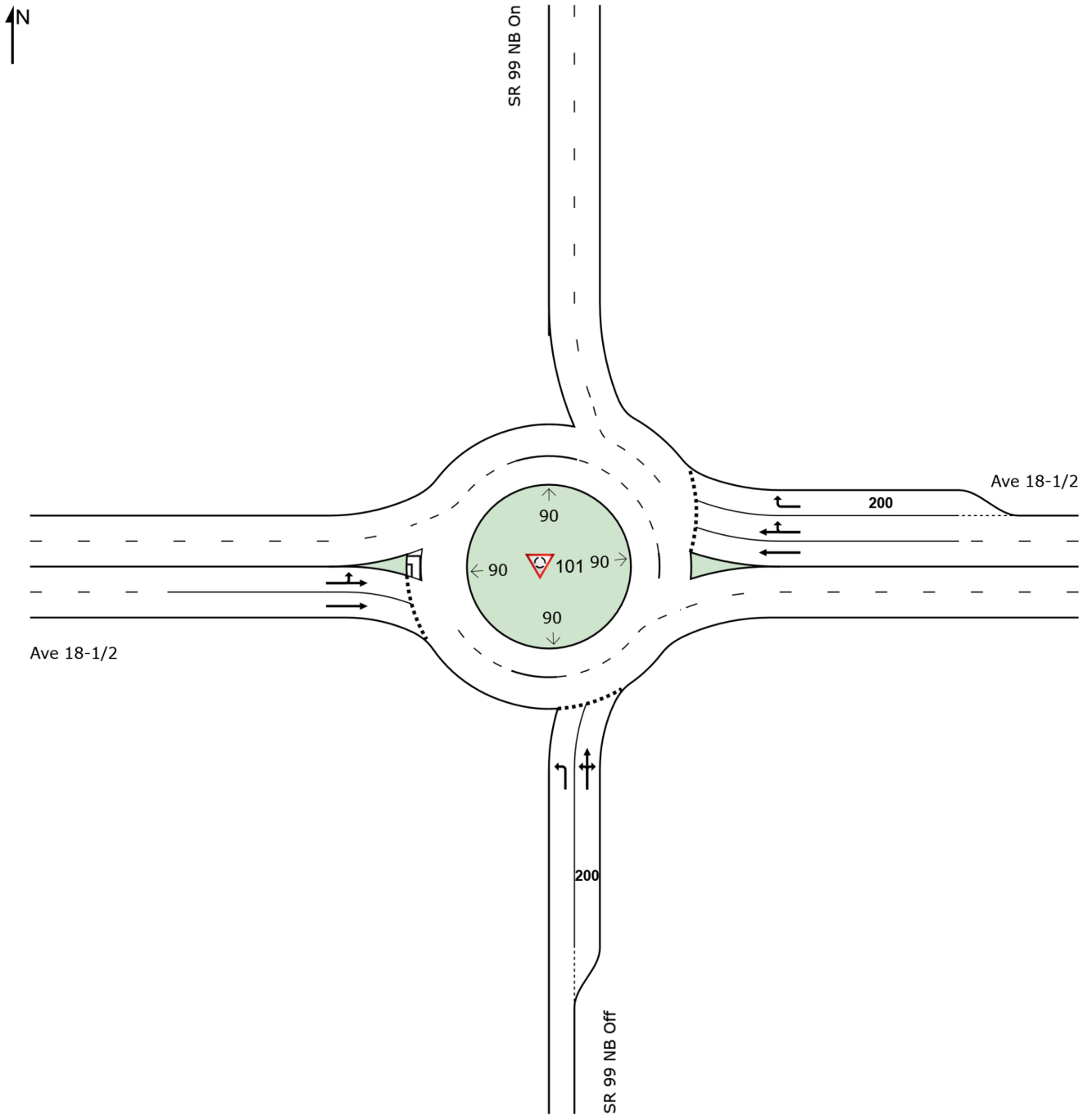
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

## Site: 101 [Ave 18-1/2 & SR 99 NB (Improved 2047 PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2044 PM (Improved)
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

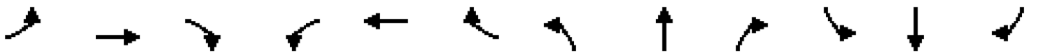
## Site: 101 [Ave 18-1/2 & SR 99 NB (Improved 2047 PM) - 1.05 (Site Folder: General)]

Ave 18-1/2 - SR 99 NB 2044 PM (Improved)
Site Category: (None)
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] ft | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 99 NB Off | | | | | | | | | | | | | | |
| 3 | L2 | 301 | 15.0 | 327 | 15.0 | 0.377 | 15.4 | LOS C | 1.8 | 50.3 | 0.67 | 0.91 | 0.75 | 29.7 |
| 8 | T1 | 1 | 15.0 | 1 | 15.0 | 0.377 | 9.2 | LOS A | 1.8 | 50.3 | 0.66 | 0.87 | 0.73 | 34.0 |
| 18 | R2 | 189 | 15.0 | 205 | 15.0 | 0.377 | 9.1 | LOS A | 1.8 | 50.3 | 0.66 | 0.87 | 0.73 | 32.9 |
| Approach | | 491 | 15.0 | 534 | 15.0 | 0.377 | 13.0 | LOS B | 1.8 | 50.3 | 0.66 | 0.89 | 0.74 | 31.1 |
| East: Ave 18-1/2 | | | | | | | | | | | | | | |
| 6 | T1 | 476 | 15.0 | 517 | 15.0 | 0.381 | 11.1 | LOS B | 2.4 | 67.3 | 0.80 | 0.91 | 0.87 | 31.3 |
| 16 | R2 | 198 | 15.0 | 215 | 15.0 | 0.377 | 12.5 | LOS B | 2.1 | 59.5 | 0.79 | 0.93 | 0.88 | 31.7 |
| Approach | | 674 | 15.0 | 733 | 15.0 | 0.381 | 11.5 | LOS B | 2.4 | 67.3 | 0.79 | 0.91 | 0.87 | 31.5 |
| West: Ave 18-1/2 | | | | | | | | | | | | | | |
| 5 | L2 | 646 | 15.0 | 702 | 15.0 | 0.437 | 9.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.66 | 0.00 | 32.8 |
| 2 | T1 | 219 | 15.0 | 238 | 15.0 | 0.192 | 4.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.38 | 0.00 | 37.1 |
| Approach | | 865 | 15.0 | 940 | 15.0 | 0.437 | 8.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.59 | 0.00 | 33.8 |
| All Vehicles | | 2030 | 15.0 | 2207 | 15.0 | 0.437 | 10.5 | LOS B | 2.4 | 67.3 | 0.42 | 0.77 | 0.47 | 32.3 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 105 | 274 | 62 | 977 | 473 | 12 | 37 | 606 | 661 | 81 | 1115 | 187 |
| Future Volume (veh/h) | 105 | 274 | 62 | 977 | 473 | 12 | 37 | 606 | 661 | 81 | 1115 | 187 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1811 | 1811 | 1811 | 1811 | 1811 | 1811 | 1811 | 1811 | 1811 | 1811 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 114 | 298 | 54 | 1062 | 514 | 11 | 40 | 659 | 359 | 88 | 1212 | 163 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Cap, veh/h | 139 | 356 | 64 | 1103 | 1279 | 27 | 52 | 1172 | 1811 | 110 | 1288 | 574 |
| Arrive On Green | 0.08 | 0.12 | 0.12 | 0.33 | 0.37 | 0.37 | 0.03 | 0.34 | 0.34 | 0.06 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1725 | 2916 | 522 | 3346 | 3445 | 74 | 1725 | 3441 | 2701 | 1725 | 3441 | 1535 |
| Grp Volume(v), veh/h | 114 | 174 | 178 | 1062 | 257 | 268 | 40 | 659 | 359 | 88 | 1212 | 163 |
| Grp Sat Flow(s),veh/h/ln | 1725 | 1721 | 1717 | 1673 | 1721 | 1798 | 1725 | 1721 | 1351 | 1725 | 1721 | 1535 |
| Q Serve(g_s), s | 8.1 | 12.2 | 12.5 | 38.6 | 13.6 | 13.7 | 2.9 | 19.3 | 6.3 | 6.2 | 42.1 | 9.2 |
| Cycle Q Clear(g_c), s | 8.1 | 12.2 | 12.5 | 38.6 | 13.6 | 13.7 | 2.9 | 19.3 | 6.3 | 6.2 | 42.1 | 9.2 |
| Prop In Lane | 1.00 | | 0.30 | 1.00 | | 0.04 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 139 | 210 | 210 | 1103 | 639 | 667 | 52 | 1172 | 1811 | 110 | 1288 | 574 |
| V/C Ratio(X) | 0.82 | 0.83 | 0.85 | 0.96 | 0.40 | 0.40 | 0.77 | 0.56 | 0.20 | 0.80 | 0.94 | 0.28 |
| Avail Cap(c_a), veh/h | 230 | 250 | 250 | 1108 | 639 | 667 | 82 | 1172 | 1811 | 187 | 1315 | 586 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.0 | 53.1 | 53.2 | 40.8 | 28.8 | 28.8 | 59.6 | 33.3 | 7.8 | 57.2 | 37.4 | 27.1 |
| Incr Delay (d2), s/veh | 11.2 | 17.8 | 20.2 | 18.7 | 0.4 | 0.4 | 20.7 | 0.6 | 0.1 | 12.4 | 13.1 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.8 | 6.2 | 6.4 | 17.8 | 5.5 | 5.7 | 1.5 | 7.8 | 1.6 | 3.0 | 18.9 | 3.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 67.3 | 70.8 | 73.4 | 59.4 | 29.2 | 29.2 | 80.3 | 33.9 | 7.8 | 69.6 | 50.5 | 27.4 |
| LnGrp LOS | E | E | E | E | C | C | F | C | A | E | D | C |
| Approach Vol, veh/h | | 466 | | | 1587 | | | 1058 | | | 1463 | |
| Approach Delay, s/veh | | 70.9 | | | 49.4 | | | 26.8 | | | 49.1 | |
| Approach LOS | | E | | | D | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.9 | 47.1 | 44.8 | 20.0 | 7.7 | 51.2 | 14.0 | 50.8 |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 |
| Max Green Setting (Gmax), s | 13.4 | 39.8 | 41.0 | 18.0 | 5.9 | 47.3 | 16.5 | 42.5 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 21.3 | 40.6 | 14.5 | 4.9 | 44.1 | 10.1 | 15.7 |
| Green Ext Time (p_c), s | 0.1 | 5.2 | 0.2 | 0.6 | 0.0 | 2.2 | 0.1 | 2.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 46.3 |
| HCM 7th LOS | D |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 114 | 365 | 1062 | 527 | 40 | 659 | 718 | 88 | 1212 | 203 |
| v/c Ratio | 0.64 | 0.80 | 0.99 | 0.44 | 0.51 | 0.62 | 0.38 | 0.59 | 0.96 | 0.31 |
| Control Delay (s/veh) | 71.3 | 65.3 | 67.2 | 33.6 | 82.8 | 40.5 | 5.8 | 72.3 | 57.3 | 9.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 71.3 | 65.3 | 67.2 | 33.6 | 82.8 | 40.5 | 5.8 | 72.3 | 57.3 | 9.7 |
| Queue Length 50th (ft) | 98 | 158 | ~511 | 187 | 35 | 259 | 80 | 76 | 552 | 30 |
| Queue Length 95th (ft) | 162 | #220 | #651 | 251 | #87 | 333 | 121 | 134 | #716 | 89 |
| Internal Link Dist (ft) | | 2695 | | 3297 | | 2077 | | | 2915 | |
| Turn Bay Length (ft) | 250 | | 250 | | 250 | | 250 | 250 | | 250 |
| Base Capacity (vph) | 223 | 488 | 1077 | 1203 | 79 | 1103 | 1907 | 181 | 1281 | 668 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.51 | 0.75 | 0.99 | 0.44 | 0.51 | 0.60 | 0.38 | 0.49 | 0.95 | 0.30 |

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.

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Jeffrey Roberts
P.O. Box 483
Friant, California 93626

March 17, 2026

Subject: Vehicle Miles Traveled Analysis
Proposed Industrial Park
Northeast of the Intersection of Avenue 18½ and Road 22
Madera County, California

Dear Mr. Roberts:

## INTRODUCTION

This report presents the vehicle miles traveled (VMT) analysis for the subject project. Peters Engineering Group previously prepared a traffic study for the project and presented the results in a report dated February 9, 2026.

## PROJECT DESCRIPTION

The proposed Industrial Park (Project) will be located on two parcels generally northwest of the State Route (SR) 99 interchange at Avenue 18½ in Madera County, California (APN 029-260-003 and 029-260-005). The Project includes eight buildings with a total building area of 1,119,611.9 square feet. A rezone to Light Industrial Rural is required as part of the Project.

Site access is proposed via two driveways connecting to the east side of Road 22 north of Avenue 18½ and to driveways connecting to the north side of Avenue 18½ east of Road 22.

## PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 1 presents the trip generation estimates for the Project based on ITE Land Use 130, Industrial Park, with the exception that ITE Land Use 150, Warehousing, was applied to Building 8 because of its size.

**Table 1**
**Trip Generation Estimate**

| Land Use and Code | Area (sq. ft.) | Weekday | | A.M. Peak Hour | | | | | P.M. Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Ware-housing (150) | 414,046 | 1.38 | 572 | 0.12 | 77:23 | 38 | 12 | 50 | 0.15 | 28:72 | 18 | 45 | 63 |
| Industrial Park (130) | 705,566 | 2.68 | 1,891 | 0.22 | 77:23 | 120 | 36 | 156 | 0.23 | 28:72 | 46 | 117 | 163 |
| **TOTAL:** | **1,119,612** | **-** | **2,463** | **-** | **-** | **158** | **48** | **206** | **-** | **-** | **64** | **162** | **226** |

Reference: *Trip Generation Manual, 12th Edition, Institute of Transportation Engineers 2025*
Rates are reported in trips per 1,000 square feet of building area.

Table 2 presents an estimate of the number of truck trips expected to be generated by the Project. The values presented in Table 2 are included within the total trips presented in Table 1.

**Table 2**
**Project Truck Trip Generation Estimate**

| Land Use and Code | Area (sq. ft.) | Weekday | | A.M. Peak Hour | | | | | P.M. Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Warehousing (150) | 414,046 | 0.43 | 178 | 0.02 | 52:48 | 5 | 4 | 9 | 0.02 | 53:47 | 5 | 4 | 9 |
| Industrial Park (130) | 705,566 | 0.48 | 339 | 0.03 | 52:48 | 11 | 11 | 22 | 0.03 | 56:44 | 12 | 10 | 22 |
| **TOTAL:** | **1,119,612** | **-** | **517** | **-** | **-** | **16** | **15** | **31** | **-** | **-** | **17** | **14** | **31** |

Reference: *Trip Generation Manual, 12th Edition, Institute of Transportation Engineers 2025*
Rates are reported in trips per 1,000 square feet of building area.

## VEHICLE MILES TRAVELED (VMT) IMPACT ANALYSIS

As of the date of this report, it is our understanding that the County of Madera has not adopted local significance criteria for VMT analyses. In the absence of local policies, the current state of the practice is to utilize information presented in The State of California Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 (Technical Advisory).

For small projects, the Technical Advisory states: "*Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.*"

The Technical Advisory presents discussions related to residential, office, and retail projects. No mention is made of warehousing or industrial parks. However, in general, industrial parks and warehouses would function in a manner similar to office uses in terms of employees. Therefore, VMT is generally analyzed in terms of VMT per employee.

The Technical Advisory recommends an impact threshold for office projects as follows: "*A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.*"

The Technical Advisory states: "*Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks.*" Therefore, truck trips such as those typically generated by warehouse uses are not considered in the VMT analysis.

The Project was screened by reviewing the Madera County Transportation Commission (MCTC) interactive map at the following link:

https://www.arcgis.com/apps/mapviewer/index.html?webmap=3a13fe2d981a4fd8941ca664eb1261da

The Project site is located in an area of high VMT per job and does not screen out as a small project (that is, the Project is expected to generate more than 110 trips per day). Therefore, a Project-specific VMT analysis was performed in the form of Project-specific traffic modeling.

The results of the Project-specific traffic modeling (attached) indicate that the regional average VMT per employee is 16.9. The impact threshold is 15 percent below 16.9, which is 14.3 VMT per employee. The Project is expected to generate 16.6 VMT per employee, which is below the regional average but greater than the impact threshold of 14.3. Therefore, the Project is expected to cause a significant transportation impact based on VMT.

## (VMT) MITIGATION MEASURES

The California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* dated October 2024 presents several measures that potentially reduce VMT. The potential mitigation measures can generally be grouped as either: 1) managing land use (primarily infill, high-density development, and connectivity), 2) promoting active transportation (primarily walking and biking), 3) promoting transit (primarily buses), and 4) managing commutes and limiting parking supply. Table 3 lists mitigation measures that appear to be potentially feasible for an industrial park and warehouse type of project.

**Table 3**
**Potentially-Feasible CAPCOA Measures**

| ID | CAPCOA Measure | ID | Intersection |
|---|---|---|---|
| T-2 | Increase Job Density | T-11 | Provide Employer-Sponsored Vanpool |
| T-5 | Implement Commute Trip Reduction Program (Voluntary) | T-14 | Provide Electric Vehicle Charging Infrastructure |
| T-7 | Implement Commute Trip Reduction Marketing | T-21-A | Implement Conventional Carshare Program |
| T-8 | Provide Ridesharing Program | T-21-B | Implement Electric Carshare Program |
| T-10 | Provide End-of-Trip Bicycle Facilities | T-30 | Use Cleaner-Fuel Vehicles |

There are few (if any) feasible mitigation measures that can substantially and measurably reduce VMT for most projects in the Madera region. In general, the geography, development, and climate in the San Joaquin Valley, and essentially the entirety of central California, are not conducive to residents being able to go to work, perform the required shopping, and other tasks (such as health care or entertainment) via means of transportation such as walking, bicycling, or mass transit. As the Madera region is not a dense city with high-rise residential, office, health care, and shopping all within close proximity, and with high heat in the summer and cold/rain/fog in the winter, simply providing for and promoting active transportation, rideshare, and transit opportunities does not generally result in a noticeable reduction in the number of vehicle miles employees and residents must travel per day. The regional transit system has not been developed to the extent that a majority of residents are willing to utilize it; therefore, on a Project level, providing additional transit facilities would not be effective in reducing VMT in anything other than de minimis levels. Likewise, carpooling has been promoted for several decades with minimal benefit, as many

employees tend to work different hours, do not live near each other, are required to attend appointments, or continue to enjoy the independence and opportunity to run other errands during the commute. For these reasons, VMT mitigation measures, including those identified in Table 3, are not expected to be effective in reducing the Project's VMT by a measurable amount. As such, the transportation impact based on VMT is likely to remain significant and unavoidable even with the inclusion of VMT mitigation measures such as those identified in Table 3.

## CONCLUSIONS

The Project is expected to cause a significant transportation impact based on VMT. There are several potentially-feasible mitigation measures available; however, the potential mitigation measures are not expected to be effective in reducing the Project's VMT by a measurable amount. As such, the transportation impact based on VMT is likely to remain significant and unavoidable even with the inclusion of VMT mitigation measures.

Thank you for the opportunity to continue to work with you on this project. Please feel free to contact our office if you have any questions.

**PETERS ENGINEERING GROUP**

John Rowland, PE, TE

Attachments: Project-Specific VMT Analysis

## Pistachio Industrial Park Project VMT Analysis

| 2018 | Project Warehouse Use | Madera County * |
|---|---|---|
| Total Employment | 140 | 57,002 |
| | | |
| Total Homebased Work (HBW) VMT | 2,232 | 960,669 |
| HBW VMT per employee | 15.9 | 16.9 |

| 2018 | Project Industrial Park Use | Madera County * |
|---|---|---|
| Total Employment | 239 | 57,002 |
| | | |
| Total Homebased Work (HBW) VMT | 4,054 | 960,669 |
| HBW VMT per employee | 17.0 | 16.9 |

** Obtained from Madrea County Travel Demand Model - 2019 Model Update Document, September 2020*

| Project Use | Project VMT per employee | VMT per employee Threshold (15% below baseline regional) | Difference | Percent Difference |
|---|---|---|---|---|
| **Warehouse** | 15.9 | 14.3 | 1.6 | 11.1% |
| **Industrial Park** | 17.0 | 14.3 | 2.6 | 18.5% |
| **Total Project** | 16.6 | 14.3 | 2.3 | 15.7% |

*Source: Madera County Transportation Commission (MCTC) Travel Demand Model*

*VMT = Vehicle Miles Traveled*

# APPENDIX D
## PHASE I ENVIRONMENTAL SITE ASSESSMENT

August 12, 2025 Project No. 014-25078

Mr. Jeff Roberts
JTR Planning
P.O. Box 483
Friant, California 93626
jtrplanning@yahoo.com

RE: Phase I Environmental Site Assessment
Future Development
22497 Avenue 18 1/2
APNs 029-260-003 and -005
Madera, California 93637

Dear Mr. Roberts:

Krazan & Associates, Inc. (Krazan) has completed a Phase I Environmental Site Assessment at the above-referenced site summarized in a report dated July 31, 2025. Please note that the earliest date of source review was on June 11, 2025. This report is considered viable within 180 days of that date. We appreciate the opportunity to serve your environmental due diligence needs.

During the course of this assessment, Krazan identified no evidence of controlled recognized environmental conditions (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-21; however, a recognized environmental condition (REC), potential area of concern (PAOC) and site development issues were identified.

**REC**

- According to records obtained through the Regional Water Quality Control Board's GeoTracker database, one 500-gallon diesel underground storage tank (UST) was noted to have been present on the subject site as of 1988. The year of installation was unknown. A second tank was also noted to be present on the subject site. Neither the capacity nor the contents of the second UST were noted. According to the Madera County Environmental Health Department (MCEHD) regarding the subject site address and parcel numbers, "there were no records of aboveground storage tanks (ASTs), USTs, hazardous materials storage, usage, waste generated, releases or spills. APN 029-260-003 appears to be a blank lot. We have no information on APN 029-260-005 and -003." The current property owner, Mr. Tom Pistacchio, stated that he is unaware of any USTs or ASTs at the subject site for the past 30 years. There is no documentation that either of the tanks have been removed from the property; therefore, the USTs represent a REC to this assessment.

  *During site redevelopment, should either UST or any associated piping be identified during excavation activities, Krazan should be contacted for an assessment of environmental conditions and associated risk, if any. If higher due diligence is required, Krazan recommends conducting a Phase II Limited Site Assessment (LSA) to assess the presence or absence of subsurface anomalies located on the subject site.*

**PAOC**

- Review of historical aerial photographs indicates that the majority of the subject site has been utilized for agricultural purposes from at least 1937 through the present; however, a residence and garage or storage building were located along the eastern portion of the subject site between the 1959 and late 2021. Although the potential exists that environmentally persistent pesticides/herbicides may have historically been applied to crops grown on the subject site circa 1937 to the mid-1970s: 1) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment; and 2) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site will be dislocated and diluted as a result of the grading and trenching operations which will be conducted in connection with future development of the property. Additionally, Krazan's sampling and analysis of surface soils from properties with similar agricultural histories has typically yielded non-detectable results or very low concentrations for analysis of environmentally persistent pesticides. Therefore, given the above-referenced factors and Krazan's experience in the subject site vicinity, the potential for elevated concentrations of environmentally persistent pesticides/herbicides related to crop cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action appears to be low.

  *It has been Krazan's experience that chemical analysis of shallow soil samples for persistent pesticides/herbicides in current or former agricultural areas does not typically result in concentrations reported above regulatory screening levels; however, it has also been Krazan's recent experience that Federal, State and Local agencies and/or financial lending institutions have at times required "pesticide screening" of properties with current and/or former agricultural uses. If pesticide screening or further assessment is required by a government agency or financial lending institution, Krazan can assist with those requests.*

**Site Development Issues**

- Two agricultural water wells are located along the eastern portion of the subject site and an irrigation basin/pond is located in the northwestern corner of the subject site. If neither of the water wells nor the irrigation basin/pong are to be utilized in the planned redevelopment of the subject site, they should be properly abandoned, backfilled, removed or destroyed in accordance with State and local guidelines

- Based on the former residential usage, a septic system was likely located within the eastern portion of the subject site. It is unknown whether the septic system was removed at the time the residence was demolished in 2021. If the septic system is identified during redevelopment activates at the subject site, it should be property abandoned, removed or destroyed in accordance State and local guidelines.

If you have any questions regarding the information presented in this report, please call me at (559) 348-2200.

Respectfully submitted,
**KRAZAN & ASSOCIATES, INC.**

Remington R. Alexander, PE
Environmental Regional Manager

RRA/mlt

# PHASE I ENVIRONMENTAL SITE ASSESSMENT

**FUTURE DEVELOPMENT**
**22497 AVENUE 18 1/2**
**APNS 029-260-003 and -005**
**MADERA, CALIFORNIA 93637**

Project No. 014-25078
August 12, 2025

Prepared for:
Mr. Jeff Roberts
JTR Planning
P.O. Box 483
Friant, California 93626

Prepared by:
Krazan & Associates, Inc.
215 West Dakota Avenue
Clovis, California 93612
(559) 348-2200

Krazan & ASSOCIATES, INC.
SITE DEVELOPMENT ENGINEERS

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## EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the 59.12-acre property associated with Madera County Assessor's Parcel Numbers (APNs) 029-260-003 and -005 (subject site). The subject site is located 22497 Avenue 18 1/2 within an unincorporated area of Madera County, California 93637.

At the time of Krazan's July 18, 2025 site reconnaissance, the subject site was primarily agriculture and had recently been harvested for hay. An approximately 2.5-acre portion of the northeastern corner is an irrigation pond/basin and a 1-acre area along the eastern property boundary is utilized for vehicle and farm equipment storage. The 1-acre area was formerly developed with a residence, garage or storage building, smaller out buildings and two ag wells and associated pumps.

Review of the aerial photographs identified the subject site has been utilized for agriculture since at least the late 1930s and was occupied by the residence and out-buildings from the early 1960s until 2021. The site is located within a mixed agricultural, rural residential and commercially developed area of Madera County and future development plans include retail and commercial usages.

The subject site address was not identified on any Federal, State or local regulatory database indicating that a release of hazardous materials has impacted the subject site.

During the course of this assessment, Krazan identified no evidence of controlled recognized environmental conditions (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-21; however, a recognized environmental condition (REC), potential area of concern (PAOC) and site development issues were identified.

**REC**

- According to records obtained through the Regional Water Quality Control Board's GeoTracker database, one 500-gallon diesel underground storage tank (UST) was noted to have been present on the subject site as of 1988. The year of installation was unknown. A second tank was also noted to be present on the subject site. Neither the capacity nor the contents of the second UST were noted. According to the Madera County Environmental Health Department (MCEHD) regarding the subject site address and parcel numbers, "there were no records of aboveground storage tanks (ASTs), USTs, hazardous materials storage, usage, waste generated, releases or spills. APN 029-260-003 appears to be a blank lot. We have no information on APN 029-260-005 and -003." The current property owner, Mr. Tom Pistacchio, stated that he is unaware of any USTs or ASTs at the subject site for the past 30 years. There is no documentation that either of the tanks have been removed from the property; therefore, the USTs represent a REC to this assessment.

**PAOC**

- Review of historical aerial photographs indicates that the majority of the subject site has been utilized for agricultural purposes from at least 1937 through the present; however, a residence and garage or storage building were located along the eastern portion of the subject site between the 1959 and late 2021. Although the potential exists that environmentally persistent pesticides/herbicides may have historically been applied to crops grown on the subject site circa 1937 to the mid-1970s: 1) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment; and 2) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site will be dislocated and diluted as a result of the grading and trenching operations which will be conducted in connection with future development of the property. Additionally, Krazan's sampling and analysis of surface soils from properties with similar agricultural histories has typically yielded non-detectable results or very low concentrations for analysis of environmentally persistent pesticides. Therefore, given the above-referenced factors and Krazan's experience in the subject site vicinity, the potential for elevated concentrations of environmentally persistent pesticides/herbicides related

to crop cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action appears to be low.

**Site Development Issues**

- Two agricultural water wells are located along the eastern portion of the subject site and an irrigation basin/pond is located in the northwestern corner of the subject site. If neither of the water wells nor the irrigation basin/pong are to be utilized in the planned redevelopment of the subject site, they should be properly abandoned, backfilled, removed or destroyed in accordance with State and local guidelines

- Based on the former residential usage, a septic system was likely located within the eastern portion of the subject site. It is unknown whether the septic system was removed at the time the residence was demolished in 2021. If the septic system is identified during redevelopment activates at the subject site, it should be property abandoned, removed or destroyed in accordance State and local guidelines.

## 1.0 INTRODUCTION

The subject site is addressed 22497 Avenue 18 ½ within an unincorporated area of Madera County, California 93637. The subject site is an irregular-shaped parcel measuring 59.12 acres in area and is associated with Madera County Assessor's Parcel Numbers (APNs) 029-260-003 (20 acres) and 029-260-005 (39.12 acres). At the time of Krazan's July 18, 2025 site reconnaissance, the subject site was primarily agriculture and had recently been harvested for hay. An approximately 2.5-acre portion of the northeastern corner is an irrigation pond/basin and a 1-acre area along the eastern property boundary is utilized for vehicle and farm equipment storage. The 1-acre area was formerly developed with a residence, garage or storage building, smaller out buildings and two ag wells and associated pumps.

Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-21 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-21.

ASTM E 1527-21 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means: 1) the presence of hazardous substances or petroleum products in, on or at the subject property due to a release to the environment; 2) the likely presence of hazardous substances or petroleum products in, on or at the subject property due to a release or likely release to the environment; or 3) the presence of hazardous substances or petroleum products in, on or at the subject property under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report.

**Previous Environmental Assessments**

No previous environmental assessments of the subject site were provided to Krazan by JTR Planning for review as part of this Phase I ESA.

## 2.0 PURPOSE AND SCOPE OF ASSESSMENT

### 2.1 Purpose

According to ASTM E 1527-21, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products.* As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner, contiguous property owner,* or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *landowner liability protections,* or *LLPs*): that is, the practice that constitutes *all appropriate inquiries* into the previous ownership and uses of the *property* consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

### 2.2 Scope of Work

The scope of work for this Phase I ESA conforms to ASTM E 1527-21. The Phase I ESA includes the following scope of work: a) a site reconnaissance of existing on-site conditions and observations of adjacent property uses, b) a review of user-provided documents, c) a review of historical aerial photographs, a review of pertinent building permit records, cross-reference directories, historical Sanborn Fire Insurance Maps (SFIMs), and interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, d) a review of local regulatory agency records, and e) a review of local, state, and federal regulatory agency lists compiled by Environmental Data Resources, Inc. (EDR).

Krazan was provided with written authorization to conduct the Phase I ESA by Mr. Jeff Roberts with JTR Planning on July 2, 2025 in response to Krazan's June 17, 2025 Proposal/Cost Estimate No. P25-278.

## 3.0 SUBJECT SITE SETTING

The subject site is located on the northern side of Avenue 18 ½ and approximately 0.5 miles west of US Highway 99 within an unincorporated area of Madera County, California 93637. The subject site has been in various stages of agriculture since at least 1937 with a residence located along the eastern property boundary between 1959 and 2021. The site is located within a mixed agricultural, rural residential and commercially developed area of Madera County. General property information and property use are summarized in the following table. Refer to Figures No. 1 – 3 for subject site details.

| Subject Site Information Summary | |
|---|---|
| Current Owner: | Tom Pistacchio |
| Assessor's Parcel Numbers: | 029-260-003 (20 acres), 029-260-005 (39.12 acres) |
| Addresses: | 22497 Avenue 18 ½ |
| Historical Addresses: | None Identified |
| General Location: | North side of Avenue 18 ½ and 0.50 miles west of US Highway 99 |
| Acreage: | 59.12 acres |
| Zoning: | ARE-40 [Agricultural, Rural, Exclusive (40 acre) District] |
| Existing Use: | Agriculture |
| Number of Buildings: | None |
| Original Construction Date: | 1959 |
| Proposed Use: | Commercial, Mixed Use (to be determined) |
| Electricity: | Pacific Gas & Electric |
| Natural Gas: | Pacific Gas & Electric |
| Potable Water: | Private well |
| Sanitary Sewer: | Septic system |
| Latitude / Longitude: | 37.0200970 / –120.1401870° |
| Topographic Map: | U.S. Geological Survey, 7.5-minute Berenda, California |
| Topographic Map Location: | A portion of the southern half of the Northwest Quarter of Section 32, Township 10 South, Range 17 East, Mount Diablo Baseline and Meridian |
| Topography: | Approximately 245 feet above mean sea level |
| Approximate Depth to Groundwater: | 300 feet below ground surface (bgs), State of California Department of Water Resources (DWR)* |
| Regional Groundwater Flow Direction: | North-northeast DWR* |

Note: * State of California, Department of Water Resources, *Sustainable Groundwater Management Act (SGMA) Data Viewer, Fall 2024*

### 3.1 Geology and Hydrogeology

The subject site is located within the San Joaquin Valley, a broad structural trough bound by the Sierra Nevada and Coast Ranges of California. The San Joaquin Valley, which comprises the southern portion of the Great Valley of California, has been filled with several thousand feet of sedimentary deposits. Sediments in the eastern valley, derived from the erosion of the Sierra Nevada, have been deposited by

major to minor west-flowing drainages and their tributaries. Near-surface sediments are dominated by sands and silty sands with lesser silts, minor clays, and gravel. The sedimentary deposits in the region form large coalescing alluvial fans with gentle slopes. According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service, soils at the subject site are described as San Joaquin, a moderately well drained sandy loam with very slow infiltration rates. Groundwater in the subject site vicinity was reported to be first encountered at a depth of approximately 300 feet bgs in Fall 2024. The groundwater flow direction in the area of the subject site is generally toward the north-northeast.

## 4.0 SITE BACKGROUND

A review of historical Sanborn Fire Insurance Maps (SFIMs), historic USGS topographic maps, reasonably ascertainable city cross-reference directories, historical aerial photographs, local agency records and previous environmental reports, as made available to Krazan, were utilized to assess the history of the subject site.

### 4.1 Sanborn Fire Insurance Maps

Krazan reviews Sanborn Fire Insurance Maps (SFIMs) to evaluate prior land use of the subject site and the adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the subject site within the city limits. Krazan contracted with Environmental Data Resources, Inc. (EDR) to provide copies of available SFIMs for the subject site and the adjacent properties. EDR's search of SFIMs revealed no coverage for the subject site and the adjacent properties. Refer to Appendix A – *EDR – Certified Sanborn® Map Report* dated July 12, 2025 for details.

### 4.2 USGS Topographic Quadrangle Map

Krazan reviewed the 7.5-minute Berenda, California topographic quadrangle maps dated 1916, 1918, 1946, 1948, 1961, 1981, 1987, 2012, 2015, 2018 and 2021. Subject site and adjacent/vicinity property usage is summarized in the following table. Refer to Appendix A – *EDR - Historical Topo Map Report* dated July 12, 2025 for details.

| **Topographic Maps Summary** | | |
|---|---|---|
| ***Year*** | ***Site Usage*** | ***Adjacent Property Usage*** |
| 1916, 1918 | The subject site is undeveloped. | Adjacent property usage is undeveloped. The Southern Pacific Railroad is depicted to the east, with the State Highway parallel to the railroad tracks. Berenda Creek is to the northwest and Dry Creek is to the southeast. |
| 1946, 1948 | The subject site is unchanged from the 1918 map. | The road adjacent to the south of the subject site has been constructed and is labeled Lincoln Road. Adjacent property usage is relatively unchanged from the 1918 map. Structure typical of residences are in the vicinity to the north and northeast. |
| 1961, 1981, 1987 | The western portion of the subject site was noted to be agricultural with a structure typical of a rural residence depicted along the eastern property boundary as of the 1961 map. | Additional structures typical of residences are noted to the north. The parcels adjacent to the east are depicted as agriculture. The road along the southern property boundary has been re-labeled as Avenue 18 ½. |

| Topographic Maps Summary (continued) | | |
|---|---|---|
| ***Year*** | ***Site Usage*** | ***Adjacent Property Usage*** |
| 2012, 2015, 2018, 2021 | Map details include streets, highways and freeways, waterways, and surface elevation contours. Subject site features such as structures are not denoted.<br><br>There are no features or details on the subject site on the 2012 or 2015 map; however, a drainage/irrigation basin is noted in the northeastern corner of the subject site on the 2018 and 2021 maps. | Map details include streets, highways and freeways, waterways, and surface elevation contours. Property features such as structures are not denoted.<br><br>There are no features or details on the adjacent properties on any of these maps. |

According to review of the historical topographic maps, the subject site was undeveloped until at least the early 1960s when the western portion was noted to be agricultural and a structure typical of a rural residence was depicted along the eastern property boundary. No other features, other than an irrigation pond/basin, was noted on the 2018 and 2021 maps. Information obtained from the review of topographic maps is consistent with that obtained from other historical sources during the course of this assessment. Review of topographic maps did not identify environmental concerns at the subject site or surrounding properties.

### 4.3 City Cross-Reference Directories

Krazan contracted with EDR to provide a review of available cross-reference directories dated between 1975 and 2020 for the subject site address and adjoining properties. A summary of cross-reference directory information is presented in the following table. Refer to Appendix A – *EDR - City Directory Image Report* dated July 15, 2025 for details.

| Cross-Reference Directories Summary | | |
|---|---|---|
| ***Address*** | ***Listed Owners / Occupants*** | ***Years*** |
| ***Subject Site*** | | |
| 22497 Avenue 18 ½ | Jack D Freeman<br>Address not listed<br>Occupant Unknown<br>Address not listed | 1975 – 1990<br>1995, 2000<br>2005, 2010, 2014<br>2017 |
| ***Adjacent Properties*** | | |
| ***Adjacent to the North*** | | |
| Avenue 18 ¾ | Not listed | |
| | | |

| Cross-Reference Directories Summary (continued) | | |
|---|---|---|
| ***Address*** | ***Listed Owners / Occupants*** | ***Years*** |
| ***Adjacent to the East*** | | |
| 22517 Avenue 18 ½ | Joseph Pistacchio | 1980 – 2022 |
| 22615 Avenue 18 ½ | Madera Transport, TGP Diesel Repair, TGP Transport | 1980 |
| | R & T Equipment, TGP Diesel Paint, TGP Diesel Repair | 1985, 1990 |
| | Central California Kenworth | 1995 |
| | California Kenworth, Central California Kenworth, a division of Steitz Kenworth, R & T Equipment | 2000 |
| | Central California Kenworth, G & J Truck Sales, R & T Equipment | 2005 – 2010 |
| | G & J Truck Sales, Lucky's Express | 2014 - 2017 |
| | G & J Truck Sales, Lucky's Express, Patrick Civiello, Plumber Madera, CA | 2022 |
| | | |
| ***Adjacent to the South (northern side of Avenue 18 ½)*** | | |
| 22277 Avenue 18 ½ | Ralph Garcia | 1985 – 2005 |
| | Ralph Garcia, Elizabeth Chaudhry, Irma N Corralejo-Gill | 2010 |
| | Irma N Corralejo-Gill, Maria Madeira | 2014 |
| | Elpidia Ochoa | 2017 |
| | Irma N Corralejo-Gill | 2022 |
| 18571 Road 22 | No listings | |
| | | |
| ***Adjacent to the South (southern side of Avenue 18 ½*** | | |
| 22332 Avenue 18 ½ | Mary L Dunton | 1995 |
| | Margarito Mendez | 2005 – 2017 |
| | Margarito Mendez, Annette Mendez, Crystal Mendez, Irene Mendez | 2022 |
| 22366 Avenue 18 ½ | Fred Murphy | 1995 |
| | Joann Gabriel | 2005 |
| | Elisa Granado | 2010 |
| | Joaquin D Gabriel | 2014 |
| 22444 Avenue 18 ½ | Occupant unknown | 2010 |
| | First Assembly of God, Madera | 2014 - 2017 |
| 22488 Avenue 18 ½ | Octavio C Hernandez | 2014 |
| | Socorro M Negrete | 2017 |
| | Eric Negrete, Jose Negrete, Nancy Negrete | 2022 |
| | | |
| ***Adjacent to the West*** | | |
| No addresses | | |
| | | |

Information obtained from the review of cross-reference directories is consistent with that obtained from other historical sources during the course of this assessment. Review of city directories did not identify environmental concerns at the subject site.

### 4.4 Aerial Photograph Interpretation

Historical aerial photographs were obtained from EDR and reviewed to assess the history of the subject site. The aerial photograph summary is provided in the following table. Refer to Appendix A – *Aerial Photo Decade Package* dated July 17, 2025 for details.

| **Aerial Photograph Review Summary** | | |
|---|---|---|
| ***Year*** | ***Site Use*** | ***Adjacent Properties*** |
| 1937 | The subject site appears to be agricultural land in use for dry farming. No structures are visible on the subject site. | The subject site is surrounded by agriculture. Roads are visible along the southern and western boundaries. |
| 1946 | The subject site is unchanged from the 1937 photo. | Surrounding properties are unchanged from the 1937 photo with the exception of a rural residence adjacent to the west beyond Road 22. |
| 1950 | The subject site is unchanged from the 1946 photo. | Surrounding property usage remains agriculture with some rural residences to the north and to the south. |
| 1960, 1978 | The subject site remains agriculture with a structure that appears to be a residence in the eastern portion of the property; however, the quality of both photographs is poor. | Surrounding properties are unchanged from the 1950 photo; however, the quality of both photos is poor. |
| 1984 | The subject site remains agriculture and a rural residence. | Surrounding properties are relatively unchanged from the 1978 photo. The residence adjacent to the east has been constructed. |
| 1998, 2006 | The subject site is relatively unchanged from the 1984 photo. An irrigation ponding basin has been developed in the northeast corner of the property. | Commercial usage to the east has been expanded toward the subject site and what appears to be a vehicle storage yard is adjacent along a portion of the eastern property boundary as of the 1998 photo. |
| 2010, 2014, 2018 | The subject site is unchanged from the 2006 photograph. | Surrounding properties remain a mix of residential to the north, agriculture, commercial and residential to the east and south, and residential to the west. |

| Aerial Photograph Review Summary (continued) | | |
|---|---|---|
| ***Year*** | ***Site Use*** | ***Adjacent Properties*** |
| 2022 | The orchard on the subject site has been removed. The residence along the eastern property boundary has been removed and the area appears to be used for vehicle storage. The irrigation pump and well equipment area observed during the site reconnaissance is visible in the photo. | Adjacent property usage is unchanged from the 2018 photograph. |

Review of the aerial photographs identified the subject site has been utilized for agriculture since at least the late 1930s. A residence and garage or storage building was located along the eastern portion of the subject site between the 1960s and the early 2020s. Information obtained from the review of aerial photographs are consistent with that obtained from other historical sources during the course of this assessment. Review of aerial photographs did not identify environmental concerns at the subject site.

### 4.5 Municipal and County Records

**Madera County Assessor**

According to information obtained through the Madera County Assessor's Office via Parcel Quest, APN 029-260-005 is associated with the address of 22497 Avenue 18 ½ and was developed with a 1,208 square-foot structure in 1959. There is no address or development information associated with APN 029-260-003.

**Madera County Community & Economic Development Department - Building Division**

The Madera County Community & Economic Development Department - Building Division (MCBD) was contacted on June 11, 2025 to obtain building permit records for the subject site APNs of 029-260-003 and 029-260-005. On June 17, 2025, the Madera County Building Division provided copies of available permits for parcel 029-260-005 and stated they found no permits for 029-260-003. Permit 34059 was issued in March 1997 for the re-roof of a single-family dwelling and was finaled in January 1998. Electrical Permit 08-0175-ELECT was issued in April 2008 for a new ag pump booster. Permit 13-0225-OTC was issued in March 2013 for an ag pump and was finaled in May 2013. Permit 21-0064-DEMO was issued in October 2021 for the demolition of an 1,800 square foot building. The permit was finaled on December 29, 2021. Refer to Appendix B – *Building Permit Records* for details.

**Madera County Fire Department**

The Madera County Fire Department (MCFD) has jurisdiction for the fire protection for the subject site and the immediate vicinity. Representatives of the Madera County Fire Department have indicated that

hazardous materials storage and spill/release incident records are maintained by the Madera County Environmental Health Division. Refer to Section 6.4 of this report for a discussion of hazardous materials records requested from the Madera County Environmental Health Division for the subject site. Additionally, as discussed in Section 6.4 of this report, Krazan's July 24, 2025 review of the State of California Office of Emergency Services Spill Reports database indicated that no hazardous materials spill reports were included in the Cal OES Spill Reports database for the subject site APNs.

### 4.6 Previous Environmental Assessments

No previous environmental assessments of the subject site were provided to Krazan by JTR Planning for review as part of this Phase I ESA.

### 4.7 Agricultural Chemicals

Based on Krazan's experience, impacts from agricultural chemicals are most often identified in association with chemical mixing and storage areas (structures). Review of historical aerial photographs indicates that the majority of the subject site has been utilized for agricultural purposes from at least 1937 through the present; however, a residence and garage or storage building were located along the eastern portion of the subject site between the 1959 and late 2021.

Although the potential exists that environmentally persistent pesticides/herbicides may have historically been applied to crops grown on the subject site circa 1937 to the mid-1970s: 1) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment; and 2) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site will be dislocated and diluted as a result of the grading and trenching operations which will be conducted in connection with future development of the property. Additionally, Krazan's sampling and analysis of surface soils from properties with similar agricultural histories has typically yielded non-detectable results or very low concentrations for analysis of environmentally persistent pesticides. Therefore, given the above-referenced factors and Krazan's experience in the subject site vicinity, the potential for elevated concentrations of environmentally persistent pesticides/herbicides related to crop cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action appears to be low.

## 5.0 USER-PROVIDED INFORMATION

A review of user-provided information was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject site.

### 5.1 Environmental Liens/Activity and Use Limitations Report

An Environmental Lien/Activity and Use Limitations (EL/AUL) Report provides results from a search of available land title records for environmental cleanup liens institutional controls (ICs), environmental land use controls (LUCs), environmental activity and use limitations (AULs), or declaration of environmental use restrictions (DEULs) which may have been filed against the subject site or exist in connection with the subject site as indicated by the subject site EL/AUL Reports. An Environmental Lien/Activity and Use Limitations (EL/AUL) Report for the subject site APN was not provided to, or requested to be obtained by Krazan, as part of this assessment. The absence of an EL/AUL report represents a data gap.

### 5.2 Title Report

A title report is reviewed to identify potential environmental deed restrictions, environmental liens, or environmental activity and use limitations (AULs) which may have occurred on or exist in connection with the subject site. Neither a Preliminary Title report nor Final Title Report for the subject site was provided to Krazan by JTR Planning, the Phase I ESA user. The absence of a condition of title represents a data gap.

### 5.3 Interviews

Krazan conducts interviews with the owner of the subject site, a key site manager, subject site occupant(s), and/or the previous owner/occupant(s) of the subject site. The interview(s) is/are designed to provide pertinent information regarding potential environmental impacts associated with the subject site.

**Subject Site Owner**

A completed Phase I ESA Owner Questionnaire has not been received by Krazan as of the date of this report. As part of the interview with Mr. Jeff Roberts, representative of JTR Planning, Krazan's client and the Phase I ESA user, Krazan requested any information regarding two USTs that were registered to the subject site in the 1980s. Mr. Roberts contacted the owner, Mr. Tom Pistacchio, to obtain information regarding the USTs. Mr. Roberts stated that Mr. Pistacchio has owned and farmed the property for the past 30 years and has not seen any underground or aboveground storage tanks on the property during that timeframe. Additional information regarding history and usage of the subject site was not provided by the current owner; therefore, the lack of an interview with the current owner constitutes a data gap.

**Previous Subject Site Owner Interview**

A Phase I ESA interview with a previous owner and/or occupant of the subject site was not reasonably available. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a previous owner and/or occupant constitutes a data gap.

### 5.4 Phase I Environmental Site Assessment User Questionnaire

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the *Brownfields Amendments*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *all appropriate inquiry* is not complete. The user is asked to provide information or knowledge of the following:

1. Environmental cleanup liens that are filed or recorded against the site.
2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
3. Specialized knowledge or experience of the person seeking to qualify for the LLPs.
4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.
5. Commonly known or *reasonably ascertainable* information about the *property*.
6. The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.
7. The reason for preparation of this Phase I ESA.

A completed Phase I ESA User Questionnaire has not been received by Krazan from Mr. Jeff Roberts, representative of JTR Planning, Krazan's client and the Phase I ESA user, as of the date of this report. Consequently, information regarding the history and historical uses of the subject site obtained from the user constitutes a data gap.

## 6.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject site and surrounding properties, was conducted by Ms. Laurie Blakeman, Krazan's Environmental Assessor on July 18, 2025. Krazan's Environmental Assessor was unaccompanied during the site reconnaissance; however, permission to access the property was granted by Mr. Jeff Roberts, Krazan's client and user of the Phase I ESA, on behalf of the property owner. The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions, including hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

### 6.1 Observations

The following table summarizes the subject site features encountered during our site reconnaissance. Observed features are noted in the table below and described in detail below the table. Refer to Figure No. 3 - *Site Map* and *Photographs* for locations and details pertaining to site-specific features discussed in this section of the report.

| **Site Reconnaissance Summary** | | |
|---|---|---|
| ***Features*** | ***Observed*** | ***Not Observed*** |
| Structures (existing) | | X |
| Evidence of Past Uses (foundations, debris) | X | |
| Hazardous Substances and/or Petroleum Products (including containers) | X | |
| Aboveground Storage Tanks (ASTs) | X | |
| Underground Storage Tanks (USTs) or evidence of USTs | | X |
| Evidence of Underground Pipelines (non-irrigation) | | X |
| Strong, Pungent, or Noxious Odors | | X |
| Pools of Liquid likely to be Hazardous Materials or Petroleum Products | | X |
| Drums | X | |
| Unidentified Substance Containers | X | |
| Potential Polychlorinated Biphenyl (PCB)-Containing Equipment | X | |
| Subsurface Hydraulic Equipment | | X |
| Heating/Ventilation/Air Conditioning (HVAC) | | X |
| Stains or Corrosion on Floors, Walls or Ceilings | | X |
| Floor Drains, Sumps, or Oil/Water Clarifiers | | X |
| Storm Drains | | X |
| Pits, Ponds, or Lagoons | X | |
| Stained Soil and/or Pavement | X | |
| Soil/Debris Piles | X | |
| Stressed Vegetation | | X |
| Waste or Wastewater (including stormwater) Discharges to Surface/Surface Waters | | X |

| Site Reconnaissance Summary (continued) | | |
|---|---|---|
| ***Features*** | ***Observed*** | ***Not Observed*** |
| Wells (Irrigation, Domestic, Dry, Injection, Abandoned, Monitoring Wells) | X | |
| Septic Systems | | X |
| High-voltage, tower-mounted transmission lines | | X |

The subject site was primarily agriculture and had recently been harvested for hay. Trucks and loaders containing bales of hay were observed to be in use at the time of the site reconnaissance.

According to historical research, an approximately 1-acre area along the eastern portion of the subject site was formerly occupied by a residence, a garage or storage building and several smaller out-buildings. The residence was constructed in 1959 and demolished in 2021. The 1-acre area is currently being utilized for the storage of numerous types of vehicles and equipment including school buses, municipal garbage collection trucks and compactors, trailers, tractors and various types of farm equipment. Minor areas of hydraulic oil drips and engine drips were observed beneath several of the pieces of equipment. This staining is considered to be a *de minimis* condition. Based on the former residential usage, a septic system was likely located within this eastern portion of the subject site; however, it is unknown whether the septic system was removed at the time the residence was demolished in 2021. The potential presence of a septic system represents a site development issue to this assessment.

An agriculture well pump and standpipe were observed in the former residence area. Minor oil staining was observed on the pump, on the concrete pad mounting beneath the pump and on the soil surrounding the concrete pad. The staining appeared weathered as opposed to recent. One 5-gallon container of hydraulic fluid (empty) was observed on the ground surface adjacent to the concrete pad, in addition to two containers with unknown contents. Approximately 20 ounces of unknown fluid was observed in each of the containers. Although the contents are unknown, based on the small quantity of fluid observed in each container, neither of the unlabeled containers represents an environmental concern to this assessment. The open, unlabeled containers are considered a housekeeping issue and should be properly removed by the property owner. A second ag well, sand filters, standpipe, numerous containers and totes of agricultural chemicals and two poly tanks were observed in the southwestern portion of the former residence area. The well, filters, standpipe and smaller containers were observed on a concrete pad within a fenced and gated enclosure while the totes and poly tanks were observed adjacent to the enclosure. The totes ranged in capacity from 1,650 to 1,850 kilograms. The totes were labeled Carbon Penetrant, +PN Green and were noted to contain a fertilizer, 1-3-3 (1% total nitrogen, 3% phosphate and 3% soluble potash). No leaks or

staining was observed beneath the totes. The fertilizers are not considered to represent an environmental concern to this assessment. The ag wells represent a site development issue to this assessment.

A pole-mounted transformer was observed near the ag well. The transformer appeared to be a newer unit; however, it was not labeled as to its polychlorinated biphenyl (PCB) status. Power lines extend from the transformer pole to a secondary pole adjacent to the ag well. No evidence of leaks or staining was observed on the transformer casing and no evidence of staining on the unpaved ground surface beneath the transformer was observed. Based on the absence of visual evidence of a release of insulating fluids from the on-site transformer at the time of Krazan's site reconnaissance, the transformer is not currently considered to represent an environmental concern. However, in the event of a future release/leak of insulating fluids from the transformer, or if its removal/replacement is required for any future redevelopment, the owner of the transformer should be contacted regarding testing of the transformer for PCB fluids.

An approximately 30-foot diameter debris pile, consisting of rocks and ceramic tile, was observed near the pole-mounted transformer. It is likely the debris originated from the demolition of the former residence; however, the origin is unknown. A second debris pile of logs, approximately 20 feet in diameter, was observed to the east of the vehicle and equipment storage area. No evidence of hazardous materials or hazardous waste was observed within either of the debris piles. The debris piles do not represent an environmental concern to this assessment.

Additional evidence of past usage included concrete blocks remaining along the roadway at the ingress/egress points to the property along 18 ½ Avenue and along Road 22. The concrete blocks were possibly associated with former gates or fencing.

The northeastern corner of the subject site is developed with an irrigation water holding basin/pond. According to historical research, the pond was constructed on the property in the 1990s. The pond is enclosed within a chain link fence. The fenced area is approximately 2.5 acres in area and the pond is approximately 1.5 acres in area. The depth of the pond is unknown. An approximately 150-gallon fuel AST and pump mounted to a portable trailer was observed at the northeast corner of the pond within the fenced area. Due to heavy vegetative growth around the portable trailer and the lack of access within the fenced area, the ground surface beneath the AST and pump was not observed. It is unknown whether the AST contains fuel. Additionally, an approximately 500-gallon fuel AST was observed in the southeastern portion of the fenced area. Review of historic aerial photos from Google Earth indicated the AST was used

in association with a pump for the transfer of water from the ag well to the south to the irrigation water holding basin/pond. The AST appeared to be placed on the ground with no support or mounting beneath it. It is unknown whether the AST contains fuel. A plate on the side of the AST indicates the AST is equipped with secondary containment. Due to heavy vegetative growth beneath the AST, the ground surface beneath the AST was unable to be observed. Although the ASTs do not represent an environmental concern at the subject site, if they are no longer in use as part of the irrigation or farming operation, they should be properly be removed from the subject site.

With the exception of the unlabeled containers noted above near the ag well, property upkeep was observed to be good throughout the subject site. No evidence of hazardous materials storage or hazardous waste was observed within the former residence area of the subject site. Several areas of minor engine-drip related surface staining were observed beneath vehicles and farm equipment. This staining is considered to be a *de minimis* condition. Although the containers do not represent an environmental concern at the subject site, they should be properly be disposed.

During the visual observations of the subject site, no hazardous materials or hazardous wastes were observed. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the areas observed. No noxious odors or stressed vegetation were observed. No high-voltage, tower-mounted electrical transmission lines were observed on or within 100 feet of the subject site.

### 6.2 Adjacent Streets and Property Usage

The following table summarizes the current adjacent streets and adjacent property uses observed during the site reconnaissance:

| **Adjacent Streets and Property Usage** | | |
|---|---|---|
| ***Direction*** | ***Adjacent Street*** | ***Adjacent Property Usage*** |
| North | None | Residential |
| South | Avenue 18 ½ | Residences, First Assembly of God Church, Agriculture |
| East | None | Agriculture, Lucky's Express Truck Repair Shop (parts yard), Residence |
| West | Road 22 | Residences and Agriculture |

Based on the observed uses of the properties located immediately adjacent to the subject site, it is unlikely that significant quantities of hazardous materials currently are stored at the immediately adjacent properties; however, according to the EDR database report, hazardous materials are used and hazardous waste is

generated at the Lucky's Express Truck Repair Shop to the east. The repair shop's parts yard is located along the eastern subject site boundary with the repair buildings and drum storage area located at least 500 feet east of the property boundary. Refer to Section 6.5 *Regulatory Agency Records Review* below for details pertaining to the repair shop.

### 6.3 ASTM Non-Scope Considerations

According to ASTM E 1527-21, there may be environmental issues or conditions at assessed properties that are outside the scope of the Phase I ESA practice (non-scope considerations). Some substances may be present in quantities and under conditions that may lead to contamination of the subject site or of nearby properties but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §9601[14]). ASTM Non-scope considerations appropriate for the subject site are discussed below.

**Radon**

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Public Health (CDPH) maintains a statewide database of radon results in designated geographic areas. Radon detection devices are placed in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4.0 pico Curies per liter (pCi/L).

The US EPA has prepared a map to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site-specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2 (Madera County), where average predicted radon levels are between 2.0 and 4.0 pCi/L. Therefore, the available data suggests that the potential for radon to adversely impact the subject site appears to be low.

**Wetlands**

As defined by the U.S. EPA and the Department of Army, Corps of Engineers, wetlands are "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support,

and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Jurisdictional wetlands are regulated under Section 404 of the Clean Water Act (1972, 1977, and 1987, and also the 1985 and 1990 Farm Bills), and are important for protection of aquatic waterfowl and species, water purification, and flood control. According to current Corps of Engineers information, three basic criteria are currently used to define wetlands:

- Wetland hydrology - areas exhibiting surface or near-surface saturation or inundation at some point in time (greater than 12.5 percent of growing season defined on basis of frost-free days) during an average rainfall year.

- Hydrophilic vegetation - frequency of occurrence of wetland indicator plants (plant life growing in water, soil, or substrate that is periodically deficient in oxygen as a result of excessive water content); and,

- Hydric soil - landscape patterns identified by saturation, flooding, or ponding long enough during the growing season (generally seven days) which develop characteristic color changes in the upper part of the soil as a result of anaerobic conditions.

Based on Krazan's reconnaissance of the subject site, evidence was not apparent to suggest that the site contained a wetland. Furthermore, according to the U. S. Fish & Wildlife Service (USFWS) National Wetlands Inventory available via the USFWS Internet website on July 24, 2025, the subject site does not contain a designated wetland. Therefore, at this time, regulations pertaining to wetlands do not appear to impact the subject site.

**Environmental Non-Compliance Issues**

No material non-compliance issues were identified in connection with the subject site in the process of preparing this report.

**Activity and Use Limitations**

No activity and use limitations were identified in connection with the subject site in the process of preparing this report.

### 6.4 Polyfluoroalkyl Substances (PFAS)

PFAS, or per- and polyfluoroalkyl substances, are a group of synthetic chemicals used in various products for their water- and grease-resistant properties. They are often referred to as "forever chemicals" due to their persistence in the environment and potential health risks, including links to certain cancers and hormone disruption. Industries that historically used or disposed of products containing PFAS, such as firefighting foam (aqueous film-forming foams or AFFF), waterproof coatings, metal plating chemicals,

and certain electronics manufacturing processes, are most closely associated with potential PFAS contamination. Potential firefighting sources of PFAS include airports and aviation facilities, military bases and training centers, petroleum refineries and terminals, and petrochemical production facilities.

As of July 8, 2024, the EPA's Final Rule publication became effective; pursuant to CERCLA, the EPA is designating two PFAS, perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS), including their salts and structural isomers, as hazardous substances. PFAS contamination now falls within the scope of ASTM E1527-21 for recognized environmental conditions (RECs). Should indications from historical records or site use warrant further investigation.

Based on the Office of Environmental Health Hazard Assessment's Perfluorooctanioc Acid and Perfluorooctane Sulfonic Acid in Drinking Water dated March 2024, indicated potential drivers of PFAS and PFOA usage include textile finishing industry, water repellant treatment facilities, carpet manufacturing, paper and packaging manufacturing, fire-fighting foams manufacturing/application, photographic industry, aviation industry, metal plating industry, food packaging, history of fume suppressant, and semiconductor manufacturing.

Krazan found no direct evidence of the historical usage of PFAS; therefore, neither the historical nor current on-site usage represent an environmental concern in connection with this assessment. As a better understanding of PFAS continues, the guidelines for PFAS environmental evaluations may change over time, indicating future environmental assessments may be different than the findings of this environmental assessment.

### 6.5 Regulatory Agency Records Review

A review of Federal and State regulatory databases was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and/or the adjacent properties and businesses. The Federal and State environmental databases consulted in the course of this assessment were compiled by Environmental Data Resources, Inc. (EDR) and identified facilities within the search distances specified in ASTM 1527-21. Krazan did not verify the locations and distances of every property listed by the EDR Radius Map Report. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. No EDR-listed unmapped (non-geocoded) sites identified were determined to be located on or adjacent to the subject site. Refer to Appendix C – *EDR Radius Map Report* dated July 11, 2025 for details.

Regulatory records are reviewed based on the following criteria: 1) properties with known soils and/or groundwater releases considered to represent the potential for impact to the subject site that are located within 1,760 feet of the subject site for constituents of concern impacts or 528 feet of the subject site for petroleum hydrocarbon impacts; 2) properties that are adjacent or in proximity to the subject site included within the EDR regulatory database report or noted during the site reconnaissance to possibly handle, store, or generate hazardous materials. Applicable property records are discussed below.

No Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site according to Krazan's July 24, 2025 review of the State of California Environmental Protection Agency (CalEPA) – Department of Toxic Substances Control Envirostor database and the Environmental Data Resources, Inc. (EDR) regulatory agency database report.

**State of California Environmental Protection Agency**

Krazan's July 24, 2025 review of the State of California Environmental Protection Agency (CalEPA) – Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website indicated that no records of cleanup sites including voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site, the adjacent properties, or properties located within 528 feet of the subject site, and no State response sites are located within 1,760 feet of the subject site.

**State of California Regional Water Quality Control Board - GeoTracker**

Krazan's July 24, 2025 review of the State of California Regional Water Quality Control Board (RWQCB) GeoTracker database available via the RWQCB Internet Website did not identify any LUST cleanup sites, cleanup program sites, or military sites at the subject site; however, one LUST site is noted adjacent to the subject site. There are no other listed sites on adjacent properties, properties within 528 feet of the subject site, or any solvent-related cleanup program sites within 1,760 feet of the subject site.

Top Diesel Repair, Inc.
(Tom G. Pistacchio, G & J Truck Sales, Inc., Central California Kenworth, Lucky's Express)
22615 Avenue 18 ½
Adjacent to the east

The GeoTracker LUST listing indicated a leak was discovered and stopped in April 1989 during a gasoline tank closure. No remedial actions were noted. A Hazardous Material Incident report was filed with the (OES) on May 9, 1991 and the case was issued closure on the same date. Based on the lack of a documented release, the length of time since the UST removal and case closure, the former UST at the property adjacent to the east does not represent an environmental concern in connection with the subject site.

The adjacent facility is also listed on the AST, CERS Haz Waste, Hist UST, CERS Tanks, CUPA, UST Finder Release, RCRA NonGen/NLR, E Manifest, RCRA-SQG, FINDS, ECHO, AST, HWTS, and HAZNET databases.

Numerous violations were issued to G & J Truck Sales, Inc. between 2017 and 2023 regarding hazardous materials and hazardous waste storage practices, proper labeling of drums and hazardous waste accumulation containers, business plans, hazardous waste training of employees, and documentation of hazardous waste tank inspections. All violations were returned to compliance in a timely manner. None of the violations noted any spills or releases. One violation noted direct disposal/dumping into the oil/water separator sump. The inspector explained that the purpose of the separator sump is to act as an overflow, rather than a disposal collection container. Based on the lack of reported releases to the subsurface and no records of investigations, these listing do not appear to pose an environmental concern in association with the subject site.

**U.S. Environmental Protection Agency – UST Finder**

The U. S. Environmental Protection Agency (USEPA) developed UST Finder, a web map application containing a comprehensive national map of USTs. UST Finder contains information about the proximity of UST facilities and UST releases to surface and groundwater public drinking water protection areas. Krazan's July 24, 2025 review of the UST Finder database found that no USTs or UST releases were reported on the subject site or on the properties located adjacent to the subject site.

**USEPA – California State Institutional Controls/Engineering Controls Registry**

Krazan's July 24, 2025 review of the USEPA *California State Institutional Controls/Engineering Controls Registry* indicated that no recorded institutional or engineering controls were located on the subject site or on the properties located adjacent to the subject site.

**California Department of Conservation, California Geologic Energy Management Division**

Krazan's July 24, 2025 review of the State of California Department of Conservation, California Geologic Energy Management Division (CalGEM) Online Mapping System indicated that no plugged and abandoned or producing oil wells are located on the subject site or on the properties located adjacent to the subject site.

**U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration**

Krazan's July 11, 2025 review of the U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration (PHMSA) National Pipeline Mapping System database available via the U.S. Department of Transportation website indicated that no gas transmission pipelines or hazardous liquid pipelines are located on the subject site or adjacent to the subject site. The NPMS Public Viewer also identifies gas transmission and hazardous liquid pipeline accidents since 2022. No releases or accidents

involving gas transmission pipelines or hazardous liquid pipelines were identified on the subject site or adjacent to the subject site.

**State of California Office of Emergency Services – Spills Database**

Krazan's July 24, 2025 review of the State of California Office of Emergency Services (Cal OES) Spill Reports database, available via the Cal OES website indicated that no hazardous materials spill reports were included in the Cal OES Spill Reports database for the subject site APNs.

**Madera County Community and Economic Development, Environmental Health**

The Madera County Community and Economic Development, Environmental Health Division (MCEHD) is the lead regulatory agency or Certified Unified Program Agency (CUPA) for hazardous materials handling facilities located in Madera County.

The MCEHD was contacted regarding potential hazardous materials records including AST, UST, leaking underground storage tank (LUST), hazardous materials business plan (HMBP), hazardous material release, environmental cleanup/site mitigation and/or hazardous waste generator records for the subject site APNs. On June 24, 2025, Ms. Faith Ervin replied that "no hazardous materials, release incident records, or environmental cleanup/mitigation records are on file.

Krazan submitted a subsequent request on July 15, 2025 requesting records pertaining to the former USTs noted to be located on the subject site by the RWQCB. According to the record, one 500-gallon diesel UST was noted to have been present on the subject site as of 1988. The year of installation was unknown. A second tank was also noted to be present on the subject site. Neither the capacity nor the contents of the second UST were noted. The property owner was noted to be Freeman E. Brooks and the contact name was Jack D. Freeman. The MCEHD responded to the subsequent request on July 22, 2025 stating, "there were no records of ASTs, USTs, hazardous materials storage, usage, waste generated, releases or spills. APN 029-260-003 appears to be a blank lot. We have no information on APN 029-260-005 and -003." There is no documentation that either of the tanks have been removed from the property; however, the current property owner has stated that he is unaware of any USTs or ASTs at the subject site for the past 30 years. Since it is unknown whether the USTs remain at the subject site, the USTs represent a REC to this assessment. Refer to Appendix B – *Regulatory Records* for details.

**Local Area Tribal Records**

No Indian reservations, USTs on Indian land, or LUSTs on Indian land were reported on the subject site, adjacent properties, or vicinity properties in the EDR-provided database report.

**Regulatory Database Review**

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by EDR and Krazan and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances of every property listed by EDR. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. No EDR-listed unmapped (non-geocoded) sites identified were determined to be located on or adjacent to the subject site.

The subject site is listed in the EDR regulatory database report.

Freeman E. Brooks
22497 Avenue 18 ½

According to the record, one 500-gallon diesel UST was noted to have been present on the subject site as of 1988. The year of installation was unknown. A second tank was also noted to be present on the subject site. While neither the capacity nor the contents of the UST were noted, it was noted to have last been used in 2003. The property owner was noted to be Freeman E. Brooks.

On July 15, 2025, Krazan submitted a records request to the MCEHD pertaining to the former USTs noted to be located on the subject site via the GeoTracker database. The MCEHD responded to the subsequent request on July 22, 2025 stating, “there were no records of ASTs, USTs, hazardous materials storage, usage, waste generated, releases or spills”. APN 029-260-003 appears to be a blank lot. We have no information on APN 029-260-005 and -003. There is no documentation that either of the tanks have been removed from the property; therefore, the USTs represent a REC to this assessment.

The following EDR-listed facilities are located adjacent to the subject site.

Abel Iniguez
18713 Road 22
Adjacent to the north

The address is associated with a residence adjacent to the northwestern corner of the subject site and is listed on the CERS Haz Waste, CUPA and CERS databases. The facility is listed on the CUPA in association with the storage of diesel fuel No. 2, isobutylenated phenol phosphate 3:1 (lubricating agent, hydraulic fluid or flame retardant) and motor oil. No spills or releases were noted at the residential property. Based on the lack of reported releases, this property does not appear to pose an environmental concern in association with the subject site.

Joseph Pistacchio
22517 Avenue 18 ½
Adjacent to the east

The adjacent residential address is associated with historical USTs (HIST UST). Four USTs associated with the address included a 10,000-gallon diesel, one 5,000-gallon motor oil, one 1,000-gallon diesel UST and one 150-gallon product (type of fuel contents not reported). The USTs were noted to have been installed in 1976. Two additional historical USTs were noted for the property, one 340-gallon premium gasoline and one 550-gallon diesel, both noted to have been installed in 1979. The listings are noted on the EDR report to be associated with a gas station. Based on historical review of the site vicinity and the site reconnaissance, the USTs are likely associated with the diesel truck stop and fueling operations adjacent to the east. No closure letter was identified on GeoTracker to have been issued to any of the six USTs noted to be registered to the adjacent property. No spills, releases, violations, and no evaluation actions were noted. Based on the lack of reported releases, this property does not appear to pose an environmental concern in association with the subject site.

5 Star Oil Change and Repair, R and H Trucking
22277 Avenue 18 ½
Adjacent to the west

The address is associated with a residence adjacent to the southwestern corner of the subject site and is listed on the RCRA NonGen/NLR database. The RCRA listing for vehicle operations associated with 5 Star Oil Change and Repair began in 2024 and for R and H Trucking began in 2025. According to the NAICS code and description for each facility name, the operations perform general automotive repair. No spills, releases, violations, and no evaluation actions were noted. Based on the lack of reported releases, this property does not appear to pose an environmental concern in association with the subject site.

**Hazardous Materials Migration in Soils and/or Groundwater**

No sites with reported releases of hazardous materials to the subsurface were reported within a 2,000-foot radius of the subject site. In general, potentially hazardous materials or petroleum products released from facilities located generally hydraulically upgradient within the subject site vicinity, or in a hydraulically cross-gradient direction in proximity to the site, may have a reasonable potential of migrating to the subject site via groundwater flow. This opinion is based on the assumption that non-vaporous hazardous materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. However, the potential for migration of volatile hazardous materials may include movement within soils, groundwater flow or potentially omni-directionally if present in a vaporous state.

**Hazardous Materials Migration in Vapor**

Hazardous materials or petroleum product vapors which may have the potential to migrate into the subsurface of the subject site may be caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject site from current or historical uses of the subject site and/or adjacent or vicinity properties. Current or past land uses such as gasoline stations (using petroleum hydrocarbons), dry cleaning establishments (using chlorinated volatile organic compounds), former manufactured gas plant sites (using volatile and semi-volatile organic compounds), and former industrial sites such as those that had vapor degreasing or other parts-cleaning operations (using chlorinated volatile organic compounds) are of particular concern. Constituent of concern vapors are capable of migrating great distances omni-directionally along subsurface conduits such as pipelines, utility lines, sewer and stormwater lines, and building foundations.

Based on Krazan's observations and review of State and local regulatory agency records and the EDR regulatory database report, no listings of concern related to potential vapor migration were determined to be associated with the subject site, adjacent properties, or properties located within the subject site vicinity. The rationale supporting this opinion includes the following:

- Relevant sites had undergone investigation and remediation sufficient to receive regulatory agency closure.
- Sites with reported releases of minor quantities of constituents of concern (COCs), or COCs of limited volatility impacting soil only were considered of minimal concern.
- Sites with reported releases of COCs including volatile organic compounds (VOCs) were either of sufficient distance or hydraulically down- or cross-gradient from the subject site such that they do not appear to represent a significant potential for vapor migration on the subject site.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject site, adjacent sites or vicinity properties in the EDR Report.

## 7.0 DISCUSSION OF FINDINGS

| Summary of Conclusions | | |
|---|---|---|
| ***Apparent Evidence of RECs/CRECs or PAOCs From*** | ***Not Noted*** | ***Noted*** |
| Historical Uses | | X |
| Current Uses | X | |
| Adjacent or Vicinity Property Uses | X | |

**Historical Uses**

Based on Krazan's review of historical aerial photographs, historical topographic maps, and historical cross-reference directories, a site reconnaissance, contacts with the local regulatory agencies, and a statement from the owner of the subject site, the presence of two USTs documented by the RWQCB to be present on the subject site as of 1988 is unknown; therefore, the USTs represent a REC in connection with the historical uses of the subject site. Refer below to Section 8.0 – *Conclusions* for details.

**Current Uses**

Based on Krazan's site reconnaissance, contacts with local regulatory agencies, and an interview with a representative of the owner of the subject site, there is no material evidence that RECs exist in connection with the current uses of the subject site.

**Adjacent or Vicinity Property Uses**

Based on Krazan's field observations, review of the EDR government database report, and consultation with local regulatory agencies, there is no material evidence that RECs exist in connection with the subject site from adjacent or vicinity property uses.

### 7.1 Evaluation of Data Gaps/Data Failure

In accordance with ASTM E 1527-21 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice. Data failure represents the failure to achieve the historical research objectives of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.

The following is a summary of data gaps encountered in the process of preparing this report including an observation as to the presumed significance of that data gap to the conclusions of this assessment:

- Absence of Final Title Report or Environmental Lien Search (Sections 5.1 and 5.2)

  Neither a current Environmental Lien Search nor Title Report was provided by the Phase I ESA Owner/User; therefore, a data gap exists. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of a current Environmental Lien Search or Final Title Report is unknown.

- Absence of Interview with the Current Property Owner/Occupant (Section 5.3)

  A Phase I ESA interview with the current owner of the subject site was not completed by Krazan either in person or via completion of the environmental questionnaire. The property owner provided a statement in reply to questions posed by the User, on behalf of Krazan. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of the current owner of the subject site constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in connection with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the content of an interview with the current property owner is unknown.

- Absence of Interview with the Previous Property Owner/Occupant (Section 5.3)

  A Phase I ESA interview with the previous owner of the subject site was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of the previous owner of the subject site constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in connection with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the content of an interview with the previous property owner is unknown.

## 8.0 CONCLUSIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E 1527-21 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. Any deviations from this practice were previously described in this report.

During the course of this assessment, Krazan identified no evidence of controlled recognized environmental conditions (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-21; however, a recognized environmental condition (REC), potential area of concern (PAOC) and site development issues were identified.

**REC**

- According to records obtained through the Regional Water Quality Control Board's GeoTracker database, one 500-gallon diesel underground storage tank (UST) was noted to have been present on the subject site as of 1988. The year of installation was unknown. A second tank was also noted to be present on the subject site. Neither the capacity nor the contents of the second UST were noted. According to the Madera County Environmental Health Department (MCEHD) regarding the subject site address and parcel numbers, "there were no records of aboveground storage tanks (ASTs), USTs, hazardous materials storage, usage, waste generated, releases or spills. APN 029-260-003 appears to be a blank lot. We have no information on APN 029-260-005 and -003." The current property owner, Mr. Tom Pistacchio, stated that he is unaware of any USTs or ASTs at the subject site for the past 30 years. There is no documentation that either of the tanks have been removed from the property; therefore, the USTs represent a REC to this assessment.

**PAOC**

- Review of historical aerial photographs indicates that the majority of the subject site has been utilized for agricultural purposes from at least 1937 through the present; however, a residence and garage or storage building were located along the eastern portion of the subject site between the 1959 and late 2021. Although the potential exists that environmentally persistent pesticides/herbicides may have historically been applied to crops grown on the subject site circa 1937 to the mid-1970s: 1) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment; and 2) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site will be dislocated and diluted as a result of the grading and trenching operations which will be conducted in connection with future development of the property. Additionally, Krazan's sampling and analysis of surface soils from properties with similar agricultural histories has typically yielded non-detectable results or very low concentrations for analysis of environmentally persistent pesticides. Therefore, given the above-referenced factors and Krazan's experience in the subject site vicinity, the potential for elevated concentrations of environmentally persistent pesticides/herbicides related to crop cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action appears to be low.

**Site Development Issues**

- Two agricultural water wells are located along the eastern portion of the subject site and an irrigation basin/pond is located in the northeastern corner of the subject site. If neither of the water wells nor the irrigation basin/pond are to be utilized in the planned redevelopment of the subject site, they should be properly abandoned, backfilled, removed, or destroyed in accordance with State and local guidelines.

- Based on the former residential usage, a septic system was likely located within the eastern portion of the subject site. It is unknown whether the septic system was removed at the time the residence was demolished in 2021. If the septic system is identified during redevelopment activities at the subject site, it should be properly abandoned, removed, or destroyed in accordance with State and local guidelines.

## 9.0 RELIANCE

This report was prepared solely for use by Client and should not be provided to any other person or entity without Krazan & Associates' prior written consent. No party other than Client may rely on this report without Krazan & Associates' express prior written consent. Reliance rights for third parties will only be in effect once requested by Client and authorized by Krazan & Associates with authorization granted by way of a Reliance Letter. The Reliance Letter will require that the relying party(ies) agree to be bound to the terms and conditions of the agreement between Client and Krazan & Associates as if originally issued to the relying party(ies), or as so stipulated in the Reliance Letter.

## 10.0 LIMITATIONS

The site reconnaissance and research of the subject site has been limited in scope. This type of assessment is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historical uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third-party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the express written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan.

Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments. Consequently, given the possibility for unanticipated hazardous conditions to exist on a subject site which may not have been discovered, this Phase I ESA is not intended as the basis for a buyer or developer of real property to waive their rights of recovery based upon environmental unknowns. Parties that choose to waive rights of recovery prior to site development do so at their own risk.

Parties who seek to rely upon Phase I Environmental Site Assessment reports dated more than 180 days prior to the date of reliance do so at their own risk. This limitation in reliance is based on the potential for physical changes at the site, changes in circumstances, technological and professional advances, and guidance related to the continued viability of Environmental Site Assessment reports, user's responsibilities, and requirements for updating of components of the inquiry as stated in the ASTM Standard E 1527-21.

## 11.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of Krazan's undersigned environmental assessor with oversight from the undersigned environmental professional. The work was conducted in accordance with ASTM E 1527-21 guidance, generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and Krazan's quality-control policies.

We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the

subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Respectfully submitted,
**KRAZAN & ASSOCIATES, INC.**

Laurie K. Blakeman
Sr. Environmental Project Manager

Remington R. Alexander, PE
Environmental Regional Manager

LKB/RRA/mlt

## REFERENCES

American Society for Testing and Materials (ASTM), *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment (ESA) Process*, ASTM Designation: E 1527-21.

ASTM, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions,* ASTM Designation E 2600-22.

California Environmental Protection Agency (CalEPA), Office of Environmental Health Hazard Assessment (OEHHA), Public Health Goals, Perfluorooctanoic Acid and Perfluorooctane Sulfonic Acid in Drinking Water, March 2024.

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Environmental Data Resources, Inc. (EDR), Certified Sanborn Map Report.

Environmental Data Resources, Inc. (EDR), City Directory Abstract.

Environmental Data Resources, Inc. (EDR), Regulatory Database Report.

Environmental Data Resources, Inc. (EDR), Topographic Map Report.

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Madera County Community & Economic Development Department – Environmental Health Division.

Madera County Fire Department.

Pistacchio, Tom, property owner

Roberts, Mr. Jeffrey, JTR Planning, Phase I ESA User Questionnaire.

State of California Department of Toxic Substances Control, Envirostor Website: http://www.envirostor.dtsc.ca.gov/public

State of California Geologic Energy Management Division (CalGEM) Maps Website: https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx

State of California Regional Water Quality Control Board, GeoTracker Website: http://GeoTracker.swrcb.ca.gov

State of California, Department of Water Resources, *Sustainable Groundwater Management Act (SGMA) Data Viewer, Fall 2024*, https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels

U.S. Department of Transportation, Pipeline & Hazardous Materials Safety Administration, National Pipeline Mapping System.

**REFERENCES (continued)**

U.S. Environmental Protection Agency (EPA), *Map of Radon Zones*.

U.S. Environmental Protection Agency, UST Finder.

U.S. Environmental Protection Agency, California State Institutional Controls/Engineering Controls Registry.

U.S. Fish & Wildlife Service National Wetland Inventory *Wetlands Mapper:*
http://www.fws.gov/wetlands/Data/Mapper.html

U.S. Geological Survey, 7.5-minute Berenda, California topographic quadrangle map.

## GLOSSARY OF TERMS

*Subject Site:* The real property being investigated under this Phase I ESA.

*Adjacent Properties:* Properties which are contiguous with the subject site, or would be contiguous except for a street, road, or other public thoroughfare.

*Subject Site Vicinity:* Properties located within a 500-foot radius of the subject site.

*Environmental Professional:* A person meeting the education, training, and experience requirements as set forth in 40 CFR §312.10(b). The EP may be an independent contractor or an employee of the user.

*User:* The party seeking to use Practice E 1527 to complete an environmental site assessment of the subject site. A user may include, without limitation, a potential purchaser of the subject site, a potential tenant of the subject site, an owner of the subject site, a lender, or a property manager.

*Recognized Environmental Condition (REC)*: In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means: 1) the presence of hazardous substances or petroleum products in, on or at the subject property due to a release to the environment; 2) the likely presence of hazardous substances or petroleum products in, on or at the subject property due to a release or likely release to the environment; or 3) the presence of hazardous substances or petroleum products in, on or at the subject property under conditions that pose a material threat of a future release to the environment. A de minimis condition is not a recognized environmental condition.

*Controlled Recognized Environmental Condition (CREC)*: A recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of controls (for example, activity and use limitations or other property use limitations).

For example, if a leaking underground storage tank has been cleaned up to a commercial use standard, but does not meet unrestricted residential cleanup criteria, this would be considered a CREC. The "control" is represented by the restriction that the property use remains commercial. A condition considered by the environmental professional to be a CREC shall be listed in the findings section of the Phase I ESA report and as an REC in the conclusions section. A condition identified as a CREC does not imply that the environmental professional has evaluated or confirmed the adequacy, implementation, or continued effectiveness of the required control that has been, or is intended to be, implemented.

*Historical Recognized Environmental Condition (HREC):* A previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities, without subjecting the property to any controls (for example activity and use limitations, or other property use limitations).). Before calling the past release an HREC, the environmental professional must determine whether the past release is an REC at the time the Phase I ESA is conducted (for example, if there has been change in the regulatory criteria). If the EP considers the past release to be an REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as an REC.

**GLOSSARY OF TERMS (continued)**

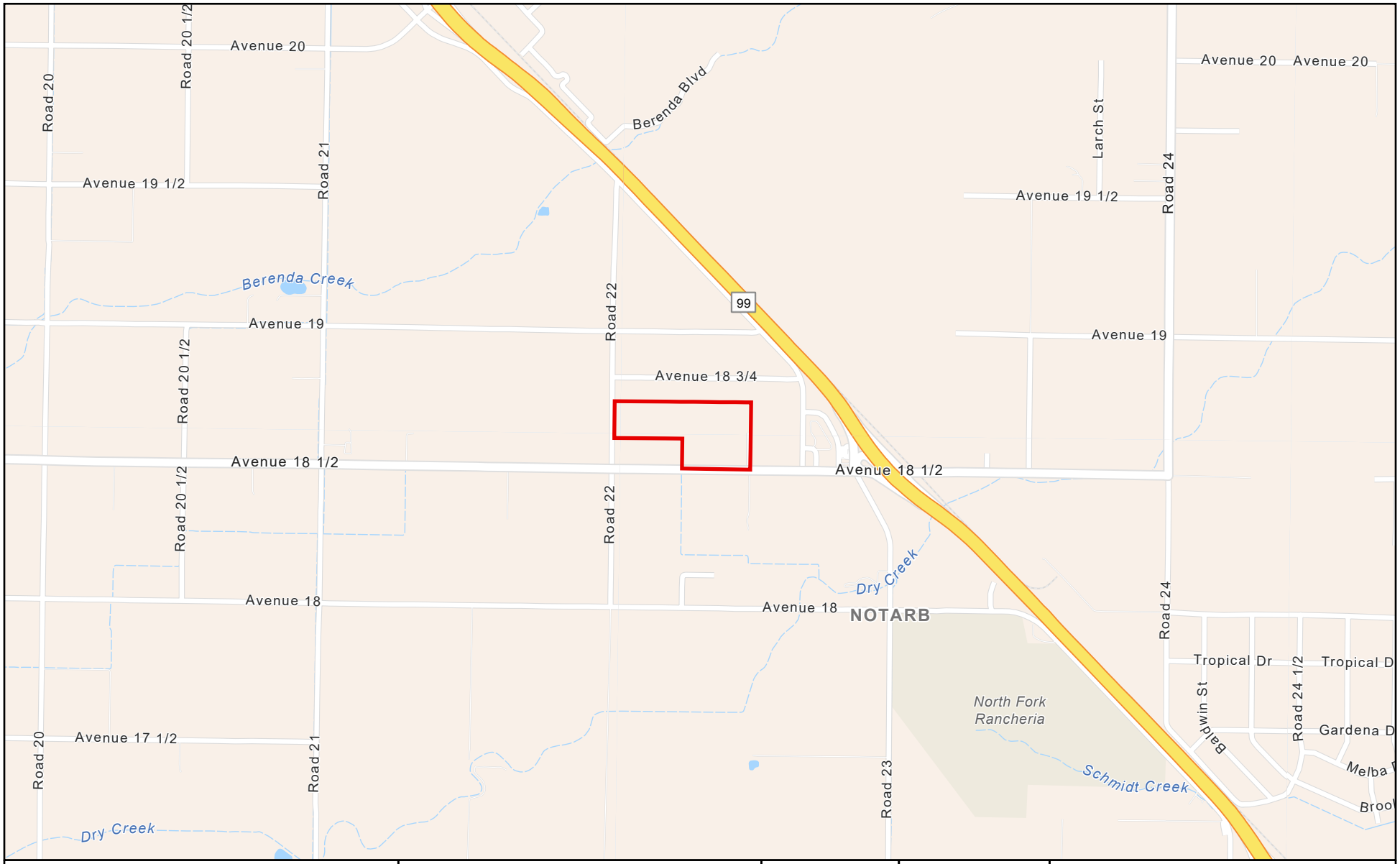
*Potential Area of Concern (PAOC):* A term adopted to provide an alternative designation to the REC and HREC for a range of environmental issues related to current subject site uses, historical subject site uses, or from adjacent and/or vicinity property uses. The PAOC is utilized to emphasize full disclosure and provide the User with conclusions and recommendations related to potential environmental issues in connection with the subject site based on Krazan's professional experience in cases where official documentation or other evidence may be absent in order to identify an REC or HREC, thereby aiding the User's considerations of environmental due diligence risk tolerance.

*Migrate/migration:* For the purposes of this practice, "migrate" and "migration" refer to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface. Vapor migration in the subsurface is described in ASTM E 2600-10 guidance; however, nothing in the E 1527-21 practice should be construed to require application of the E 2600-10 standard to achieve compliance with AAI.

*De minimis condition:* A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Condition determined to be *de minimis conditions* are not RECS or CRECs.

*Data Gap:* A lack of or inability to obtain information required by this practice despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to the site reconnaissance and interviews.

*Data Failure:* A failure to achieve the historical research objectives even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.




## LEGEND

Subject Site Boundary

N

0 0.25 0.5 1 Miles

## VICINITY MAP

**Phase I Environmental Site Assessment**
**Project Name**
22497 Avenue 18 1/2
APNs 029-260-003 and -005 (59.12 Acres)
Madera, California 93637

| | |
|---|---|
| **Scale:** 1" = 0.5 Miles | **Date:** Aug 2025 |
| **Drawn By:** DD | **Approved By:** LB |
| **Project No:** 014-25078 | **Figure No:** 1 |

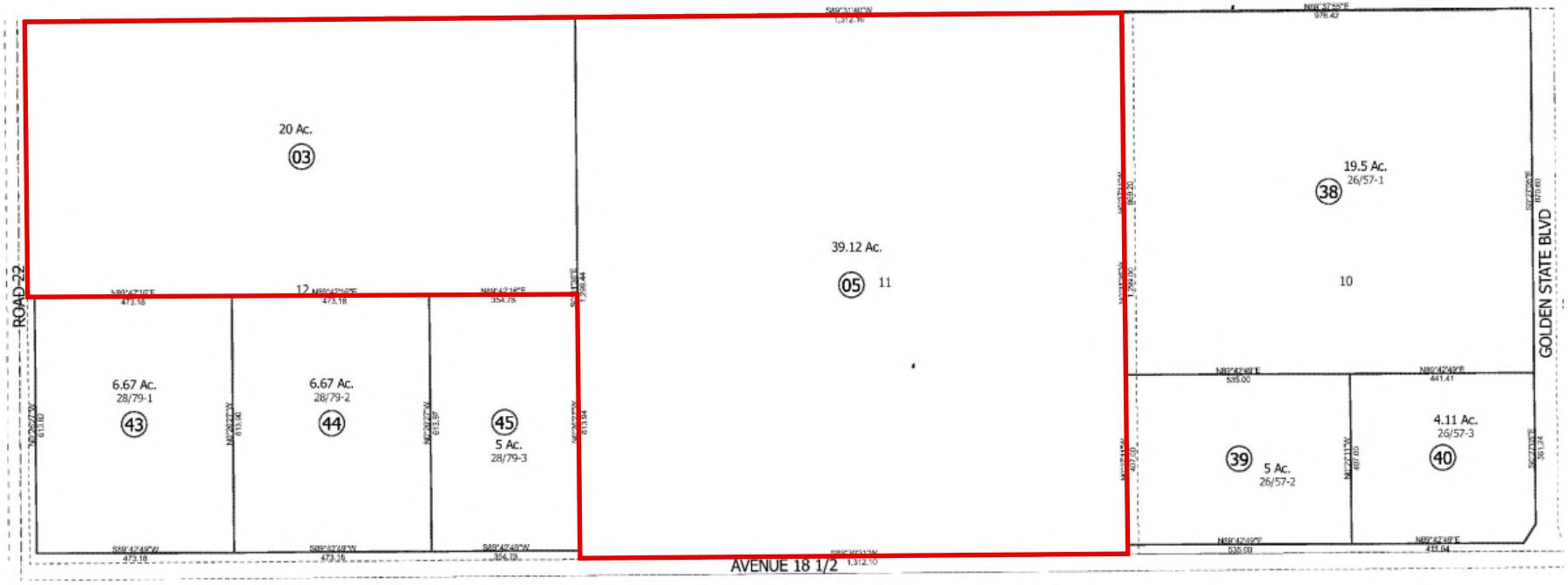
Krazan
SITE DEVELOPMENT ENGINEERS
*With Offices Serving the Western United States*

# Section 32, Township 10 South, Range 17 East, M.D.B&M.

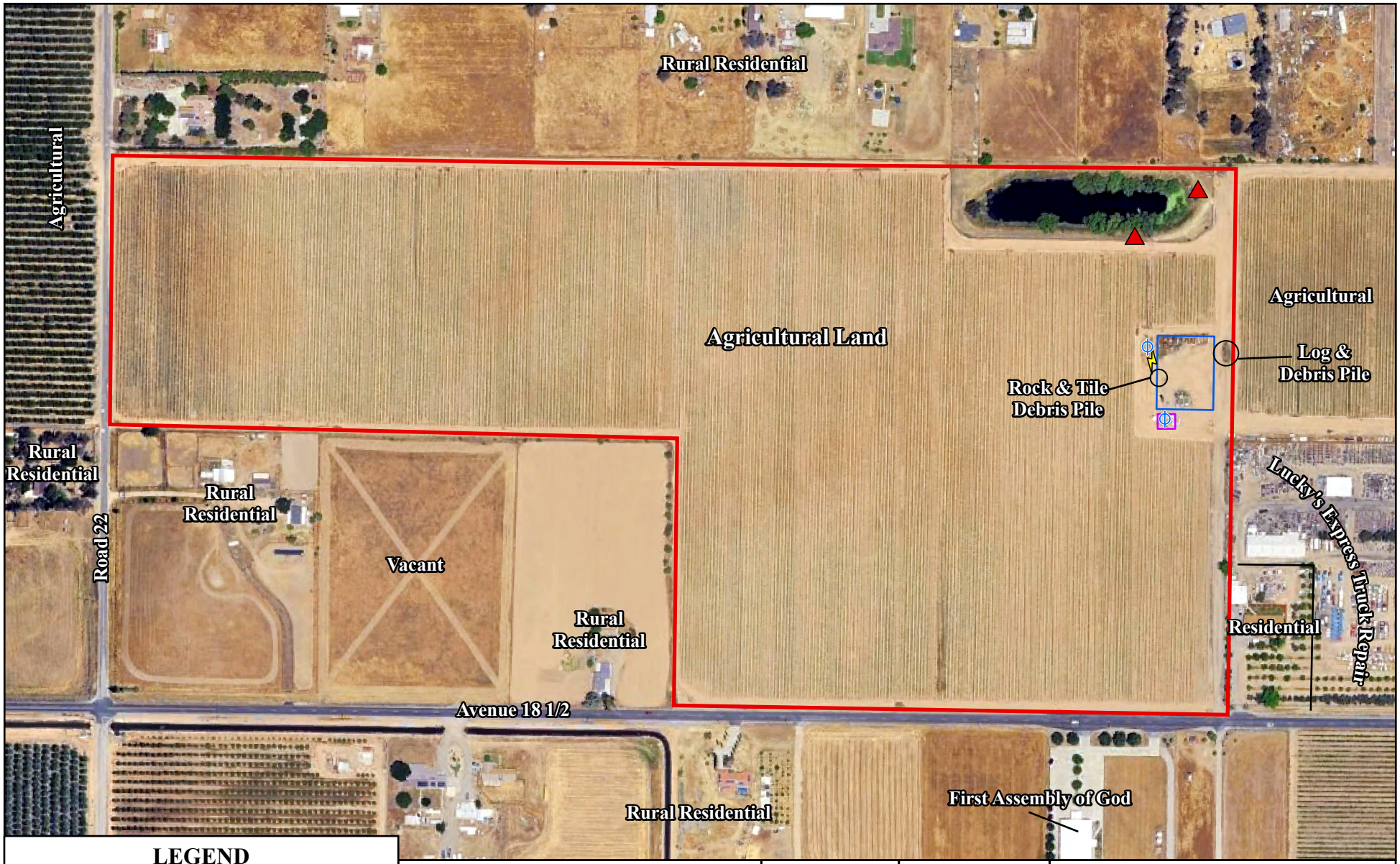
N
W E
S

1 " = 300 '

**Tax Area Code**
61-019
61-025




| | | | | |
|---|---|---|---|---|
| **LEGEND**<br>Subject Site Boundary | **PARCEL MAP** | **Scale:**<br>NTS | **Date:**<br>Aug 2025 | Krazan<br>SITE DEVELOPMENT ENGINEERS<br>*With Offices Serving the Western United States* |
| | **Phase I Environmental Site Assessment**<br>**Project Name**<br>22497 Avenue 18 1/2<br>APNs 029-260-003 and -005 (59.12 Acres)<br>Madera, California 93637 | **Drawn By:**<br>DD | **Approved By:**<br>LB | |
| | | **Project No:**<br>014-25078 | **Figure No:**<br>2 | |




## LEGEND

- Subject Site Boundary
- Ag Chemcial Storage
- Vehicle and Farm Equipment Yard
- Aboveground Storage Tank (AST)
- Pole-Mounted Transformer
- Ag Well

0 162.5 325 650 US Feet

| SITE MAP | Scale: 1" = 325' | Date: Aug 2025 |
|---|---|---|
| **Phase I Environmental Site Assessment**<br>**Future Development**<br>22497 Avenue 18 1/2<br>APNs 029-260-003 and -005 (59.12 Acres)<br>Madera, California 93637 | **Drawn By:** DD | **Approved By:** LB |
| | **Project No:** 014-25078 | **Figure No:** 3 |

Krazan
SITE DEVELOPMENT ENGINEERS
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**Photo 1:** View north along the eastern property boundary of the subject site.

**Photo 2:** View west along the southern property boundary. Avenue 18 ½ is at the left.

**Photo 3:** View east from the southwest corner of the subject site.

**Photo 4:** View northeast from the southwest corner of the subject site.

**Photo 5:** View east from the northwest corner of the subject site.

**Photo 6:** View west from the central portion of the subject site along the northern property boundary.

**Photo 7:** View west from the northeastern corner of the subject site. The irrigation basin is at the right in the photo.

**Photo 8:** View east of the irrigation basin/pond in the northeastern corner of the subject site.

**Photo 9:** View west of the irrigation basin/pond in the northeastern corner of the subject site. The trailer mounted AST and pump are visible in the right of the photo.

**Photo 10:** View north of the 500-gallon AST within the fenced irrigation pond enclosure.

**Photo 11:** View south from the northeastern corner of the subject site.

**Photo 12:** View northeast of the vehicle storage within the former residence area.

**Photo 13:** View of the farm equipment storage within the former residence area.

**Photo 14:** View of the rock and ceramic tile debris pile in the former residence area.

**Photo 15:** View south of the vehicle storage within the former residence area.

**Photo 16:** View of minor soil staining beneath garbage compactor equipment.

**Photo 17:** View of minor soil staining beneath municipal garbage collection trucks.

**Photo 18:** View north of the pole-mounted transformer and farm equipment.

**Photo 19:** View southwest of the irrigation well pump and standpipe.

**Photo 20:** View of the weathered staining on the concrete pad and ground surface beneath the irrigation well pump motor.

**Photo 21:** View southwest of the irrigation well, sand filter equipment and ag chemical storage within a fenced and gated enclosure.

**Photo 22:** View west of the poly tanks and totes containing ag chemicals.

**Photo 23:** View north along the western property boundary, Road 22 and the pistachio orchard adjacent to the west.

**Photo 24:** View north-northeast along the eastern property boundary of the adjacent residence.

**Photo 25:** View east of the parts yard associated with Lucky's Express Truck Repair.

**Photo 26:** View east of the parts yard associated with Lucky's Express Truck Repair.

**Photo 27:** View south of the residence beyond Avenue 18 ½ .

**Photo 28:** View southwest of the First Assembly of God Church beyond Avenue 18 ½ .

# *Appendix A*

Future Development

22497 Avenue 18 1/2

Madera, CA 93637

Inquiry Number: 8045501.3

July 12, 2025

# Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# Certified Sanborn® Map Report

07/12/25

**Site Name:**

Future Development
22497 Avenue 18 1/2
Madera, CA 93637
EDR Inquiry # 8045501.3

**Client Name:**

Krazan & Associates, Inc.
215 West Dakota
Clovis, CA 93612
Contact: Melanie L. Thomas

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

## *Certified Sanborn Results:*

**Certification #** 3018-4C5E-B0E9

**PO #** 014-25078 - LB

**Project** Future Development

### UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: 3018-4C5E-B0E9

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

*The Sanborn Library LLC Since 1866™*

### Limited Permission To Make Copies

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Future Development

22497 Avenue 18 1/2

Madera, CA 93637

Inquiry Number: 8045501.4

July 12, 2025

# EDR Historical Topo Map Report

## with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# EDR Historical Topo Map Report

07/12/25

**Site Name:**

Future Development
22497 Avenue 18 1/2
Madera, CA 93637
EDR Inquiry # 8045501.4

**Client Name:**

Krazan & Associates, Inc.
215 West Dakota
Clovis, CA 93612
Contact: Melanie L. Thomas

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

***Search Results:***

**P.O.#** 014-25078 - LB
**Project:** Future Development

***Coordinates:***

| | |
|---|---|
| **Latitude:** | 37.020097 37° 1' 12" North |
| **Longitude:** | -120.140187 -120° 8' 25" West |
| **UTM Zone:** | Zone 10 North |
| **UTM X Meters:** | 754417.24 |
| **UTM Y Meters:** | 4100926.55 |
| **Elevation:** | 245.00' above sea level |

**Maps Provided:**

| | |
|---|---|
| 2021 | 1946 |
| 2018 | 1918, 1920 |
| 2015 | 1916 |
| 2012 | |
| 1987 | |
| 1978, 1981 | |
| 1961, 1963 | |
| 1948 | |

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## *Topo Sheet Key*

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

### 2021 Source Sheets

Berenda
2021
7.5-minute, 24000

Kismet
2021
7.5-minute, 24000

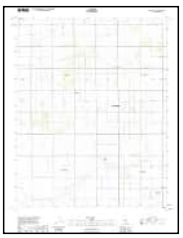
Bonita Ranch
2021
7.5-minute, 24000

Madera
2021
7.5-minute, 24000

### 2018 Source Sheets

Berenda
2018
7.5-minute, 24000

Kismet
2018
7.5-minute, 24000



Bonita Ranch
2018
7.5-minute, 24000

Madera
2018
7.5-minute, 24000

### 2015 Source Sheets

Berenda
2015
7.5-minute, 24000

Kismet
2015
7.5-minute, 24000

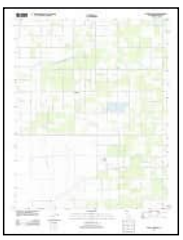
Bonita Ranch
2015
7.5-minute, 24000

Madera
2015
7.5-minute, 24000

### 2012 Source Sheets

Berenda
2012
7.5-minute, 24000

Kismet
2012
7.5-minute, 24000



Bonita Ranch
2012
7.5-minute, 24000

Madera
2012
7.5-minute, 24000

## *Topo Sheet Key*

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

### 1987 Source Sheets

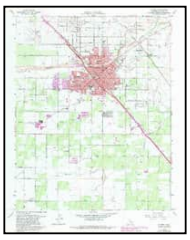
Kismet
1987
7.5-minute, 24000
Aerial Photo Revised 1984

Berenda
1987
7.5-minute, 24000
Aerial Photo Revised 1984

### 1978, 1981 Source Sheets

Bonita Ranch
1978
7.5-minute, 24000
Aerial Photo Revised 1962

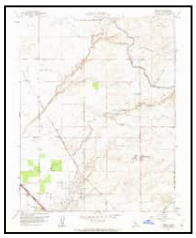
Berenda
1981
7.5-minute, 24000
Aerial Photo Revised 1978



Madera
1981
7.5-minute, 24000
Aerial Photo Revised 1978

Kismet
1981
7.5-minute, 24000
Aerial Photo Revised 1978

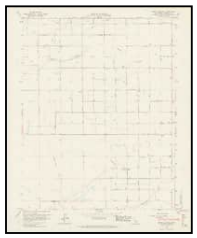
### 1961, 1963 Source Sheets



Kismet
1961
7.5-minute, 24000
Aerial Photo Revised 1960

Berenda
1961
7.5-minute, 24000
Aerial Photo Revised 1958

Madera
1963
7.5-minute, 24000
Aerial Photo Revised 1962



Bonita Ranch
1963
7.5-minute, 24000
Aerial Photo Revised 1962

### 1948 Source Sheets

Berenda
1948
7.5-minute, 24000

Kismet
1948
7.5-minute, 24000

## *Topo Sheet Key*

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

### 1946 Source Sheets

Madera
1946
15-minute, 62500

Le Grand
1946
15-minute, 62500

### 1918, 1920 Source Sheets

Berenda
1918
7.5-minute, 31680

Kismet
1920
7.5-minute, 31680

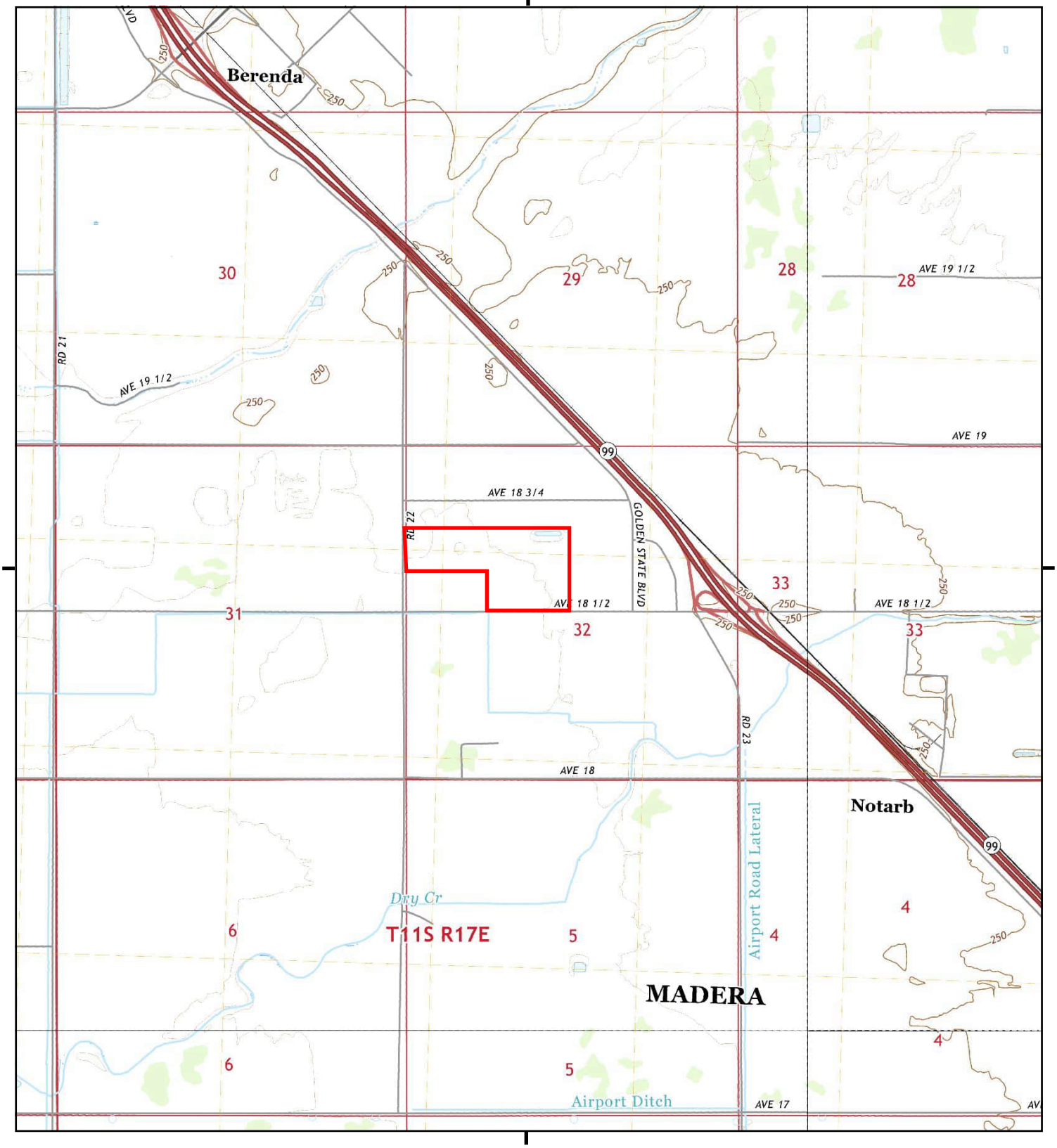
Bonita Ranch
1920
7.5-minute, 31680

### 1916 Source Sheets

Berenda
1916
7.5-minute, 31680

# Historical Topo Map

2021




This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

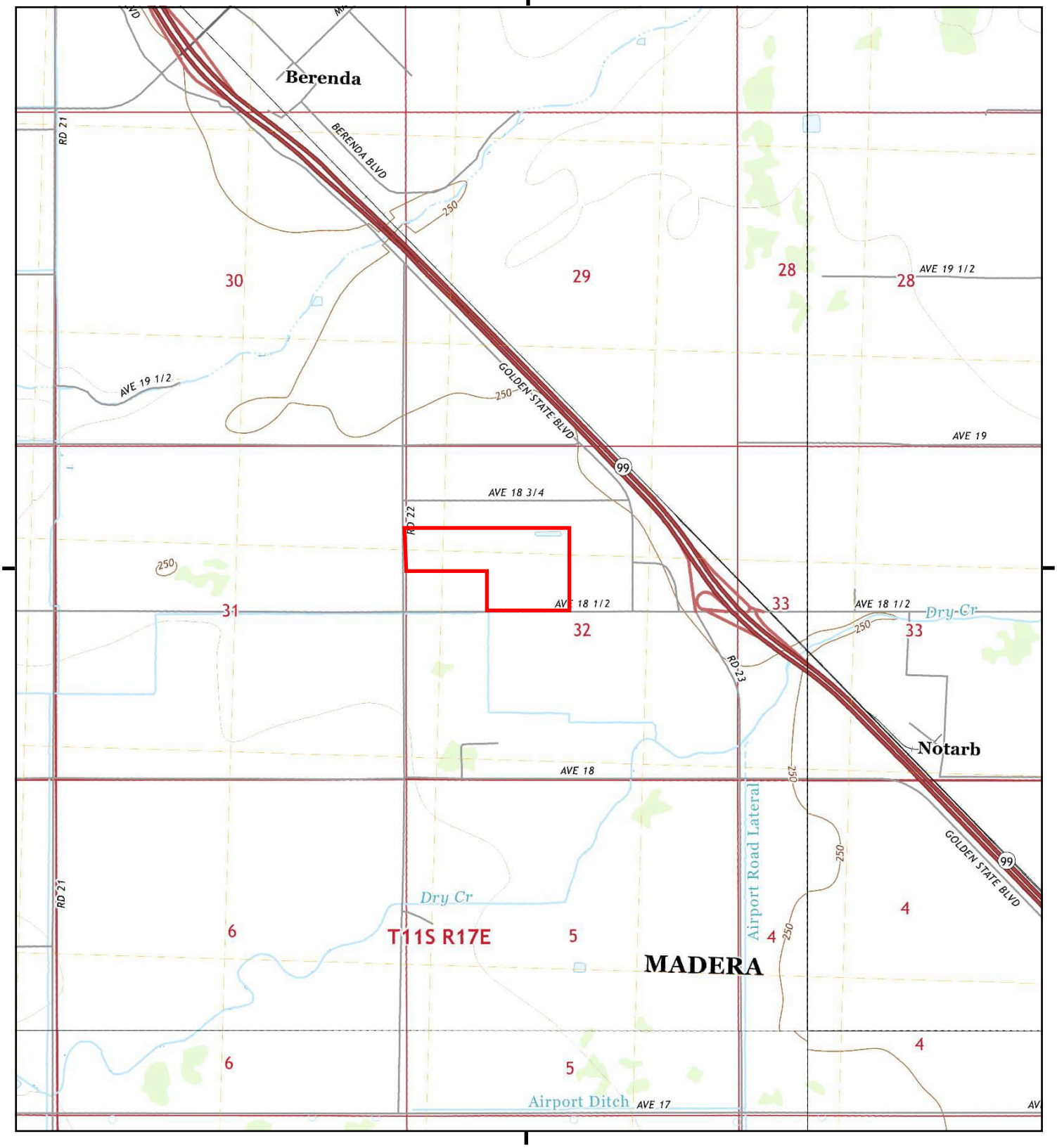
TP, Berenda, 2021, 7.5-minute
NE, Kismet, 2021, 7.5-minute
SE, Madera, 2021, 7.5-minute
SW, Bonita Ranch, 2021, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N

# Historical Topo Map

2018




This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

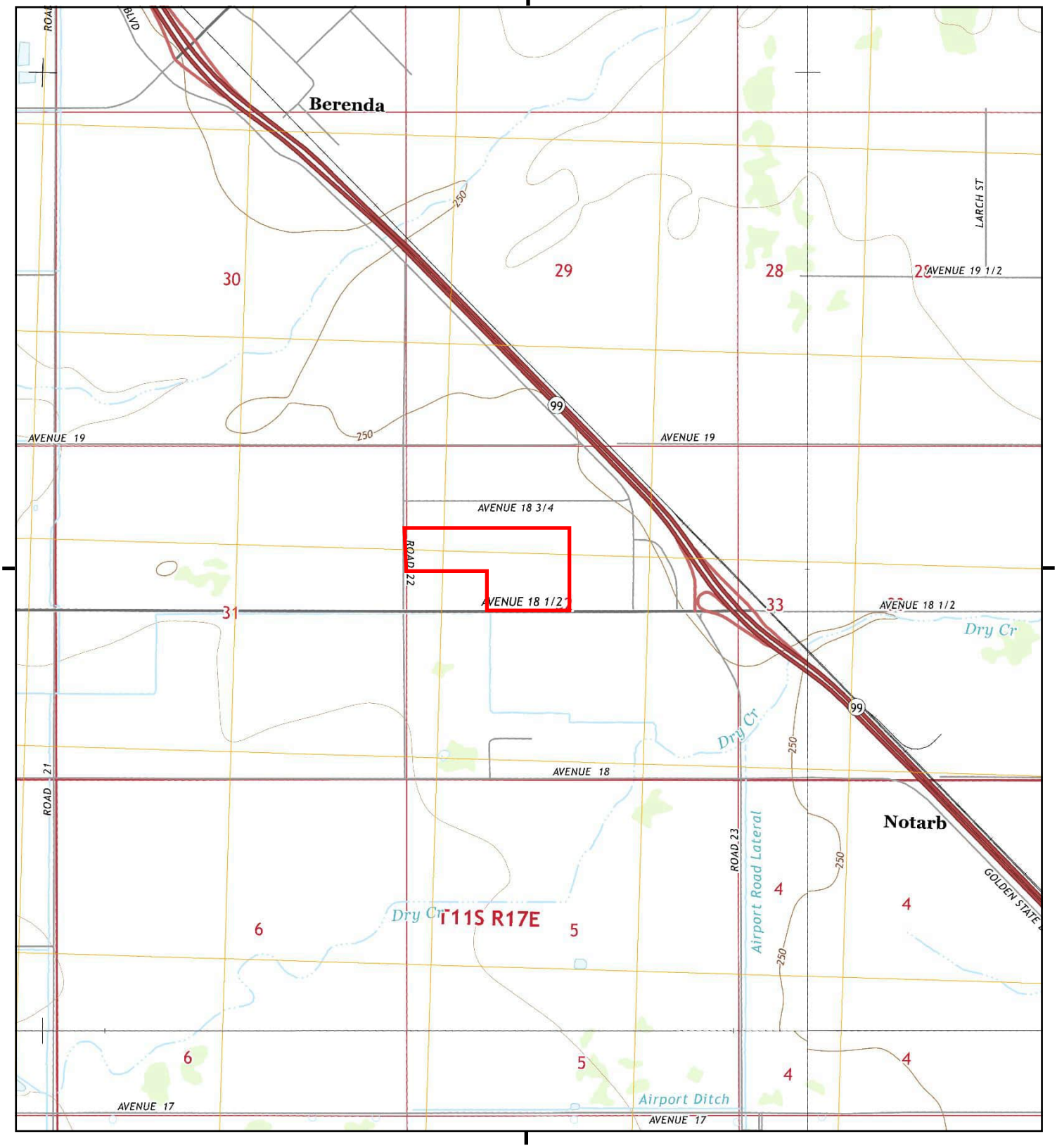
TP, Berenda, 2018, 7.5-minute
NE, Kismet, 2018, 7.5-minute
SE, Madera, 2018, 7.5-minute
SW, Bonita Ranch, 2018, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N

# Historical Topo Map

2015




This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

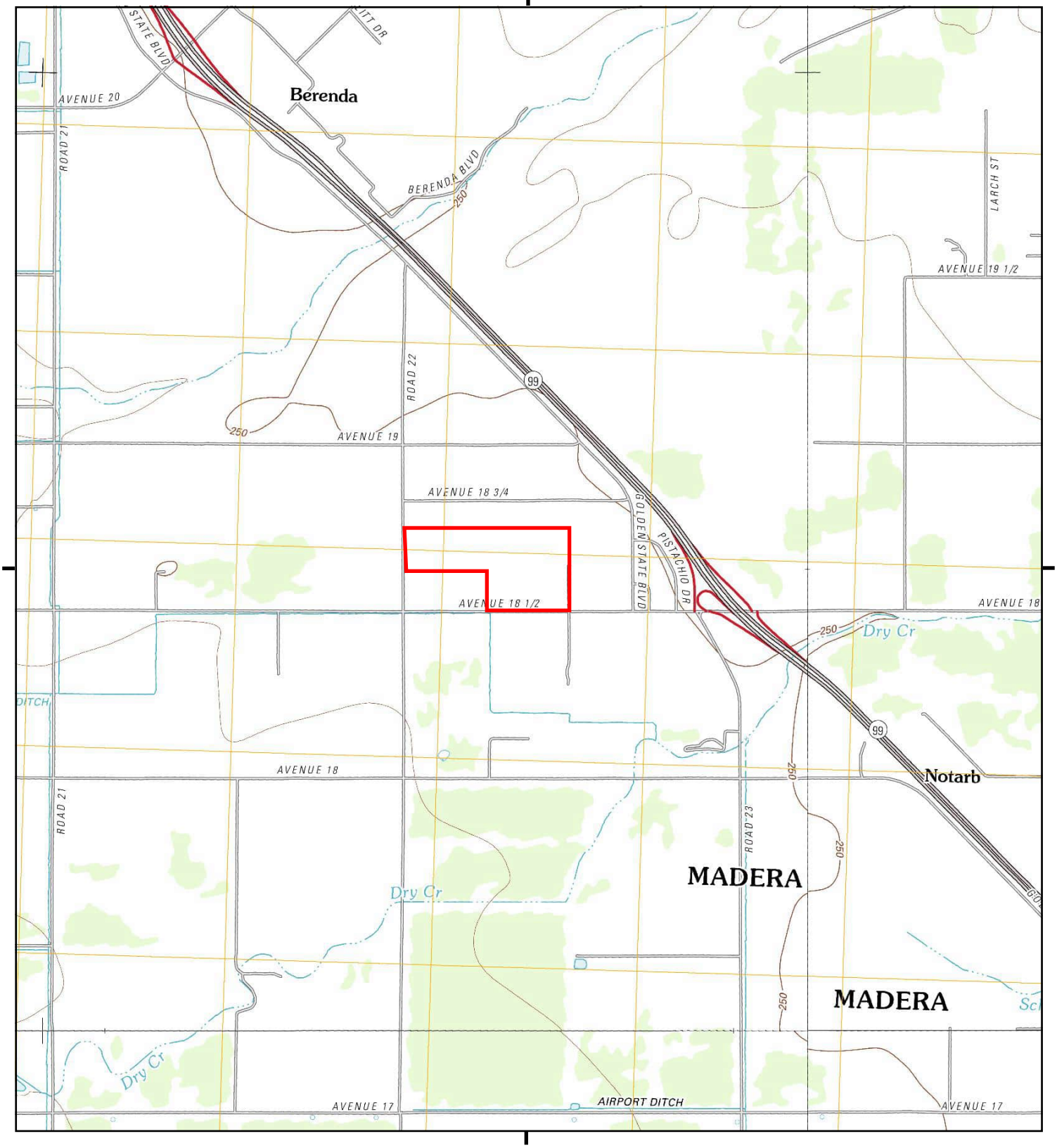
TP, Berenda, 2015, 7.5-minute
NE, Kismet, 2015, 7.5-minute
SE, Madera, 2015, 7.5-minute
SW, Bonita Ranch, 2015, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N

# Historical Topo Map

2012




This report includes information from the following map sheet(s).

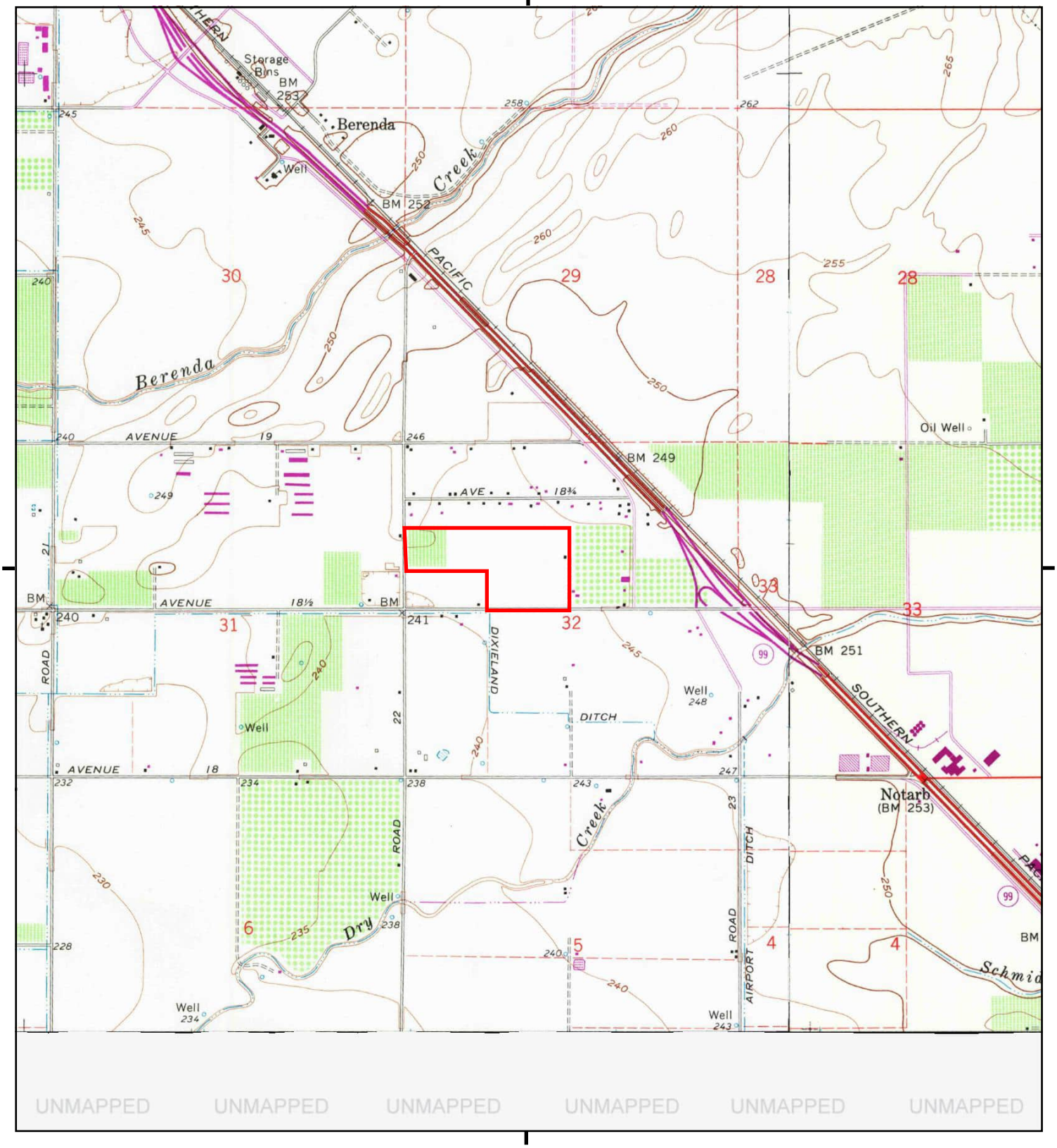
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Berenda, 2012, 7.5-minute
NE, Kismet, 2012, 7.5-minute
SE, Madera, 2012, 7.5-minute
SW, Bonita Ranch, 2012, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N




This report includes information from the following map sheet(s).

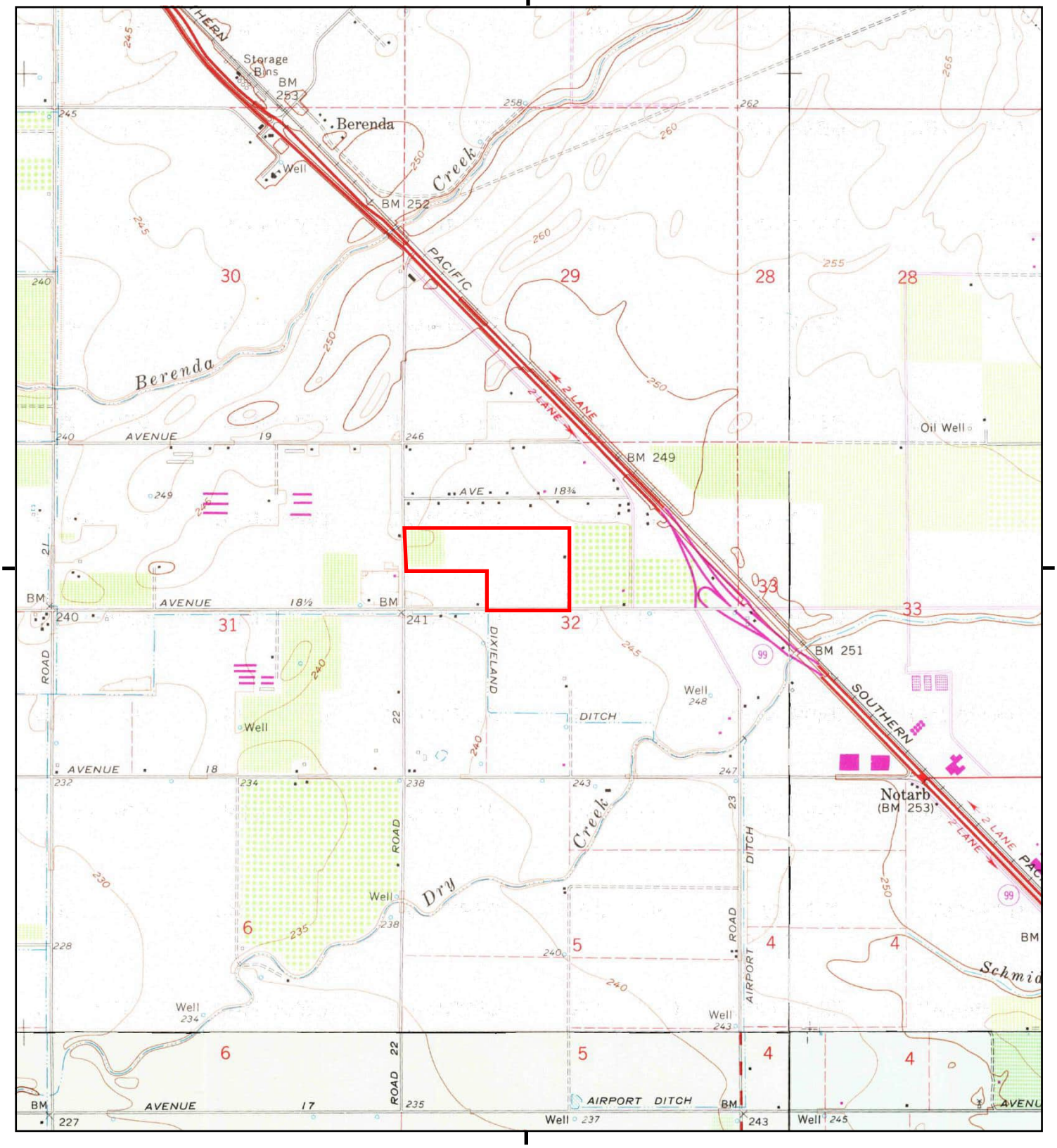
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Berenda, 1987, 7.5-minute
NE, Kismet, 1987, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N




This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

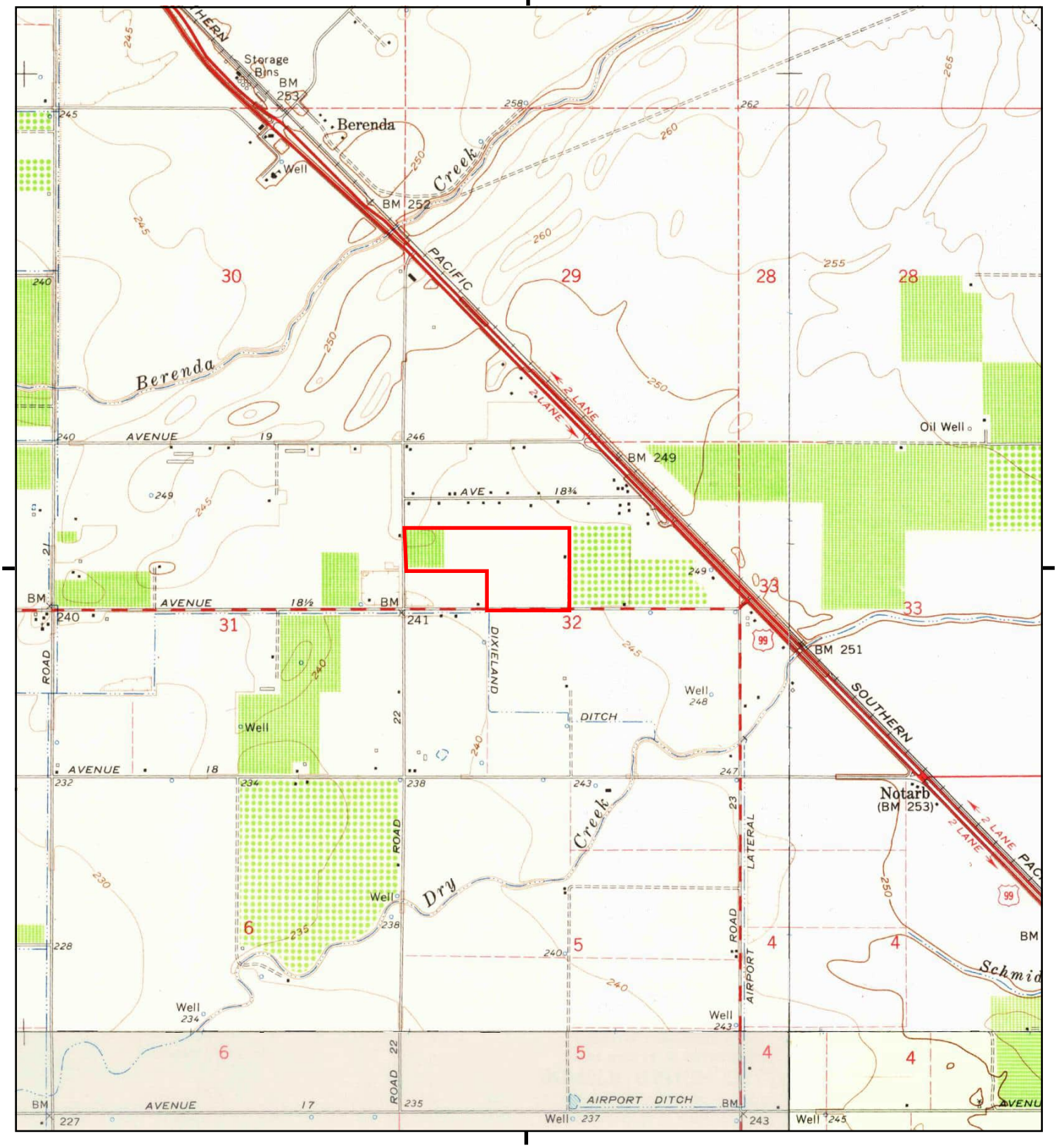
TP, Berenda, 1981, 7.5-minute
NE, Kismet, 1981, 7.5-minute
SE, Madera, 1981, 7.5-minute
SW, Bonita Ranch, 1978, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N

# Historical Topo Map

1961, 1963




This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

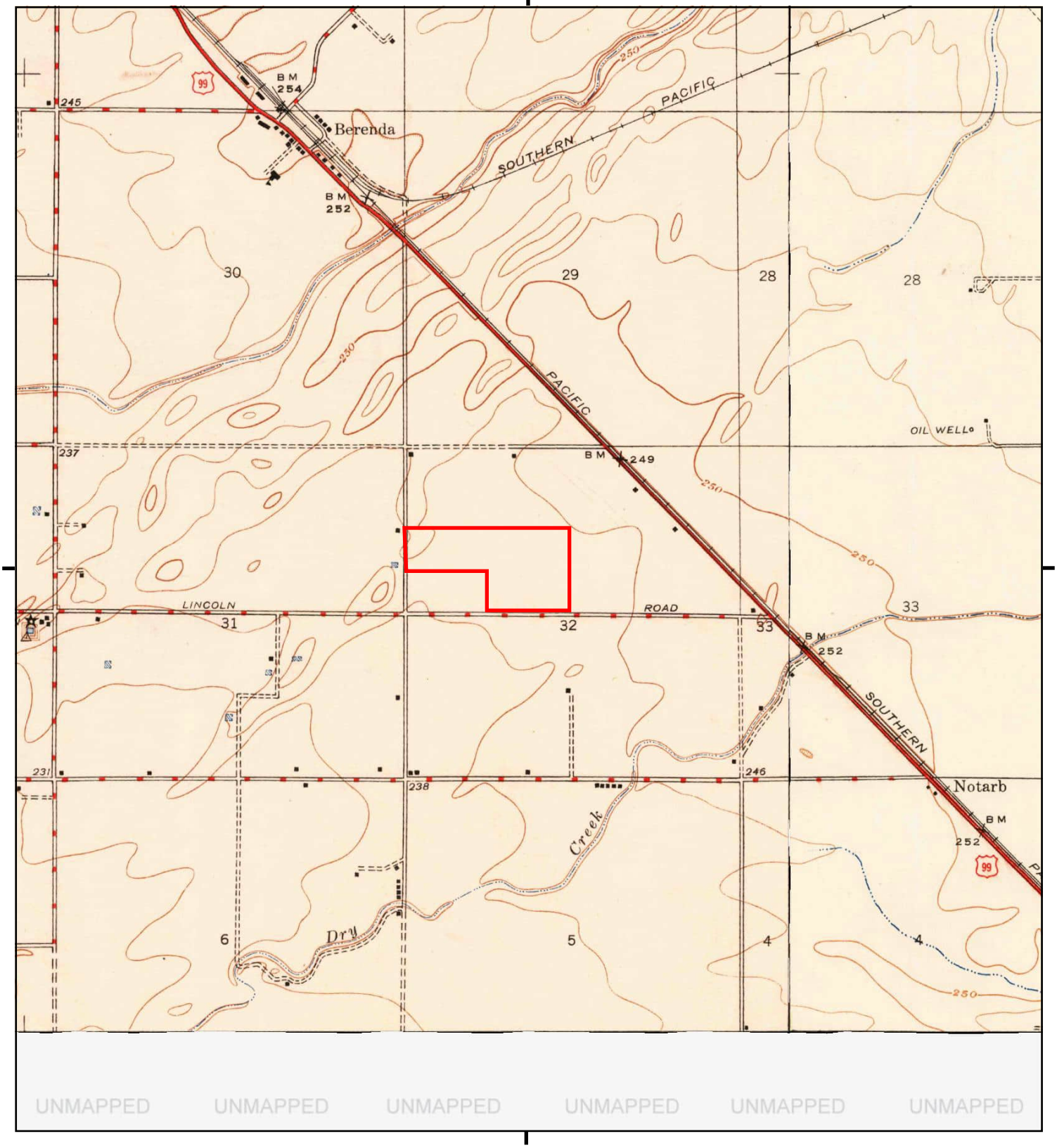
TP, Berenda, 1961, 7.5-minute
NE, Kismet, 1961, 7.5-minute
SE, Madera, 1963, 7.5-minute
SW, Bonita Ranch, 1963, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N

# Historical Topo Map

1948




UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED

This report includes information from the following map sheet(s).

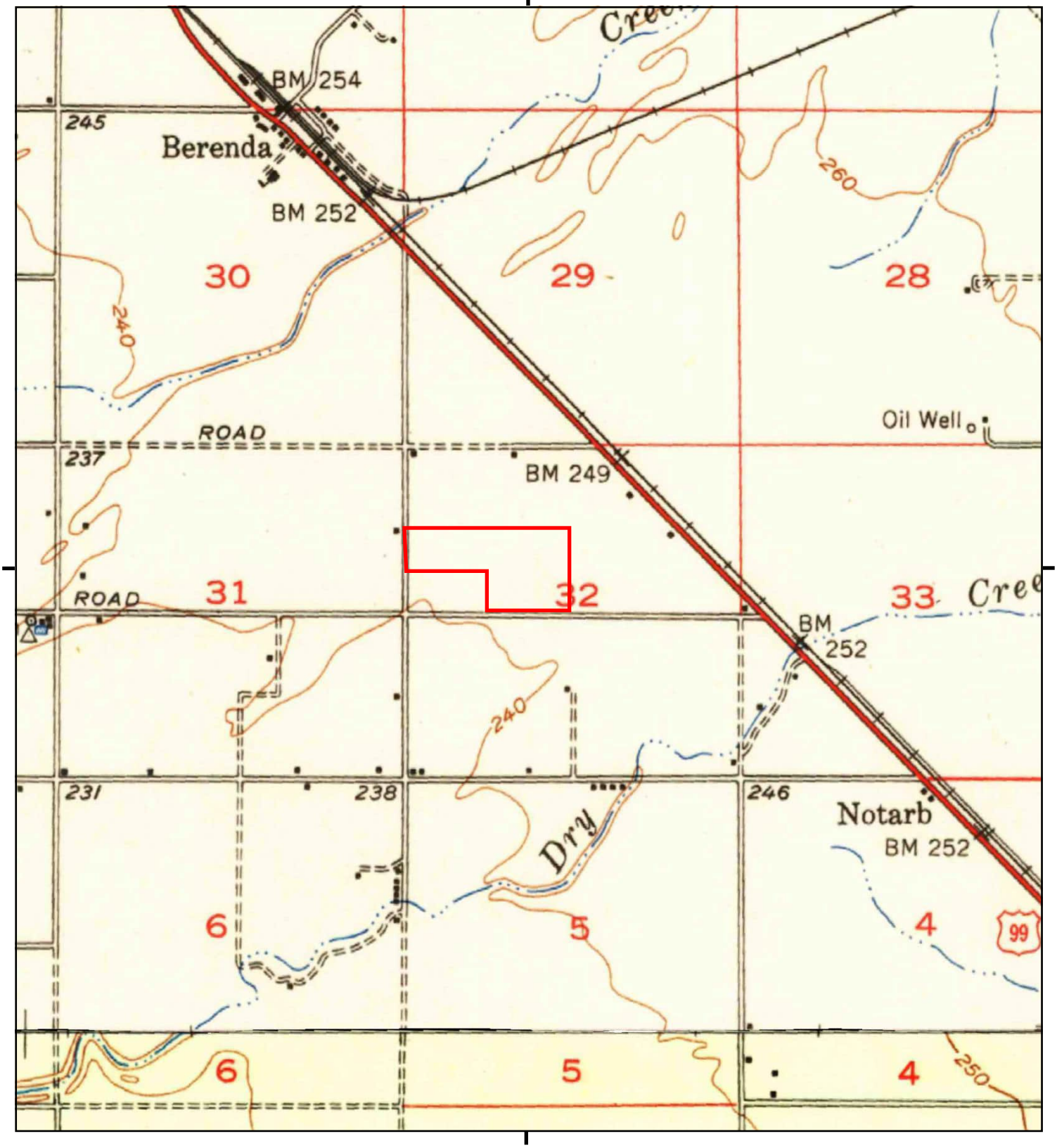
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Berenda, 1948, 7.5-minute
NE, Kismet, 1948, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N




This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

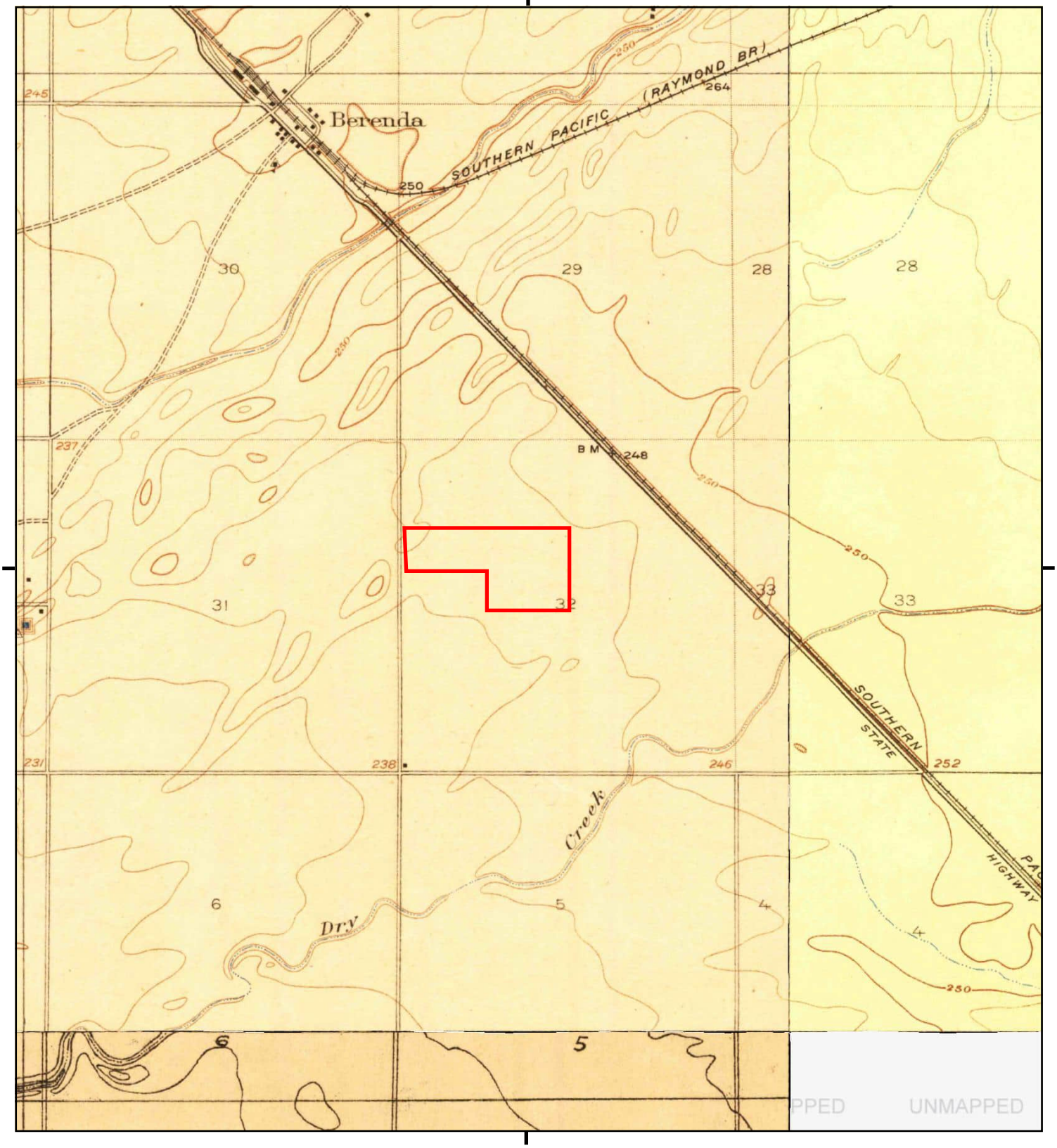
TP, Le Grand, 1946, 15-minute
S, Madera, 1946, 15-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N

# Historical Topo Map

1918, 1920




This report includes information from the following map sheet(s).

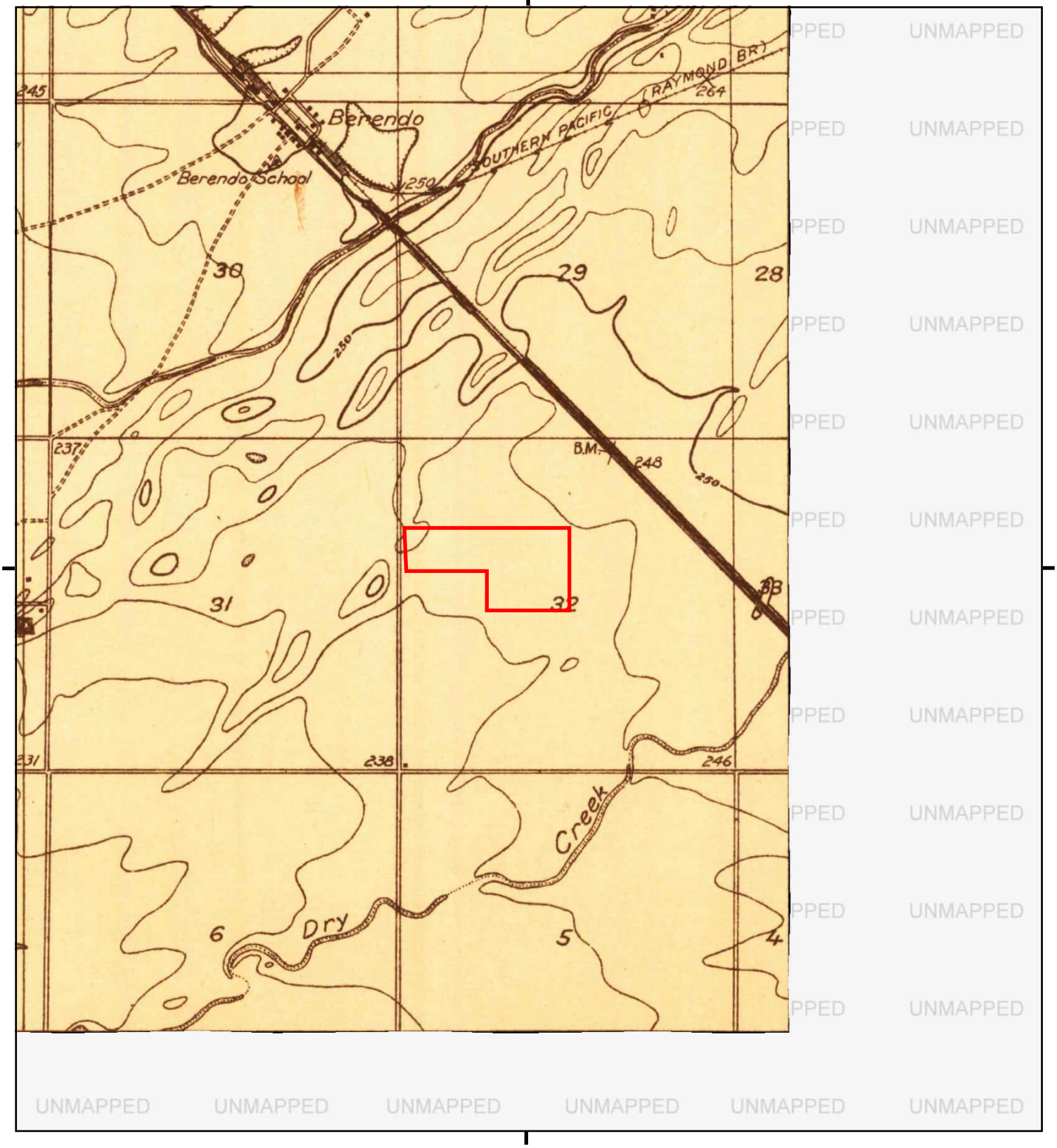
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Berenda, 1918, 7.5-minute
NE, Kismet, 1920, 7.5-minute
SW, Bonita Ranch, 1920, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N




UNMAPPED

This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Berenda, 1916, 7.5-minute

SITE NAME: Future Development
ADDRESS: 22497 Avenue 18 1/2
Madera, CA 93637
CLIENT: Krazan & Associates, Inc.

N

**Future Development**
22497 Avenue 18 1/2
Madera, CA 93637

Inquiry Number: 8045501.5
July 15, 2025

# The EDR-City Directory Image Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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## SECTION

**Executive Summary**

**Findings**

**City Directory Images**

***Thank you for your business.***
Please contact EDR at 1-800-352-0050
with any questions or comments.

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# EXECUTIVE SUMMARY

## DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available business directory data at approximately five year intervals.

## RECORD SOURCES

The EDR City Directory Report accesses a variety of business directory sources, including Haines, InfoUSA, Polk, Cole, Bresser, and Stewart. Listings marked as EDR Digital Archive access Cole and InfoUSA records. The various directory sources enhance and complement each other to provide a more thorough and accurate report.

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## RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

| *Year* | *Target Street* | *Cross Street* | *Source* |
|---|---|---|---|
| 2022 | ☑ | ☐ | EDR Digital Archive |
| 2017 | ☑ | ☐ | Cole Information |
| 2014 | ☑ | ☐ | Cole Information |
| 2010 | ☑ | ☐ | Cole Information |
| 2005 | ☑ | ☐ | Cole Information |
| 2000 | ☑ | ☐ | Cole Information |
| 1995 | ☑ | ☐ | Cole Information |
| 1990 | ☑ | ☐ | Haines Criss-Cross Directory |
| 1985 | ☑ | ☐ | Haines Criss-Cross Directory |
| 1980 | ☑ | ☐ | Haines Criss-Cross Directory |
| 1975 | ☑ | ☐ | Haines Criss-Cross Directory |
| 1969 | ☐ | ☐ | Polk's City Directory |
| 1964 | ☐ | ☐ | Polk's City Directory |
| 1958 | ☐ | ☐ | Polk's City Directory |
| 1952 | ☐ | ☐ | Polk's City Directory |

# FINDINGS

## TARGET PROPERTY STREET

22497 Avenue 18 1/2
Madera, CA 93637

| *Year* | *CD Image* | *Source* | |
|---|---|---|---|
| **AV 18 1 2** | | | |
| 1995 | pg A9 | Cole Information | |
| **AVENUE 18 1 2** | | | |
| 2017 | pg A4 | Cole Information | |
| 2014 | pg A5 | Cole Information | |
| 2010 | pg A6 | Cole Information | |
| 2005 | pg A7 | Cole Information | |
| 2000 | pg A8 | Cole Information | |
| 1995 | pg A10 | Cole Information | |
| 1990 | pg A11 | Haines Criss-Cross Directory | |
| 1985 | pg A12 | Haines Criss-Cross Directory | |
| 1985 | pg A13 | Haines Criss-Cross Directory | |
| 1980 | pg A14 | Haines Criss-Cross Directory | |
| 1975 | pg A15 | Haines Criss-Cross Directory | |
| 1969 | - | Polk's City Directory | Street not listed in Source |
| 1964 | - | Polk's City Directory | Street not listed in Source |
| 1958 | - | Polk's City Directory | Street not listed in Source |
| 1952 | - | Polk's City Directory | Street not listed in Source |
| **AVENUE 18 1/2** | | | |
| 2022 | pg A2 | EDR Digital Archive | |

# FINDINGS

## CROSS STREETS

No Cross Streets Identified

# City Directory Images

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | EDR Digital Archive |

## AVENUE 18 1/2 2022

20123 HENRY WOOD
PATSY WOOD
20283 COLLEEN BESE
JOHN BESE
20409 DICK HIRANO
KELLY HIRANO
MARY HIRANO
20588 BIANCA HERRERA
GRACE HERRERA
ROLANDO HERRERA
ROSALINDA HERRERA
20886 LATINO MARKET
PETE PIZANA
21709 SHARI GIRARDEAU
21711 AMANDA LOPEZ
21819 LEONOR GONZALES
LUCIA GONZALES
21873 JORGE LOPEZ
22188 RAYMOND MONTAGNA
22212 BARBARA MYERS
JAMES MYERS
22277 IRMA CORRALEJO-GILL
22332 ANNETTE MENDEZ
CRYSTAL MENDEZ
IRENE MENDEZ
MARGARITO MENDEZ
22488 ERIC NEGRETE
JOSE NEGRETE
NANCY NEGRETE
22517 JOSEPH PISTACCHIO
22615 G & J TRUCK SALES
LUCKYS EXPRESS
PATRICK CIVIELLO
PLUMBER MADERA CA
22683 AMBIKA INC
AMERICAS BEST VALUE INN & SUITES
ANIL PATEL
22704 DAVID EPPLER
EPPLER TOWING
22717 JUDY LEMMONDS
PILOT FLYING J
24780 JESUS MAGDALENO
24810 JENNIFER BREDBERG
24844 ZVAT POTOUKIAN
24876 CINDY RAINEY
JENNIFER RAINEY
25028 D RAQUEL POSADAS
MIGUEL MORALES
25068 ADRIANNA SANCHEZ
ELISA SANCHEZ

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | EDR Digital Archive |

## AVENUE 18 1/2 2022 (Cont'd)

25068 JESUS SANCHEZ
LOPEZ ELISA
MOISES SANCHEZ
RODOLFO SANCHEZ
25069 MARCOS ESCALERA
25109 BERTIN HERNANDEZ
GLICELDA MORALES
25110 APRIL RIVERA
BLANCA RIVERA
ELIZABETH RIVERA
EZAU RIVERA
EZAY RIVERA
HECTOR RIVERA
JUAN RIVERA
ULISES RIVERA

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Cole Information |

# AVENUE 18 1 2 2017

| | |
|---|---|
| 20123 | WOOD, HENRY E |
| 20283 | BESE, JOHN L |
| 20353 | GUNTER, LARRY L |
| 20525 | FORD, HELEN |
| 20588 | HERRERA, GRACE L |
| 20706 | WEEKS, ROBERT Y |
| 20860 | SANGHERA, GARY S |
| 21711 | SINGH, KAPUR |
| 21819 | GONZALES, ALEX |
| 22212 | MYERS, JIMMY |
| 22250 | GEORGE, RYAN |
| 22277 | OCHOA, ELPIDIA |
| 22332 | MENDEZ, MARGARITO D |
| 22444 | FIRST ASSEMBLY OF GODMADERA |
| | MCS |
| 22488 | NEGRETE, SOCORRO M |
| 22502 | GUZMAN, FELIPE |
| 22615 | G & J TRUCK SALES |
| | LUCKYS EXPRESS |
| 22683 | AMBIKA INC |
| | AMERICAS BEST VALUE INN & SUITES |
| 22704 | CENTRAL VALLEY TOWING |
| | EPPLER TOWING |
| 22717 | DENNYS |
| | PILOT TRAVEL CENTERS |
| 22800 | SCHOETTLER TIRE |
| 24780 | STURGEON, NICK R |
| 24810 | BREDBERG, JENNIFER J |
| 24876 | RAINEY, CINDY L |
| 25028 | MORALES, MIGUEL G |
| 25068 | SANCHEZ, JESUS C |
| 25109 | HERNANDEZ, BERTIN |
| 25110 | RIVERA, HECTOR A |

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Cole Information |

# AVENUE 18 1 2 2014

| | |
|---|---|
| 20123 | WOOD, HENRY E |
| 20283 | OCCUPANT UNKNOWN, |
| 20353 | GUNTER, LARRY L |
| 20409 | HIRANO, PHIL J |
| 20588 | OCCUPANT UNKNOWN, |
| 20706 | WEEKS, ROBERT Y |
| 20860 | SANGHERA, AGUSTINA |
| 21196 | VILLA, GUSTAVO |
| 21357 | SHEMUEL, MILROD |
| 21636 | OCCUPANT UNKNOWN, |
| 21709 | BAINS, ANTER P |
| 21711 | SINGH, KAPUR |
| 21819 | GONZALES, ALEX |
| 22212 | MYERS, JAMES R |
| | VIERRA, BARBARA J |
| 22250 | MARSHA, VAZ |
| 22277 | CORRALEJO-GILL, IRMA N |
| | MADEIRA, MARIA |
| 22332 | MENDEZ, MARGARITO D |
| 22366 | GABRIEL, JOAQUIN D |
| 22444 | 1ST ASSEMBLY OF GODMADERA |
| | ASSEMBLY OF GOD 1ST |
| | MCS |
| | OCCUPANT UNKNOWN, |
| 22488 | HERNANDEZ, OCTAVIO C |
| 22497 | OCCUPANT UNKNOWN, |
| 22517 | PISTACCHIO, JOSEPH M |
| 22615 | G & J TRUCK SALES |
| | LUCKYS EXPRESS |
| 22683 | MOTEL 6 |
| 22704 | CENTRAL VALLEY TOWING |
| | EPPLER TOWING |
| 22717 | DENNYS |
| | PILOT TRAVEL CENTERS |
| 22800 | SCHOETTLER TIRE |
| 23351 | JAXON ENTERPRISES |
| 24780 | STURGEON, JASON |
| 24810 | BREDBERG, JENNIFER J |
| 24876 | RAINEY, CINDY |
| 25068 | PEREZ, HECTOR |
| 25109 | HERNANDEZ, BERTIN |
| 25110 | RIVERA, HECTOR A |

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Cole Information |

## AVENUE 18 1 2 2010

| | |
|---|---|
| 20123 | OCCUPANT UNKNOWN, |
| 20249 | VIRK, VIRENDRA S |
| 20283 | BESE, JOHN L |
| 20353 | GUNTER EGG SVC LLC |
| | GUNTER, RENA Z |
| 20409 | HIRANO, PHIL |
| 20588 | FALCON, SAMANTHA |
| 20706 | WEEKS, ROBERT Y |
| 20886 | ESPINO, FERNANDO M |
| | MAIERSPERGER, ANA R |
| | MENDOZA, OSCAR |
| | MEZA, HERMELINDA |
| | NAVA, FERNANDO E |
| | SALAZAR, SARA |
| 21196 | VILLA, GUSTAVO |
| 21357 | OSTROWSKI, CLAIRESSA |
| 21363 | VIGAR, JIM L |
| 21636 | OCCUPANT UNKNOWN, |
| 21709 | GIRARDEAU, SHARI |
| 21711 | RABON, MICHEAL N |
| 21819 | GONZALES, LEONOR |
| 22212 | MYERS, JAMES R |
| 22250 | DRAGER, DELORES J |
| 22277 | CHAUDHRY, ELIZABETH |
| | CORRALEJO-GILL, IRMA N |
| | GARCIA, RALPH |
| 22332 | MENDEZ, MARGARITO D |
| 22366 | GRANADO, ELISA |
| 22444 | OCCUPANT UNKNOWN, |
| 22497 | OCCUPANT UNKNOWN, |
| 22502 | LOPEZ, JOSE R |
| | PRECIADO, BRENDA |
| | TORRES, LETICIA |
| 22517 | PISTACCHIO, JOSEPH M |
| 22615 | CENTRAL CALIFORNIA KENWORTH |
| 22683 | MOTEL 6 |
| 22704 | EPPLER TOWING |
| 22717 | DAIRY QUEEN |
| | DENNYS |
| | PILOT TRAVEL CTR |
| | SUBWAY |
| 22800 | SCHOETTLER TIRE |
| 24780 | STURGEON, RICK E |
| 24810 | BREDBERG, JENNIFER J |
| 24876 | BUUS, EDWARD F |
| 25028 | CARRION, MARIA E |
| 25068 | SANCHEZ, JESUS C |
| 25110 | RIVERA, HECTOR A |

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Cole Information |

# AVENUE 18 1 2 2005

| | |
|---|---|
| 20123 | HENRY, WOOD |
| 20249 | VIRK, VIRENDRA S |
| 20283 | BESE, JOHN L |
| 20353 | GUNTER EGG SERVICES LLC |
| | GUNTER, CLARENCE L |
| 20407 | JAZAUYERI, MAHSHID |
| 20409 | HIRANO, PHIL |
| 20525 | FORD, HELEN |
| 20588 | HERRERA, GRACE L |
| 20706 | WEEKS, ROBERT Y |
| 21196 | VILLA, GUSTAVO |
| 21357 | FREEMAN, JACK D |
| 21363 | VIGAR, JIM L |
| 21636 | YAKLIGIAN, JOHN K |
| 21709 | LACKEY, MICHAEL J |
| 21819 | OCCUPANT UNKNOWN, |
| 22110 | PHELPS, ROBERT |
| 22212 | MYERS, JAMES |
| | VIERRA, BARBARA J |
| 22225 | HOLLIDAY, ROBERT |
| 22250 | DRAGER, DELORES J |
| 22277 | GARCIA, RALPH |
| 22281 | HERNANDEZ, ANTONIO |
| 22332 | MENDEZ, MARGARITO |
| 22366 | GABRIEL, JOANN |
| 22497 | OCCUPANT UNKNOWN, |
| 22517 | PISTACCHIO, JOSEPH |
| 22615 | CENTRAL CALIFORNIA KENWORTH |
| | G & J TRUCK SALES |
| | R & T EQUIPMENT |
| 22683 | LIBERTY INN |
| 22704 | EPPLER TOWING |
| 22717 | DENNYS RESTAURANT |
| | PILOT TRAVEL CENTER |
| 22800 | SCHOETTLER TIRE |
| 24780 | STURGEON, RICK E |
| 24810 | BREDBERG, JENNIFER J |
| 24844 | LOPEZ, JOSE T |
| | MASON, RALPH H |
| | PEREZ, DAVID R |
| 24876 | MAHON, ANN |
| 25028 | OCCUPANT UNKNOWN, |
| 25068 | SANCHEZ, ELISA |
| 25109 | HERNANDEZ, BERTIN |
| 25110 | RIVERA, HECTOR A |

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Cole Information |

## AVENUE 18 1 2 2000

| | |
|---|---|
| 20886 | DIXIELAND COUNTRY STORE |
| 22615 | CALIFORNIA KENWORTH |
| | CENTRAL CALIFORNIA KENWORTH A DIVISION OF STEITZ |
| | KENWORTH |
| | R & T EQUIPMENT |
| 22683 | LIBERTY INN |
| 22717 | GREAT AMERICAN BUFFET & FAMILY RESTAURANT |
| 22800 | SCHOETTLER TIRE |
| 26381 | CLARK, DEAN |
| 26456 | NAVARRO, SYLVIA |
| 26620 | VARELA, DAVID H |
| 26633 | MCCALLISTER, JILL |
| 26674 | AVILA, AUDEL |
| 26675 | OCCUPANT UNKNOWN, |
| 26713 | NUNEZ, REYNA |
| 26756 | HARVEY, TREVA |

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Cole Information |

## AV 18 1 2 1995

20283 OCCUPANT UNKNOWNN
21196 OCCUPANT UNKNOWNN
21357 FREEMAN, JACK D
22294 ROWLEY, V
22332 DUNTON, MARY L
22366 MURPHY, FRED
22502 OCCUPANT UNKNOWNN
25028 BRUNK, GORDON
25068 PIERCE, BILLY
25109 UGARTE, DONALD
25110 RIVERA, HECTOR
25268 PIERCE, WALTER
25441 WILLIAMS, RAY
25529 OCCUPANT UNKNOWNN
25536 CASAREZ, JOE
25556 OCCUPANT UNKNOWNN
25576 CLOWERS, RODNEY
SCROGGS, JOHNNY K
25629 SALAZAR, RITA
25649 MCCASKILL, GLEN
25667 HOLMES, RAYMOND H
25819 DELLA, JERRY N
25839 OCCUPANT UNKNOWNN
25840 LUNDY, RICHARD
25859 CANTRELL, MIC
MCKINLEY, SCOTT
25864 RIOS, JOE A JR
25918 JACKSON, BARBARA
26381 CLARK, DEAN
26620 BANNISTER, STEVE E
26812 HOLMAN, KENNETH
26840 CHAVIRA, NESTOR
26847 MACADANGDANG, LYLE
MCKAY, WARREN
26964 CHAPPELL, GERALD

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Cole Information |

## AVENUE 18 1 2 1995

20886 DIXIELAND COUNTRY STORE
22615 CENTRAL CALIFORNIA KENWORTH
25859 CHEM DRY OF MADERA

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Haines Criss-Cross Directory |

# AVENUE 18 1 2 1990

| | | | |
|---|---|---|---|
| 20123 | PENROD R D | 674-5709 | |
| 20263 | LOVELADY Walter | 674-4195 | |
| 20308 | XXXX | 00 | |
| 20326 | XXXX | 00 | |
| 20353 | MARTIN E | 661-1189 | 5 |
| 20409 | XXXX | 00 | |
| 20683 | XXXX | 00 | |
| 20706 | ROHDE Walter N Jr | 673-6352 | 2 |
| 20886 | DELBONO Evelyn | 674-6135 | |
| | *DIXIELAND CNTRY STR | 674-3630 | +0 |
| 21357 | FREEMAN Daniel | 673-6531 | +0 |
| 21619 | GONZALES Leo | 673-8393 | 7 |
| 22188 | XXXX | 00 | |
| 22224 | XXXX | 00 | |
| 22277 | GARCIA Ralph | 674-1258 | 3 |
| 22497 | FREEMAN Jack D | 674-2308 | |
| 22502 | PHILIPP Calvin | 673-7601 | +0 |
| 22517 | PISTACCHIO Joseph | 673-5793 | |
| 22615 | *R&T EQUIPMENT | 674-7308 | 3 |
| | *T G P DIESEL REPAIR | 673-9266 | 3 |
| | *T G P DIESEL REPAIR | 673-6158 | +0 |
| | *T G P TRCK PAINTING | 673-2064 | 5 |

## ZIP CODE 93638

| | | | |
|---|---|---|---|
| 24876 | XXXX | 00 | |
| 25068 | PIERCE Billy | 673-5719 | +0 |
| | PIERCE Mary | 673-5719 | +0 |
| 25109 | UGARTE Donald | 674-1210 | 9 |
| 25110 | RIVERA Hector | 673-5097 | 9 |
| 25234 | XXXX | 00 | |
| 25268 | PIERCE Cleta | 675-1316 | 7 |
| | PIERCE Walter | 675-1316 | |
| 25536 | CASAREZ Joe | 673-2429 | |
| 25556 | XXXX | 00 | |
| 25576 | XXXX | 00 | |
| 25629 | XXXX | 00 | |
| 25649 | MCCASKILL Glen | 675-0514 | +0 |
| 25667 | HOLMES Raymond H | 673-5358 | 1 |
| 25693 | PICO Don | 673-1542 | 5 |
| 25734 | XXXX | 00 | |
| 25759 | HOLT Rick | 673-1301 | +0 |
| 25819 | DELLA Christine | 673-1979 | |
| | DELLA Jerry N | 673-1979 | |
| 25859 | CANTRELL Mic | 674-7147 | |
| | CANTRELL Muriel | 674-7147 | |
| | *CHEM DRY OF MADERA | 661-8246 | 7 |
| | MCKINLEY Lori | 674-7147 | |
| | MCKINLEY Scott | 674-7147 | |
| 25864 | RIOS Joe A Jr | 674-4452 | 3 |
| 26633 | XXXX | 00 | |
| 26757 | XXXX | 00 | |
| 26912 | XXXX | 00 | |
| 26840 | CHAVIRA Nestor | 673-7185 | 8 |
| 26929 | ESPINOZA R Jr | 673-5631 | 8 |
| 26964 | CHAPPELL Gerald | 673-0933 | 4 |
| * | 7 BUS 60 RES | 8 NEW | |

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Haines Criss-Cross Directory |

## AVENUE 18 1 2 1985

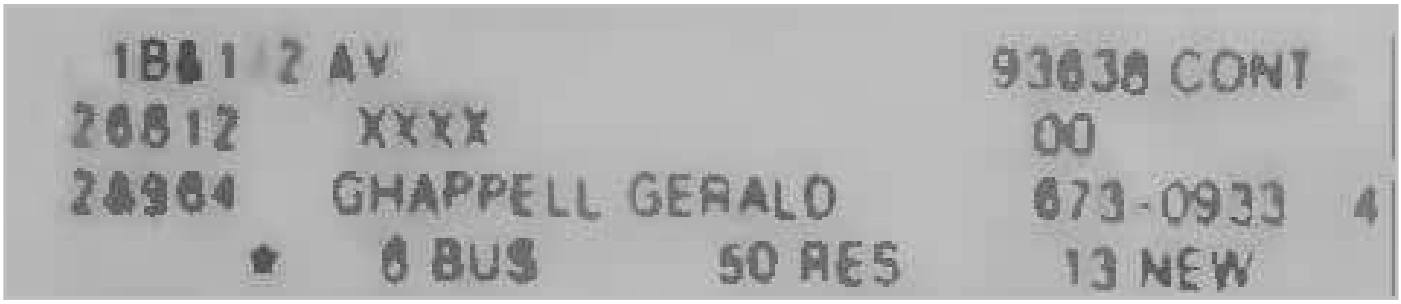
| | | | |
|---|---|---|---|
| 20123 | PENROD R D | 674-5709 | 9 |
| 20283 | LOVELADY WALTER | 674-4195 | |
| 20308 | XXXX | 00 | |
| 20326 | WESTERN PLANT GRWRS | 441-8043 | 4 |
| | WESTERN PLANT GRWRS | 674-0941 | 4 |
| 20353 | MARTIN E | 661-1189 | +5 |
| 20409 | XXXX | 00 | |
| 20588 | XXXX | 00 | |
| 20683 | ATKINSON MICHAEL | 674-2657 | |
| 20706 | ROHDE WALTER N JR | 673-8352 | 2 |
| 20886 | DANS GROCERY | 674-5145 | |
| | DELBONO EVELYN | 674-8135 | |
| 21196 | RABBON L | 675-1468 | +5 |
| 21819 | JOHNSON R L | 673-8033 | +5 |
| 22188 | BOND J T | 674-4255 | 7 |
| 22224 | BELL ROY D | 674-4486 | |
| 22277 | GARCIA RALPH | 674-1258 | 3 |
| 22497 | FREEMAN JACK D | 674-2308 | 0 |
| 22502 | STEWART PAUL H | 674-3673 | +5 |
| 22517 | PISTACCHIO JOSEPH | 673-5783 | 0 |
| 22615 | R&T EQUIPMENT | 674-7308 | 3 |
| | T G P DIESEL PAINT | 673-2064 | +5 |
| | T G P DIESEL REPAIR | 673-9296 | 3 |
| | T G P DIESEL REPAIR | 488-2973 | 4 |
| 24876 | CASANOVA ALFRED JR | 673-2220 | +5 |
| 25268 | THORNTON ROBT | 674-3163 | +5 |

## ZIP CODE 93838

| | | | |
|---|---|---|---|
| 25536 | CASAREZ JOE | 673-2429 | 0 |
| 25556 | JONES ALAN | 673-9375 | 8 |
| 25629 | XXXX | 00 | |
| 25649 | VANWAGONER ROBT | 674-2155 | 9 |
| 25667 | HOLMES RAYMOND H | 673-5358 | 1 |
| 25693 | PICO DON | 673-1542 | +5 |
| 25734 | ROSENWALD KEITH | 673-5012 | +5 |
| 25799 | HURST RONALD T | 661-8246 | +5 |
| 25819 | DELLA JERRY N | 673-1979 | 8 |
| 25859 | CANTRELL MURIEL | 674-7147 | 2 |
| | MCKINLEY SCOTT | 674-7147 | 9 |
| 25864 | RIOS JOE A JR | 674-4452 | 3 |
| 26021 | FONTES TONY | 674-8558 | 9 |
| 26419 | WOODWARD DAN | 674-5150 | 2 |

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Haines Criss-Cross Directory |

## AVENUE 18 1 2 1985



| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Haines Criss-Cross Directory |

## AVENUE 18 1 2 1980

| | | | |
|---|---|---|---|
| 20123 | PENROD R D | 674-5709 | 9 |
| 20283 | LOVELADY WALTER | 674-4195 | 3 |
| 20308 | XXXX | 00 | |
| 20326 | ASSOCTD PLANT GPWRS | 674-0941 | 9 |
| | BENNETT SHREVE INC | 674-0935 | 9 |
| 20353 | SCHROEDER KEN | 674-1502 | 7 |
| 20409 | TURNEY JAMES W | 673-1682 | 7 |
| 20588 | XXXX | 00 | |
| 20683 | ATKINSON MICHAEL | 674-2657 | 4 |
| 20706 | XXXX | 00 | |
| 20886 | DANS GROCERY | 674-5145 | 3 |
| | DELBONO DAN | 674-8135 | 3 |
| 21196 | KARAKAZIAN JOHN | 673-2007 | +0 |
| 21357 | XXXX | 00 | |
| 21819 | JOHNSON CHARLIE | 673-4929 | +0 |
| 22188 | BOND J T | 674-4255 | 7 |
| 22224 | BELL ROY D | 674-4486 | 3 |
| 22497 | FREEMAN JACK D | 674-2308 | +0 |
| 22517 | PISTACCHIO JOSEPH | 673-5783 | +0 |
| 22615 | MADERA TRANSPORT | 673-9296 | +0 |
| | T C P DIESEL REPAIR | 673-9296 | 8 |
| | T G P TRANSPORT | 486-2973 | +0 |
| 25536 | CASAREZ JOE | 673-2429 | +0 |
| 25556 | JONES ALAN | 673-9375 | 8 |
| 25629 | LEWIS CHARLES E | 674-0218 | 9 |
| 25649 | VANWAGONER ROBERT | 674-2155 | 9 |
| 25799 | HURST RON T | 674-2122 | 9 |
| 25819 | DELLA JERRY N | 673-1979 | 8 |
| 25859 | MCKINLEY MURIEL | 674-7147 | 9 |
| 26021 | FONTES TONY | 674-9558 | 9 |
| 26249 | GRAVANO JOE | 674-1516 | +0 |
| 26419 | HOUSTON SAM | 674-1143 | +0 |

* 6 BUS 44 RES 14 NEW

| Target Street | Cross Street | Source |
|---|---|---|
| ✓ | - | Haines Criss-Cross Directory |

## AVENUE 18 1 2 1975

| | | | |
|---|---|---|---|
| 20283 | LOVELADY WALTER | 674-4195 | 3 |
| 20308 | XXXX | CO | |
| 20353 | CALHOUN CLIFF JR | 674-5138 | 3 |
| 20409 | KEPHART JACK L | 674-4570 | 4 |
| 20588 | XXXX | CO | |
| 20683 | ATKINSON D L | 674-2657 | 4 |
| 20706 | ASHBY BERT L | 674-2594 | 3 |
| 20886* | DANS GROCERY | 674-5145 | 3 |
| | DELBONO DAN | 674-8135 | 3 |
| 21196 | WAAG PAUL | 674-7824 | |
| 21357 | FLENNIKEN TOM | 065-3492 | +5 |
| 21636 | YARLIGIAN JOHN K | 674-7840 | |
| 21819 | KERBY DAVID F | 674-8351 | 4 |
| 22188 | XXXX | OO | |
| 22224 | BELL ROY D | 674-4486 | 3 |
| 22497 | FREEMAN JACK O | 674-2308 | 3 |

* 1 BUS 34 RES 3 NEW

**Future Development**

22497 Avenue 18 1/2

Madera, CA 93637

Inquiry Number: 8045501.8

July 17, 2025

# The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# EDR Aerial Photo Decade Package

07/17/25

**Site Name:**

Future Development
22497 Avenue 18 1/2
Madera, CA 93637
EDR Inquiry # 8045501.8

**Client Name:**

Krazan & Associates, Inc.
215 West Dakota
Clovis, CA 93612
Contact: Melanie L. Thomas

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

***Search Results:***

| *Year* | *Scale* | *Details* | *Source* |
|---|---|---|---|
| 2022 | 1"=500' | Flight Year: 2022 | USDA/NAIP |
| 2018 | 1"=500' | Flight Year: 2018 | USDA/NAIP |
| 2014 | 1"=500' | Flight Year: 2014 | USDA/NAIP |
| 2010 | 1"=500' | Flight Year: 2010 | USDA/NAIP |
| 2006 | 1"=500' | Flight Year: 2006 | USDA/NAIP |
| 1998 | 1"=500' | Acquisition Date: August 15, 1998 | USGS/DOQQ |
| 1984 | 1"=500' | Flight Date: January 01, 1984 | USDA |
| 1978 | 1"=500' | Flight Date: July 11, 1978 | USGS |
| 1960 | 1"=500' | Flight Date: January 01, 1960 | USAF |
| 1950 | 1"=500' | Flight Date: February 07, 1950 | USDA |
| 1946 | 1"=500' | Flight Date: April 26, 1946 | USGS |
| 1937 | 1"=500' | Flight Date: October 29, 1937 | USDA |

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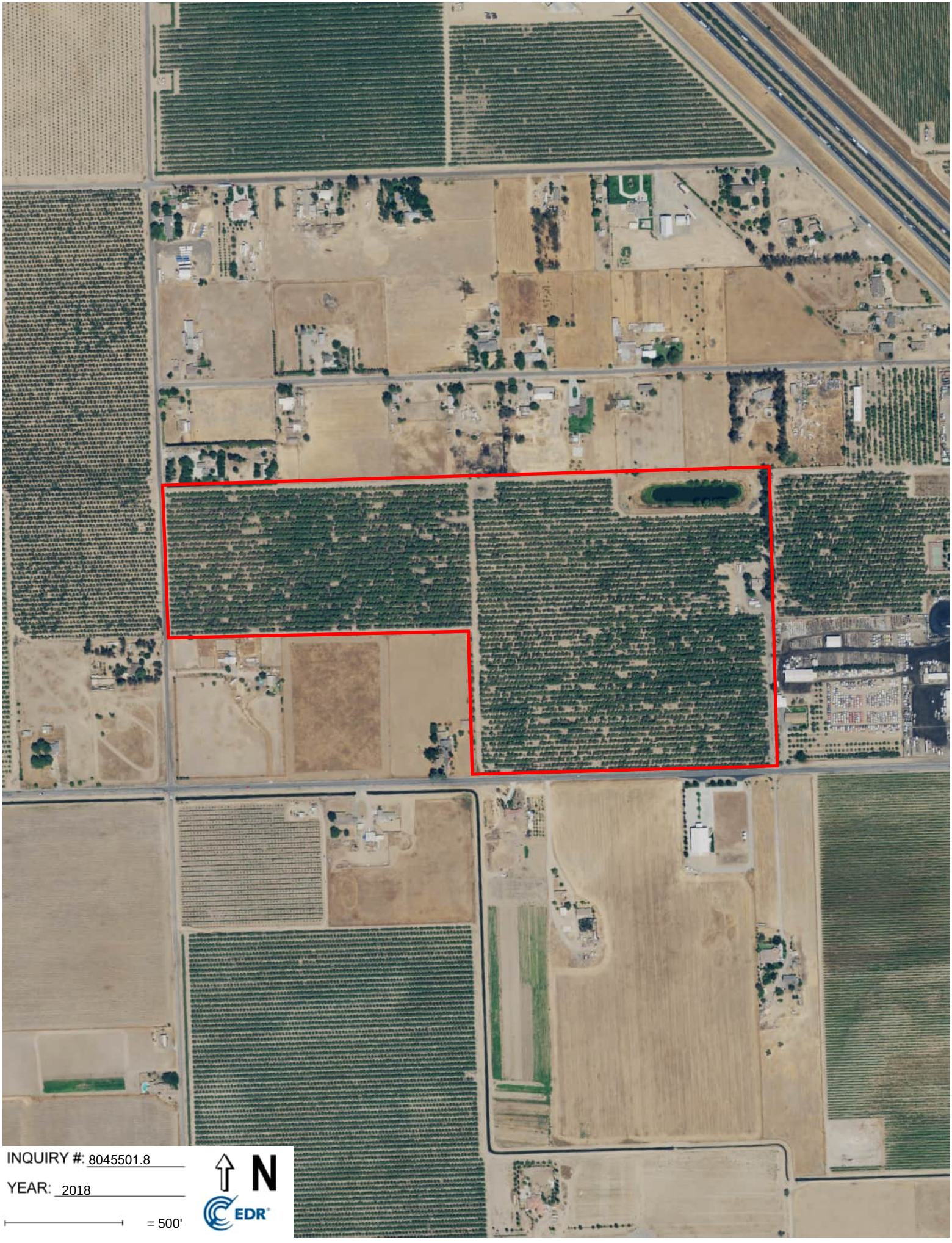
INQUIRY #: 8045501.8
YEAR: 2022
= 500'
N
EDR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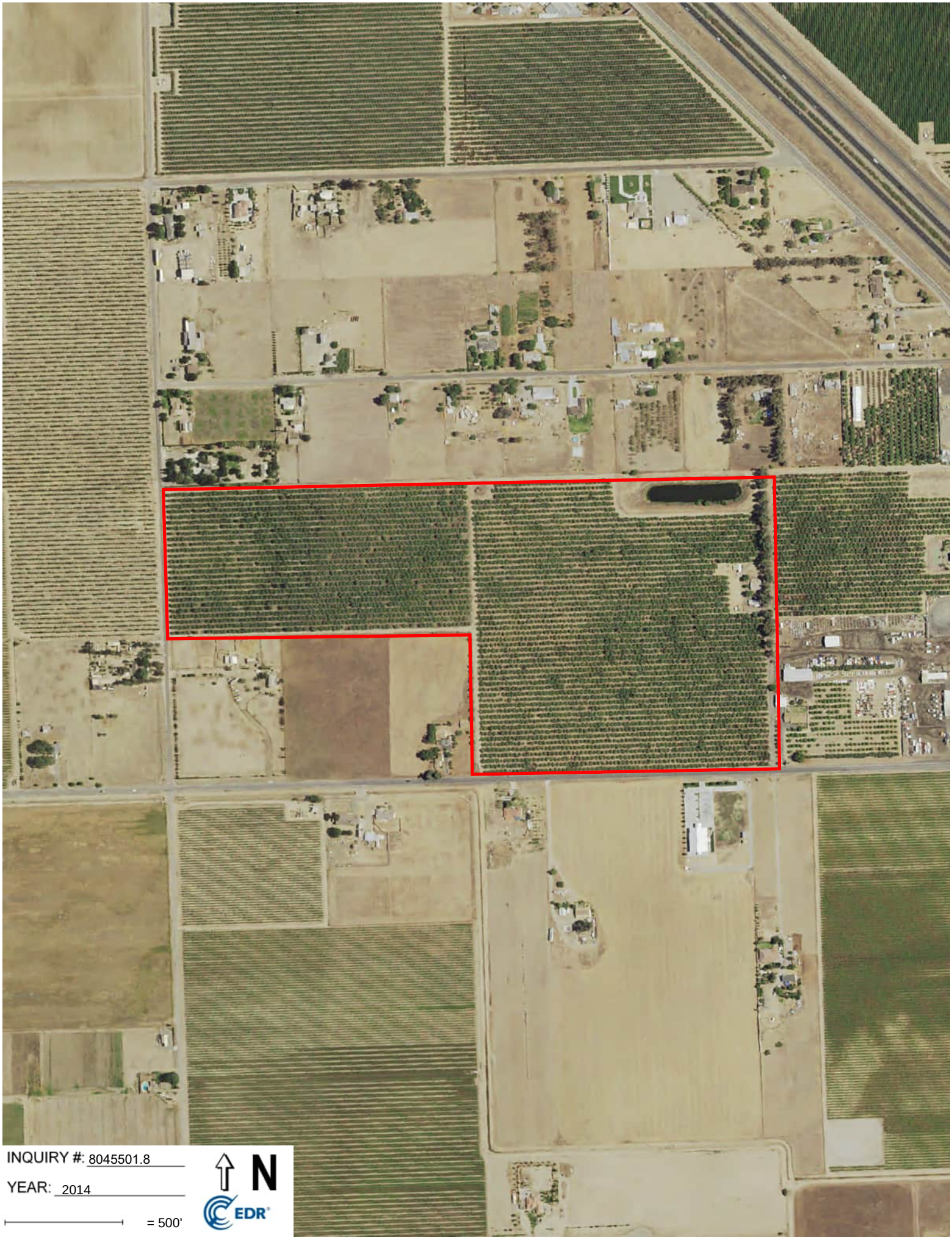
EDR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YEAR: 2014
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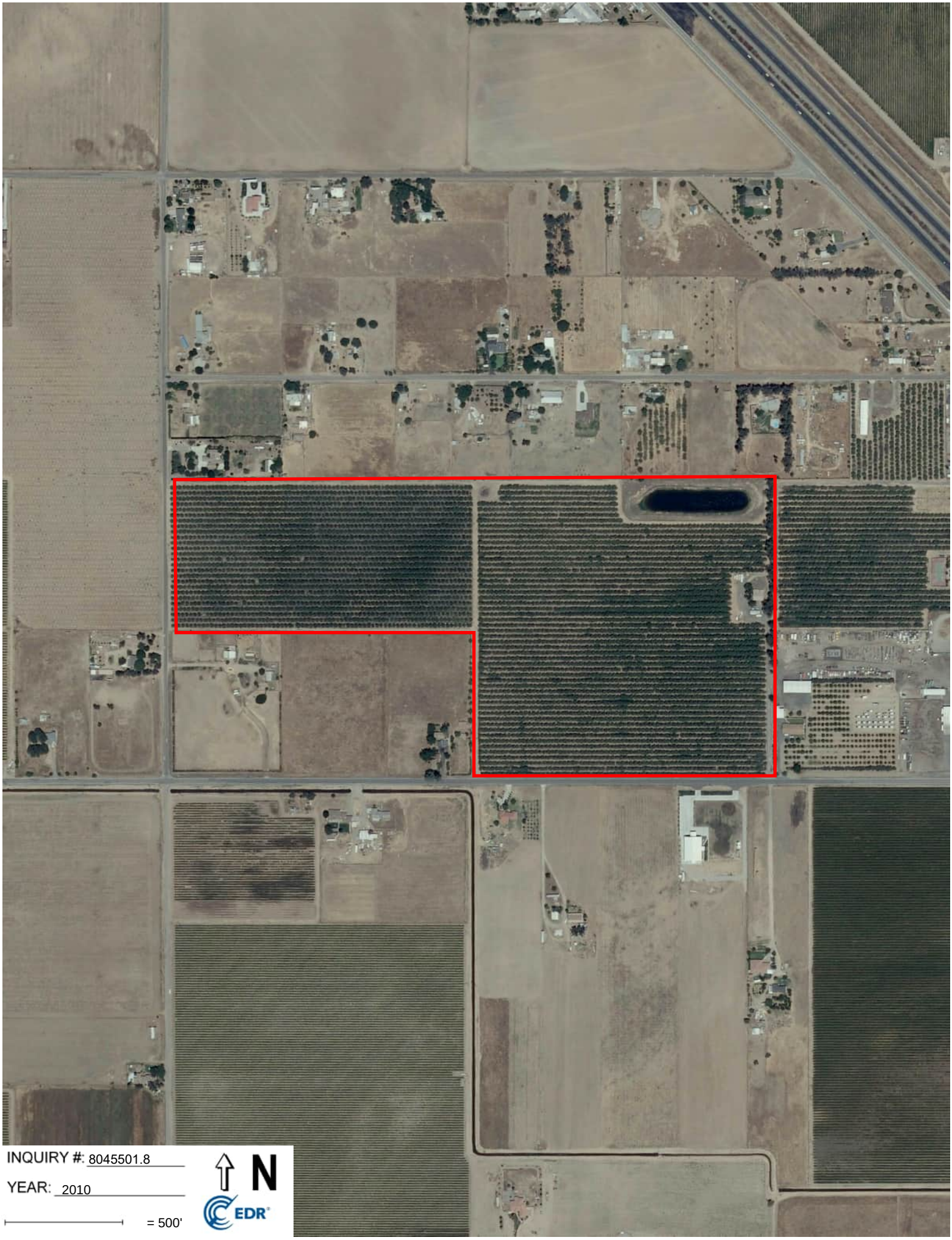
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YEAR: 2010
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N
EDR

INQUIRY #: 8045501.8
YEAR: 2006
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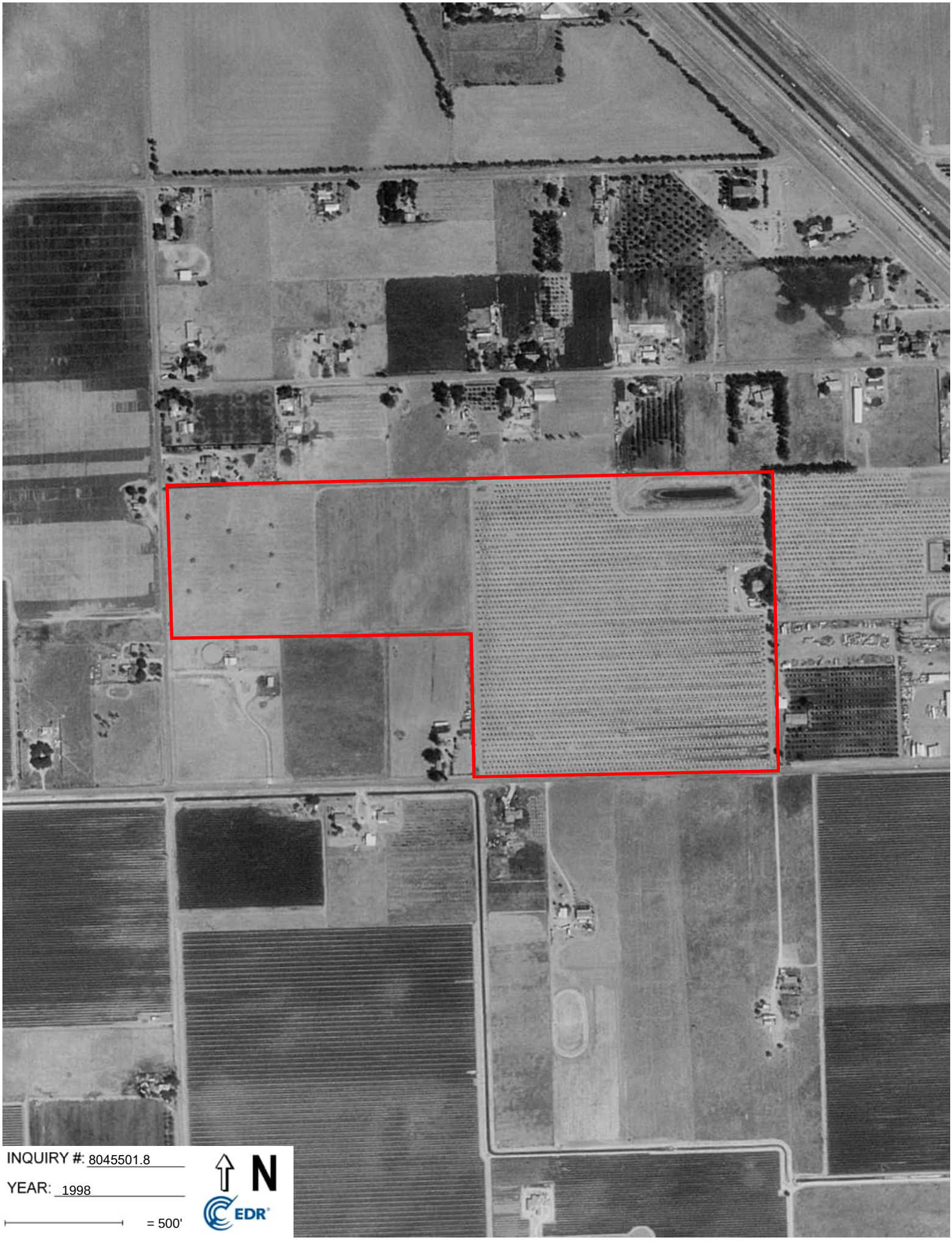
N
EDR


INQUIRY #: 8045501.8
YEAR: 1998
= 500'
N
EDR

INQUIRY #: 8045501.8

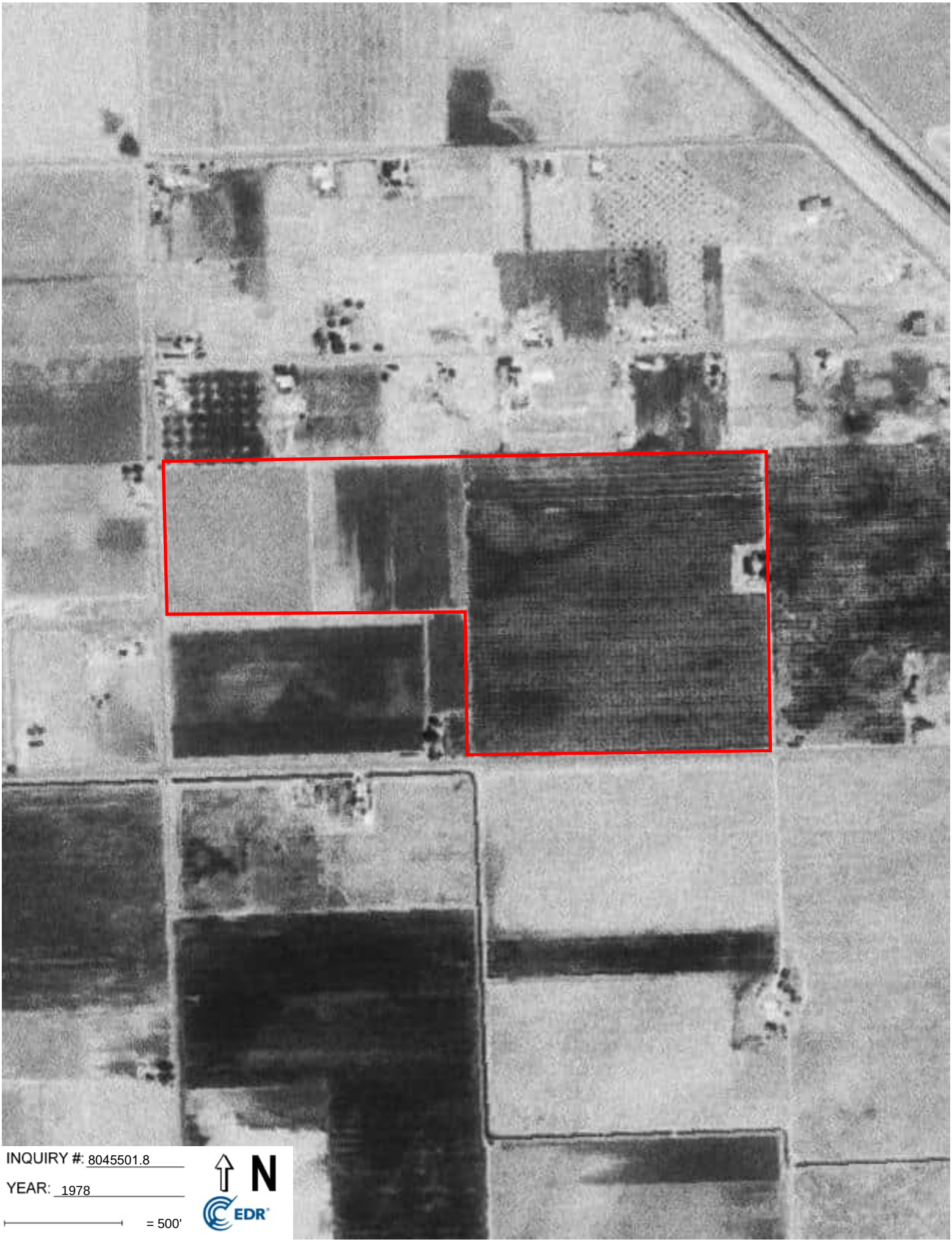
YEAR: 1984

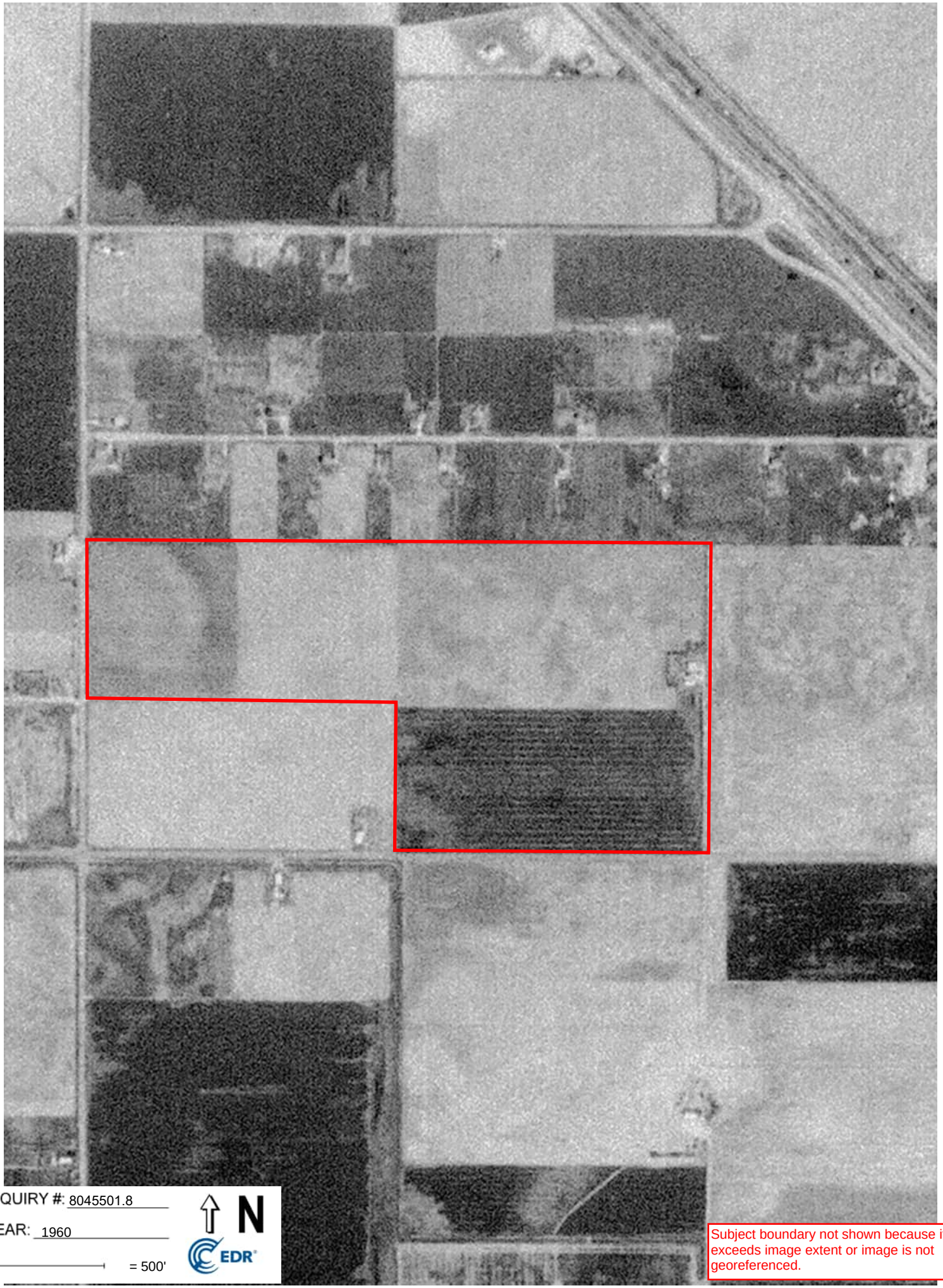
= 500'

N

EDR

Subject boundary not shown because it exceeds image extent or image is not georeferenced.


INQUIRY #: 8045501.8
YEAR: 1978
= 500'
N
EDR



INQUIRY #: 8045501.8

YEAR: 1960

= 500'

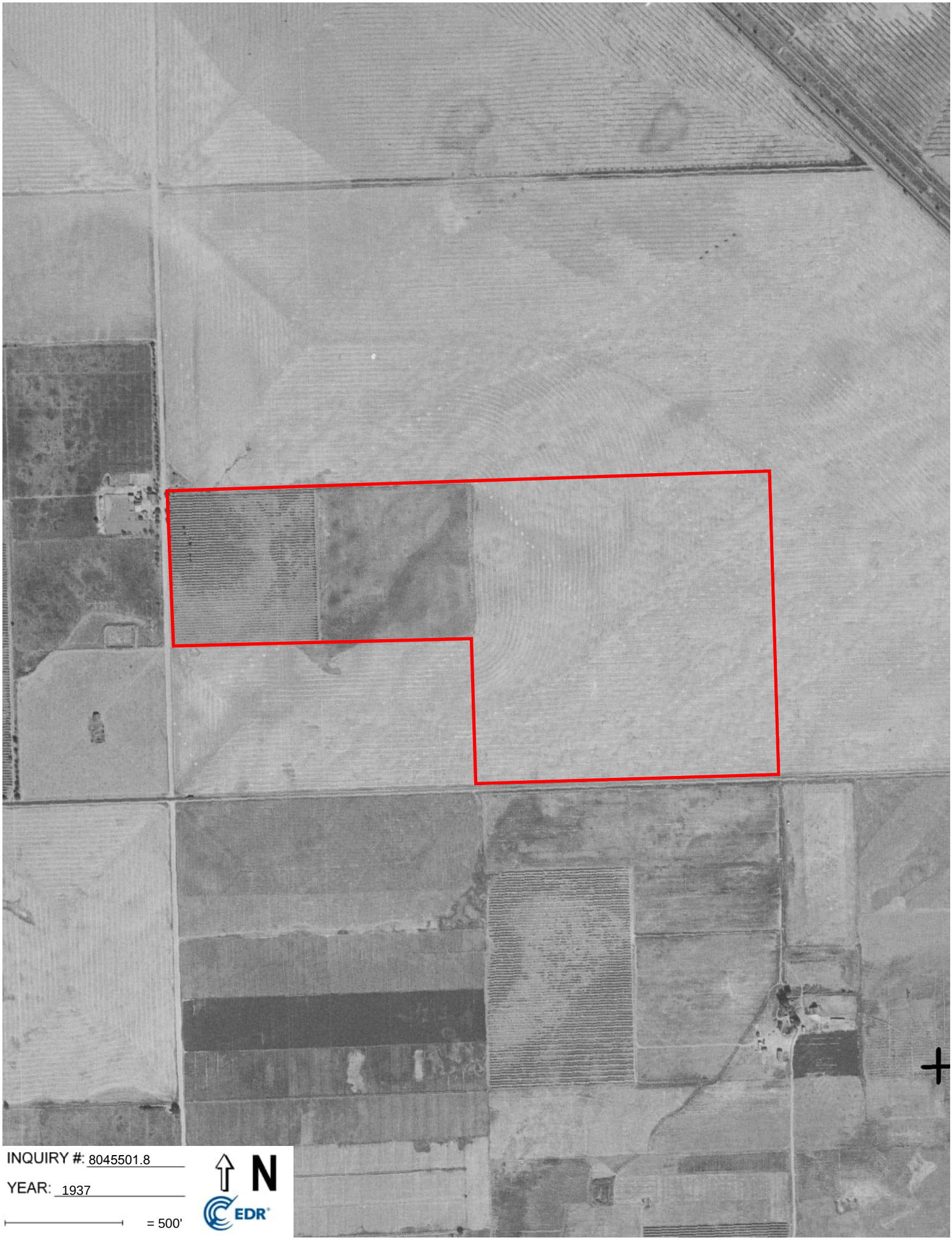
N

EDR

Subject boundary not shown because it exceeds image extent or image is not georeferenced.

INQUIRY #: 8045501.8
YEAR: 1950
= 500'
N
EDR

INQUIRY #: 8045501.8
YEAR: 1946
= 500'
N
EDR



INQUIRY #: 8045501.8

YEAR: 1937

= 500'

N

EDR

# *Appendix B*

BUILDING
ELECTRICAL
PLUMBING
MECHANICAL

# PERMIT
34059

**MADERA COUNTY · DEPT. OF ENGR. & GENERAL SERVICES**
**DIVISION OF BUILDING & SAFETY**

135 W. YOSEMITE
MADERA, CA 93637
(209) 675-7817

40601 ROAD 274 · P.O. BOX 526
BASS LAKE, CA 93604
(209) 642-3203

ENTERED 28266

### LICENSED CONTRACTORS DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Lic Number 686245 License Class C39

Date 3-24-97 Contractor Advance Roofing

### OWNER BUILDER DECLARATION

☐ I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 [commencing with Section 7000] of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($ 500 ):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.).

☐ I am exempt under Sec. _____, B. & P. C. for this reason

Date _____ Owner _____

### WORKERS' COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. _____ Company _____

☐ Certified copy is hereby furnished.

☐ Certified copy is filed with the County of Madera Department of Building & Safety.

Date 3-24-97 Applicant _____

### CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if work performed is for one hundred dollars ($ 100) or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

### CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Div. C.).

Lender's Name _____

Lender's Address _____

### SIGN & HIGH POTENTIAL GAS TUBE LIGHTING

| | | | |
|---|---|---|---|
| | One Sign & One Transformer or Ballast | 10.00 | |
| | Ea. Additional Transformer or Ballast | 3.00 | |
| | Ea. Additional Sign, same location | 5.00 | |
| | Altering of Existing Sign | 6.00 | |

| NO. | PLUMBING | EACH | FEE |
|---|---|---|---|
| | Single Family Dwelling Including Inside Plumbing & Permit Fee | 3.00 | |
| | One Bathroom | $13.00 | |
| | Two Bathrooms | 17.00 | |
| | Three Bathrooms | 22.00 | |
| | PERMIT FEE | 3.00 | |
| | Sewer | 5.00 | |
| | Fixture or Trap | 2.00 | |
| | Water Heater | 2.00 | |
| | Gas Piping 1 - 5 outlets | 2.50 | |
| | Gas Piping 6 or more, each | 0.50 | |
| | Industrial Waste Interceptor | 1.50 | |
| | Water System, New or altered | 2.00 | |
| | Drainage or Vent alteration | 2.00 | |
| | Lawn Sprinkler Systems | 3.50 | |
| | Vacuum Breakers, Etc. (1 - 5)<br>Over 5 each | 2.50<br>0.50 | |
| | TOTAL FEE $ | | |

| NO. | ELECTRICAL | EACH | FEE |
|---|---|---|---|
| | Single Family Dwelling Including Temporary Power & Permit Fee | | |
| | 0 - 750 Sq. Ft. | 13.50 | |
| | 751 - 1000 Sq. Ft. | 18.00 | |
| | 1001 - 1500 Sq. Ft. | 24.00 | |
| | 1501 - 2000 Sq. Ft. | 32.00 | |
| | 2001 - 2500 Sq. Ft. | 40.00 | |
| | 2501 - 3000 Sq. Ft. | 48.00 | |
| | Multi-Family Dwellings Including Temporary Power & Permit Fee | | |
| | 0 - 750 Sq. Ft. | 11.00 | |
| | 1001 - 1500 Sq. Ft. | 19.00 | |
| | Over 1500 Sq. Ft. | 24.00 | |
| | PERMIT FEE | 3.00 | |
| | Main Service, Sub-Panel Or Power Pole | | |
| | No. 8 or 6 (50 Amps. Max.) | 3.00 | |
| | No. 4, 2 or 1 (100 Amp.s Max.) | 5.00 | |
| | No. 1/0 or Larger (over 100 Amps.) | 7.00 | |
| | First 10 outlets (Receptacles, switches, fixtures) | 3.00 | |
| | Over 10 outlets, each | 0.15 | |
| | Heavy Duty Outlets (Heater, Range, Dishwasher, Waste Disposal) Each | 1.50 | |
| | Motors or Air Cond. Units | | |
| | 0 - ½ HP | 0.75 | |
| | ½ - 2 HP | 1.50 | |
| | 2 - 15 HP | 2.50 | |
| | 15 - 50 HP | 4.50 | |
| | Over 50 HP | 12.00 | |
| | Generators & Transformers Same as above with KVA = HP | | |
| | Signs - 1 to 4 Transformer | 4.00 | |
| | 5 or more Transformers, Each | 1.00 | |
| | TOTAL FEE $ | | |

| NO. | MECHANICAL | EACH | FEE |
|---|---|---|---|
| | Single Family Dwellings - Heating, Cooling, Ventilating (includes Permit Fee) | | |
| | 0 - 1200 Sq. Ft.<br>Over 1200 Sq. Ft. | 9.00<br>12.00 | |
| | PERMIT FEE | 3.00 | |
| | Heaters, Furnances, Includes Duct | 4.00 | |
| | Air Cond. & Heating System | 5.00 | |
| | Appliance Vent or S. Stack | 3.00 | |
| | Evaporative Cooler - Blower | 3.00 | |
| | Hood or Vent Duct | 4.00 | |
| | Boilers up to 15 HP | 6.00 | |
| | Boilers over 15 HP | 15.00 | |
| | Absorbt. Sys. up to 500M BTU | 6.00 | |
| | TOTAL FEE $ | | |

### COMMENTS / EXTRA CONDITIONS

SCHOOL FEE

JOB ADDRESS 22497 Ave. 18 1/2, Mad.

NEAREST CROSS STREET _____

LOT # _____ SUBDIVISION _____

TAX PARCEL NO _____

OWNER'S NAME Joey Pistacchio

ADDRESS 18731 N. Golden State Blvd.

PHONE 661-6259 Mad.93637

APPLICANT'S NAME Advance Roofing

ADDRESS 21598 Elmwood, Mad.93638

PHONE 674-3359

DATE OF APPLICATION 3-24-97

PROPOSED USE:

Single Fam. ___ Multi. Fam. ___ Mobile Hm. ___ Comm ___ Ind. ___

DESCRIPTION OF WORK: New ___ Add. ___ Alteration ___ Relocation ___

Re-roof SFD

GARAGE _____ CARPORT _____ PATIO _____

DECK _____ AREA OF BLDG _____ SQ. FT. _____

VALUATION $2,574.00

### DEPARTMENT APPROVALS

ENVIRONMENTAL HEALTH:

Sewer _____ Aerobic _____ Septic _____ Permit Reqd. ___

CAPACITY _____

SANITARIAN _____ DATE _____

PLANNING _____

USE ZONE _____ PERMIT NO. _____

SETBACKS: SIDE _____ REAR _____

RIGHT-OF-WAY EDGE _____

PLANNER _____ DATE _____

ROAD DEPT.

_____ PERMIT REQD. _____

APPROV. BY _____ DATE _____

U.S.H.U.D. FLOOD HAZARD ZONE "A" FORM ATTACHED ☐ O.K. ☐

BY _____ DATE _____

| | | |
|---|---|---|
| PLAN CHECK | | VALIDATED BY |
| ENERGY SURCHARGE | | |
| BUILDING PERMIT | 38.00 | DATE 3-24-97 |
| PLUMBING PERMIT | | |
| ELECTRICAL PERMIT | | RECEIPT NO. |
| MECH. PERMIT | | 123768 |
| SPECIAL INSP. | | |
| SMI | | |
| SEWER | | |
| MOBILE HOME | | |
| FOUNDATION | | |
| PLANNING | | |
| MIN. FEE | 10.00 | |
| | TOTAL $38.00 | |

BLDG. CONT. _____ ST. LIC. # _____ TEL. NO. _____

ADDRESS _____

PLUMB. CONT. _____ ST. LIC. # _____ TEL. NO. _____

ADDRESS _____

ELEC. CONT. _____ ST. LIC. # _____ TEL. NO. _____

ADDRESS _____

MECH. CONT. _____ ST. LIC. # _____ TEL. NO. _____

ADDRESS _____

ARCH. OR ENGINEER _____ ST. LIC. # _____ TEL. NO. _____

ADDRESS _____

**DISTRIBUTION:**

1. File 3. Applicant
2. Audit 4. Inspector

**NO PERMANENT POWER MAY BE ESTABLISHED TO THIS STRUCTURE UNTIL A CLEARANCE IS RECEIVED FROM THE ROAD DEPARTMENT.**

I HEREBY STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

Signature of Applicant

THIS PERMIT SHALL EXPIRE BY LIMITATION AND BECOME NULL AND VOID IF THE WORK IS NOT COMMENCED OR IF NO INSPECTIONS ARE CALLED FOR WITHIN 180 DAYS.

FILE

# INSPECTION REPORT

## BUILDING

| INSPECTION | DATE | INITIAL |
|---|---|---|
| SET BACKS | | |
| FOUNDATION | | |
| GIRDERS, FL. JOISTS | | |
| FLOOR INSULATION | | |
| ROOF NAILING | | |
| SHEAR NAILING/HD's | | |
| FRAME | | |
| FIREPLACE/WOOD STOVE | | |
| MASONRY REINF 4 FT. | | |
| MASONRY REINF 8 FT. | | |
| INSULATION/INFILT'N | | |
| GYPSUM LATH NAILING | | |
| LATH, EXTERIOR | | |
| ATTIC INSUL./CF-6R | | |
| [illegible] | 3-27-97 RS | |
| | | |
| SITE DRAINAGE | | |
| FINAL | 1-27-98 [illegible] | |
| | | |

## SWIMMING POOLS

| | | |
|---|---|---|
| REINFORCING | | |
| ELECT. BONDING | | |
| ROUGH PLUMBING | | |
| ROUGH WIRING | | |
| PRE-DECK/BARRIER | | |
| FINAL | | |

## PLUMBING

| INSPECTION | DATE | INITIAL |
|---|---|---|
| ROUGH DRAINAGE | | |
| TOP OUT | | |
| WATER | | |
| SHOWER PAN/LATH | | |
| SEWER HOOK-UP | | |
| GAS TEST BLDG | | |
| GAS TEST SUPPLY | | |
| SUPPLY PIPE TO WELL | | |
| FINAL | | |
| | | |

## MECHANICAL

| | | |
|---|---|---|
| ROUGH | | |
| FINAL | | |
| | | |

## ELECTRICAL

| | | |
|---|---|---|
| TEMPORARY POLE | | |
| ROUGH WIRING | | |
| WIRING TO WELL | | |
| METER LOOP | | |
| FINAL | | |
| | | |

## MOBILE HOMES

| | | |
|---|---|---|
| LOW PRESSURE GAS | | |
| ELECT. CONTINUITY | | |
| FINAL | | |
| | | |

# 22497 - AVENUE 18 1/2, Madera, CA 93637

**APN# 029260005000** **Permit No.: 08-0175-ELECT**

**Electrical Permit** **Issued By:** Julie Cook **Date:** April 14, 2008 **Validation No.:** B200804-0090

**Total Valuations:**

**Legal Description**

MILLER AND LUX SUB SEC 32
T10S R17E 39.12 AC

**Project Description:**
Ag Pump - new booster

**Owner:** PISTACCHIO TOM G & DELORES
**Address:** 7289 NORTH SAN PEDRO
FRESNO CA 93711

FRESNO, CA 93711

| GL | Fee Description | Fee |
|---|---|---|
| B3000 | Permit Issuance | $30.00 |
| B3005 | Automation Maintenance Fee | $7.50 |
| B3180 | Power Apparatus 10 - 50 HP/KW | $9.62 |
| B3240 | Service/Subpanel: 0-600 Volt & 0-200 Amp | $19.24 |
| | **Permit Total:** | **$66.36** |

## LEGAL DECLARATIONS

**CONSTRUCTION LENDING AGENCY**

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Section 3097).

Lender's Name _____ Lender's Address _____

| Building Inspection | Approval | Date | Building Inspection | Approval | Date |
|---|---|---|---|---|---|
| Foundation: Set Backs | | | Floor Joist & Griders | | |
| Foundation: Main | | | Floor Diaphragm Nailing | | |
| Foundation: Garage | | | Fireplace Foundation | | |
| Foundation: Porch | | | Fireplace Damper | | |
| Foundation: Patio | | | Fireplace Stack support | | |
| Foundation: Holdowns | | | Fireplace Spark Arrestor | | |
| Shear Panel Nailing | | | Fireplace Flue Manufactured | | |
| Shear Panel Holdowns | | | Fireplace Manufactured | | |
| Roof Deck Nailing | | | Block Wall or Fence 1st lift | | |
| Pre Roof (Recovering) | | | Block Wall or Fence 2nd lift | | |
| Roof Covering | | | Block Wall or Fence 3rd lift | | |
| Lath or Siding | | | Smoke Detector Test | | |
| Frame | | | | | |
| Title 24 Caulking | | | Pool Steel Location Set Back | | |
| Insulation Floor | | | Pool Pre Deck Inspection | | |
| Insulation Walls | | | Pool Final | | |
| Insulation Ceiling | | | Pool Barriers / Alarms | | |
| Dry Wall Nailing | | | Fencing | | |
| Dry Wall Shear Nailing | | | | | |
| **Final** | | | | | |

| Electrical Inspection | Approval | Date | Electrical Inspection | Approval | Date |
|---|---|---|---|---|---|
| Ground Uffer | | | Electric Meter Set #11283 | Bww | 4.18.08 |
| Ground Rod | | | Main Panel | | |
| Ground Bond Clamp: | Bww | 4.18.08 | Sub Panel | | |
| Cold Water | | | Sub Panel | | |
| Hot Water | | | Sub Panel | | |
| Gas Piping | | | Well Circuit | | |
| Steel Structure | | | Temp power | | |
| Rough Electrical | | | Underground conduit | | |
| Smoke Detector | | | Pool Steel Bonding | | |
| Finish Electrical | | | Pool Equipment Bonding | | |
| **Final** | Bww | 4.18.08 | | | |

| Plumbing Inspection | Approval | Date | Plumbing Inspection | Approval | Date |
|---|---|---|---|---|---|
| Ground Plumbing Soil | | | Water Heater Seismic | | |
| Ground Plumbing Water | | | Water Heater Relief Line | | |
| Rough Plumbing (above slab) | | | Water Heater Flue | | |
| Building Sewer | | | Shower Pan | | |
| Water Service | | | Shower Walls | | |
| Water Meter | | | Tub Trap | | |
| Waste Vent System | | | Shower Walls Over Tub | | |
| Fuel Gas Piping Layout | | | Whirlpool Pump Access | | |
| Fuel Gas Piping Test | | | Back Flow Preventers | | |
| Fuel Gas Meter Set | | | Roof Drains | | |
| FG Pipe tank to Hse 10 psi | | | Thermal Expansion Tank | | |
| FG Pipe tank to Hse 60 psi | | | Pool Piping System | | |
| **Final** | | | | | |

| Mechanical Inspections | Approval | Date | Mechanical Inspections | Approval | Date |
|---|---|---|---|---|---|
| Vents & Flues | | | Ducts | | |
| Furnace | | | Evaporative Cooler | | |
| Furnace Combustion Air | | | Water Heater Combustion Air | | |
| Condenser | | | Hood Assembly | | |
| A/C Change Out | | | Hood Shaft | | |
| **Final** | | | | | |

| | | | |
|---|---|---|---|
| Engineering Final | | Environmental Health Final | |
| Planning Final | | Road Final | |
| Fire Final | | Districts Final | |

## 22497 - AVENUE 18 1/2 Madera CA 93637

**APN#** 029-260-005-000 **Permit No.:** 13-0225-OTC

☐ **Hot Water** ☐ **Siding**

☐ **Roof Mounted Solar Panel**

**Date:** March 21, 2013 **Validation No.:** RMA201303-0295

**Issued By:** Ryna Erwin

**Owner:** Tom Pistacchio
**Address:**

**Applicant:** Anderson Pump Company
**Address:** Po Box 906
Chowchilla, CA 93610
**Phone:** Business: (559) 665-4477

| | Fee Description | Fee |
|---|---|---|
| 01370-620300 | Permit Issuance | $30.00 |
| 62560-601000 | Automation Maintenance Fee | $7.50 |
| 01370-620300 | Supplemental Plumbing Fee | $20.00 |
| 01370-620300 | Electrical Apparatus Fee | $41.50 |
| 13770-654522 | State BSARF Fee | $0.90 |
| 13770-654522 | County BSARF Fee | $0.10 |
| | **Permit Total:** | **$100.00** |

## LEGAL DECLARATIONS

### WORKERS' COMPENSATION DECLARATION

I hereby affirm under penalty of perjury one of the following declarations:

_____ I have and will maintain a certificate of consent to self-insure workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

_____ I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier _____ Policy Number _____ Expiration Date _____

_____ I certify that, in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that, if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Date: March 21, 2013 Applicant: _____

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

### OWNER/BUILDING DECLARATION:

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county that requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for the permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors' State License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt there from and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

____ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractors' State License Law does not apply to an owner of property who builds or improves thereon, and who does the work himself or herself or through his or her own employees, provided that the improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale.).

____ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractors' State License Law does not apply to an owner of property who builds or improves thereon, and who contracts for the projects with a contractor(s) licensed pursuant to the Contractors' State License Law.).

____ I am exempt under Sec. _____ B.& P.C. for this reason _____

Date: _____ Signature: _____

Inspections must be requested, and all work approved prior to being concealed.

### CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Section 3097, Civ. C.).

Lender's Name _____ Lender's Address _____

This permit becomes null and void if work or construction authorized is not started within 180 days, or if construction or work is suspended or abandoned for a period of 180 days (failure to pass an inspection every 180 days will constitute abandonment of work) any time after work is commenced. Failure to request progress inspections and pass in any 180 day period is evidence that work has been abandoned. I have read and understand the business license requirements of the County and agree to abide by them.

I hereby agree to save, indemnify and hold harmless the County of Madera or its officers, employees and agents against all liabilities, judgments, cost and expenses which in any way may accrue against the County of Madera in consequence of this permit, and will in all things strictly comply with the conditions of the permit, regulations and ordinances of the County of Madera and the laws of the State of California.

Approved plans and specifications shall not be changed, modified or otherwise altered without authorization by the Building Division and all work shall be done in accordance with applicable laws and ordinances regulating building construction.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this county to enter upon the above-mentioned property for inspection purposes.

Signature of Applicant or Agent _____ Date _____

I certify that I have read this permit application and state that the above information is true and correct. I hereby authorize representatives of this County to enter upon the above-mentioned property for inspection. I agree to comply with all City and County ordinances and state laws relating to building construction.

Printed On: March 21, 2013

Signature: _____ Date: 3/21/13

**MADERA INSPECTION REQUEST LINE - 675-5206**

**BASS LAKE INSPECTION REQUEST LINE - 642-3203**

**BUILDING DIVISION OFFICE - 675-7817**

| Building Inspection | Approval | Date | Building Inspection | Approval | Date |
|---|---|---|---|---|---|
| Foundation: Set Backs | | | Floor Joist & Griders | | |
| Foundation: Main | | | Floor Diaphragm Nailing | | |
| Foundation: Garage | | | Fireplace Manufactured System | | |
| Foundation: Porch | | | Block Wall or Fence | | |
| Foundation: Patio | | | Smoke Detector Test | | |
| Foundation: Holdowns | | | Felt, Batt | | |
| Shear Panel Nailing | | | T-Bar System | | |
| Shear Panel Holdowns | | | Special Inspection Records | | |
| Roof Deck Nailing | | | | | |
| Pre Roof (Recovering) | | | **Pool Inspections** | | |
| Roof Covering | | | Steel Location Set Back | | |
| Lath or Siding | | | Pre Deck / Equ. Grid | | |
| Frame | | | Barriers / Alarms | | |
| Insulation Floor | | | Steel Bonding | | |
| Insulation Walls | | | Equipment Bonding | | |
| Insulation Ceiling | | | Equ. Potential Bonding | | |
| Dry Wall Nailing | | | Piping System | | |
| Dry Wall Shear Nailing | | | SVRS (Vacuum Relief) | | |
| Energy Compliance Forms | | | Pool Final | | |
| Green Building Compliance Forms | | | | | |
| Accessibility Requirements | | | | | |
| **Final** | | | | | |

| Electrical Inspection | Approval | Date | Electrical Inspection | Approval | Date |
|---|---|---|---|---|---|
| Ground Uffer | | | Electric Meter Set #13666 | RW | 5/17/13 |
| Ground Rod | RW | 5/17/13 | Main Panel | | |
| Ground Bond: | | | Sub Panel | | |
| Cold Water | | | Temp power | | |
| Hot Water | | | Underground Conduit | | |
| Gas Piping | | | | | |
| Steel Structure | | | | | |
| Rough Electrical | | | | | |
| Smoke / Carbon Monox. Detector | | | | | |
| Continuity Test | | | | | |
| Energy Compliance Forms | | | | | |
| | | | | | |
| **Final** | RW | 5/17/13 | | | |

| Plumbing Inspection | Approval | Date | Plumbing Inspection | Approval | Date |
|---|---|---|---|---|---|
| Ground Plumbing Soil | | | Water Heater System | | |
| Ground Plumbing Water | | | Shower Pan | | |
| Rough Plumbing (above slab) | | | Shower Walls | | |
| Building Sewer | | | Tub Trap | | |
| Water Service | | | Back Flow Preventers | | |
| Water Meter | | | Roof Drains | | |
| Fuel Gas Piping Layout | | | | | |
| Fuel Gas Piping Test - Interior | | | | | |
| Fuel Gas Meter Set | | | | | |
| Fuel Gas Pipe tank to House | | | | | |
| Manometer Test | | | | | |
| | | | | | |
| | | | | | |
| Green Building Compliance Forms | | | | | |
| **Final** | | | | | |

| Mechanical Inspections | Approval | Date | Mechanical Inspections | Approval | Date |
|---|---|---|---|---|---|
| Vents & Flues | | | Ducts | | |
| Furnace | | | Indoor A.Q. Fan | | |
| Condenser | | | Water Heater Combustion Air | | |
| A/C Change Out | | | Hood Assembly | | |
| Energy Compliance Forms | | | Hood Shaft | | |
| | | | | | |
| **Final** | | | | | |
| Grading Final | | | Environmental Health Final | | |
| Engineering Final | | | E.H. Well | | |
| Planning Final | | | E.H. Septic | | |
| Fire Final | | | Road Final | | |
| | | | Districts Final | | |

| | Required? | | Approval | Date |
|---|---|---|---|---|
| Pre Elevation Certificate | Yes | No | | |
| Bldg Under Construction Elevation Cert. | Yes | No | | |
| Post Elevation Certificate | Yes | No | | |

# 22497 - AVENUE 18 1/2 Madera CA 93637

**APN#** 029-260-005-000 **Permit No.:** 21-0064-DEMO

**Demolition Permit** **Issued By:** Nicole Valenzuela **Date:** October 01, 2021 **Validation No.:** 21-12369

**Total Square Footage:** 1800 sq. ft.

**Legal Description**

MILLER AND LUX SUB
SEC 32 T10S R17E
39.12 AC

**Applicant:** ALW Enterprises
**Address:** P. O. Box 12163
Fresno , CA 93776
**Phone:**

**Project Description**

438 Additions, Residential Garages & Carports - Attached & Detachedsto

**Owner:** PISTACCHIO TOM G & DELORES
**Address:** 7289 N SAN PEDRO AVE
FRESNO CA 93711

FRESNO, CA 93711

| | Fee Description | Fee |
|---|---|---|
| 62560-620700 | Automation Fee | $11.00 |
| 62540-620300 | Software Automation Fee | $12.00 |
| 01370-620300 | Permit Issuance Fee | $23.00 |
| 01370-620700 | Demolition Permit Fee - Residential | $38.00 |
| | **Permit Total:** | **$84.00** |

Paid
12.29.21

## LEGAL DECLARATIONS

### WORKERS' COMPENSATION DECLARATION

I hereby affirm under penalty of perjury one of the following declarations:

_____ I have and will maintain workers" compensation insurance as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

Carrier **Cypress Insurance Company** Policy Number **3300055552101** Expiration Date **09/30/2012**

(This section need not be completed if the permit is for one hundred dollars ($100) or less.)

_____ I have and will maintain a certificate of consent to self-insure for workers" compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

_____ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers" compensation laws of California, and agree that if I should become subject to the workers" compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS" COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY"S FEES.

### CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Section 3097).

Lender's Name _____ Lender's Address _____

22497 Ave 18 1/2 Madera Ca

This permit becomes null and void if the construction authorized is not started and inspected within 12 months. Construction or work is abandoned after 12 months (when there is failure to pass an inspection every 6 months).
I have read and understand the Business license requirements of Madera County and agree to abide by them.
I hereby agree to idemnify and hold harmless the County of Madera or its officers, employees and agents against all liabilities, judgements, cost and expenses which may in any way accrue against the County of Madera in consequence of this permit, and will in all things strictly comply with the conditions of the permit, regulations and ordinances of the County of Madera and the laws of the State of California.
Approved plans and specifications shall not be changed, modified or otherwise altered without authorization by the Building Division, and all work shall be done in accordance with applicable laws and ordinances regulating building construction.
Inspections must be requested and all work approved prior to being concealed.

I certify that I have read this permit application and state that the above information is true and correct. I hereby authorize representatives of Madera County to enter the above mentioned property for inspection. I agree to comply with all Madera County Ordinances and state laws relating to building construction.

Signature Randy Beaver Date 10-1-21

***THIS PERMIT IS ONLY VALID FOR 90 DAYS (as per SJVAPCD)***

Printed On: October 01, 2021

**BASS LAKE INSPECTION REQUEST LINE - 642-3203**
**MADERA INSPECTION REQUEST LINE - 675-5206** **BUILDING DIVISION OFFICE - 675-7821**

Madera Office 675-5206 Oakhurst Office 642-3203

# MADERA COUNTY INSPECTION JOB CARD

***CALL FOR INSPECTION AT LEAST 24 HOURS IN ADVANCE***

**Permit Number :** **Job Address:**

| 001 - FOUNDATION | APPROVED | DATE |
|---|---|---|
| (1) Setbacks | | |
| (2) Footings | | |
| (3) Piers/Caissons | | |
| (4) Holdowns/Anchor Bolts | | |
| (5) Grounding system | | |
| (6) Underslab Plumbing | | |
| (7) Underslab Drain/Waste | | |
| (8) Underslab Electrical | | |
| (9) Underslab Ducts | | |
| Other | | |

| 002 - SHEAR | APPROVED | DATE |
|---|---|---|
| (1) Wall Nailing | | |
| (2) Floor Nailing | | |
| (3) Roof Nailing | | |
| (4) Trusses | | |
| (5) Holdowns | | |
| (6) Drywall Shear | | |
| Other | | |

| 003 - FRAME | APPROVED | DATE |
|---|---|---|
| (1) Framing-Wall | | |
| (2) Floor (joists, etc.) | | |
| (3) Roof | | |
| (4) Electrical (rough) | | |
| (5) Plumbing (rough) | | |
| (6) Mechanical (rough) | | |
| (7) Shower (Pan, Walls) | | |
| (8) Stucco (wire, Paper) | | |
| (9) Windows | | |
| (10) Fire Sprinklers | | |
| Other | | |

| 004 - INSULATION | APPROVED | DATE |
|---|---|---|
| (1) Walls | | |
| (2) Underfloor | | |
| (3) Ceiling/Attic | | |
| Other | | |

| 005 - DRYWALL | APPROVED | DATE |
|---|---|---|
| (1) Walls | | |
| (2) Ceilings | | |
| (3) Garage | | |
| (4) 1st Side/layer | | |
| (5) 2nd Side/layer | | |
| Other | | |

| 006 - FINAL | APPROVED | DATE |
|---|---|---|
| (1) Electrical | | |
| (2) Mechanical | | |
| (3) Plumbing | | |
| (4) Smoke/Carbon Monoxide Det | | |
| (5) Fire (spinklers, tank) | | |
| Other | | |

| 701 - SOLAR | APPROVED | DATE |
|---|---|---|
| (1) Foundation/Supports | | |
| (2) Racking | | |
| (3) Electrical Conduit | | |
| (4) Grounding/Bonding | | |
| (5) Disconnect | | |
| (6) Final | | |
| Other | | |

| DEPARTMENT FINALS | APPROVED | DATE |
|---|---|---|
| Building | AD | 12/29/21 |
| Environmental Health | | |
| Fire Marshal | | |
| Planning | | |
| Public Works | | |

| 101 - ELECTRCAL | APPROVED | DATE |
|---|---|---|
| (1) Temporary Power | | |
| (2) Ag Pump/Well/Meter | | |
| (3) Grounding | | |
| (4) Sub Panel | | |
| (5) Main Panel | | |
| (6) Underground Conduit | | |
| (7) Final | | |
| Other | | |

| 201 - MECHANICAL | APPROVED | DATE |
|---|---|---|
| (1) HVAC | | |
| (2) Vents, Ducts | | |
| (3) Hood Shaft | | |
| (4) Hood/Ansel System | | |
| (5) Final | | |
| Other | | |

| 301 - PLUMBING | APPROVED | DATE |
|---|---|---|
| (1) Underground Water | | |
| (2) Underground Sewer | | |
| (3) Underground Gas Ext. | | |
| (4) Vent (top out) | | |
| (5) Pressure Test Gas Int | | |
| (6) Water Heater, Water Tank | | |
| (7) Final | | |
| Other | | |

| 401 - SWIMMING POOL/SPA | APPROVED | DATE |
|---|---|---|
| (1) Setback | | |
| (2) Rebar | | |
| (3) SVRS (vacuum relief) | | |
| (4) Bonding (rebar, deck) | | |
| (5) Pre-Deck | | |
| (6) Pre-plaster | | |
| (7) Plumbing | | |
| (8) Electrical | | |
| (9) Barriers/Alarms | | |
| (10) Final | | |
| Other | | |

| 501 - MOBILE HOME | APPROVED | DATE |
|---|---|---|
| (1) Foundation/Supports | | |
| (2) Gas (line, test) | | |
| (3) Electrical (continuity test) | | |
| (4) Plumbing | | |
| (5) Electrical Panel | | |
| (6) Final | | |
| Other | | |

| 601 - BUILDING (GENERAL) | APPROVED | DATE |
|---|---|---|
| (1) T-Bar | | |
| (2) Manufactured Fireplace | | |
| (3) CMU Wall/Fence | | |
| (4) Special Inspection (see back) | | |
| (5) Roof Drains | | |
| (6) Pre-Demo Final | | |
| (7) Demo Final | AD | 12.29.21 |
| (8) ADA | | |
| (9) Pre-Reroof | | |
| (10) Re-Roof | | |
| (11) Windows/Doors | | |
| (12) Final | | |
| Other | | |

| CERTIFICATION | APPROVED | DATE |
|---|---|---|
| Pre Elevation Certificate | | |
| Bldg Under Construction Elev Cert | | |
| Post Elevation Certificate | | |

PAGE 470 STATE WATER RESOURCES CONTROL BOARD 06/01/88
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR MADERA COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
FREEMAN E BROOKS
22497 AVE 18 1/2 MADERA CA 93637

II FACILITY

| | MAILING ADDRESS / TOWNSHIP/RANGE/SECTION | DEALER/FOREMAN/SUPERVISOR / TELEPHONE | TYPE OF BUSINESS / NO. OF CONTAINERS |
|---|---|---|---|
| FREEMAN E BROOKS<br>22497 AVE 18 1/2<br>MADERA CA 93637 | 22497 AVE 18 1/2<br>MADERA CA 93637 | JACK FREEMAN | FARM |
| CROSS STREET :<br>RD 22 | T10 /R17E/S 32 | (209) 674-2308 | 2 |

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: FREEMAN JACK D. (209) 674-2308 NIGHT: SAME ( ) -

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000060660001 *********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: /
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 500
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: DIESEL

IS CONTAINER LOCATED ON A FARM : YES

V CONTAINER CONSTRUCTION
A. THICKNESS:
B. VAULTING: NON-VAULTED
C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : UNKNOWN
B. UNDERGROUND PIPING :
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
NONE

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12034 DIESEL MOTOR VEHICLE FUEL

STATE WATER RESOURCES CONTROL BOARD
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR MADERA COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)



********** OWNER ASSIGNED CONTAINER NUMBER: 2 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000060660002 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG:
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) :
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE: 03
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: UNKNOWN

IS CONTAINER LOCATED ON A FARM : YES

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: UNKNOWN C. WALLING: UNKNOWN
D. MATERIAL : UNKNOWN
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING :
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
NONE

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
NONE

# *Appendix C*

**Future Development**
22497 Avenue 18 1/2
Madera, CA  93637

Inquiry Number: 8045501.2s
July 11, 2025

# The EDR Radius Map™  Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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**GEOCHECK ADDENDUM**

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***Thank you for your business.***
Please contact EDR at 1-800-352-0050
with any questions or comments.


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# EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

## TARGET PROPERTY INFORMATION

### ADDRESS

22497 AVENUE 18 1/2
MADERA, CA 93637

### COORDINATES

| | |
|---|---|
| Latitude (North): | 37.0200970 - 37° 1' 12.34'' |
| Longitude (West): | 120.1401870 - 120° 8' 24.67'' |
| Universal Tranverse Mercator: | Zone 10 |
| UTM X (Meters): | 754423.4 |
| UTM Y (Meters): | 4100723.5 |
| Elevation: | 245 ft. above sea level |

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

| | |
|---|---|
| Target Property Map: | 50005473 BERENDA, CA |
| Version Date: | 2021 |
| Northeast Map: | 50005580 KISMET, CA |
| Version Date: | 2021 |

### AERIAL PHOTOGRAPHY IN THIS REPORT

| | |
|---|---|
| Portions of Photo from: | 20220615 |
| Source: | USDA |

# MAPPED SITES SUMMARY

Target Property Address:
22497 AVENUE 18 1/2
MADERA, CA 93637

Click on Map ID to see full detail.

| MAP ID | SITE NAME | ADDRESS | DATABASE ACRONYMS | RELATIVE ELEVATION | DIST (ft. & mi.) DIRECTION |
|---|---|---|---|---|---|
| 1 | FREEMAN E BROOKS | 22497 AVE 18 1/2 | HIST UST | | TP |
| 2 | ABEL INIGUEZ | 18713 ROAD 22 | CERS HAZ WASTE, CUPA Listings, CERS | Higher | 67, 0.013, WNW |
| A3 | 5 STAR OIL CHANGE AN | 22277 AVENUE 18 1/2 | RCRA NonGen / NLR | Lower | 187, 0.035, SW |
| A4 | R AND H TRUCKING LLC | 22277 AVE 18 1/2 | RCRA NonGen / NLR | Lower | 187, 0.035, SW |
| B5 | JOSEPH PISTACCHEO | 22517 AVENUE 18 1/2 | HIST UST | Higher | 233, 0.044, ESE |
| B6 | JOSEPH PITACCHIO | 22517 AVE 18 1/2 | HIST UST | Higher | 233, 0.044, ESE |
| C7 | EARL & SANDY SCHELTE | 18759 ROAD 22 | HIST UST | Higher | 287, 0.054, WNW |
| C8 | EARL AND SANDY SCHEL | 18759 RD 22 | HIST UST | Higher | 287, 0.054, WNW |
| C9 | WILCATS | 22123 AVE 18 3/4 | HIST UST | Higher | 490, 0.093, WNW |
| D10 | PIPELINE CONDITIONIN | 22704 AVE 18 1/2 | RCRA NonGen / NLR, E MANIFEST | Higher | 498, 0.094, ESE |
| D11 | WILD WOLF TRUCKING | 22704 AVE 18 1/2 | RCRA NonGen / NLR, E MANIFEST | Higher | 498, 0.094, ESE |
| D12 | PIPELINE CONDITIONIN | 22704 AVE 18 1/2 | RCRA NonGen / NLR | Higher | 498, 0.094, ESE |
| E13 | TOM G PISTACCHIO | 22615 AVE 18 1/2 | AST, CERS HAZ WASTE, HIST UST, CERS TANKS, CUPA... | Higher | 718, 0.136, ESE |
| E14 | TOP DIESEL REPAIR, I | 22615 AVE 18-1/2 | UST FINDER RELEASE | Higher | 718, 0.136, ESE |
| E15 | G & J TRUCK SALES IN | 22615 AVE 18 1/2 | RCRA NonGen / NLR, E MANIFEST | Higher | 718, 0.136, ESE |
| E16 | CENTRAL CALIFORNIA K | 22615 AVE 18 1/2 | RCRA-SQG, FINDS, ECHO | Higher | 718, 0.136, ESE |
| E17 | LUCKY'S EXPRESS | 22615 AVENUE 18 1/2 | CUPA Listings | Higher | 718, 0.136, ESE |
| E18 | TOM G. PISTACCHIO | 22615 AVENUE 18 1/2 | HIST UST | Higher | 718, 0.136, ESE |
| E19 | LUCKY'S EXPRESS | 22615 AVENUE 18 1/2 | CERS HAZ WASTE, CERS TANKS, CERS | Higher | 718, 0.136, ESE |
| E20 | LUCKYS EXPRESS | 22615 AVENUE 18 1/2 | RCRA NonGen / NLR | Higher | 718, 0.136, ESE |
| E21 | LUCKY'S EXPRESS | 22615 AVENUE 18 1/2 | AST | Higher | 718, 0.136, ESE |
| E22 | G & J TRUCK SALES, I | 22615 AVE 18 1/2 | CUPA Listings, HWTS, HAZNET | Higher | 718, 0.136, ESE |
| F23 | EPPLER TOWING & RECO | 22800 AVENUE 18 1/2 | CERS TANKS | Higher | 866, 0.164, ESE |
| F24 | EPPLER TOWING & RECO | 22800 AVENUE 18 1/2 | RCRA-SQG | Higher | 866, 0.164, ESE |
| G25 | AT&T MOBILITY - PILO | 22632 AVENUE 18 3/4 | CUPA Listings, CERS | Higher | 903, 0.171, NE |
| G26 | AMERICAN TOWERS - SI | 22632 AVENUE 18 3/4 | CUPA Listings, CERS | Higher | 903, 0.171, NE |
| H27 | LUCKY'S EXPRESS 2 | 18691 GOLDEN STATE B | AST | Higher | 1241, 0.235, ENE |
| H28 | KC TIRE AND LUBE INC | 18691 GOLDEN STATE B | RCRA NonGen / NLR, E MANIFEST | Higher | 1241, 0.235, ENE |
| H29 | GN TIRE & LUBE INC | 18691 GOLDEN STATE B | RCRA NonGen / NLR, E MANIFEST | Higher | 1241, 0.235, ENE |
| H30 | K-C TIRE AND LUBE | 18691 GOLDEN STATE B | RCRA NonGen / NLR, E MANIFEST | Higher | 1241, 0.235, ENE |
| H31 | KC TIRE AND LUBE | 18691 GOLDEN STATE B | CERS HAZ WASTE, CERS TANKS, CERS | Higher | 1241, 0.235, ENE |
| H32 | GN TIRE & LUBE INC | 18691 GOLDEN STATE | CUPA Listings | Higher | 1241, 0.235, ENE |
| H33 | RS TRUCK WASH | 18691 GOLDEN STATE | AST, CUPA Listings, CERS | Higher | 1241, 0.235, ENE |
| 34 | WORLDWIDE TRANSPORT | 22422 AVE 19 | RCRA NonGen / NLR | Higher | 1244, 0.236, North |
| 35 | FAIRMEAD DSPL SITE | RD 19 & AVE 22 | SEMS-ARCHIVE | Higher | 1340, 0.254, NW |
| 36 | TOP DIESEL REPAIR, I | 22615 181/2 | LUST, Cortese, HIST CORTESE, CERS | Higher | 2159, 0.409, ESE |
| 37 | ABC AUTO & TRUCK WRE | 19494 HIGHWAY 99 | ENVIROSTOR | Higher | 4057, 0.768, NNW |

# EXECUTIVE SUMMARY

## TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

| Site | Database(s) | EPA ID |
|---|---|---|
| FREEMAN E BROOKS<br>22497 AVE 18 1/2<br>MADERA, CA 93637 | HIST UST<br>Facility Id: 00000060660 | N/A |

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

## STANDARD ENVIRONMENTAL RECORDS

### *Lists of Federal NPL (Superfund) sites*

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

### *Lists of Federal Delisted NPL sites*

Delisted NPL ---------- National Priority List Deletions

### *Lists of Federal sites subject to CERCLA removals and CERCLA orders*

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

### *Lists of Federal RCRA facilities undergoing Corrective Action*

CORRACTS ---------- Corrective Action Report

### *Lists of Federal RCRA TSD facilities*

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

### *Lists of Federal RCRA generators*

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

### *Federal institutional controls / engineering controls registries*

LUCIS ---------- Land Use Control Information System

US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROLS ..... Institutional Controls Sites List

***Federal ERNS list***

ERNS ..... Emergency Response Notification System

***Lists of state- and tribal (Superfund) equivalent sites***

RESPONSE ..... State Response Sites

***Lists of state and tribal landfills and solid waste disposal facilities***

SWF/LF ..... Solid Waste Information System

***Lists of state and tribal leaking storage tanks***

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
CPS-SLIC ..... Statewide SLIC Cases

***Lists of state and tribal registered storage tanks***

FEMA UST ..... Underground Storage Tank Listing
UST ..... Active UST Facilities
INDIAN UST ..... Underground Storage Tanks on Indian Land

***Lists of state and tribal voluntary cleanup sites***

VCP ..... Voluntary Cleanup Program Properties
INDIAN VCP ..... Voluntary Cleanup Priority Listing

***Lists of state and tribal brownfield sites***

BROWNFIELDS ..... Considered Brownfieds Sites Listing

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Brownfield lists***

US BROWNFIELDS ..... A Listing of Brownfields Sites

***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT ..... Waste Management Unit Database
SWRCY ..... Recycler Database
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
ODI ..... Open Dump Inventory
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ..... Open Dumps on Indian Land

***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL ..... Delisted National Clandestine Laboratory Register

HIST Cal-Sites ---- Historical Calsites Database
SCH ---- School Property Evaluation Program
CDL ---- Clandestine Drug Labs
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- National Clandestine Laboratory Register

***Local Lists of Registered Storage Tanks***

SWEEPS UST ---- SWEEPS UST Listing
CA FID UST ---- Facility Inventory Database

***Local Land Records***

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

***Records of Emergency Release Reports***

HMIRS ---- Hazardous Materials Information Reporting System
CHMIRS ---- California Hazardous Material Incident Report System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

***Other Ascertainable Records***

FUDS ---- Formerly Used Defense Sites
DOD ---- Department of Defense Sites
SCRD DRYCLEANERS ---- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---- Financial Assurance Information
EPA WATCH LIST ---- EPA WATCH LIST
2020 COR ACTION ---- 2020 Corrective Action Program List
TSCA ---- Toxic Substances Control Act
TRIS ---- Toxic Chemical Release Inventory System
SSTS ---- Section 7 Tracking Systems
ROD ---- Records Of Decision
RMP ---- Risk Management Plans
RAATS ---- RCRA Administrative Action Tracking System
PRP ---- Potentially Responsible Parties
PADS ---- PCB Activity Database System
ICIS ---- Integrated Compliance Information System
FTTS ---- FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS ---- Material Licensing Tracking System
COAL ASH DOE ---- Steam-Electric Plant Operation Data
COAL ASH EPA ---- Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ---- PCB Transformer Registration Database
RADINFO ---- Radiation Information Database
HIST FTTS ---- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---- Incident and Accident Data
CONSENT ---- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---- Indian Reservations
FUSRAP ---- Formerly Utilized Sites Remedial Action Program
UMTRA ---- Uranium Mill Tailings Sites

| | |
|---|---|
| LEAD SMELTERS | Lead Smelter Sites |
| US AIRS | Aerometric Information Retrieval System Facility Subsystem |
| US MINES | Mines Master Index File |
| MINES MRDS | Mineral Resources Data System |
| ABANDONED MINES | Abandoned Mines |
| FINDS | Facility Index System/Facility Registry System |
| ECHO | Enforcement & Compliance History Information |
| UXO | Unexploded Ordnance Sites |
| DOCKET HWC | Hazardous Waste Compliance Docket Listing |
| FUELS PROGRAM | EPA Fuels Program Registered Listing |
| PFAS NPL | Superfund Sites with PFAS Detections Information |
| PFAS FEDERAL SITES | Federal Sites PFAS Information |
| PFAS TRIS | List of PFAS Added to the TRI |
| PFAS TSCA | PFAS Manufacture and Imports Information |
| PFAS RCRA MANIFEST | PFAS Transfers Identified In the RCRA Database Listing |
| PFAS ATSDR | PFAS Contamination Site Location Listing |
| PFAS WQP | Ambient Environmental Sampling for PFAS |
| PFAS NPDES | Clean Water Act Discharge Monitoring Information |
| PFAS PROJECT | NORTHEASTERN UNIVERSITY PFAS PROJECT |
| PFAS ECHO | Facilities in Industries that May Be Handling PFAS Listing |
| PFAS ECHO FIRE TRAIN | Facilities in Industries that May Be Handling PFAS Listing |
| PFAS PT 139 AIRPORT | All Certified Part 139 Airports PFAS Information Listing |
| AQUEOUS FOAM NRC | Aqueous Foam Related Incidents Listing |
| BIOSOLIDS | ICIS-NPDES Biosolids Facility Data |
| UST FINDER | UST Finder Database |
| PFAS | PFAS Investigation Site Location Listing |
| AQUEOUS FOAM | Former Fire Training Facility Assessments Listing |
| CA BOND EXP. PLAN | Bond Expenditure Plan |
| CHROME PLATING | Chrome Plating Facilities Listing |
| DRYCLEANERS | Cleaner Facilities |
| EMI | Emissions Inventory Data |
| ENF | Enforcement Action Listing |
| Financial Assurance | Financial Assurance Information Listing |
| ICE | Inspection, Compliance and Enforcement |
| HWP | EnviroStor Permitted Facilities Listing |
| HWT | Registered Hazardous Waste Transporter Database |
| HWTS | Hazardous Waste Tracking System |
| HAZNET | Facility and Manifest Data |
| MINES | Mines Site Location Listing |
| MWMP | Medical Waste Management Program Listing |
| NPDES | NPDES Permits Listing |
| PEST LIC | Pesticide Regulation Licenses Listing |
| PROC | Certified Processors Database |
| Notify 65 | Proposition 65 Records |
| HAZMAT | Hazardous Material Facilities |
| UIC | UIC Listing |
| UIC GEO | UIC GEO (GEOTRACKER) |
| WASTEWATER PITS | Oil Wastewater Pits Listing |
| WDS | Waste Discharge System |
| WIP | Well Investigation Program Case List |
| MILITARY PRIV SITES | MILITARY PRIV SITES (GEOTRACKER) |
| PROJECT | PROJECT (GEOTRACKER) |
| WDR | Waste Discharge Requirements Listing |
| CIWQS | California Integrated Water Quality System |
| CERS | CERS |

# EXECUTIVE SUMMARY

NON-CASE INFO ---------- NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS ---------- OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS ------ PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT --------- SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ --------- Well Stimulation Project (GEOTRACKER)

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR MGP ---------- EDR Proprietary Manufactured Gas Plants
EDR Hist Auto ---------- EDR Exclusive Historical Auto Stations
EDR Hist Cleaner ---------- EDR Exclusive Historical Cleaners

**EDR RECOVERED GOVERNMENT ARCHIVES**

***Exclusive Recovered Govt. Archives***

RGA LF ---------- Recovered Government Archive Solid Waste Facilities List
RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

**SURROUNDING SITES: SEARCH RESULTS**

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

**STANDARD ENVIRONMENTAL RECORDS**

***Lists of Federal CERCLA sites with NFRAP***

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 03/27/2025 has revealed that there

is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| FAIRMEAD DSPL SITE<br>Site ID: 0901756<br>EPA Id: CAD980498679 | RD 19 & AVE 22 | NW 1/4 - 1/2 (0.254 mi.) | 35 | 205 |

***Lists of Federal RCRA generators***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/02/2025 has revealed that there are 2 RCRA-SQG sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***CENTRAL CALIFORNIA K***<br>EPA ID:: CAD982028680 | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E16*** | ***74*** |
| EPPLER TOWING & RECO<br>EPA ID:: CAR000372961 | 22800 AVENUE 18 1/2 | ESE 1/8 - 1/4 (0.164 mi.) | F24 | 133 |

***Lists of state- and tribal hazardous waste facilities***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 04/21/2025 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ABC AUTO & TRUCK WRE<br>Facility Id: 20500001<br>Status: Refer: Other Agency | 19494 HIGHWAY 99 | NNW 1/2 - 1 (0.768 mi.) | 37 | 208 |

# EXECUTIVE SUMMARY

***Lists of state and tribal leaking storage tanks***

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***TOP DIESEL REPAIR, I*** | ***22615 181/2*** | ***ESE 1/4 - 1/2 (0.409 mi.)*** | ***36*** | ***206*** |
| Database: LUST REG 5, Date of Government Version: 07/01/2008 | | | | |
| Database: LUST, Date of Government Version: 02/24/2025 | | | | |
| Status: Completed - Case Closed | | | | |
| Status: Case Closed | | | | |
| Global Id: T0603900108 | | | | |

***Lists of state and tribal registered storage tanks***

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there are 4 AST sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***TOM G PISTACCHIO*** | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E13*** | ***33*** |
| Database: AST, Date of Government Version: 07/06/2016 | | | | |
| LUCKY'S EXPRESS | 22615 AVENUE 18 1/2 | ESE 1/8 - 1/4 (0.136 mi.) | E21 | 96 |
| Database: AST, Date of Government Version: 07/06/2016 | | | | |
| LUCKY'S EXPRESS 2 | 18691 GOLDEN STATE B | ENE 1/8 - 1/4 (0.235 mi.) | H27 | 142 |
| Database: AST, Date of Government Version: 07/06/2016 | | | | |
| ***RS TRUCK WASH*** | ***18691 GOLDEN STATE*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H33*** | ***194*** |
| Database: AST, Date of Government Version: 07/06/2016 | | | | |

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Lists of Hazardous waste / Contaminated Sites***

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 04/14/2025 has revealed that there are 4 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***ABEL INIGUEZ*** | ***18713 ROAD 22*** | ***WNW 0 - 1/8 (0.013 mi.)*** | ***2*** | ***9*** |
| ***TOM G PISTACCHIO*** | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E13*** | ***33*** |

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***LUCKY'S EXPRESS*** | ***22615 AVENUE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E19*** | ***79*** |
| ***KC TIRE AND LUBE*** | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H31*** | ***169*** |

***Local Lists of Registered Storage Tanks***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 7 HIST UST sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| JOSEPH PISTACCHEO<br>Facility Id: 00000029847 | 22517 AVENUE 18 1/2 | ESE 0 - 1/8 (0.044 mi.) | B5 | 17 |
| JOSEPH PITACCHIO<br>Facility Id: 00000023613 | 22517 AVE 18 1/2 | ESE 0 - 1/8 (0.044 mi.) | B6 | 17 |
| EARL & SANDY SCHELTE<br>Facility Id: 00000028377 | 18759 ROAD 22 | WNW 0 - 1/8 (0.054 mi.) | C7 | 19 |
| EARL AND SANDY SCHEL | 18759 RD 22 | WNW 0 - 1/8 (0.054 mi.) | C8 | 20 |
| WILCATS<br>Facility Id: 00000015080 | 22123 AVE 18 3/4 | WNW 0 - 1/8 (0.093 mi.) | C9 | 20 |
| ***TOM G PISTACCHIO*** | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E13*** | ***33*** |
| TOM G. PISTACCHIO<br>Facility Id: 00000035350 | 22615 AVENUE 18 1/2 | ESE 1/8 - 1/4 (0.136 mi.) | E18 | 78 |

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 04/14/2025 has revealed that there are 4 CERS TANKS sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***TOM G PISTACCHIO*** | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E13*** | ***33*** |
| ***LUCKY'S EXPRESS*** | ***22615 AVENUE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E19*** | ***79*** |
| EPPLER TOWING & RECO | 22800 AVENUE 18 1/2 | ESE 1/8 - 1/4 (0.164 mi.) | F23 | 131 |
| ***KC TIRE AND LUBE*** | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H31*** | ***169*** |

***Other Ascertainable Records***

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/02/2025 has revealed that

there are 11 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***PIPELINE CONDITIONIN*** EPA ID:: CAR000358820 | ***22704 AVE 18 1/2*** | ***ESE 0 - 1/8 (0.094 mi.)*** | ***D10*** | ***21*** |
| ***WILD WOLF TRUCKING*** EPA ID:: CAC003272351 | ***22704 AVE 18 1/2*** | ***ESE 0 - 1/8 (0.094 mi.)*** | ***D11*** | ***25*** |
| PIPELINE CONDITIONIN EPA ID:: CAC003241888 | 22704 AVE 18 1/2 | ESE 0 - 1/8 (0.094 mi.) | D12 | 30 |
| ***G & J TRUCK SALES IN*** EPA ID:: CAL000226137 | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E15*** | ***63*** |
| LUCKYS EXPRESS EPA ID:: CAL000359312 | 22615 AVENUE 18 1/2 | ESE 1/8 - 1/4 (0.136 mi.) | E20 | 94 |
| ***KC TIRE AND LUBE INC*** EPA ID:: CAL000488108 | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H28*** | ***142*** |
| ***GN TIRE & LUBE INC*** EPA ID:: CAL000431876 | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H29*** | ***147*** |
| ***K-C TIRE AND LUBE*** EPA ID:: CAL000469785 | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H30*** | ***158*** |
| WORLDWIDE TRANSPORT EPA ID:: CAC003229677 EPA ID:: CAL000454923 | 22422 AVE 19 | N 1/8 - 1/4 (0.236 mi.) | 34 | 202 |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| 5 STAR OIL CHANGE AN EPA ID:: CAC003306755 | 22277 AVENUE 18 1/2 | SW 0 - 1/8 (0.035 mi.) | A3 | 12 |
| R AND H TRUCKING LLC EPA ID:: CAC003326758 EPA ID:: CAC003314117 | 22277 AVE 18 1/2 | SW 0 - 1/8 (0.035 mi.) | A4 | 14 |

UST FINDER RELEASE: US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

A review of the UST FINDER RELEASE list, as provided by EDR, and dated 06/08/2023 has revealed that there is 1 UST FINDER RELEASE site within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| TOP DIESEL REPAIR, I | 22615 AVE 18-1/2 | ESE 1/8 - 1/4 (0.136 mi.) | E14 | 62 |

E MANIFEST: EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

A review of the E MANIFEST list, as provided by EDR, and dated 02/17/2025 has revealed that there are

6 E MANIFEST sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***PIPELINE CONDITIONIN*** | ***22704 AVE 18 1/2*** | ***ESE 0 - 1/8 (0.094 mi.)*** | ***D10*** | ***21*** |
| ***WILD WOLF TRUCKING*** | ***22704 AVE 18 1/2*** | ***ESE 0 - 1/8 (0.094 mi.)*** | ***D11*** | ***25*** |
| ***G & J TRUCK SALES IN*** | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E15*** | ***63*** |
| ***KC TIRE AND LUBE INC*** | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H28*** | ***142*** |
| ***GN TIRE & LUBE INC*** | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H29*** | ***147*** |
| ***K-C TIRE AND LUBE*** | ***18691 GOLDEN STATE B*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H30*** | ***158*** |

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 03/17/2025 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***TOP DIESEL REPAIR, I*** | ***22615 181/2*** | ***ESE 1/4 - 1/2 (0.409 mi.)*** | ***36*** | ***206*** |
| Cleanup Status: COMPLETED - CASE CLOSED | | | | |

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 8 CUPA Listings sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***ABEL INIGUEZ*** | ***18713 ROAD 22*** | ***WNW 0 - 1/8 (0.013 mi.)*** | ***2*** | ***9*** |
| Database: CUPA MADERA, Date of Government Version: 08/10/2020<br>Facility Id: FA0103770 | | | | |
| ***TOM G PISTACCHIO*** | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E13*** | ***33*** |
| Database: CUPA MADERA, Date of Government Version: 08/10/2020<br>Facility Id: FA0101893 | | | | |
| LUCKY'S EXPRESS | 22615 AVENUE 18 1/2 | ESE 1/8 - 1/4 (0.136 mi.) | E17 | 77 |
| Database: CUPA MADERA, Date of Government Version: 08/10/2020<br>Facility Id: FA0103347 | | | | |
| ***G & J TRUCK SALES, I*** | ***22615 AVE 18 1/2*** | ***ESE 1/8 - 1/4 (0.136 mi.)*** | ***E22*** | ***97*** |
| Database: CUPA MADERA, Date of Government Version: 08/10/2020<br>Facility Id: FA0101152 | | | | |
| ***AT&T MOBILITY - PILO*** | ***22632 AVENUE 18 3/4*** | ***NE 1/8 - 1/4 (0.171 mi.)*** | ***G25*** | ***135*** |
| Database: CUPA MADERA, Date of Government Version: 08/10/2020<br>Facility Id: FA0102730 | | | | |
| ***AMERICAN TOWERS - SI*** | ***22632 AVENUE 18 3/4*** | ***NE 1/8 - 1/4 (0.171 mi.)*** | ***G26*** | ***138*** |
| Database: CUPA MADERA, Date of Government Version: 08/10/2020<br>Facility Id: FA0103145 | | | | |
| GN TIRE & LUBE INC | 18691 GOLDEN STATE | ENE 1/8 - 1/4 (0.235 mi.) | H32 | 193 |
| Database: CUPA MADERA, Date of Government Version: 08/10/2020 | | | | |

Facility Id: FA0102361

| | | | | |
|---|---|---|---|---|
| ***RS TRUCK WASH*** | ***18691 GOLDEN STATE*** | ***ENE 1/8 - 1/4 (0.235 mi.)*** | ***H33*** | ***194*** |

Database: CUPA MADERA, Date of Government Version: 08/10/2020
Facility Id: FA0102581

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***TOP DIESEL REPAIR, I*** | ***22615 181/2*** | ***ESE 1/4 - 1/2 (0.409 mi.)*** | ***36*** | ***206*** |

Reg Id: 5T20000108

# EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 84 records.

| Site Name | Database(s) |
|---|---|
| LOVE’S TRAVEL STOP #736 | CERS HAZ WASTE |
| GS FARMS STORAGE SHOP | CERS HAZ WASTE |
| ALESSINI FARMS | CERS HAZ WASTE |
| | CDL |
| | CDL |
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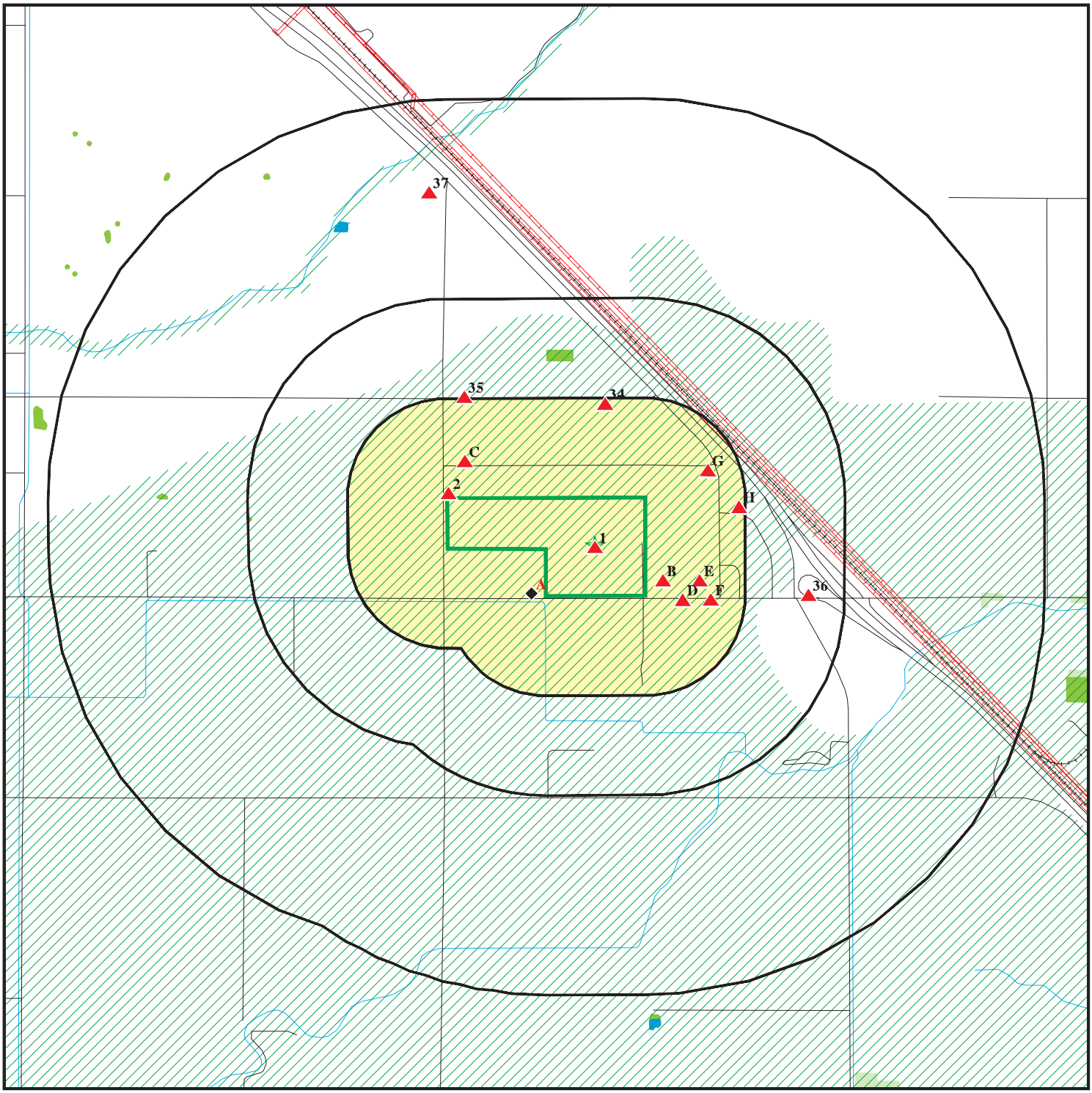
| PROPOSED MADERA SCHOOL SITE | ENVIROSTOR, SCH |
| LANDFILL #1 | ENVIROSTOR |

# OVERVIEW MAP - 8045501.2S




Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Pipelines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

| | | | |
|---|---|---|---|
| SITE NAME: | Future Development | CLIENT: | Krazan & Associates, Inc. |
| ADDRESS: | 22497 Avenue 18 1/2<br>Madera CA 93637 | CONTACT: | Melanie L. Thomas |
| LAT/LONG: | 37.020097 / 120.140187 | INQUIRY #: | 8045501.2s |
| | | DATE: | July 11, 2025 7:53 pm |

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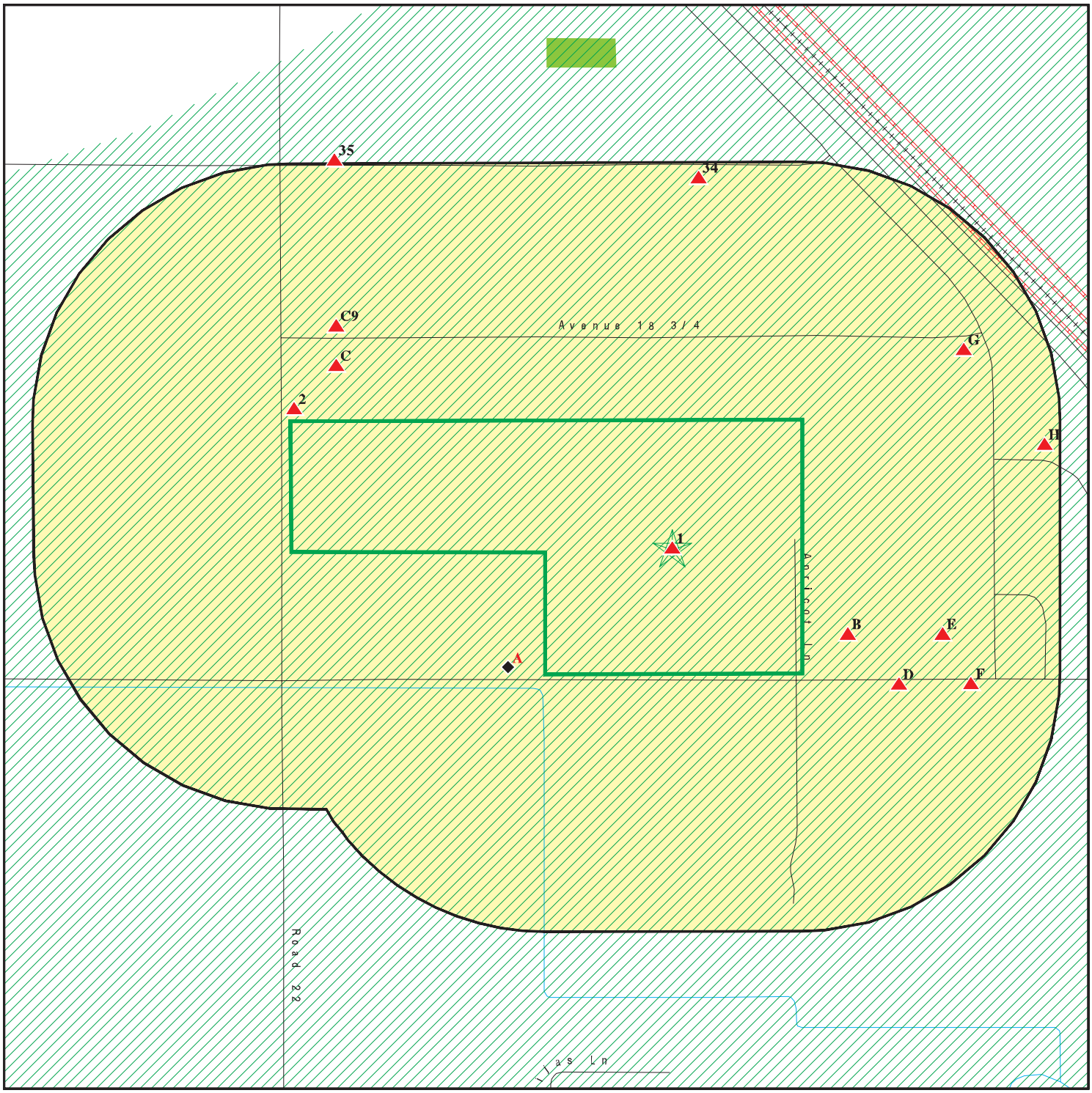
# DETAIL MAP - 8045501.2S




0 1/8 1/4 1/2 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

| | |
|---|---|
| SITE NAME: Future Development | CLIENT: Krazan & Associates, Inc. |
| ADDRESS: 22497 Avenue 18 1/2<br>Madera CA 93637 | CONTACT: Melanie L. Thomas |
| LAT/LONG: 37.020097 / 120.140187 | INQUIRY #: 8045501.2s<br>DATE: July 11, 2025 7:54 pm |

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# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| **STANDARD ENVIRONMENTAL RECORDS** | | | | | | | | |
| ***Lists of Federal NPL (Superfund) sites*** | | | | | | | | |
| NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Proposed NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| NPL LIENS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Lists of Federal Delisted NPL sites*** | | | | | | | | |
| Delisted NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Lists of Federal sites subject to CERCLA removals and CERCLA orders*** | | | | | | | | |
| FEDERAL FACILITY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SEMS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Lists of Federal CERCLA sites with NFRAP*** | | | | | | | | |
| SEMS-ARCHIVE | 0.500 | | 0 | 0 | 1 | NR | NR | 1 |
| ***Lists of Federal RCRA facilities undergoing Corrective Action*** | | | | | | | | |
| CORRACTS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Lists of Federal RCRA TSD facilities*** | | | | | | | | |
| RCRA-TSDF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Lists of Federal RCRA generators*** | | | | | | | | |
| RCRA-LQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| RCRA-SQG | 0.250 | | 0 | 2 | NR | NR | NR | 2 |
| RCRA-VSQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***Federal institutional controls / engineering controls registries*** | | | | | | | | |
| LUCIS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US ENG CONTROLS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US INST CONTROLS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal ERNS list*** | | | | | | | | |
| ERNS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Lists of state- and tribal (Superfund) equivalent sites*** | | | | | | | | |
| RESPONSE | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Lists of state- and tribal hazardous waste facilities*** | | | | | | | | |
| ENVIROSTOR | 1.000 | | 0 | 0 | 0 | 1 | NR | 1 |
| ***Lists of state and tribal landfills and solid waste disposal facilities*** | | | | | | | | |
| SWF/LF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| ***Lists of state and tribal leaking storage tanks*** | | | | | | | | |
| LUST | 0.500 | | 0 | 0 | 1 | NR | NR | 1 |
| INDIAN LUST | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| CPS-SLIC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Lists of state and tribal registered storage tanks*** | | | | | | | | |
| FEMA UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| AST | 0.250 | | 0 | 4 | NR | NR | NR | 4 |
| INDIAN UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***Lists of state and tribal voluntary cleanup sites*** | | | | | | | | |
| VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| INDIAN VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Lists of state and tribal brownfield sites*** | | | | | | | | |
| BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| **ADDITIONAL ENVIRONMENTAL RECORDS** | | | | | | | | |
| ***Local Brownfield lists*** | | | | | | | | |
| US BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Local Lists of Landfill / Solid Waste Disposal Sites*** | | | | | | | | |
| WMUDS/SWAT | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SWRCY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| HAULERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| INDIAN ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| DEBRIS REGION 9 | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| IHS OPEN DUMPS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Local Lists of Hazardous waste / Contaminated Sites*** | | | | | | | | |
| US HIST CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST Cal-Sites | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCH | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Toxic Pits | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| CERS HAZ WASTE | 0.250 | | 1 | 3 | NR | NR | NR | 4 |
| US CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Local Lists of Registered Storage Tanks*** | | | | | | | | |
| SWEEPS UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| HIST UST | 0.250 | 1 | 5 | 2 | NR | NR | NR | 8 |
| CERS TANKS | 0.250 | | 0 | 4 | NR | NR | NR | 4 |
| CA FID UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***Local Land Records*** | | | | | | | | |
| LIENS | 0.001 | | 0 | NR | NR | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| LIENS 2 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DEED | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Records of Emergency Release Reports*** | | | | | | | | |
| HMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CHMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| LDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MCS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SPILLS 90 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Other Ascertainable Records*** | | | | | | | | |
| RCRA NonGen / NLR | 0.250 | | 5 | 6 | NR | NR | NR | 11 |
| FUDS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| DOD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCRD DRYCLEANERS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US FIN ASSUR | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| EPA WATCH LIST | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| 2020 COR ACTION | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| TSCA | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| TRIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SSTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ROD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| RMP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RAATS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PRP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PADS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ICIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MLTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH DOE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH EPA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| PCB TRANSFORMER | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RADINFO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DOT OPS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CONSENT | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| INDIAN RESERV | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| FUSRAP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| UMTRA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| LEAD SMELTERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US AIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US MINES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| MINES MRDS | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ABANDONED MINES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| FINDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ECHO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UXO | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| DOCKET HWC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FUELS PROGRAM | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS NPL | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS FEDERAL SITES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| PFAS TRIS | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS TSCA | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS RCRA MANIFEST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS ATSDR | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS WQP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS NPDES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS PROJECT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS ECHO | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS ECHO FIRE TRAIN | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PFAS PT 139 AIRPORT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| AQUEOUS FOAM NRC | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| BIOSOLIDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UST FINDER RELEASE | 0.500 | | 0 | 1 | 0 | NR | NR | 1 |
| UST FINDER | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| E MANIFEST | 0.250 | | 2 | 4 | NR | NR | NR | 6 |
| PFAS | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| AQUEOUS FOAM | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CA BOND EXP. PLAN | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| CHROME PLATING | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Cortese | 0.500 | | 0 | 0 | 1 | NR | NR | 1 |
| CUPA Listings | 0.250 | | 1 | 7 | NR | NR | NR | 8 |
| DRYCLEANERS | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| EMI | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ENF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Financial Assurance | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ICE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST CORTESE | 0.500 | | 0 | 0 | 1 | NR | NR | 1 |
| HWP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| HWT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| HWTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HAZNET | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MINES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| MWMP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| NPDES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PEST LIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Notify 65 | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| HAZMAT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| UIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UIC GEO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WASTEWATER PITS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| WDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WIP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| MILITARY PRIV SITES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROJECT | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WDR | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CIWQS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| NON-CASE INFO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| OTHER OIL GAS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROD WATER PONDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| SAMPLING POINT | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WELL STIM PROJ | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| **EDR HIGH RISK HISTORICAL RECORDS** | | | | | | | | |
| ***EDR Exclusive Records*** | | | | | | | | |
| EDR MGP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| EDR Hist Auto | 0.125 | | 0 | NR | NR | NR | NR | 0 |
| EDR Hist Cleaner | 0.125 | | 0 | NR | NR | NR | NR | 0 |
| **EDR RECOVERED GOVERNMENT ARCHIVES** | | | | | | | | |
| ***Exclusive Recovered Govt. Archives*** | | | | | | | | |
| RGA LF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RGA LUST | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| - Totals -- | | 1 | 14 | 33 | 4 | 1 | 0 | 53 |

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

**1**
**Target Property**
**Actual: 245 ft.**

**FREEMAN E BROOKS**
**22497 AVE 18 1/2**
**MADERA, CA 93637**

**HIST UST** **U001589175**
**N/A**

HIST UST:

| | |
|---|---|
| Name: | FREEMAN E BROOKS |
| Address: | 22497 AVE 18 1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| File Number: | 00028ba0 |

URL:

| | |
|---|---|
| Region: | STATE |
| Facility ID: | 00000060660 |
| Facility Type: | Other |
| Other Type: | FARM |
| Contact Name: | JACK FREEMAN |
| Telephone: | 2096742308 |
| Owner Name: | FREEMAN E BROOKS |
| Owner Address: | 22497 AVE 18 1/2 |
| Owner City,St,Zip: | MADERA, CA 93637 |
| Total Tanks: | 0002 |

| | |
|---|---|
| Tank Num: | 001 |
| Container Num: | 1 |
| Year Installed: | Not reported |
| Tank Capacity: | 00000500 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | DIESEL |
| Container Construction Thickness: | Not reported |
| Leak Detection: | None |

| | |
|---|---|
| Tank Num: | 002 |
| Container Num: | 2 |
| Year Installed: | Not reported |
| Tank Capacity: | 00000000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | 06 |
| Container Construction Thickness: | Not reported |
| Leak Detection: | None |

Click here for Geo Tracker PDF:

---

**2**
**WNW**
**< 1/8**
**0.013 mi.**
**67 ft.**

**Relative: Higher**
**Actual: 247 ft.**

**ABEL INIGUEZ**
**18713 ROAD 22**
**MADERA, CA 93637**

**CERS HAZ WASTE** **S119002584**
**CUPA Listings** **N/A**
**CERS**

CERS HAZ WASTE:

| | |
|---|---|
| Name: | ABEL INIGUEZ |
| Address: | 18713 ROAD 22 |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 362561 |
| CERS ID: | 10654387 |
| CERS Description: | Hazardous Waste Generator |

CUPA MADERA:

| | |
|---|---|
| Name: | ABEL INIGUEZ |
| Address: | 18713 ROAD 22 |

**ABEL INIGUEZ (Continued)** **S119002584**

City,State,Zip: MADERA, CA
Contact Name: Abel Iniguez
Region: MADERA
Facility ID: FA0103770
Contact Phone: 5598715984

Detail:
Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103770
Common Name: Diesel Fuel No. 2
Current Status: IN
Program/Elements: Hazardous Material Handler - Range 1

Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103770
Common Name: Isobutylenated phenol phosphate (3:1)
Current Status: IN
Program/Elements: Hazardous Material Handler - Range 1

Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103770
Common Name: Motor Oil
Current Status: IN
Program/Elements: Hazardous Material Handler - Range 1

CERS:
Name: ABEL INIGUEZ
Address: 18713 ROAD 22
City,State,Zip: MADERA, CA 93637
Site ID: 362561
CERS ID: 10654387
CERS Description: Chemical Storage Facilities

Coordinates:
Site ID: 362561
Facility Name: Abel Iniguez
Env Int Type Code: HWG
Program ID: 10654387
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 37.022060
Longitude: -120.146070

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: Abel Iniguez
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

**ABEL INIGUEZ (Continued)** **S119002584**

| | |
|---|---|
| Affiliation Type Desc: | Identification Signer |
| Entity Name: | Abel Iniguez |
| Entity Title: | Owner |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Legal Owner |
| Entity Name: | Abel Iniguez |
| Entity Title: | Not reported |
| Affiliation Address: | 18713 Road 22 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | United States |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 871-5984, |

| | |
|---|---|
| Affiliation Type Desc: | Operator |
| Entity Name: | Abel Iniguez |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | (559) 871-5984, |

| | |
|---|---|
| Affiliation Type Desc: | Parent Corporation |
| Entity Name: | Abel Iniguez |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | CUPA District |
| Entity Name: | Madera County Env Health |
| Entity Title: | Not reported |
| Affiliation Address: | 200 W. 4th StreetSuite 3100 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 675-7823, |

| | |
|---|---|
| Affiliation Type Desc: | Environmental Contact |
| Entity Name: | Abel Iniguez |
| Entity Title: | Not reported |
| Affiliation Address: | 18713 Road 22 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |

**ABEL INIGUEZ (Continued)** **S119002584**

| | |
|---|---|
| Affiliation Zip: | 93637 |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Facility Mailing Address |
| Entity Name: | Mailing Address |
| Entity Title: | Not reported |
| Affiliation Address: | 18713 Road 22 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | , |

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**A3** **5 STAR OIL CHANGE AND REPAIR** **RCRA NonGen / NLR** **1031464183**
**SW** **22277 AVENUE 18 1/2** **CAC003306755**
**< 1/8** **MADERA, CA 93637**
**0.035 mi.**
**187 ft.** **Site 1 of 2 in cluster A**

**Relative:** **Lower**

**Actual:** **243 ft.**

RCRA Listings:

| | | |
|---|---|---|
| Date Form Received by Agency: | | 20241224 |
| Handler Name: | | 5 Star Oil Change And Repair |
| Handler Address: | | 22277 Avenue 18 1/2 |
| Handler City,State,Zip: | | MADERA, CA 93637 |
| EPA ID: | | CAC003306755 |
| Contact Name: | | DAMANJIT SINGH |
| Contact Address: | | 22277 AVENUE 18 1/2 |
| Contact City,State,Zip: | | MADERA, CA 93637 |
| Contact Telephone: | | 559-514-5653 |
| Contact Fax: | | Not reported |
| Contact Email: | | RHTRUCKING3@GMAIL.COM |
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | Not reported |
| Mailing City,State,Zip: | | Not reported |
| Owner Name: | Not reported | |
| Owner Type: | | Not reported |
| Operator Name: | Not reported | |
| Operator Type: | | Not reported |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |

**5 STAR OIL CHANGE AND REPAIR (Continued)** **1031464183**

| | |
|---|---|
| Universal Waste Indicator: | No |
| Universal Waste Destination Facility: | No |
| Federal Universal Waste: | No |
| Active Site State-Reg Handler: | --- |
| Federal Facility Indicator: | Not reported |
| Hazardous Secondary Material Indicator: | N |
| Sub-Part K Indicator: | Not reported |
| 2018 GPRA Permit Baseline: | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | No |
| Subject to Corrective Action Universe: | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | No |
| Corrective Action Priority Ranking: | No NCAPS ranking |
| Environmental Control Indicator: | No |
| Institutional Control Indicator: | No |
| Human Exposure Controls Indicator: | N/A |
| Groundwater Controls Indicator: | N/A |
| Significant Non-Complier Universe: | No |
| Unaddressed Significant Non-Complier Universe: | No |
| Addressed Significant Non-Complier Universe: | No |
| Significant Non-Complier With a Compliance Schedule Universe: | No |
| Financial Assurance Required: | Not reported |
| Handler Date of Last Change: | 20250108 |
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: DAMANJIT SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 22277 AVENUE 18 1/2 |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-514-5653 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: DAMANJIT SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 22277 AVENUE 18 1/2 |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-514-5653 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

**5 STAR OIL CHANGE AND REPAIR (Continued)** **1031464183**

Historic Generators:
Receive Date: 20240923
Handler Name: 5 STAR OIL CHANGE AND REPAIR
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20241224
Handler Name: 5 STAR OIL CHANGE AND REPAIR
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 811111
NAICS Description: General Automotive Repair

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

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**A4** **R AND H TRUCKING LLC** **RCRA NonGen / NLR** **1031470855**
**SW** **22277 AVE 18 1/2** **CAC003326758**
**< 1/8** **MADERA, CA 93637**
**0.035 mi.**
**187 ft.** **Site 2 of 2 in cluster A**

**Relative:**
**Lower**

**Actual:**
**243 ft.**

RCRA Listings:
Date Form Received by Agency: 20250220
Handler Name: R And H Trucking Llc
Handler Address: 22277 Ave 18 1/2
Handler City,State,Zip: MADERA, CA 93637
EPA ID: CAC003326758
Contact Name: HARJINDER SINGH
Contact Address: 22277 AVE 18 1/2
Contact City,State,Zip: MADERA, CA 93637
Contact Telephone: 559-514-5953
Contact Fax: Not reported
Contact Email: RHTRUCKING3@GMAIL.COM

**R AND H TRUCKING LLC (Continued)** **1031470855**

| | | |
|---|---|---|
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | 22277 AVE 18 1/2 |
| Mailing City,State,Zip: | | MADERA, CA 93637 |
| Owner Name: | Harjinder Singh | |
| Owner Type: | | Other |
| Operator Name: | Harjinder Singh | |
| Operator Type: | | Other |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |
| Hazardous Secondary Material Indicator: | | N |
| Sub-Part K Indicator: | | Not reported |
| 2018 GPRA Permit Baseline: | | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | | No |
| Subject to Corrective Action Universe: | | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | | No |
| Corrective Action Priority Ranking: | | No NCAPS ranking |
| Environmental Control Indicator: | | No |
| Institutional Control Indicator: | | No |
| Human Exposure Controls Indicator: | | N/A |
| Groundwater Controls Indicator: | | N/A |
| Significant Non-Complier Universe: | | No |
| Unaddressed Significant Non-Complier Universe: | | No |
| Addressed Significant Non-Complier Universe: | | No |
| Significant Non-Complier With a Compliance Schedule Universe: | | No |
| Financial Assurance Required: | | Not reported |
| Handler Date of Last Change: | | 20250221 |
| Recognized Trader-Importer: | | No |
| Recognized Trader-Exporter: | | No |
| Importer of Spent Lead Acid Batteries: | | No |
| Exporter of Spent Lead Acid Batteries: | | No |
| Recycler Activity Without Storage: | | No |
| Manifest Broker: | | No |
| Sub-Part P Indicator: | | No |

**R AND H TRUCKING LLC (Continued)** **1031470855**

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: HARJINDER SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 22277 AVE 18 1/2 |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-514-5953 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: HARJINDER SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 3059 EXPRESS COURT |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-514-5953 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 20250220 |
| Handler Name: R AND H TRUCKING LLC | |
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | Yes |
| Non Storage Recycler Activity: | No |
| Electronic Manifest Broker: | No |

List of NAICS Codes and Descriptions:

| | |
|---|---|
| NAICS Code: | 811111 |
| NAICS Description: | General Automotive Repair |

Facility Has Received Notices of Violations:

| | |
|---|---|
| Violations: | No Violations Found |

Evaluation Action Summary:

| | |
|---|---|
| Evaluations: | No Evaluations Found |

**B5** **JOSEPH PISTACCHEO** **HIST UST** **U001589242**
**ESE** **22517 AVENUE 18 1/2** **N/A**
**< 1/8** **MADERA, CA 93637**
**0.044 mi.**
**233 ft.** **Site 1 of 2 in cluster B**

**Relative:**
**Higher**

**Actual:**
**246 ft.**

HIST UST:

| | |
|---|---|
| Name: | JOSEPH PISTACCHEO |
| Address: | 22517 AVENUE 18 1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| File Number: | Not reported |
| URL: | Not reported |
| Region: | STATE |
| Facility ID: | 00000029847 |
| Facility Type: | Other |
| Other Type: | FARM |
| Contact Name: | Not reported |
| Telephone: | 2096735783 |
| Owner Name: | JOSEPH PISTACCHEO |
| Owner Address: | 22517 AVE 18 1/2 |
| Owner City,St,Zip: | MADERA, CA 93637 |
| Total Tanks: | 0002 |
| | |
| Tank Num: | 001 |
| Container Num: | #1 |
| Year Installed: | 1979 |
| Tank Capacity: | 00000340 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | PREMIUM |
| Container Construction Thickness: | Not reported |
| Leak Detection: | None |
| | |
| Tank Num: | 002 |
| Container Num: | #2 |
| Year Installed: | 1979 |
| Tank Capacity: | 00000550 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | DIESEL |
| Container Construction Thickness: | Not reported |
| Leak Detection: | None |

---

**B6** **JOSEPH PITACCHIO** **HIST UST** **U001589243**
**ESE** **22517 AVE 18 1/2** **N/A**
**< 1/8** **MADERA, CA 93637**
**0.044 mi.**
**233 ft.** **Site 2 of 2 in cluster B**

**Relative:**
**Higher**

**Actual:**
**246 ft.**

HIST UST:

| | |
|---|---|
| Name: | JOSEPH PISTACCHEO |
| Address: | 22517 AVE 18 1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| File Number: | 00028d06 |
| | |
| URL: | |
| Region: | STATE |
| Facility ID: | 00000023613 |
| Facility Type: | Gas Station |
| Other Type: | Not reported |
| Contact Name: | FOREMAN |
| Telephone: | 2096735783 |

**JOSEPH PITACCHIO (Continued)** **U001589243**

| | |
|---|---|
| Owner Name: | G & PISTACCHIO TRUCKING CO. |
| Owner Address: | 5829 NORTH MOTEL DRIVE |
| Owner City,St,Zip: | FRESNO, CA 93711 |
| Total Tanks: | 0004 |
| | |
| Tank Num: | 001 |
| Container Num: | DIESEL #1 |
| Year Installed: | 1976 |
| Tank Capacity: | 00010000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | DIESEL |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | None |
| | |
| Tank Num: | 001 |
| Container Num: | DIESEL #1 |
| Year Installed: | 1976 |
| Tank Capacity: | 00010000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | DIESEL |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | None |
| | |
| Tank Num: | 002 |
| Container Num: | MOTOR OIL |
| Year Installed: | 1976 |
| Tank Capacity: | 00005000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | Not reported |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | None |
| | |
| Tank Num: | 002 |
| Container Num: | MOTOR OIL |
| Year Installed: | 1976 |
| Tank Capacity: | 00005000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | Not reported |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | None |
| | |
| Tank Num: | 003 |
| Container Num: | GAS #3 |
| Year Installed: | 1976 |
| Tank Capacity: | 00001000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | REGULAR |
| Container Construction Thickness: | 1/8 |
| Leak Detection: | None |
| | |
| Tank Num: | 003 |
| Container Num: | GAS #3 |
| Year Installed: | 1976 |
| Tank Capacity: | 00001000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | REGULAR |
| Container Construction Thickness: | 1/8 |

**JOSEPH PITACCHIO (Continued)** **U001589243**

Leak Detection: None

Tank Num: 004
Container Num: #4
Year Installed: 1976
Tank Capacity: 00000150
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: 12
Leak Detection: None

Tank Num: 004
Container Num: #4
Year Installed: 1976
Tank Capacity: 00000150
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: 12
Leak Detection: None

Click here for Geo Tracker PDF:

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**C7** **EARL & SANDY SCHELTER** **HIST UST** **U001589148**
**WNW** **18759 ROAD 22** **N/A**
**< 1/8** **MADERA, CA 93637**
**0.054 mi.**
**287 ft.** **Site 1 of 3 in cluster C**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

HIST UST:
Name: EARL & SANDY SCHELTER
Address: 18759 ROAD 22
City,State,Zip: MADERA, CA 93637
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000028377
Facility Type: Other
Other Type: TRACTOR & CAR
Contact Name: Not reported
Telephone: 2096744061
Owner Name: EARL & SANDY SCHELTER
Owner Address: 18759 RD 22
Owner City,St,Zip: MADERA, CA 93637
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000200
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

**C8**
**WNW**
**< 1/8**
**0.054 mi.**
**287 ft.**

**EARL AND SANDY SCHELTER**
**18759 RD 22**
**MADERA, CA 93637**

**Site 2 of 3 in cluster C**

**HIST UST** **S118409563**
**N/A**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

HIST UST:

| | |
|---|---|
| Name: | EARL AND SANDY SCHELTER |
| Address: | 18759 RD 22 |
| City,State,Zip: | MADERA, CA 93637 |
| File Number: | 00028b3a |
| URL: | |
| Region: | Not reported |
| Facility ID: | Not reported |
| Facility Type: | Not reported |
| Other Type: | Not reported |
| Contact Name: | Not reported |
| Telephone: | Not reported |
| Owner Name: | Not reported |
| Owner Address: | Not reported |
| Owner City,St,Zip: | Not reported |
| Total Tanks: | Not reported |
| Tank Num: | Not reported |
| Container Num: | Not reported |
| Year Installed: | Not reported |
| Tank Capacity: | Not reported |
| Tank Used for: | Not reported |
| Type of Fuel: | Not reported |
| Container Construction Thickness: | Not reported |
| Leak Detection: | Not reported |

Click here for Geo Tracker PDF:

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**C9**
**WNW**
**< 1/8**
**0.093 mi.**
**490 ft.**

**WILCATS**
**22123 AVE 18 3/4**
**MADERA, CA 93637**

**Site 3 of 3 in cluster C**

**HIST UST** **U001589480**
**N/A**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

HIST UST:

| | |
|---|---|
| Name: | WILCATS |
| Address: | 22123 AVE 18 3/4 |
| City,State,Zip: | MADERA, CA 93637 |
| File Number: | 000289f3 |
| URL: | |
| Region: | STATE |
| Facility ID: | 00000015080 |
| Facility Type: | Other |
| Other Type: | RANCH |
| Contact Name: | Not reported |
| Telephone: | 2096749784 |
| Owner Name: | ALPHONZO WILCOTS |
| Owner Address: | 22123 AVE 18 3/4 |
| Owner City,St,Zip: | MADERA, CA 93637 |
| Total Tanks: | 0001 |
| Tank Num: | 001 |

**WILCATS (Continued)** **U001589480**

| | |
|---|---|
| Container Num: | 1 |
| Year Installed: | 1978 |
| Tank Capacity: | 00000370 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | PREMIUM |
| Container Construction Thickness: | Not reported |
| Leak Detection: | Vapor Sniff Well, None |

Click here for Geo Tracker PDF:

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**D10**
**ESE**
**< 1/8**
**0.094 mi.**
**498 ft.**

**PIPELINE CONDITIONING LLC - MADERA, CA** **RCRA NonGen / NLR** **1028904639**
**22704 AVE 18 1/2** **E MANIFEST** **CAR000358820**
**MADERA, CA 93637**

**Site 1 of 3 in cluster D**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

RCRA Listings:

| | | |
|---|---|---|
| Date Form Received by Agency: | | 20240822 |
| Handler Name: | | Pipeline Conditioning Llc - Madera, Ca |
| Handler Address: | | Ave 18 1/2 |
| Handler City,State,Zip: | | MADERA, CA 93637 |
| EPA ID: | | CAR000358820 |
| Contact Name: | | MATTHEW MCGLOTHLIN |
| Contact Address: | | WINDFERN ROAD |
| Contact City,State,Zip: | | HOUSTON, TX 77064 |
| Contact Telephone: | | 832-289-1369 |
| Contact Fax: | | Not reported |
| Contact Email: | | MMCGLOTHLIN@PIPELINECONDITIONING.COM |
| Contact Title: | | SAFETY MANAGER |
| EPA Region: | | 09 |
| Land Type: | | Private |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | WINDFERN ROAD |
| Mailing City,State,Zip: | | HOUSTON, TX 77064 |
| Owner Name: | Joseph Pistacchio | |
| Owner Type: | | Private |
| Operator Name: | Pipeline Conditioning, Llc | |
| Operator Type: | | Private |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |

**PIPELINE CONDITIONING LLC - MADERA, CA (Continued)** **1028904639**

| | |
|---|---|
| Federal Facility Indicator: | Not reported |
| Hazardous Secondary Material Indicator: | N |
| Sub-Part K Indicator: | Not reported |
| 2018 GPRA Permit Baseline: | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | No |
| Subject to Corrective Action Universe: | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | No |
| Corrective Action Priority Ranking: | No NCAPS ranking |
| Environmental Control Indicator: | No |
| Institutional Control Indicator: | No |
| Human Exposure Controls Indicator: | N/A |
| Groundwater Controls Indicator: | N/A |
| Significant Non-Complier Universe: | No |
| Unaddressed Significant Non-Complier Universe: | No |
| Addressed Significant Non-Complier Universe: | No |
| Significant Non-Complier With a Compliance Schedule Universe: | No |
| Financial Assurance Required: | Not reported |
| Handler Date of Last Change: | 20240910 |
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Hazardous Waste Summary:

| | |
|---|---|
| Waste Code: | D001 |
| Waste Description: | Ignitable Waste |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: JOSEPH PISTACCHIO | |
| Legal Status: | Private |
| Date Became Current: | 19920724 |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 36 VIA CERIONI |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-673-5783 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | JPISTACCHIO@AOL.COM |

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: PIPELINE CONDITIONING, LLC | |
| Legal Status: | Private |
| Date Became Current: | 20220101 |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 10085 WINDFERN ROAD |
| Owner/Operator City,State,Zip: | HOUSTON, TX 77064 |
| Owner/Operator Telephone: | 832-289-1369 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | MMCGLOTHLIN@PIPELINECONDITIONING.COM |

**PIPELINE CONDITIONING LLC - MADERA, CA (Continued)** **1028904639**

Owner/Operator Indicator: Owner
Owner/Operator Name: JOSEPH PISTACCHIO
Legal Status: Private
Date Became Current: 19920724
Date Ended Current: Not reported
Owner/Operator Address: 36 VIA CERIONI
Owner/Operator City,State,Zip: MADERA, CA 93637
Owner/Operator Telephone: 559-673-5783
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: JPISTACCHIO@AOL.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: PIPELINE CONDITIONING, LLC
Legal Status: Private
Date Became Current: 20220101
Date Ended Current: Not reported
Owner/Operator Address: 2370 W. CLEVELAND AVE #154
Owner/Operator City,State,Zip: MADERA, CA 93637
Owner/Operator Telephone: 832-289-1369
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: MMCGLOTHLIN@PIPELINECONDITIONING.COM

Historic Generators:
Receive Date: 20240822
Handler Name: PIPELINE CONDITIONING LLC - MADERA, CA
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20230802
Handler Name: PIPELINE CONDITIONING LLC - MADERA, CA
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 237120
NAICS Description: Oil And Gas Pipeline And Related Structures Construction

**PIPELINE CONDITIONING LLC - MADERA, CA (Continued)** **1028904639**

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:

| | |
|---|---|
| Manifest Tracking Number: | 018366712FLE |
| Last Updated Date: | 20240628 |
| Shipped Date: | 20240522 |
| Received Date: | 20240613 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAR000358820 |
| Generator Name: | Pipeline Conditioning, Llc Madera |
| Generator Location Street Number: | 22704 |
| Generator Location Street 1: | 22704 AVE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | 2370 |
| Generator Mail Street 1: | W CLEVELAND AVE #154 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | NVT330010000 |
| Designated Facility Name: | Us Ecology Nevada, Inc. |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | HWY 95 11 MILES S. OF BEATTY |
| Designated Facility Mail City: | BEATTY |
| Designated Facility Mail Zip: | 89003 |
| Designated Facility Mail State: | NV |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | HWY 95 11 MILES S. OF BEATTY |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | BEATTY |
| Designated Facility Location Zip: | 89003 |
| Designated Facility Location State: | NV |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

Transporter:

| | |
|---|---|
| Manifest Tracking Number: | 018366712FLE |
| Transporter Line Number: | 1 |
| Transporter EPA ID: | CAR000263707 |
| Transporter Name: | Parc Environmental |

Manifest Tracking Number: 018366712FLE

**PIPELINE CONDITIONING LLC - MADERA, CA (Continued)** **1028904639**

Transporter Line Number: 2
Transporter EPA ID: CAR000306548
Transporter Name: Independence Environmental Services, Llc

Waste Line:
Manifest Tracking Number: 018366712FLE
Waste Line Number: 1
U.S. DOT Hazardous Indicator: Y
U.S. DOT ID Number: UN1325
U.S. DOT Description: Un1325, Waste Flammable Solids, Organic, N.O.S., (Mercaptans, Activated Carbon), (Carbon), 4.1, Pg Ii
Non-Hazardous Waste Description: Not reported
Number of Containers: 2
Container Type Code: DF
Container Type Description: Fiberboard or plastic drums, barrels, kegs
Waste Quantity: 525
Quantity Unit of Measure Code: P
Quantity Unit of Measure Description: Pounds
Waste Quantity, in Tons: 0.2625
Acute Waste Quantity, in Tons: 0
Non-Acute Waste Quantity, in Tons: 0.2625
Waste Quantity, in Kilograms: 238.09538
Acute Waste Quantity, in Kilograms: 0
Non-Acute Waste Quantity, in Kilorgrams: 238.095375
Management Method Code: H132
Management Method Description: LANDFILL (WITH PRIOR TREATMENT AND/OR STABILIZATION)
Waste Residue Indicator: N
Quantity Discrepancy Indicator: N
Waste Type Discrepancy Indicator: N
Waste Density: Not reported
Waste Density Unit of Measure Code: Not reported
Waste Density Unit of Measure Description: Not reported
Form Code: Not reported
Form Code Description: Not reported
Source Code: Not reported
Source Code Description: Not reported
Waste Minimization Code: Not reported
Waste Minimization Code Description: Not reported
Consent Number: Not reported
EPA Waste Indicator: Y
Federal Waste Codes: D001
Quantity Haz Kg: 238.095375
Quantity Haz Tons: 0.2625
Quantity Non Haz Kg: 0
Quantity Non Haz Tons: 0
State Waste Codes: CA-352

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**D11** **WILD WOLF TRUCKING** **RCRA NonGen / NLR** **1031045550**
**ESE** **22704 AVE 18 1/2** **E MANIFEST** **CAC003272351**
**< 1/8** **MADERA, CA 93637**
**0.094 mi.**
**498 ft.** **Site 2 of 3 in cluster D**

**Relative:** **Higher**
**Actual:** **247 ft.**

RCRA Listings:
Date Form Received by Agency: 20240509
Handler Name: Wild Wolf Trucking
Handler Address: 22704 Ave 18 1/2

**WILD WOLF TRUCKING (Continued)** **1031045550**

| | | |
|---|---|---|
| Handler City,State,Zip: | | MADERA, CA 93637 |
| EPA ID: | | CAC003272351 |
| Contact Name: | | EFS MANAGER |
| Contact Address: | | 4127 PISSARRO DR. |
| Contact City,State,Zip: | | STOCKTON, CA 95206 |
| Contact Telephone: | | 209-901-2459 |
| Contact Fax: | | Not reported |
| Contact Email: | | PPHAN@PARCENVIRONMENTAL.COM |
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | Not reported |
| Mailing City,State,Zip: | | Not reported |
| Owner Name: | Not reported | |
| Owner Type: | | Not reported |
| Operator Name: | Not reported | |
| Operator Type: | | Not reported |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |
| Hazardous Secondary Material Indicator: | | N |
| Sub-Part K Indicator: | | Not reported |
| 2018 GPRA Permit Baseline: | | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | | No |
| Subject to Corrective Action Universe: | | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | | No |
| Corrective Action Priority Ranking: | | No NCAPS ranking |
| Environmental Control Indicator: | | No |
| Institutional Control Indicator: | | No |
| Human Exposure Controls Indicator: | | N/A |
| Groundwater Controls Indicator: | | N/A |
| Significant Non-Complier Universe: | | No |
| Unaddressed Significant Non-Complier Universe: | | No |
| Addressed Significant Non-Complier Universe: | | No |
| Significant Non-Complier With a Compliance Schedule Universe: | | No |
| Financial Assurance Required: | | Not reported |
| Handler Date of Last Change: | | 20240918 |

**WILD WOLF TRUCKING (Continued)** **1031045550**

| | |
|---|---|
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: EFS MANAGER | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 4127 PISSARRO DR. |
| Owner/Operator City,State,Zip: | STOCKTON, CA 93725 |
| Owner/Operator Telephone: | 209-901-2459 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: EFS MANAGER | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 4127 PISSARRO DR. |
| Owner/Operator City,State,Zip: | STOCKTON, CA 95206 |
| Owner/Operator Telephone: | 209-901-2459 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 20240207 |
| Handler Name: WILD WOLF TRUCKING | |
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | No |
| Non Storage Recycler Activity: | No |
| Electronic Manifest Broker: | No |

| | |
|---|---|
| Receive Date: | 20240509 |
| Handler Name: WILD WOLF TRUCKING | |
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |

**WILD WOLF TRUCKING (Continued)** **1031045550**

Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: All Other Waste Management Services

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:

| | |
|---|---|
| Manifest Tracking Number: | 018366423FLE |
| Last Updated Date: | 20240401 |
| Shipped Date: | 20240209 |
| Received Date: | 20240305 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAC003272351 |
| Generator Name: | Wild Wolf Trucking |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22704 AVE. 18 1/2, |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 4127 Pissarro Dr., |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Stockton |
| Generator Mail Zip: | 95206 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | NVD980895338 |
| Designated Facility Name: | 21st Century Environmental Management Of Nevada, Llc |
| Designated Facility Mail Street Number: | 2095 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | Newlands Drive East |
| Designated Facility Mail City: | Fernley |
| Designated Facility Mail Zip: | 89408 |
| Designated Facility Mail State: | NV |
| Designated Facility Location Street Number: | 2095 |
| Designated Facility Location Street 1: | Newlands Drive East |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | Fernley |
| Designated Facility Location Zip: | 89408 |
| Designated Facility Location State: | NV |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |

**WILD WOLF TRUCKING (Continued)** **1031045550**

| | |
|---|---|
| Rejection Indicator: | N |
| Manifest Tracking Number: | 018366424FLE |
| Last Updated Date: | 20240401 |
| Shipped Date: | 20240208 |
| Received Date: | 20240305 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAC003272351 |
| Generator Name: | Wild Wolf Trucking |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22704 AVE. 18 1/2, |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 4127 Pissarro Dr., |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Stockton |
| Generator Mail Zip: | 95206 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | NVD980895338 |
| Designated Facility Name: | 21st Century Environmental Management Of Nevada, Llc |
| Designated Facility Mail Street Number: | 2095 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | Newlands Drive East |
| Designated Facility Mail City: | Fernley |
| Designated Facility Mail Zip: | 89408 |
| Designated Facility Mail State: | NV |
| Designated Facility Location Street Number: | 2095 |
| Designated Facility Location Street 1: | Newlands Drive East |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | Fernley |
| Designated Facility Location Zip: | 89408 |
| Designated Facility Location State: | NV |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

Transporter:

| | |
|---|---|
| Manifest Tracking Number: | 018366424FLE |
| Transporter Line Number: | 1 |
| Transporter EPA ID: | MNS000110924 |
| Transporter Name: | Clean Earth Specialty Waste Solutions |
| Manifest Tracking Number: | 018366424FLE |
| Transporter Line Number: | 2 |
| Transporter EPA ID: | CAR000263707 |
| Transporter Name: | Parc Environmental |

Waste Line:

| | |
|---|---|
| Manifest Tracking Number: | 018366424FLE |
| Waste Line Number: | 1 |

**WILD WOLF TRUCKING (Continued)** **1031045550**

| | |
|---|---|
| U.S. DOT Hazardous Indicator: | N |
| U.S. DOT ID Number: | Not reported |
| U.S. DOT Description: | Not reported |
| Non-Hazardous Waste Description: | Non-Rcra Hazardous Waste Liquids (Sodium Hypochlorite, Water) |
| Number of Containers: | 3 |
| Container Type Code: | TP |
| Container Type Description: | Portable tanks |
| Waste Quantity: | 675 |
| Quantity Unit of Measure Code: | G |
| Quantity Unit of Measure Description: | Gallons |
| Waste Quantity, in Tons: | 2.8148456 |
| Acute Waste Quantity, in Tons: | 0 |
| Non-Acute Waste Quantity, in Tons: | 2.8148456 |
| Waste Quantity, in Kilograms: | 2553.1494 |
| Acute Waste Quantity, in Kilograms: | 0 |
| Non-Acute Waste Quantity, in Kilorgrams: | 2553.1494 |
| Management Method Code: | H121 |
| Management Method Description: | NEUTRALIZATION ONLY |
| Waste Residue Indicator: | N |
| Quantity Discrepancy Indicator: | N |
| Waste Type Discrepancy Indicator: | N |
| Waste Density: | Not reported |
| Waste Density Unit of Measure Code: | Not reported |
| Waste Density Unit of Measure Description: | Not reported |
| Form Code: | Not reported |
| Form Code Description: | Not reported |
| Source Code: | Not reported |
| Source Code Description: | Not reported |
| Waste Minimization Code: | Not reported |
| Waste Minimization Code Description: | Not reported |
| Consent Number: | Not reported |
| EPA Waste Indicator: | N |
| Federal Waste Codes: | Not reported |
| Quantity Haz Kg: | Not reported |
| Quantity Haz Tons: | Not reported |
| Quantity Non Haz Kg: | 2553.1494 |
| Quantity Non Haz Tons: | 2.8148456 |
| State Waste Codes: | CA-135 |

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**D12** **PIPELINE CONDITIONING** **RCRA NonGen / NLR** **1027698867**
**ESE** **22704 AVE 18 1/2** **CAC003241888**
**< 1/8** **MADERA, CA 93637**
**0.094 mi.**
**498 ft.** **Site 3 of 3 in cluster D**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

RCRA Listings:

| | |
|---|---|
| Date Form Received by Agency: | 20230713 |
| Handler Name: | Pipeline Conditioning |
| Handler Address: | 22704 Ave 18 1/2 |
| Handler City,State,Zip: | MADERA, CA 93637 |
| EPA ID: | CAC003241888 |
| Contact Name: | FRANK KENDRICK |
| Contact Address: | PO BOX 12623 |
| Contact City,State,Zip: | FRESNO, CA 93778 |
| Contact Telephone: | 559-840-6551 |
| Contact Fax: | Not reported |
| Contact Email: | FRANK.KENDRICK_IES@YAHOO.COM |
| Contact Title: | Not reported |

**PIPELINE CONDITIONING (Continued)** **1027698867**

| | | |
|---|---|---|
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | 22704 AVE 18 1/2 |
| Mailing City,State,Zip: | | MADERA, CA 93637 |
| Owner Name: | Pipeline Conditioning | |
| Owner Type: | | Other |
| Operator Name: | Frank Kendrick | |
| Operator Type: | | Other |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |
| Hazardous Secondary Material Indicator: | | N |
| Sub-Part K Indicator: | | Not reported |
| 2018 GPRA Permit Baseline: | | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | | No |
| Subject to Corrective Action Universe: | | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | | No |
| Corrective Action Priority Ranking: | | No NCAPS ranking |
| Environmental Control Indicator: | | No |
| Institutional Control Indicator: | | No |
| Human Exposure Controls Indicator: | | N/A |
| Groundwater Controls Indicator: | | N/A |
| Significant Non-Complier Universe: | | No |
| Unaddressed Significant Non-Complier Universe: | | No |
| Addressed Significant Non-Complier Universe: | | No |
| Significant Non-Complier With a Compliance Schedule Universe: | | No |
| Financial Assurance Required: | | Not reported |
| Handler Date of Last Change: | | 20230717 |
| Recognized Trader-Importer: | | No |
| Recognized Trader-Exporter: | | No |
| Importer of Spent Lead Acid Batteries: | | No |
| Exporter of Spent Lead Acid Batteries: | | No |
| Recycler Activity Without Storage: | | No |
| Manifest Broker: | | No |
| Sub-Part P Indicator: | | No |

**PIPELINE CONDITIONING (Continued)** **1027698867**

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: PIPELINE CONDITIONING
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 22704 AVE 18 1/2
Owner/Operator City,State,Zip: MADERA, CA 93637
Owner/Operator Telephone: 559-840-6551
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: FRANK KENDRICK
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 12623
Owner/Operator City,State,Zip: FRESNO, CA 93778
Owner/Operator Telephone: 559-840-6551
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20230713
Handler Name: PIPELINE CONDITIONING
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 48699
NAICS Description: All Other Pipeline Transportation

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

**E13**
**ESE**
**1/8-1/4**
**0.136 mi.**
**718 ft.**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

**TOM G PISTACCHIO**
**22615 AVE 18 1/2**
**MADERA, CA 93637**

**Site 1 of 10 in cluster E**

**AST**
**CERS HAZ WASTE**
**HIST UST**
**CERS TANKS**
**CUPA Listings**
**HWTS**
**HAZNET**
**CERS**

**S113087370**
**N/A**

AST:

| | |
|---|---|
| Name: | G & J TRUCK SALES INC |
| Address: | 22615 AVENUE 18 1/2 |
| City/Zip: | MADERA,93637 |
| Certified Unified Program Agencies: | Not reported |
| Owner: | G & J TRUCK SALES INC |
| Total Gallons: | Not reported |
| CERSID: | 10426057 |
| Facility ID: | Not reported |
| Business Name: | G & J TRUCK SALES INC |
| Phone: | (559) 661-6259 |
| Fax: | (559) 674-8710 |
| Mailing Address: | 18731 N GOLDEN STATE BLVD |
| Mailing Address City: | MADERA |
| Mailing Address State: | CA |
| Mailing Address Zip Code: | 93637 |
| Operator Name: | Douglas Pitts |
| Operator Phone: | (559) 661-6297 |
| Owner Phone: | (559) 661-6259 |
| Owner Mail Address: | 18731 GOLDEN STATE BLVD |
| Owner State: | CA |
| Owner Zip Code: | 93637 |
| Owner Country: | United States |
| Property Owner Name: | Not reported |
| Property Owner Phone: | Not reported |
| Property Owner Mailing Address: | Not reported |
| Property Owner City: | Not reported |
| Property Owner Stat : | Not reported |
| Property Owner Zip Code: | Not reported |
| Property Owner Country: | Not reported |
| EPAID: | CAL000226137 |

CERS HAZ WASTE:

| | |
|---|---|
| Name: | G & J TRUCK SALES INC |
| Address: | 22615 AVENUE 18 1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 118452 |
| CERS ID: | 10426057 |
| CERS Description: | Hazardous Waste Generator |

HIST UST:

| | |
|---|---|
| Name: | TOM G PISTACCHIO |
| Address: | 22615 AVE 18 1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| File Number: | 00029044 |

URL:

| | |
|---|---|
| Region: | Not reported |
| Facility ID: | Not reported |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Facility Type: | Not reported |
| Other Type: | Not reported |
| Contact Name: | Not reported |
| Telephone: | Not reported |
| Owner Name: | Not reported |
| Owner Address: | Not reported |
| Owner City,St,Zip: | Not reported |
| Total Tanks: | Not reported |
| | |
| Tank Num: | Not reported |
| Container Num: | Not reported |
| Year Installed: | Not reported |
| Tank Capacity: | Not reported |
| Tank Used for: | Not reported |
| Type of Fuel: | Not reported |
| Container Construction Thickness: | Not reported |
| Leak Detection: | Not reported |

Click here for Geo Tracker PDF:

CERS TANKS:

| | |
|---|---|
| Name: | G & J TRUCK SALES INC |
| Address: | 22615 AVENUE 18 1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 118452 |
| CERS ID: | 10426057 |
| CERS Description: | Aboveground Petroleum Storage |

CUPA MADERA:

| | |
|---|---|
| Name: | G & J TRUCK SALES INC |
| Address: | 22615 AVENUE 18 1/2 |
| City,State,Zip: | MADERA, CA |
| Contact Name: | G & J TRUCK SALES INC |
| Region: | MADERA |
| Facility ID: | FA0101893 |
| Contact Phone: | 5596616259 |

Detail:

| | |
|---|---|
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101893 |
| Common Name: | ACETYLENE |
| Current Status: | 01 |
| Program/Elements: | Haz Mat Inventory |
| | |
| Program Element Code: | 2165 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101893 |
| Common Name: | ANTI-FREEZE COOLANT |
| Current Status: | 01 |
| Program/Elements: | Haz Mat Inventory - Exempt |
| | |
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101893 |
| Common Name: | ARGON |
| Current Status: | 01 |

**TOM G PISTACCHIO (Continued)** **S113087370**

Program/Elements: Haz Mat Inventory

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: Argon, Carbon dioxide
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: Diesel Fuel
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: GEAR LUBRICANT 80W 90
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: HYDRAULIC OIL
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: Liquefied Petroleum Gas (lpg)
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: MOTOR OIL 15W 40
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: MOTOR OIL WASTE
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: Nitrogen
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

**TOM G PISTACCHIO (Continued)** **S113087370**

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: OXYGEN
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: SYNTHETIC GEAR OIL 50 W
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: SYNTHETIC GEAR OIL 75w 90
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: SYNTHETIC GEAR OIL 85w 140
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: Used lubricating oils
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

Program Element Code: 2112
Decode for Current Status: Not reported
Facility Id: FA0101893
Common Name: Used Oil Filters (Drained)
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 2

HWTS:
Name: CENTRAL CALIFORNIA KENWORTH
Address: 22615 AVE 18 1/2
Address 2: Not reported
City,State,Zip: MADERA, CA 93637
EPA ID: CAL000163164
Inactive Date: 06/30/2000
Create Date: 01/17/1996
Last Act Date: Not reported
Mailing Name: Not reported
Mailing Address: 2892 E JENSEN AVE
Mailing Address 2: Not reported
Mailing City,State,Zip: FRESNO, CA 937060000
Owner Name: CENTRAL CALIFORNIA KENWORTH

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Owner Address: | 2892 E JENSEN AVE |
| Owner Address 2: | Not reported |
| Owner City,State,Zip: | FRESNO, CA 937060000 |
| Owner Phone: | Not reported |
| Owner Fax: | Not reported |
| Contact Name: | CHARLIE DAVIS-SERVICE DIR |
| Contact Address: | INACTIVE PER VQ01 - BMI |
| Contact Address 2: | Not reported |
| City,State,Zip: | FRESNO, CA 937060000 |
| Contact Phone: | Not reported |
| Contact Fax: | Not reported |
| Facility Status: | Inactive |
| Facility Type: | PERMANENT |
| Category: | STATE |
| Latitude: | 37.018305 |
| Longitude: | -120.135564 |

HAZNET:

| | |
|---|---|
| Name: | CENTRAL CALIFORNIA KENWORTH |
| Address: | 22615 AVE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA, CA 936370000 |
| Contact: | CHARLIE DAVIS-SERVICE DIR |
| Telephone: | 5592684344 |
| Mailing Name: | Not reported |
| Mailing Address: | 2892 E JENSEN AVE |
| | |
| Year: | 2002 |
| Gepaid: | CAL000163164 |
| TSD EPA ID: | CAT080013352 |
| CA Waste Code: | 222 - Oil/water separation sludge |
| Disposal Method: | R01 - Recycler |
| Tons: | 3.336 |
| | |
| Year: | 2001 |
| Gepaid: | CAL000163164 |
| TSD EPA ID: | CAT080013352 |
| CA Waste Code: | 222 - Oil/water separation sludge |
| Disposal Method: | R01 - Recycler |
| Tons: | 5.5461 |
| | |
| Year: | 2001 |
| Gepaid: | CAL000163164 |
| TSD EPA ID: | CAD099452708 |
| CA Waste Code: | 222 - Oil/water separation sludge |
| Disposal Method: | H01 - Transfer Station |
| Tons: | 6.255 |
| | |
| Year: | 2000 |
| Gepaid: | CAL000163164 |
| TSD EPA ID: | CAD099452708 |
| CA Waste Code: | 222 - Oil/water separation sludge |
| Disposal Method: | H01 - Transfer Station |
| Tons: | 4.17 |
| | |
| Year: | 2000 |
| Gepaid: | CAL000163164 |

**TOM G PISTACCHIO (Continued)** **S113087370**

TSD EPA ID: CAD066113465
CA Waste Code: 741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01 - Transfer Station
Tons: 0.646

Year: 1999
Gepaid: CAL000163164
TSD EPA ID: CAD066113465
CA Waste Code: 741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01 - Transfer Station
Tons: 1.3798

Year: 1999
Gepaid: CAL000163164
TSD EPA ID: CAD059494310
CA Waste Code: 222 - Oil/water separation sludge
Disposal Method: H01 - Transfer Station
Tons: 5.742

Year: 1998
Gepaid: CAL000163164
TSD EPA ID: CAD066113465
CA Waste Code: 741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01 - Transfer Station
Tons: 0.1541

Additional Information:
Year: 2002
Gen EPA ID: CAL000163164

Shipment Date: 20020123
Creation Date: 7/2/2002 18:31:06
Receipt Date: 20020125
Manifest ID: 21465973
Trans EPA ID: SCR000075150
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT080013352
Trans Name: Not reported
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 222 - Oil/water separation sludge
RCRA Code: Not reported
Meth Code: R01 - Recycler
Quantity Tons: 3.336
Waste Quantity: 800
Quantity Unit: G
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Information:

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Year: | 2001 |
| Gen EPA ID: | CAL000163164 |
| | |
| Shipment Date: | 20011220 |
| Creation Date: | 2/26/2002 0:00:00 |
| Receipt Date: | 20011226 |
| Manifest ID: | 21024599 |
| Trans EPA ID: | SCR000075150 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAT080013352 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 222 - Oil/water separation sludge |
| RCRA Code: | Not reported |
| Meth Code: | R01 - Recycler |
| Quantity Tons: | 5.5461 |
| Waste Quantity: | 1330 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20010215 |
| Creation Date: | 4/30/2001 0:00:00 |
| Receipt Date: | 20010216 |
| Manifest ID: | 99815216 |
| Trans EPA ID: | SCR000075150 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD099452708 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 222 - Oil/water separation sludge |
| RCRA Code: | Not reported |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 6.255 |
| Waste Quantity: | 1500 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

Additional Information:

| | |
|---|---|
| Year: | 2000 |
| Gen EPA ID: | CAL000163164 |
| | |
| Shipment Date: | 20000522 |
| Creation Date: | 7/12/2000 0:00:00 |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Receipt Date: | 20000522 |
| Manifest ID: | 20005710 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1167 |
| Waste Quantity: | 28 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

| | |
|---|---|
| Shipment Date: | 20000518 |
| Creation Date: | 7/12/2000 0:00:00 |
| Receipt Date: | 20000523 |
| Manifest ID: | 99418275 |
| Trans EPA ID: | SCR000075150 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD099452708 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 222 - Oil/water separation sludge |
| RCRA Code: | Not reported |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 4.17 |
| Waste Quantity: | 1000 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

| | |
|---|---|
| Shipment Date: | 20000426 |
| Creation Date: | 6/21/2000 0:00:00 |
| Receipt Date: | 20000426 |
| Manifest ID: | 99855924 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1292 |
| Waste Quantity: | 31 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20000420 |
| Creation Date: | 6/7/2000 0:00:00 |
| Receipt Date: | 20000420 |
| Manifest ID: | 99851969 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0166 |
| Waste Quantity: | 4 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20000327 |
| Creation Date: | 5/23/2000 0:00:00 |
| Receipt Date: | 20000327 |
| Manifest ID: | 99843489 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1251 |
| Waste Quantity: | 30 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20000228 |
| Creation Date: | 5/3/2000 0:00:00 |
| Receipt Date: | 20000228 |
| Manifest ID: | 99877874 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1251 |
| Waste Quantity: | 30 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20000128 |
| Creation Date: | 4/4/2000 0:00:00 |
| Receipt Date: | 20000128 |
| Manifest ID: | 99866833 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0166 |
| Waste Quantity: | 4 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20000107 |
| Creation Date: | 3/22/2000 0:00:00 |
| Receipt Date: | 20000107 |
| Manifest ID: | 99862075 |
| Trans EPA ID: | ILD984908202 |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1167 |
| Waste Quantity: | 28 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

Additional Information:

| | |
|---|---|
| Year: | 1999 |
| Gen EPA ID: | CAL000163164 |
| | |
| Shipment Date: | 19991209 |
| Creation Date: | 2/1/2000 0:00:00 |
| Receipt Date: | 19991209 |
| Manifest ID: | 99532669 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1251 |
| Waste Quantity: | 30 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19991117 |
| Creation Date: | 1/19/2000 0:00:00 |
| Receipt Date: | 19991117 |
| Manifest ID: | 99519918 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1251 |
| Waste Quantity: | 30 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19991104 |
| Creation Date: | 1/11/2000 0:00:00 |
| Receipt Date: | 19991104 |
| Manifest ID: | 99516525 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0166 |
| Waste Quantity: | 4 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19991022 |
| Creation Date: | 1/4/2000 0:00:00 |
| Receipt Date: | 19991022 |
| Manifest ID: | 99512579 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1251 |
| Waste Quantity: | 30 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19990827 |
| Creation Date: | 10/26/1999 0:00:00 |
| Receipt Date: | 19990827 |
| Manifest ID: | 99052260 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0959 |
| Waste Quantity: | 23 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19990726 |
| Creation Date: | 9/1/1999 0:00:00 |
| Receipt Date: | 19990726 |
| Manifest ID: | 99038423 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1251 |
| Waste Quantity: | 30 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19990628 |
| Creation Date: | 8/16/1999 0:00:00 |
| Receipt Date: | 19990628 |
| Manifest ID: | 99237083 |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1251 |
| Waste Quantity: | 30 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19990518 |
| Creation Date: | 7/7/1999 0:00:00 |
| Receipt Date: | 19990518 |
| Manifest ID: | 98809442 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0166 |
| Waste Quantity: | 4 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19990427 |
| Creation Date: | 7/7/1999 0:00:00 |
| Receipt Date: | 19990427 |
| Manifest ID: | 98808739 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1334 |
| Waste Quantity: | 32 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19990406 |
| Creation Date: | 6/10/1999 0:00:00 |
| Receipt Date: | 19990406 |
| Manifest ID: | 98797196 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.1334 |
| Waste Quantity: | 32 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

Additional Information:

| | |
|---|---|
| Year: | 1998 |
| Gen EPA ID: | CAL000163164 |
| | |
| Shipment Date: | 19981125 |
| Creation Date: | 1/13/1999 0:00:00 |
| Receipt Date: | 19981125 |
| Manifest ID: | 98453084 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0166 |
| Waste Quantity: | 4 |
| Quantity Unit: | G |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19981125 |
| Creation Date: | 1/13/1999 0:00:00 |
| Receipt Date: | 19981125 |
| Manifest ID: | 98453084 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0708 |
| Waste Quantity: | 17 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 19981102 |
| Creation Date: | 12/10/1998 0:00:00 |
| Receipt Date: | 19981102 |
| Manifest ID: | 98559588 |
| Trans EPA ID: | ILD984908202 |
| Trans Name: | Not reported |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD066113465 |
| Trans Name: | Not reported |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 741 - Liquids with halogenated organic compounds > 1000 mg/l |
| RCRA Code: | D001 |
| Meth Code: | H01 - Transfer Station |
| Quantity Tons: | 0.0667 |
| Waste Quantity: | 16 |
| Quantity Unit: | G |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

CERS:

| | |
|---|---|
| Name: | G & J TRUCK SALES INC |
| Address: | 22615 AVENUE 18 1/2 |

**TOM G PISTACCHIO (Continued)** **S113087370**

City,State,Zip: MADERA, CA 93637
Site ID: 118452
CERS ID: 10426057
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 118452
Site Name: G & J TRUCK SALES INC
Violation Date: 10-04-2017
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: Returned to compliance on 06/19/2018. Update site map to include: Dismantling Building, Tire Storage Building, loading areas, internal roads, storm and sewer drains, access and exit points, emergency shutoffs, evacuation staging areas, hazardous material handling and storage areas, all hazardous material handling and storage areas, and emergency response equipment. It is recommended to distinguish clearly all areas of property in which business conducts activities.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Violation Date: 10-04-2017
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Returned to compliance on 01/09/2018. Inside the maintenance building, a Used Oil container is missing a hazardous waste label completely. Observed two improperly labeled 55 G drum containers containing used oil filters located west of the shop under the cover. Provide pictures of properly labeled containers with all of the following information: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Violation Date: 08-12-2014
Citation: 40 CFR 1 265.171 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.171
Violation Description: Failure to accumulate hazardous waste in a container that is in good condition.
Violation Notes: Returned to compliance on 01/12/2015.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 08-12-2014 |
| Citation: | HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95, Section(s) 25505.1 |
| Violation Description: | Failure to notify property owner in writing that the business is subject to the business plan program and has complied with its provisions. |
| Violation Notes: | Returned to compliance on 08/12/2014. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 10-04-2017 |
| Citation: | HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple |
| Violation Description: | APSA Program - Administration/Documentation - General |
| Violation Notes: | Returned to compliance on 01/19/2018. AST04: Owner/Operator has the option to self-certify SPCC plan. Provide copy of certified SPCC plan. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 10-04-2017 |
| Citation: | HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4) |
| Violation Description: | Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. |
| Violation Notes: | Returned to compliance on 01/10/2018. The following topics were observed: -PPE (2017), -Fire Safety (2017), -Emergency Spill Equipment (2017), -Equipment Safety: Jacks (2017), -Welding (2012), -Grinding (2011), No training records available for the following: 2014-2016. Within 30 days provide training on all applicable training topics under Section I. of the Consolidated Emergency Response / Contingency Plan that have not been covered this year. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

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|---|---|
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 08-12-2014 |
| Citation: | HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4) |
| Violation Description: | Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. |
| Violation Notes: | Returned to compliance on 03/02/2015. Operator failed to implement a training for that staff that handles hazardous materials. |
| Violation Division: | Madera County Environmental Health |

**TOM G PISTACCHIO (Continued)** **S113087370**

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|---|---|
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 10-04-2017 |
| Citation: | HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple |
| Violation Description: | APSA Program - Administration/Documentation - General |
| Violation Notes: | Returned to compliance on 10/16/2018. AST01: Sections I III of SPCC Plan are incomplete or need to be updated. Provide copy of accurate SPCC plan. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 02-03-2023 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 03/30/2023. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 10-04-2017 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to provide the following training to all oil-handling personnel: 1. Operation and maintenance of equipment to prevent discharges. 2. Discharge procedure protocols. 3. Applicable pollution control laws, rules, and regulations. 4. General facility operations. 5. Contents of the SPCC Plan. |
| Violation Notes: | Returned to compliance on 10/16/2018. AST11: No SPCC plan training records were observed for oil-handling personnel. Provide copy of training log for SPCC training for all personnel on site. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 08-12-2014 |
| Citation: | 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f) |
| Violation Description: | Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. |
| Violation Notes: | Returned to compliance on 01/12/2015. Operator failed to properly label empty containers EMPTY and date empty. |

**TOM G PISTACCHIO (Continued)** **S113087370**

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|---|---|
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 04-12-2023 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to conduct spill prevention briefing for oil-handling personnel at least once a year to assure adequate understanding of the SPCC Plan. |
| Violation Notes: | Returned to compliance on 05/10/2023. OBSERVATION: Failure to conduct spill prevention briefings at least once a year, or failure to highlight or describe one or more of the following: Known discharges or failures; Malfunctioning components; Recently developed precautionary measures. CORRECTIVE ACTION: Conduct spill prevention briefings annually. Provide compliance verification. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 10-04-2017 |
| Citation: | HSC 6.67 25270.4.5(a); - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a); |
| Violation Description: | Failure to regularly inspect aboveground valves, piping, and appurtenances. |
| Violation Notes: | Returned to compliance on 10/16/2018. AST12: Owner/operator must inspect at regularly scheduled intervals field drainage systems and oil tramps, sumps, or skimmers, for an accumulation of oil that may have resulted from any small discharge. Any accumulation of oil in this area must be promptly removed. 40 CFR 112.7(e) & 40 CFR 112.9(b)(2). Personnel on-site mentioned that used oil has been poured directly onto drain that leads to an underground oil /water separator. Personnel cannot continue to do this because the oil/water separator acts as a secondary containment measure only. Weekly inspection records were observed for shop & waste oil storage areas only for the following time period: January 2015 to current. Provide proof of the most recent inspection conducted on the oil/water separator system. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 04-12-2023 |
| Citation: | 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f) |
| Violation Description: | Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. |
| Violation Notes: | Returned to compliance on 05/10/2023. OBSERVATION: Four - 55 gallon steal drums of used antifreeze located in the hazardous waste storage |

**TOM G PISTACCHIO (Continued)** **S113087370**

area were observed without a proper hazardous waste label. Ensure labels include: * "Hazardous Waste" * Contents of container * Facility Name * Facility Address * Start Accumulation Date CORRECTIVE ACTION: Submit a photo to the CUPA demonstrating that the container listed above has been properly labeled.

Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Violation Date: 04-12-2023
Citation: 22 CCR 11 66261.7 - California Code of Regulations, Title 22, Chapter 11, Section(s) 66261.7
Violation Description: Failure to manage empty containers greater than 5 gallons in capacity that previously held a hazardous material/waste in accordance with 22 CCR 11 66261.7 including but not limited to the following: (e)(2)By reclaiming its scrap value onsite or shipping the container or inner liner to a person who reclaims its scrap value; or (3) By reconditioning or re manufacturing the container or inner liner onsite for subsequent reuse, or shipping the container or inner liner to a person who reconditions or re-manufactures the container or inner liner; or (4) By shipping the container or inner liner to a supplier or to another intermediate collection location for accumulation prior to managing the container or inner liner pursuant to subsections (e)(2) or (e)(3) of 22 CCR 11 66261.7; or (i) By shipping the container or inner liner back to the supplier for the purpose of being refilled. (f) A container or an inner liner removed from a container larger than five gallons in capacity which is managed pursuant to subsection (e) of 22 CCR 11 66261.7 shall be marked with the date it has been emptied and shall be managed within one year of being emptied.
Violation Notes: Returned to compliance on 05/10/2023. OBSERVATION: Owner/Operator failed to properly manage empty containers greater than 5 gallons in capacity that previously held a hazardous material/waste. Inspector observed five - 55 gallon steel drums that were empty and not properly labeled. CORRECTIVE ACTION: Submit photos/documentation to the UPA demonstrating that the empty containers have been marked with the date they were emptied and are being properly managed pursuant to 22 CCR 11 66261.7.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Violation Date: 04-12-2023
Citation: HSC 6.67 25270.4.5 (a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5 (a)
Violation Description: Failure to complete a review and evaluation of the SPCC Plan at least once every five years, document the completion of the review, and sign a statement as to whether the SPCC Plan will be amended.
Violation Notes: Returned to compliance on 05/10/2023. OBSERVATION: Failure to perform and/or document the five-year review of the SPCC plan. CORRECTIVE ACTION: Complete and document the 5 year review of SPCC Plan and submit verification of proper completion.
Violation Division: Madera County Environmental Health

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Violation Program: | APSA |
| Violation Source: | CERS, |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 08-12-2014 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a site map with all required content. |
| Violation Notes: | Returned to compliance on 10/24/2014. Operator failed to update site map to reflect the location of all of the hazardous materials. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 08-12-2014 |
| Citation: | 40 CFR 1 265.201(c)(5) - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.201(c)(5) |
| Violation Description: | Failure to conduct weekly inspections of the construction materials, fixtures, and surrounding areas of the hazardous waste tanks. |
| Violation Notes: | Returned to compliance on 01/12/2015. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 08-12-2014 |
| Citation: | 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173 |
| Violation Description: | Failure to properly close hazardous waste containers when not in active use. |
| Violation Notes: | Returned to compliance on 01/12/2015. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 04-28-2021 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 05/04/2021. Facility failed to submit a full electronic hazardous material business plan to CERS. Submit full hazardous material business plan to CERS within 30 days for corrective action. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| Site ID: | 118452 |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 08-12-2014 |
| Citation: | HSC 6.95 25508.1(a)-(e) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(e) |
| Violation Description: | Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. |
| Violation Notes: | Returned to compliance on 10/24/2014. Operator failed to notify CUPA with new hazardous materials. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 10-04-2017 |
| Citation: | 22 CCR 15 66265.16 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.16 |
| Violation Description: | Failure to provide employees with hazardous waste training within the first six months after the date of their employment or assignment to a facility, or to a new position at a facility and annually thereafter. Training records on current personnel shall be kept until closure of the facility and for former employees the record shall be kept for at least three years from the date the employee last worked at the facility. |
| Violation Notes: | Returned to compliance on 10/16/2018. Training records incomplete for the following: -Job title for each position at the facility related to hazardous waste management, and the name of the employee filling each job. -Written job description for each position listed. -Written description of the type and amount of initial and continuing training for each position. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Violation Date: | 10-04-2017 |
| Citation: | 22 CCR 15 66265.195(c) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.195(c) |
| Violation Description: | Failure to conduct and document inspections of hazardous waste tank systems each operating day and retain records of those inspections at the facility. |
| Violation Notes: | Returned to compliance on 10/16/2018. Conduct and document inspections of hazardous waste tank systems each operating day and retain records of those inspections at the facility. Submit documentation to the Division demonstrating that the waste oil tank system is being properly inspected and documented. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |

**TOM G PISTACCHIO (Continued)** **S113087370**

Violation Date: 10-04-2017
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 06/19/2018. Provide the largest container size for the following on CERS: Compressed Argon @ +200CF Compressed Nitrogen @ +200CF Diesel Fuel @ 500 G Propane @ 500 G Used Lubricating Oils @ 165 G & 500 G Include the following on CERS: -approx. 1,000 G portable Diesel Tank -280CF X2 of CO2 25%/Argon 75% in North Side of Building -Recycled Coolant @ 55 G (X4) West of Shop Under Cover -Antifreeze Waste @ 55 G (X4) West of Shop Under Cover -Solvent Solution @ 55 G West of Shop Under Cover. -280 CF X2 of CO2 25%/Argon 75% in North Side of Building -Recycled Coolant @ 55 G (X4) West of Shop Under Cover -Antifreeze Waste @ 55 G (X4) West of Shop Under Cover -Solvent Solution @ 55 G West of Shop Under Cover
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-12-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: * No Other Violations Observed
Eval Division: Madera County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 02-03-2023
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-12-2023
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: * No Violations Observed
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-02-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

**TOM G PISTACCHIO (Continued)** **S113087370**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-04-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-04-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-12-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-12-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-04-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-12-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: * No Other Violations Observed * Ensure external inspection is conducted on the used oil tank as advised in the tank assessment by May 2023.
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown

**TOM G PISTACCHIO (Continued)** **S113087370**

Eval Date: 04-28-2021
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 118452
Site Name: G & J TRUCK SALES INC
Site Address: 22615 AVENUE 18 1/2
Site City: MADERA
Site Zip: 93637
Enf Action Date: 02-03-2023
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Site Address: 22615 AVENUE 18 1/2
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-12-2023
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Site Address: 22615 AVENUE 18 1/2
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-12-2023
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Site Address: 22615 AVENUE 18 1/2
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-28-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HMRRP |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Site Address: | 22615 AVENUE 18 1/2 |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 08-12-2014 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HMRRP |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Site Address: | 22615 AVENUE 18 1/2 |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 08-12-2014 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HW |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Site Address: | 22615 AVENUE 18 1/2 |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 10-04-2017 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | APSA |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 118452 |
| Site Name: | G & J TRUCK SALES INC |
| Site Address: | 22615 AVENUE 18 1/2 |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 10-04-2017 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HMRRP |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 118452 |

**TOM G PISTACCHIO (Continued)** **S113087370**

Site Name: G & J TRUCK SALES INC
Site Address: 22615 AVENUE 18 1/2
Site City: MADERA
Site Zip: 93637
Enf Action Date: 10-04-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Site Address: 22615 AVENUE 18 1/2
Site City: MADERA
Site Zip: 93637
Enf Action Date: 12-30-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 118452
Site Name: G & J TRUCK SALES INC
Site Address: 22615 AVENUE 18 1/2
Site City: MADERA
Site Zip: 93637
Enf Action Date: 12-30-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: Identification Signer
Entity Name: REGINA PISTACCHIO
Entity Title: SECRETARY & TREASURER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: G & J TRUCK SALES INC
Entity Title: Not reported
Affiliation Address: 18731 GOLDEN STATE BLVD
Affiliation City: MADERA
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93637

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Affiliation Phone: | (559) 661-6259, |
| Affiliation Type Desc: | Operator |
| Entity Name: | Douglas Pitts |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | (559) 661-6297, |
| Affiliation Type Desc: | Environmental Contact |
| Entity Name: | DEREK PARKER |
| Entity Title: | Not reported |
| Affiliation Address: | 18731 N GOLDEN STATE BLVD |
| Affiliation City: | MADERA |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | , |
| Affiliation Type Desc: | CUPA District |
| Entity Name: | Madera County Env Health |
| Entity Title: | Not reported |
| Affiliation Address: | 200 W. 4th StreetSuite 3100 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 675-7823, |
| Affiliation Type Desc: | Document Preparer |
| Entity Name: | REGINA PISTACCHIO |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Facility Mailing Address |
| Entity Name: | Mailing Address |
| Entity Title: | Not reported |
| Affiliation Address: | 18731 N GOLDEN STATE BLVD |
| Affiliation City: | MADERA |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Parent Corporation |
| Entity Name: | G & J TRUCK SALES INC |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |

**TOM G PISTACCHIO (Continued)** **S113087370**

| | |
|---|---|
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

---

**E14**
**ESE**
**1/8-1/4**
**0.136 mi.**
**718 ft.**

**TOP DIESEL REPAIR, INC.**
**22615 AVE 18-1/2**
**MADERA, CA 93637**

**Site 2 of 10 in cluster E**

**UST FINDER RELEASE** **1029119502**
**N/A**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

UST FINDER RELEASE:

| | |
|---|---|
| Object ID: | 54147 |
| Facility ID: | Not reported |
| Lust ID: | CAT0603900108 |
| Name: | TOP DIESEL REPAIR, INC. |
| Address: | 22615 AVE 18-1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| Address Match Type: | PointAddress |
| Reported Date: | Not reported |
| Status: | No Further Action |
| Substance: | Not reported |
| Population within 1500ft: | 35 |
| Domestic Wells within 1500ft: | 11 |
| Land Use: | Non-Developed |
| Within SPA: | No |
| SPA PWS Facility ID: | Not reported |
| SPA Water Type: | Not reported |
| SPA Facility Type: | Not reported |
| SPA HUC12: | Not reported |
| Within WHPA: | Yes |
| WHPA PWS Facility ID: | CA2000920_CA2000920001 |
| WHPA Water Type: | GW - Ground water |
| WHPA Facility Type: | WL - Well |
| WHPA HUC12: | 180400070304 |
| Within 100yr Floodplain: | No |
| Tribe: | Not reported |
| EPA Region: | 9 |
| NFA Letter 1: | Not reported |
| NFA Letter 2: | Not reported |
| NFA Letter 3: | Not reported |
| NFA Letter 4: | Not reported |
| Closed With Residual Contaminate: | Not reported |
| Coordinate Source: | Geocode |
| X Coord: | -120.13541 |
| Y Coord: | 37.0182500000001 |
| Latitude: | 37.01825 |
| Longitude: | -120.135409999999 |

**E15** **G & J TRUCK SALES INC** **RCRA NonGen / NLR** **1024801280**
**ESE** **22615 AVE 18 1/2** **E MANIFEST** **CAL000226137**
**1/8-1/4** **MADERA, CA 93637**
**0.136 mi.**
**718 ft.** **Site 3 of 10 in cluster E**

**Relative:** **Higher**

**Actual:** **247 ft.**

RCRA Listings:

| | | |
|---|---|---|
| Date Form Received by Agency: | | 20241008 |
| Handler Name: | | G & J Truck Sales Inc |
| Handler Address: | | Ave 18 1/2 |
| Handler City,State,Zip: | | MADERA, CA 93637-0000 |
| EPA ID: | | CAL000226137 |
| Contact Name: | | DEREK PARKER |
| Contact Address: | | N GOLDEN STATE BLVD |
| Contact City,State,Zip: | | MADERA, CA 93637-0000 |
| Contact Telephone: | | 559-479-1927 |
| Contact Fax: | | 559-673-8308 |
| Contact Email: | | DEREK.TRUCK@YAHOO.COM |
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | N GOLDEN STATE BLVD |
| Mailing City,State,Zip: | | MADERA, CA 93637-0000 |
| Owner Name: | Joey & Regina Pistacchio | |
| Owner Type: | | Other |
| Operator Name: | G & J Truck Sales Inc | |
| Operator Type: | | Other |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |
| Hazardous Secondary Material Indicator: | | N |
| Sub-Part K Indicator: | | Not reported |
| 2018 GPRA Permit Baseline: | | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | | No |
| Subject to Corrective Action Universe: | | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | | No |
| Corrective Action Priority Ranking: | | No NCAPS ranking |
| Environmental Control Indicator: | | No |
| Institutional Control Indicator: | | No |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Human Exposure Controls Indicator: | N/A |
| Groundwater Controls Indicator: | N/A |
| Significant Non-Complier Universe: | No |
| Unaddressed Significant Non-Complier Universe: | No |
| Addressed Significant Non-Complier Universe: | No |
| Significant Non-Complier With a Compliance Schedule Universe: | No |
| Financial Assurance Required: | Not reported |
| Handler Date of Last Change: | 20241008 |
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: JOEY & REGINA PISTACCHIO | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18731 N GOLDEN STATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637-0000 |
| Owner/Operator Telephone: | 559-661-6259 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: DEREK PARKER/SHOP MANAGER | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18731 N GOLDENSTATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-661-6259 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: JOEY & REGINA PISTACCHIO | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18731 N GOLDEN STATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637-0000 |
| Owner/Operator Telephone: | 559-661-6259 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: G & J TRUCK SALES INC | |
| Legal Status: | Other |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18731 N GOLDEN STATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-479-1929 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | 559-673-8308 |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 20020226 |
| Handler Name: G & J TRUCK SALES INC | |
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | No |
| Non Storage Recycler Activity: | Not reported |
| Electronic Manifest Broker: | Not reported |

| | |
|---|---|
| Receive Date: | 20241008 |
| Handler Name: G & J TRUCK SALES INC | |
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | Yes |
| Non Storage Recycler Activity: | No |
| Electronic Manifest Broker: | No |

List of NAICS Codes and Descriptions:

| | |
|---|---|
| NAICS Code: | 811111 |
| NAICS Description: | General Automotive Repair |

Facility Has Received Notices of Violations:

| | |
|---|---|
| Violations: | No Violations Found |

Evaluation Action Summary:

| | |
|---|---|
| Evaluations: | No Evaluations Found |

E MANIFEST:

| | |
|---|---|
| Manifest Tracking Number: | 008476141SKS |
| Last Updated Date: | 20220727 |
| Shipped Date: | 20220601 |
| Received Date: | 20220630 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | G & J Truck Sales |
| Designated Facility EPA ID: | UTD991301748 |
| Designated Facility Name: | Clean Harbors Grassy Mountain Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | PO Box 22750 |
| Designated Facility Mail City: | Salt Lake City |
| Designated Facility Mail Zip: | 84122 |
| Designated Facility Mail State: | UT |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 3 Miles East 7 Miles North of Knolls |
| Designated Facility Location Street 2: | Exit 41 off I-80 |
| Designated Facility Location City: | Grantsville |
| Designated Facility Location Zip: | 84029 |
| Designated Facility Location State: | UT |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 007422591SKS |
| Last Updated Date: | 20200414 |
| Shipped Date: | 20200317 |
| Received Date: | 20200325 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | G & J Truck Sales |
| Designated Facility EPA ID: | CAD059494310 |
| Designated Facility Name: | Clean Harbors San Jose Llc |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1021 Berryessa Road |
| Designated Facility Mail City: | San Jose |
| Designated Facility Mail Zip: | 95133 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1021 Berryessa Road |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | San Jose |
| Designated Facility Location Zip: | 95133 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 007422592SKS |
| Last Updated Date: | 20200427 |
| Shipped Date: | 20200317 |
| Received Date: | 20200401 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | G & J Truck Sales |
| Designated Facility EPA ID: | CAD044429835 |
| Designated Facility Name: | Clean Harbors Wilmington Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1737 East Denni Street |
| Designated Facility Mail City: | Wilmington |
| Designated Facility Mail Zip: | 90744 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1737 East Denni Street |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | Wilmington |
| Designated Facility Location Zip: | 90744 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 007604919SKS |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Last Updated Date: | 20210512 |
| Shipped Date: | 20210407 |
| Received Date: | 20210416 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | G & J Truck Sales |
| Designated Facility EPA ID: | UTD991301748 |
| Designated Facility Name: | Clean Harbors Grassy Mountain Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | PO Box 22750 |
| Designated Facility Mail City: | Salt Lake City |
| Designated Facility Mail Zip: | 84122 |
| Designated Facility Mail State: | UT |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 3 Miles East 7 Miles North of Knolls |
| Designated Facility Location Street 2: | Exit 41 off I-80 |
| Designated Facility Location City: | Grantsville |
| Designated Facility Location Zip: | 84029 |
| Designated Facility Location State: | UT |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 008102214SKS |
| Last Updated Date: | 20211201 |
| Shipped Date: | 20211021 |
| Received Date: | 20211104 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | G & J Truck Sales |
| Designated Facility EPA ID: | UTD991301748 |
| Designated Facility Name: | Clean Harbors Grassy Mountain Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | PO Box 22750 |
| Designated Facility Mail City: | Salt Lake City |
| Designated Facility Mail Zip: | 84122 |
| Designated Facility Mail State: | UT |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 3 Miles East 7 Miles North of Knolls |
| Designated Facility Location Street 2: | Exit 41 off I-80 |
| Designated Facility Location City: | Grantsville |
| Designated Facility Location Zip: | 84029 |
| Designated Facility Location State: | UT |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 006968108SKS |
| Last Updated Date: | 20190827 |
| Shipped Date: | 20190318 |
| Received Date: | 20190328 |
| Manifest Status: | Corrected |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAD044429835 |
| Designated Facility Name: | Clean Harbors Wilmington Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1737 East Denni Street |
| Designated Facility Mail City: | Wilmington |
| Designated Facility Mail Zip: | 90744 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1737 East Denni Street |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | Wilmington |
| Designated Facility Location Zip: | 90744 |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |
| | |
| Manifest Tracking Number: | 006968109SKS |
| Last Updated Date: | 20190909 |
| Shipped Date: | 20190318 |
| Received Date: | 20190402 |
| Manifest Status: | Corrected |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAD059494310 |
| Designated Facility Name: | Clean Harbors San Jose Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1021 Berryessa Road |
| Designated Facility Mail City: | San Jose |
| Designated Facility Mail Zip: | 95133 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1021 Berryessa Road |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | San Jose |
| Designated Facility Location Zip: | 95133 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |
| | |
| Manifest Tracking Number: | 007306890SKS |
| Last Updated Date: | 20200207 |
| Shipped Date: | 20191218 |
| Received Date: | 20200107 |
| Manifest Status: | Corrected |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | G & J Truck Sales |
| Designated Facility EPA ID: | CAD044429835 |
| Designated Facility Name: | Clean Harbors Wilmington Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1737 East Denni Street |
| Designated Facility Mail City: | Wilmington |
| Designated Facility Mail Zip: | 90744 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1737 East Denni Street |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | Wilmington |
| Designated Facility Location Zip: | 90744 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 007306891SKS |
| Last Updated Date: | 20200116 |
| Shipped Date: | 20191218 |
| Received Date: | 20191227 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | G & J Truck Sales |
| Designated Facility EPA ID: | CAD059494310 |
| Designated Facility Name: | Clean Harbors San Jose Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1021 Berryessa Road |
| Designated Facility Mail City: | San Jose |
| Designated Facility Mail Zip: | 95133 |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1021 Berryessa Road |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | San Jose |
| Designated Facility Location Zip: | 95133 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 007307761SKS |
| Last Updated Date: | 20191127 |
| Shipped Date: | 20191017 |
| Received Date: | 20191105 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAD044429835 |
| Designated Facility Name: | Clean Harbors Wilmington Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1737 East Denni Street |
| Designated Facility Mail City: | Wilmington |
| Designated Facility Mail Zip: | 90744 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1737 East Denni Street |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | Wilmington |
| Designated Facility Location Zip: | 90744 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 007307762SKS |
| Last Updated Date: | 20191119 |
| Shipped Date: | 20191017 |
| Received Date: | 20191023 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Origin Type: | Service |
| Generator EPA ID: | CAL000226137 |
| Generator Name: | G & J Truck Sales |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 22615 AVENUE 18 1/2 |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 22615 Avenue 18 1/2 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAD059494310 |
| Designated Facility Name: | Clean Harbors San Jose Llc |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 1021 Berryessa Road |
| Designated Facility Mail City: | San Jose |
| Designated Facility Mail Zip: | 95133 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 1021 Berryessa Road |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | San Jose |
| Designated Facility Location Zip: | 95133 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

Transporter:

| | |
|---|---|
| Manifest Tracking Number: | 007791586SKS |
| Transporter Line Number: | 1 |
| Transporter EPA ID: | TXR000081205 |
| Transporter Name: | Safety-Kleen Systems, Inc. |
| Manifest Tracking Number: | 007791586SKS |
| Transporter Line Number: | 2 |
| Transporter EPA ID: | MAD039322250 |
| Transporter Name: | Clean Harbors Environmental Services, Inc. |

Waste Line:

| | |
|---|---|
| Manifest Tracking Number: | 007791586SKS |
| Waste Line Number: | 1 |
| U.S. DOT Hazardous Indicator: | N |
| U.S. DOT ID Number: | Not reported |
| U.S. DOT Description: | Not reported |
| Non-Hazardous Waste Description: | None, None, Non Rcra Hazardous Waste Solids, ), N/ (Oil, Dirt And Sand), N/A, None |
| Number of Containers: | 1 |
| Container Type Code: | DM |
| Container Type Description: | Metal drums, barrels, kegs |

**G & J TRUCK SALES INC (Continued)** **1024801280**

| | |
|---|---|
| Waste Quantity: | 300 |
| Quantity Unit of Measure Code: | P |
| Quantity Unit of Measure Description: | Pounds |
| Waste Quantity, in Tons: | 0.15 |
| Acute Waste Quantity, in Tons: | 0 |
| Non-Acute Waste Quantity, in Tons: | 0.15 |
| Waste Quantity, in Kilograms: | 136.0545 |
| Acute Waste Quantity, in Kilograms: | 0 |
| Non-Acute Waste Quantity, in Kilorgrams: | 136.0545 |
| Management Method Code: | H132 |
| Management Method Description: | LANDFILL (WITH PRIOR TREATMENT AND/OR STABILIZATION) |
| Waste Residue Indicator: | N |
| Quantity Discrepancy Indicator: | N |
| Waste Type Discrepancy Indicator: | N |
| Waste Density: | Not reported |
| Waste Density Unit of Measure Code: | Not reported |
| Waste Density Unit of Measure Description: | Not reported |
| Form Code: | Not reported |
| Form Code Description: | Not reported |
| Source Code: | Not reported |
| Source Code Description: | Not reported |
| Waste Minimization Code: | Not reported |
| Waste Minimization Code Description: | Not reported |
| Consent Number: | Not reported |
| EPA Waste Indicator: | N |
| Federal Waste Codes: | Not reported |
| Quantity Haz Kg: | 0 |
| Quantity Haz Tons: | 0 |
| Quantity Non Haz Kg: | 136.0545 |
| Quantity Non Haz Tons: | 0.15 |
| State Waste Codes: | CA-352 |

Click this hyperlink while viewing on your computer to access
19 additional US EManifest: record(s) in the EDR Site Report.

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**E16** **CENTRAL CALIFORNIA KENWORTH** **RCRA-SQG** **1000110808**
**ESE** **22615 AVE 18 1/2** **FINDS** **CAD982028680**
**1/8-1/4** **MADERA, CA 93637** **ECHO**
**0.136 mi.**
**718 ft.** **Site 4 of 10 in cluster E**

**Relative:** RCRA Listings:
**Higher**

| | |
|---|---|
| **Actual:** Date Form Received by Agency: | 19920214 |
| **247 ft.** Handler Name: | Central California Kenworth |
| Handler Address: | Ave 18 1/2 |
| Handler City,State,Zip: | MADERA, CA 93637 |
| EPA ID: | CAD982028680 |
| Contact Name: | TOM G PISTACCHIO |
| Contact Address: | 22615 AVE 18 1/2 |
| Contact City,State,Zip: | MADERA, CA 93637 |
| Contact Telephone: | 209-661-6250 |
| Contact Fax: | Not reported |
| Contact Email: | Not reported |
| Contact Title: | Not reported |
| EPA Region: | 09 |
| Land Type: | Private |
| Federal Waste Generator Description: | Small Quantity Generator |
| Non-Notifier: | Not reported |

**CENTRAL CALIFORNIA KENWORTH (Continued)** **1000110808**

| | | |
|---|---|---|
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Handler Activities |
| State District Owner: | | Ca |
| State District: | | 5 |
| Mailing Address: | | AVE 18 1/2 |
| Mailing City,State,Zip: | | MADERA, CA 93637 |
| Owner Name: | Tom G Pistacchio | |
| Owner Type: | | Private |
| Operator Name: | Not Required | |
| Operator Type: | | Private |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |
| Hazardous Secondary Material Indicator: | | N |
| Sub-Part K Indicator: | | Not reported |
| 2018 GPRA Permit Baseline: | | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | | No |
| Subject to Corrective Action Universe: | | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | | No |
| Corrective Action Priority Ranking: | | No NCAPS ranking |
| Environmental Control Indicator: | | No |
| Institutional Control Indicator: | | No |
| Human Exposure Controls Indicator: | | N/A |
| Groundwater Controls Indicator: | | N/A |
| Significant Non-Complier Universe: | | No |
| Unaddressed Significant Non-Complier Universe: | | No |
| Addressed Significant Non-Complier Universe: | | No |
| Significant Non-Complier With a Compliance Schedule Universe: | | No |
| Financial Assurance Required: | | Not reported |
| Handler Date of Last Change: | | 20000915 |
| Recognized Trader-Importer: | | No |
| Recognized Trader-Exporter: | | No |
| Importer of Spent Lead Acid Batteries: | | No |
| Exporter of Spent Lead Acid Batteries: | | No |
| Recycler Activity Without Storage: | | No |
| Manifest Broker: | | No |
| Sub-Part P Indicator: | | No |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: TOM G PISTACCHIO | |
| Legal Status: | Private |

**CENTRAL CALIFORNIA KENWORTH (Continued)** **1000110808**

| | |
|---|---|
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 22615 AVE 18 1/2 |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 209-661-6250 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |
| | |
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: NOT REQUIRED | |
| Legal Status: | Private |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | NOT REQUIRED |
| Owner/Operator City,State,Zip: | NOT REQUIRED, ME 99999 |
| Owner/Operator Telephone: | 415-555-1212 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 19920214 |
| Handler Name: CENTRAL CALIFORNIA KENWORTH | |
| Federal Waste Generator Description: | Small Quantity Generator |
| State District Owner: | Ca |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | Yes |
| Non Storage Recycler Activity: | Not reported |
| Electronic Manifest Broker: | Not reported |

List of NAICS Codes and Descriptions:

| | |
|---|---|
| NAICS Codes: | No NAICS Codes Found |

Facility Has Received Notices of Violations:

| | |
|---|---|
| Violations: | No Violations Found |

Evaluation Action Summary:

| | |
|---|---|
| Evaluations: | No Evaluations Found |

FINDS:

Registry ID: 110002781810

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:

The Resource Conservation and Recovery Act Information System (RCRAInfo) is EPA's comprehensive information system in support of the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. It tracks many

**CENTRAL CALIFORNIA KENWORTH (Continued)** **1000110808**

types of information about generators, transporters, treaters, storers, and disposers of hazardous waste.
California's Hazardous Waste Tracking System Data Mart (HWTS-DATAMART) provides information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000110808
Registry ID: 110002781810

DFR URL:
Name: CENTRAL CALIFORNIA KENWORTH
Address: 22615 Ave 18 1/2
City,State,Zip: MADERA, CA 93637

---

**E17**
**ESE**
**1/8-1/4**
**0.136 mi.**
**718 ft.**

**LUCKY'S EXPRESS** **CUPA Listings** **S123302108**
**22615 AVENUE 18 1/2 STED** **N/A**
**MADERA, CA**

**Site 5 of 10 in cluster E**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

CUPA MADERA:
Name: LUCKY'S EXPRESS
Address: 22615 AVENUE 18 1/2 STED
City,State,Zip: MADERA, CA
Contact Name: Baldish S Hundal/Kashmir S Hundal
Region: MADERA
Facility ID: FA0103347
Contact Phone: 5596642247

Detail:
Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: GREASE
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: LUCAS OIL
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: NEW Diesel
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 1

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: NEW MOTOR OIL

**LUCKY'S EXPRESS (Continued)** **S123302108**

Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: NEW SYNTHETIC GEAR OIL
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: Old Diesel
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 1

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: SYNTHETIC TRANSMISSION OIL
Current Status: 01
Program/Elements: Haz Mat Inventory

Program Element Code: 2165
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: USED DRAINED OIL FILTERS
Current Status: 01
Program/Elements: Haz Mat Inventory - Exempt

Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: Used Rags
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 1

Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103347
Common Name: WASTE MOTOR OIL
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 1

---

**E18** **TOM G. PISTACCHIO** **HIST UST** **U001589438**
**ESE** **22615 AVENUE 18 1/2** **N/A**
**1/8-1/4** **MADERA, CA 93637**
**0.136 mi.**
**718 ft.** **Site 6 of 10 in cluster E**

**Relative:** HIST UST:
**Higher**
Name: TOM G. PISTACCHIO
**Actual:** Address: 22615 AVENUE 18 1/2
**247 ft.** City,State,Zip: MADERA, CA 93637
File Number: Not reported
URL: Not reported

**TOM G. PISTACCHIO (Continued)** **U001589438**

| | |
|---|---|
| Region: | STATE |
| Facility ID: | 00000035350 |
| Facility Type: | Not reported |
| Other Type: | FARM; REPAIR SHOP |
| Contact Name: | Not reported |
| Telephone: | 2096739296 |
| Owner Name: | TOM G. PISTACCHIO |
| Owner Address: | 22615 AVE 18 1/2 |
| Owner City,St,Zip: | MADERA, CA 93637 |
| Total Tanks: | 0004 |
| | |
| Tank Num: | 001 |
| Container Num: | 1 |
| Year Installed: | 1975 |
| Tank Capacity: | 00005000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | DIESEL |
| Container Construction Thickness: | 5/16 |
| Leak Detection: | None |
| | |
| Tank Num: | 002 |
| Container Num: | 2 |
| Year Installed: | 1975 |
| Tank Capacity: | 00005000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | Not reported |
| Container Construction Thickness: | 5/16" |
| Leak Detection: | None |
| | |
| Tank Num: | 003 |
| Container Num: | 3 |
| Year Installed: | 1975 |
| Tank Capacity: | 00001000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | REGULAR |
| Container Construction Thickness: | 5/16" |
| Leak Detection: | None |
| | |
| Tank Num: | 004 |
| Container Num: | 4 |
| Year Installed: | 1975 |
| Tank Capacity: | 00000000 |
| Tank Used for: | WASTE |
| Type of Fuel: | Not reported |
| Container Construction Thickness: | 6" |
| Leak Detection: | None |

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**E19** **LUCKY'S EXPRESS** **CERS HAZ WASTE** **S121742781**
**ESE** **22615 AVENUE 18 1/2 STE D** **CERS TANKS** **N/A**
**1/8-1/4** **MADERA, CA 93637** **CERS**
**0.136 mi.**
**718 ft.** **Site 7 of 10 in cluster E**

**Relative:** CERS HAZ WASTE:
**Higher**

| | |
|---|---|
| Name: | LUCKY'S EXPRESS |
| Address: | 22615 AVENUE 18 1/2 STE D |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 131775 |

**Actual:**
**247 ft.**

**LUCKY'S EXPRESS (Continued)** **S121742781**

CERS ID: 10425529
CERS Description: Hazardous Waste Generator

CERS TANKS:
Name: LUCKY'S EXPRESS
Address: 22615 AVENUE 18 1/2 STE D
City,State,Zip: MADERA, CA 93637
Site ID: 131775
CERS ID: 10425529
CERS Description: Aboveground Petroleum Storage

CERS:
Name: LUCKY'S EXPRESS
Address: 22615 AVENUE 18 1/2 STE D
City,State,Zip: MADERA, CA 93637
Site ID: 131775
CERS ID: 10425529
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-18-2023
Citation: HSC 6.67 25270.4.5 (a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5 (a)
Violation Description: Failure to complete a review and evaluation of the SPCC Plan at least once every five years, document the completion of the review, and sign a statement as to whether the SPCC Plan will be amended.
Violation Notes: Returned to compliance on 03/13/2024. OBSERVATION: Failure to perform and/or document the five-year review of the SPCC plan. Inspector unable to confirm 5 year review was completed. CORRECTIVE ACTION: Complete and document the 5 year review of SPCC Plan and submit verification of proper completion. Provide SPCC Plan for review to Madera County Environmental Health Division.
Violation Division: Madera County Environmental Health
Violation Program: APSA
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 10-03-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: Returned to compliance on 11/20/2020. Ensure site map is submitted to CERS annually with all required elements. Current site map is missing the electrical, water, and gas shut offs. Add missing elements to site map and resubmit to CERS for corrective action.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 10-03-2019
Citation: 22 CCR 15 66265.192(k) - California Code of Regulations, Title 22,

**LUCKY'S EXPRESS (Continued)** **S121742781**

Chapter 15, Section(s) 66265.192(k)
Violation Description: Failure to include all required information in the tank system assessment.
Violation Notes: Returned to compliance on 02/18/2021. Facility currently has no hazardous waste tank system assessment in place. For corrective action obtain a written hazardous waste tank system assessment for the "used oil" tank system in accordance with 22 CCR 15 66265.192 & submit a copy to the CUPA.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-18-2023
Citation: HSC 6.5 25123.3(b)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(b)(1)
Violation Description: Failure to send hazardous waste offsite for treatment, storage, or disposal within 90 days for a generator who generates 1000 kilograms or more per month.
Violation Notes: Returned to compliance on 03/13/2024. OBSERVATION: Owner/Operator failed to send hazardous waste offsite for treatment, storage, or disposal within 90 days of accumulation start date. Inspector could not verify that waste has been properly disposed of within 90 days accumulation as no hazardous waste manifests were observed. CORRECTIVE ACTION: Dispose of hazardous waste and submit a copy of the manifest/receipt to the CUPA. Provide the past 3 years of manifests for Used Oil and Used Oil Filters.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 10-03-2019
Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description: Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.
Violation Notes: Returned to compliance on 11/02/2019. Ensure all manifests are kept on site for at least 3 years. Inspector observed manifests for 2017 & 2019, but did not observe any hazardous waste manifests for 2018. Corrective Action: Provide CUPA with a copy of all 2018 manifests.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-18-2023
Citation: 22 CCR 15 66265.192(k) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.192(k)
Violation Description: Failure to include all required information in the tank system assessment.

**LUCKY'S EXPRESS (Continued)** **S121742781**

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| Violation Notes: | Returned to compliance on 03/13/2024. OBSERVATION: The written hazardous waste tank system assessment for the Used Oil tank system was not observed at the time of the inspection. CORRECTIVE ACTION: Submit a copy to the CUPA. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-18-2023 |
| Citation: | 22 CCR 12 66262.23(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.23(a) |
| Violation Description: | Failure to properly complete the Uniform Hazardous Waste Manifest. |
| Violation Notes: | Returned to compliance on 03/13/2024. OBSERVATION: No hazardous waste manifests were observed at the time of the inspection. CORRECTIVE ACTION: Provide past 3 years of manifests for the used oil and used oil filters. If there are any errors in the manifests, contact DTSC to make necessary corrections to the manifests and submit a copy to the CUPA. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-11-2016 |
| Citation: | HSC 6.95 25508.1(a)-(e) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(e) |
| Violation Description: | Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. |
| Violation Notes: | Returned to compliance on 05/04/2016. Observed: New Diesel @ 55 G Used rags @ 30 G Old Diesel @ 55 G New Synthetic Oil @ 55 G New Lucas Gear Oil @ 55G Grease @ 55 G x2 Drained used oil filters @ 55G (X12) Mobil Synthetic Oil Lubricant @ 55 G Grease and Synthetic Oil @ 55 G New Motor Oil @ 1600 G Waste Motor Oil @ 500 G Make sure to update inventory list on CERS annually regardless of changes. If there are changes, facility has 30 days to update i.e. New motor oil & Diesel input in correct "Largest Container Size" (HM03). |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 10-03-2019 |
| Citation: | 22 CCR 15 66265.192(a) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.192(a) |
| Violation Description: | Failure to obtain and maintain a written assessment reviewed and certified by an independent, qualified, professional engineer prior to placing the tank system in service. The written assessment shall state that, the new hazardous waste tank system has sufficient structural integrity, is acceptable for the transferring, storing and treating of |

**LUCKY'S EXPRESS (Continued)** **S121742781**

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| | hazardous waste, and that the tanks and containment system including the foundation, structural support, seams, connections, and pressure controls (if applicable) are suitably designed to meet the regulation. |
| Violation Notes: | Returned to compliance on 02/18/2021. Facility currently has no hazardous waste tank system assessment in place. For corrective action obtain a written hazardous waste tank system assessment for the "used oil" tank system in accordance with 22 CCR 15 66265.192 & submit a copy to the CUPA. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-11-2016 |
| Citation: | HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4) |
| Violation Description: | Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. |
| Violation Notes: | Returned to compliance on 05/04/2016. Make sure facility is going over Safety Data Sheets for all the petroleum based products and personnel know how to use the personal protective equipment associated with it. Hold annual safety meeting going over the 4 page "Consolidated Emergency Response/Contingency Plan" (HM10B). |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-28-2021 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 05/26/2021. Facility failed to submit a full electronic hazardous material business plan to CERS. Submit full hazardous material business plan to CERS within 30 days for corrective action. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-11-2016 |
| Citation: | HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple |
| Violation Description: | APSA Program - Administration/Documentation - General |
| Violation Notes: | Returned to compliance on 05/04/2016. AST04: Facility needs to have the SPCC Plan re-certified every 5 years. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

**LUCKY'S EXPRESS (Continued)** **S121742781**

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|---|---|
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-11-2016 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to position mobile or portable storage containers to prevent discharged oil from reaching navigable water. |
| Violation Notes: | Returned to compliance on 05/04/2016. AST19: The 55 G drum tanks all need secondary containment pallets in case of any spills or leaks. Will double check secondary containment area if the sewer and pipes inside that area need to be sealed off properly. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

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|---|---|
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-18-2023 |
| Citation: | 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a) |
| Violation Description: | Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste. |
| Violation Notes: | Returned to compliance on 03/13/2024. OBSERVATION: Uniform Hazardous Waste Manifests for Used Oil and Used Oil Filters were not available at the time of inspection. CORRECTIVE ACTION: Locate a copy of all manifests for Used Oil and Used Oil Filters and submit copies to the CUPA. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |

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|---|---|
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-11-2016 |
| Citation: | 22 CCR 15 66265.171 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.171 |
| Violation Description: | Failure to accumulate hazardous waste in a container that is in good condition. |
| Violation Notes: | Returned to compliance on 05/04/2016. HW11: The Old Diesel 55G drum tank, needs to be replaced, cannot have any holes. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 09-18-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date. |
| Violation Notes: | Returned to compliance on 10/17/2018. Accepted annual CERS submission past due date, submit a complete and accurate CERS submission. |

**LUCKY'S EXPRESS (Continued)** **S121742781**

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|---|---|
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-18-2023 |
| Citation: | 22 CCR 12 66262.20 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.20 |
| Violation Description: | Failure to prepare a Uniform Hazardous Waste Manifest and, if necessary, a Continuation Sheet, before the transport of a hazardous waste off-site for transfer, treatment, storage, or disposal. |
| Violation Notes: | Returned to compliance on 03/13/2024. OBSERVATION: No hazardous waste manifests for the used oil and used oil filters were observed. CORRECTIVE ACTION: For future shipments of the above noted waste, prepare a Uniform Hazardous Waste Manifest prior to being transported to, or offered for transportation to, an off-site facility. Provide past 3 years of manifests to Madera County Environmental Health Division for review and corrective action. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 10-03-2019 |
| Citation: | 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f) |
| Violation Description: | Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. |
| Violation Notes: | Returned to compliance on 10/03/2019. Ensure all hazardous waste containers are properly labeled. Inspector observed 3- "used oil filter" 55 gallon drums without start accumulation dates. For corrective action ensure all hazardous waste containers are properly labeled with facility name, facility address, and accumulation start date. Corrected On Site. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 131775 |
| Site Name: | LUCKY'S EXPRESS |
| Violation Date: | 04-18-2023 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to maintain a complete copy of the SPCC Plan at the facility if the facility is normally attended at least four hours per day, or at the nearest field office if the facility is not so attended. |
| Violation Notes: | Returned to compliance on 03/13/2024. OBSERVATION: Failure to maintain SPCC plan onsite if facility is manned at least four (4) hours per day, or at the nearest field office if the facility is not so attended. SPCC Plan was unavailable for review at time of inspection. CORRECTIVE ACTION: Maintain SPCC plan onsite If facility staffed 4 hrs/day, or at the nearest field office if the facility is not so |

**LUCKY'S EXPRESS (Continued)** **S121742781**

attended. Provide SPCC Plan to Madera County Environmental Health Division for corrective action.
Violation Division: Madera County Environmental Health
Violation Program: APSA
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-11-2016
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Returned to compliance on 05/04/2016. HW26: Make sure to label the used oil rags with the correct accumulation start date.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 10-03-2019
Citation: 22 CCR 15 66265.192(h) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.192(h)
Violation Description: Failure of generator to obtain assessment or reassessment every five (5) years or the remaining service life of the tank system, as stated in the engineer's assessment, whichever is less. This assessment applies to onground or aboveground tank systems containing only non-RCRA hazardous wastes generated onsite, or for a small quantity generator onground or aboveground tank systems containing RCRA hazardous wastes generated onsite.
Violation Notes: Returned to compliance on 02/18/2021. Facility currently has no hazardous waste tank system assessment in place. For corrective action obtain a written hazardous waste tank system assessment for the "used oil" tank system in accordance with 22 CCR 15 66265.192 & submit a copy to the CUPA.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-18-2023
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to conduct spill prevention briefing for oil-handling personnel at least once a year to assure adequate understanding of the SPCC Plan.
Violation Notes: Returned to compliance on 03/13/2024. OBSERVATION: Failure to conduct spill prevention briefings at least once a year, or failure to highlight or describe one or more of the following: Known discharges or failures; Malfunctioning components; Recently developed precautionary measures. CORRECTIVE ACTION: Conduct spill prevention briefings annually. Provide compliance verification.
Violation Division: Madera County Environmental Health

**LUCKY'S EXPRESS (Continued)** **S121742781**

Violation Program: APSA
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-11-2016
Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description: Failure to maintain uniform hazardous waste manifest, consolidated manifest, or bills of lading copies for three years.
Violation Notes: Returned to compliance on 05/04/2016. HW05: Need to provide 2013, 2014, 2015 & 2016 hazardous wastes manifest. Facility is not a Conditionally Exempt Small Quantity Generator, need to verify with manifests. Facility states on average 120 G of used oil are generated daily.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 10-03-2019
Citation: 22 CCR 15 66265.173 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.173
Violation Description: Failure to meet the following container management requirements: (a) A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste. (b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container or cause it to leak.
Violation Notes: Returned to compliance on 10/03/2019. Inspector observed a 250 gallon plastic tote on the outside of shop along the northern wall with an opening that would allow water intrusion inside the tote. Ensure all containers are closed when no hazardous waste is being added.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-11-2016
Citation: 22 CCR 16 66266.81(a)(3) - California Code of Regulations, Title 22, Chapter 16, Section(s) 66266.81(a)(3)
Violation Description: Failure to meet hazardous waste requirements while operating a spent lead-acid storage batteries in exchange or partial exchange for operable lead-acid storage batteries by either: 1) Storing more than one ton of spent batteries at any one location for more than 180 days. 2) Storing one ton or less of spent batteries at any one location for more than one year, or 3) Removing the electrolyte.
Violation Notes: Returned to compliance on 05/04/2016. HW31: Make sure batteries that are spent are labeled as "Spent Lead Acid Batteries" & "Accumulation start date on them."
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775

**LUCKY'S EXPRESS (Continued)** **S121742781**

Site Name: LUCKY'S EXPRESS
Violation Date: 10-03-2019
Citation: 22 CCR 15 66265.16 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.16
Violation Description: Failure to provide employees with hazardous waste training program of class room instructions or on-the-job training within the first six months after the date of their employment or assignment to a facility, or to a new position at a facility and annually thereafter. Training records on current personnel shall be kept until closure of the facility and for former employees the record shall be kept for at least three years from the date the employee last worked at the facility. The records shall include the following: the job title for each position at the facility related to hazardous waste management, and the name of the employee filling each job; a written job description for each position, duties of facility personnel assigned to each position, and a written description of the type and amount of both introductory and continuing training that will be given to each person filling a position.
Violation Notes: Returned to compliance on 02/18/2021. Ensure a written training plan is implemented and kept on site. Written training plan shall include: job title, description of job title, name of employee, and type of training required along with the frequency of training.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Violation Date: 04-18-2023
Citation: 22 CCR 15 66265.192(h) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.192(h)
Violation Description: Failure of generator to obtain assessment or reassessment every five (5) years or the remaining service life of the tank system, as stated in the engineer's assessment, whichever is less. This assessment applies to onground or aboveground tank systems containing only non-RCRA hazardous wastes generated onsite, or for a small quantity generator onground or aboveground tank systems containing RCRA hazardous wastes generated onsite.
Violation Notes: Returned to compliance on 03/13/2024. OBSERVATION: A hazardous waste tank reassessment has not been conducted for the Used Oil tank system within 5 years of the previous tank system assessment or within the remaining service life of the tank system as stated in the engineer's report, whichever is less. CORRECTIVE ACTION: Obtain a written hazardous waste tank system reassessment for the Used Oil tank system in accordance with 22 CCR 15 66265.192 and submit a copy to the CUPA.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 04-28-2021
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP

**LUCKY'S EXPRESS (Continued)** **S121742781**

Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 09-18-2018
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-03-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-03-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-18-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: * No Other Violations Observed
Eval Division: Madera County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-18-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: * No Other Violations Observed
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-11-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

**LUCKY'S EXPRESS (Continued)** **S121742781**

Eval Date: 04-18-2023
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: * No Violations Observed
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-03-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-11-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-11-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Enforcement Action:
Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-11-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-11-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection

**LUCKY'S EXPRESS (Continued)** **S121742781**

Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-11-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-18-2023
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-18-2023
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-28-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

**LUCKY'S EXPRESS (Continued)** **S121742781**

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 09-18-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 10-03-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 131775
Site Name: LUCKY'S EXPRESS
Site Address: 22615 AVENUE 18 1/2 STE D
Site City: MADERA
Site Zip: 93637
Enf Action Date: 10-03-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 15120 TORREY PINES CIRCLE
Affiliation City: CHOWCHILLA
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93610
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Madera County Env Health
Entity Title: Not reported
Affiliation Address: 200 W. 4th StreetSuite 3100
Affiliation City: Madera
Affiliation State: CA
Affiliation Country: Not reported

**LUCKY'S EXPRESS (Continued)** **S121742781**

| | |
|---|---|
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 675-7823, |
| | |
| Affiliation Type Desc: | Environmental Contact |
| Entity Name: | BALDISH S. HUNDAL |
| Entity Title: | Not reported |
| Affiliation Address: | 15120 TORREY PINES CIRCLE |
| Affiliation City: | CHOWCHILLA |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93610 |
| Affiliation Phone: | , |
| | |
| Affiliation Type Desc: | Document Preparer |
| Entity Name: | BALDISH HUNDAL |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| | |
| Affiliation Type Desc: | Identification Signer |
| Entity Name: | BALDISH HUNDAL 12/09/2010 |
| Entity Title: | GENERAL PARTNER |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| | |
| Affiliation Type Desc: | Operator |
| Entity Name: | BALDISH AND KASHMIR HUNDAL |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | (559) 664-2247, |
| | |
| Affiliation Type Desc: | Parent Corporation |
| Entity Name: | LUCKY'S EXPRESS |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| | |
| Affiliation Type Desc: | Legal Owner |
| Entity Name: | HUNDAL, BALDISH AND KASHMIR |
| Entity Title: | Not reported |
| Affiliation Address: | 15120 TORREY PINES CIRCLE |

**LUCKY'S EXPRESS (Continued)** **S121742781**

| | |
|---|---|
| Affiliation City: | CHOWCHILLA |
| Affiliation State: | CA |
| Affiliation Country: | United States |
| Affiliation Zip: | 93610 |
| Affiliation Phone: | (559) 664-2247, |

---

**E20** **LUCKYS EXPRESS** **RCRA NonGen / NLR** **1024828122**
**ESE** **22615 AVENUE 18 1/2** **CAL000359312**
**1/8-1/4** **MADERA, CA 93637**
**0.136 mi.**
**718 ft.** **Site 8 of 10 in cluster E**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

RCRA Listings:

| | |
|---|---|
| Date Form Received by Agency: | 20101216 |
| Handler Name: | Luckys Express |
| Handler Address: | 22615 Avenue 18 1/2 |
| Handler City,State,Zip: | MADERA, CA 93637 |
| EPA ID: | CAL000359312 |
| Contact Name: | BALDISH S HUNDAL |
| Contact Address: | 15120 TORREY PINES CIRCLE |
| Contact City,State,Zip: | CHOWCHILLA, CA 93610-0000 |
| Contact Telephone: | 559-664-2247 |
| Contact Fax: | 559-673-8089 |
| Contact Email: | CJWOOD324@SBCGLOBAL.NET |
| Contact Title: | Not reported |
| EPA Region: | 09 |
| Land Type: | Not reported |
| Federal Waste Generator Description: | Not a generator, verified |
| Non-Notifier: | Not reported |
| Biennial Report Cycle: | Not reported |
| Accessibility: | Not reported |
| Active Site Indicator: | Handler Activities |
| State District Owner: | Not reported |
| State District: | Not reported |
| Mailing Address: | 15120 TORRY PINES CIR |
| Mailing City,State,Zip: | CHOWCHILLA, CA 93610-7911 |
| Owner Name: | Baldish Hundal & Kashmir Hundal |
| Owner Type: | Other |
| Operator Name: | Baldish S Hundal |
| Operator Type: | Other |
| Short-Term Generator Activity: | No |
| Importer Activity: | No |
| Mixed Waste Generator: | No |
| Transporter Activity: | No |
| Transfer Facility Activity: | No |
| Recycler Activity with Storage: | No |
| Small Quantity On-Site Burner Exemption: | No |
| Smelting Melting and Refining Furnace Exemption: | No |
| Underground Injection Control: | No |
| Off-Site Waste Receipt: | No |
| Universal Waste Indicator: | Yes |
| Universal Waste Destination Facility: | Yes |
| Federal Universal Waste: | No |
| Active Site State-Reg Handler: | --- |
| Federal Facility Indicator: | Not reported |
| Hazardous Secondary Material Indicator: | N |
| Sub-Part K Indicator: | Not reported |

**LUCKYS EXPRESS (Continued)** **1024828122**

| | |
|---|---|
| 2018 GPRA Permit Baseline: | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | No |
| Subject to Corrective Action Universe: | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | No |
| Corrective Action Priority Ranking: | No NCAPS ranking |
| Environmental Control Indicator: | No |
| Institutional Control Indicator: | No |
| Human Exposure Controls Indicator: | N/A |
| Groundwater Controls Indicator: | N/A |
| Significant Non-Complier Universe: | No |
| Unaddressed Significant Non-Complier Universe: | No |
| Addressed Significant Non-Complier Universe: | No |
| Significant Non-Complier With a Compliance Schedule Universe: | No |
| Financial Assurance Required: | Not reported |
| Handler Date of Last Change: | 20180905 |
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: BALDISH S HUNDAL | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 15120 TORREY PINES CIRCLE |
| Owner/Operator City,State,Zip: | CHOWCHILLA, CA 93610-0000 |
| Owner/Operator Telephone: | 559-664-2247 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: BALDISH HUNDAL & KASHMIR HUNDAL | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 15120 TORRY PINES CIR |
| Owner/Operator City,State,Zip: | CHOWCHILLA, CA 93610-7911 |
| Owner/Operator Telephone: | 559-664-2247 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 20101216 |
| Handler Name: LUCKYS EXPRESS | |
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |

**LUCKYS EXPRESS (Continued)** **1024828122**

| | |
|---|---|
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | Yes |
| Non Storage Recycler Activity: | Not reported |
| Electronic Manifest Broker: | Not reported |

List of NAICS Codes and Descriptions:

| | |
|---|---|
| NAICS Code: | 811111 |
| NAICS Description: | General Automotive Repair |

Facility Has Received Notices of Violations:

| | |
|---|---|
| Violations: | No Violations Found |

Evaluation Action Summary:

| | |
|---|---|
| Evaluations: | No Evaluations Found |

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**E21**
**ESE**
**1/8-1/4**
**0.136 mi.**
**718 ft.**

**LUCKY'S EXPRESS** **AST** **A100422077**
**22615 AVENUE 18 1/2 STE D** **N/A**
**MADERA, CA 93637**

**Site 9 of 10 in cluster E**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

AST:

| | |
|---|---|
| Name: | LUCKY'S EXPRESS |
| Address: | 22615 AVENUE 18 1/2 STE D |
| City/Zip: | MADERA,93637 |
| Certified Unified Program Agencies: | Not reported |
| Owner: | HUNDAL, BALDISH AND KASHMIR |
| Total Gallons: | Not reported |
| CERSID: | 10425529 |
| Facility ID: | Not reported |
| Business Name: | LUCKY'S EXPRESS |
| Phone: | (559) 664-2247 |
| Fax: | (559) 673-8089 |
| Mailing Address: | 15120 TORREY PINES CIRCLE |
| Mailing Address City: | CHOWCHILLA |
| Mailing Address State: | CA |
| Mailing Address Zip Code: | 93610 |
| Operator Name: | BALDISH AND KASHMIR HANDAL |
| Operator Phone: | 559-664-2247 |
| Owner Phone: | 559-664-2247 |
| Owner Mail Address: | 15120 TORREY PINES CIRCLE |
| Owner State: | CA |
| Owner Zip Code: | 93610 |
| Owner Country: | United States |
| Property Owner Name: | Not reported |
| Property Owner Phone: | Not reported |
| Property Owner Mailing Address: | Not reported |
| Property Owner City: | Not reported |
| Property Owner Stat : | Not reported |
| Property Owner Zip Code: | Not reported |
| Property Owner Country: | Not reported |
| EPAID: | CAL000359312 |

**E22**
**ESE**
**1/8-1/4**
**0.136 mi.**
**718 ft.**

**G & J TRUCK SALES, INC.**
**22615 AVE 18 1/2**
**MADERA, CA 93637**

**Site 10 of 10 in cluster E**

**CUPA Listings** **S113114385**
**HWTS** **N/A**
**HAZNET**

**Relative:**
**Higher**

**Actual:**
**247 ft.**

CUPA MADERA:

| | |
|---|---|
| Name: | PAPE TRUCKS INC |
| Address: | 22615 AVENUE 18 1/2 |
| City,State,Zip: | MADERA, CA |
| Contact Name: | PAPE GROUP INC |
| Region: | MADERA |
| Facility ID: | FA0101152 |
| Contact Phone: | 5596616250 |

Detail:

| | |
|---|---|
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101152 |
| Common Name: | ACETYLENE |
| Current Status: | IN |
| Program/Elements: | Haz Mat Inventory |
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101152 |
| Common Name: | ANTIFREEZE |
| Current Status: | IN |
| Program/Elements: | Haz Mat Inventory |
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101152 |
| Common Name: | ARGON |
| Current Status: | IN |
| Program/Elements: | Haz Mat Inventory |
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101152 |
| Common Name: | CARBON DIOXIDE |
| Current Status: | IN |
| Program/Elements: | Haz Mat Inventory |
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101152 |
| Common Name: | OIL (MOTOR, HYDRAULIC, TRANSMISSION & OTHER LUBRICATING OILS) |
| Current Status: | IN |
| Program/Elements: | Haz Mat Inventory |
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0101152 |
| Common Name: | OXYGEN |
| Current Status: | IN |
| Program/Elements: | Haz Mat Inventory |
| Program Element Code: | 2165 |
| Decode for Current Status: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

Facility Id: FA0101152
Common Name: PAINT TINTS
Current Status: IN
Program/Elements: Haz Mat Inventory - Exempt

Program Element Code: 2165
Decode for Current Status: Not reported
Facility Id: FA0101152
Common Name: PAINT WASTE
Current Status: IN
Program/Elements: Haz Mat Inventory - Exempt

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101152
Common Name: R-134A
Current Status: IN
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101152
Common Name: USED BATTERIES
Current Status: IN
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101152
Common Name: WASTE ABSORBENT
Current Status: IN
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101152
Common Name: WASTE OIL
Current Status: IN
Program/Elements: Haz Mat Inventory

Program Element Code: 2164
Decode for Current Status: Not reported
Facility Id: FA0101152
Common Name: WASTE OIL FILTERS
Current Status: IN
Program/Elements: Haz Mat Inventory

HWTS:
Name: G & J TRUCK SALES INC
Address: 22615 AVE 18 1/2
Address 2: Not reported
City,State,Zip: MADERA, CA 93637
EPA ID: CAL000226137
Inactive Date: Not reported
Create Date: 02/26/2002
Last Act Date: Not reported

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Mailing Name: | Not reported |
| Mailing Address: | 18731 N GOLDENSTATE BLVD |
| Mailing Address 2: | Not reported |
| Mailing City,State,Zip: | MADERA, CA 936370000 |
| Owner Name: | JOEY & REGINA PISTACCHIO |
| Owner Address: | 18731 N GOLDEN STATE BLVD |
| Owner Address 2: | Not reported |
| Owner City,State,Zip: | MADERA, CA 936370000 |
| Owner Phone: | Not reported |
| Owner Fax: | Not reported |
| Contact Name: | DEREK PARKER/SHOP MANAGER |
| Contact Address: | 18731 N GOLDENSTATE BLVD |
| Contact Address 2: | Not reported |
| City,State,Zip: | MADERA, CA 93637 |
| Contact Phone: | Not reported |
| Contact Fax: | Not reported |
| Facility Status: | Active |
| Facility Type: | PERMANENT |
| Category: | STATE |
| Latitude: | 37.018305 |
| Longitude: | -120.135564 |

NAICS:

| | |
|---|---|
| EPA ID: | CAL000226137 |
| Create Date: | 2002-03-14 16:36:29.000 |
| NAICS Code: | 811111 |
| NAICS Description: | General Automotive Repair |
| Issued EPA ID Date: | 2002-02-26 00:00:00 |
| Inactive Date: | Not reported |
| Facility Name: | G & J TRUCK SALES INC |
| Facility Address: | 22615 AVE 18 1/2 |
| Facility Address 2: | Not reported |
| Facility City: | MADERA |
| Facility County: | Not reported |
| Facility State: | CA |
| Facility Zip: | 936370000 |

HAZNET:

| | |
|---|---|
| Name: | G & J TRUCK SALES INC |
| Address: | 22615 AVE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA, CA 936370000 |
| Contact: | DEREK PARKER/SHOP MANAGER |
| Telephone: | 5596616259 |
| Mailing Name: | Not reported |
| Mailing Address: | 18731 N GOLDENSTATE BLVD |
| Year: | 2021 |
| Gepaid: | CAL000226137 |
| TSD EPA ID: | CAD980675276 |
| CA Waste Code: | 352 - Other organic solids |
| Disposal Method: | H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization) |
| Tons: | 0.325 |
| Year: | 2021 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

Gepaid: CAL000226137
TSD EPA ID: UTD991301748
CA Waste Code: 352 - Other organic solids
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Tons: 0.125

Year: 2021
Gepaid: CAL000226137
TSD EPA ID: UTD991301748
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Tons: 0.425

Year: 2020
Gepaid: CAL000226137
TSD EPA ID: UTD991301748
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Tons: 0.2

Year: 2020
Gepaid: CAL000226137
TSD EPA ID: CAD980675276
CA Waste Code: 352 - Other organic solids
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Tons: 0.15

Year: 2020
Gepaid: CAL000226137
TSD EPA ID: CAD059494310
CA Waste Code: 352 - Other organic solids
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1

Year: 2020
Gepaid: CAL000226137
TSD EPA ID: CAD044429835
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.125

Year: 2019
Gepaid: CAL000226137
TSD EPA ID: CAD059494310
CA Waste Code: 352 - Other organic solids
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.27500

Year: 2019
Gepaid: CAL000226137

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| TSD EPA ID: | CAD044429835 |
| CA Waste Code: | 223 - Unspecified oil-containing waste |
| Disposal Method: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Tons: | 0.25000 |
| | |
| Year: | 2018 |
| Gepaid: | CAL000226137 |
| TSD EPA ID: | CAD059494310 |
| CA Waste Code: | 352 - Other organic solids |
| Disposal Method: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Tons: | 0.27500 |

Click this hyperlink while viewing on your computer to access
23 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Information:

| | |
|---|---|
| Year: | 2021 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 6/8/2020 |
| Shipment Date: | 6/8/2020 |
| Receipt Date: | 6/23/2020 |
| Manifest Number: | 007467203SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |
| | |
| Year: | 2021 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 3/17/2020 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Shipment Date: | 3/17/2020 |
| Receipt Date: | 4/1/2020 |
| Manifest Number: | 007422592SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

| | |
|---|---|
| Year: | 2021 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 3/17/2020 |
| Shipment Date: | 3/17/2020 |
| Receipt Date: | 3/25/2020 |
| Manifest Number: | 007422591SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | Clean Harbors San Jose LLC |
| TSDF Address 1: | 1021 Berryessa Road |
| TSDF Address 2: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| TSDF City,State,Zip: | San Jose 95133 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |
| | |
| Year: | 2021 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 10/12/2020 |
| Shipment Date: | 10/12/2020 |
| Receipt Date: | 11/20/2020 |
| Manifest Number: | 007791587SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | UTD991301748 |
| TSDF Name: | Clean Harbors Grassy Mountain LLC |
| TSDF Address 1: | 3 Miles East 7 Miles North of Knolls |
| TSDF Address 2: | Exit 41 off I-80 |
| TSDF City,State,Zip: | Grantsville 84029 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |
| | |
| Year: | 2021 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 10/12/2020 |
| Shipment Date: | 10/12/2020 |
| Receipt Date: | 10/15/2020 |
| Manifest Number: | 007791586SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD980675276 |
| TSDF Name: | Clean Harbors Buttonwillow LLC |
| TSDF Address 1: | 2500 West Lokern Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Buttonwillow 93206 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

Additional Information:

| | |
|---|---|
| Year: | 2020 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 6/8/2020 |
| Shipment Date: | 6/8/2020 |
| Receipt Date: | 6/23/2020 |
| Manifest Number: | 007467203SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Quantity Unit: | Not reported |
| | |
| Year: | 2020 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 3/17/2020 |
| Shipment Date: | 3/17/2020 |
| Receipt Date: | 4/1/2020 |
| Manifest Number: | 007422592SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |
| | |
| Year: | 2020 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 3/17/2020 |
| Shipment Date: | 3/17/2020 |
| Receipt Date: | 3/25/2020 |
| Manifest Number: | 007422591SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | Clean Harbors San Jose LLC |
| TSDF Address 1: | 1021 Berryessa Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | San Jose 95133 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

| | |
|---|---|
| Year: | 2020 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 10/12/2020 |
| Shipment Date: | 10/12/2020 |
| Receipt Date: | 11/20/2020 |
| Manifest Number: | 007791587SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | UTD991301748 |
| TSDF Name: | Clean Harbors Grassy Mountain LLC |
| TSDF Address 1: | 3 Miles East 7 Miles North of Knolls |
| TSDF Address 2: | Exit 41 off I-80 |
| TSDF City,State,Zip: | Grantsville 84029 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

| | |
|---|---|
| Year: | 2020 |
| EM Manifest ID: | Not reported |
| Shipment Date: | 10/12/2020 |
| Shipment Date: | 10/12/2020 |
| Receipt Date: | 10/15/2020 |
| Manifest Number: | 007791586SKS |
| Generator EPA ID: | CAL000226137 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | Not reported |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD980675276 |
| TSDF Name: | Clean Harbors Buttonwillow LLC |
| TSDF Address 1: | 2500 West Lokern Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Buttonwillow 93206 |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

Additional Information:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 548358 |
| Shipment Date: | 7/29/2019 |
| Shipment Date: | 7/29/2019 |
| Receipt Date: | 8/13/2019 |
| Manifest Number: | 007016317SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

State:
Year: 2019
EM Manifest ID: 548358
Generator EPA ID: CAL000226137
Shipment Date: 2019-07-29
Manifest Number: 007016317SKS
Line Number: 1
Method Code: H141
Quantity Tons: 0.10000
Quantity Waste: 200.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Metal drums, barrels, kegs
Quantity Type: Pounds
State Code: 223

Year: 2019
EM Manifest ID: 9e264b0b-447d-4144-a974-23c9259c2e21
Shipment Date: 5/15/2019
Shipment Date: 5/15/2019
Receipt Date: 5/30/2019
Manifest Number: 007043107SKS
Generator EPA ID: CAL000226137
Name: G & J TRUCK SALES
Address: 22615 AVENUE 18 1/2
Address 2: Not reported
City,State,Zip: MADERA 93637
Telephone: 800-483-3718
Contact: Derek Parker
Contact Telephone: 559-661-6259
Contact Email: Not reported
Transporter 1 EPA ID: TXR000081205
Transporter Name: Not reported
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: MAD039322250
Transporter Name 2: Not reported
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: CAD044429835
TSDF Name: Clean Harbors Wilmington LLC
TSDF Address 1: 1737 East Denni Street
TSDF Address 2: Not reported
TSDF City,State,Zip: Wilmington 90744
TSDF Telephone: 800-483-3718
TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 9e264b0b-447d-4144-a974-23c9259c2e21 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2019-05-15 |
| Manifest Number: | 007043107SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.07500 |
| Quantity Waste: | 150.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 2ed595bf-6343-48ba-9a62-1498bd41504d |
| Shipment Date: | 5/15/2019 |
| Shipment Date: | 5/15/2019 |
| Receipt Date: | 6/3/2019 |
| Manifest Number: | 007043108SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | Clean Harbors San Jose LLC |
| TSDF Address 1: | 1021 Berryessa Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | San Jose 95133 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 2ed595bf-6343-48ba-9a62-1498bd41504d |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2019-05-15 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Manifest Number: | 007043108SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.10000 |
| Quantity Waste: | 200.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 352 |

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 7fc268c7-eda0-4df7-bd6a-78f019b73eac |
| Shipment Date: | 3/18/2019 |
| Shipment Date: | 3/18/2019 |
| Receipt Date: | 3/28/2019 |
| Manifest Number: | 006968108SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 7fc268c7-eda0-4df7-bd6a-78f019b73eac |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2019-03-18 |
| Manifest Number: | 006968108SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.07500 |
| Quantity Waste: | 150.000000 |
| Quantity Unit: | P |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 745b3538-7727-4d32-abe6-a3152d00b16a |
| Shipment Date: | 3/18/2019 |
| Shipment Date: | 3/18/2019 |
| Receipt Date: | 4/2/2019 |
| Manifest Number: | 006968109SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | Clean Harbors San Jose LLC |
| TSDF Address 1: | 1021 Berryessa Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | San Jose 95133 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 745b3538-7727-4d32-abe6-a3152d00b16a |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2019-03-18 |
| Manifest Number: | 006968109SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.11250 |
| Quantity Waste: | 225.000000 |
| Quantity Unit: | P |
| Number of Containers: | 2 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 352 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 219260 |
| Shipment Date: | 11/29/2018 |
| Shipment Date: | 11/29/2018 |
| Receipt Date: | 12/14/2018 |
| Manifest Number: | 006675791SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | Clean Harbors San Jose LLC |
| TSDF Address 1: | 1021 Berryessa Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | San Jose 95133 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 219260 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2018-11-29 |
| Manifest Number: | 006675791SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.05000 |
| Quantity Waste: | 100.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 352 |

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 238892 |
| Shipment Date: | 11/29/2018 |
| Shipment Date: | 11/29/2018 |
| Receipt Date: | 12/18/2018 |
| Manifest Number: | 006675792SKS |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 238892 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2018-11-29 |
| Manifest Number: | 006675792SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.07500 |
| Quantity Waste: | 150.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 696421 |
| Shipment Date: | 10/17/2019 |
| Shipment Date: | 10/17/2019 |
| Receipt Date: | 11/5/2019 |
| Manifest Number: | 007307761SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 696421 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2019-10-17 |
| Manifest Number: | 007307761SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.10000 |
| Quantity Waste: | 200.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 687028 |
| Shipment Date: | 10/17/2019 |
| Shipment Date: | 10/17/2019 |
| Receipt Date: | 10/23/2019 |
| Manifest Number: | 007307762SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | Clean Harbors San Jose LLC |
| TSDF Address 1: | 1021 Berryessa Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | San Jose 95133 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2019 |
| EM Manifest ID: | 687028 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2019-10-17 |
| Manifest Number: | 007307762SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.07500 |
| Quantity Waste: | 150.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 352 |

Additional Information:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006011732SKS20170920_D_1 |
| Shipment Date: | 9/20/2017 |
| Shipment Date: | 9/20/2017 |
| Receipt Date: | 10/2/2017 |
| Manifest Number: | 006011732SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | Not reported |
| Address 2: | Not reported |
| City,State,Zip: | Not reported |
| Telephone: | Not reported |
| Contact: | Not reported |
| Contact Telephone: | Not reported |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| TSDF Name: | CLEAN HARBORS OF WILMINGTON LLC |
| TSDF Address 1: | Not reported |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Not reported |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006011732SKS20170920_D_1 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2017-09-20 |
| Manifest Number: | 006011732SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.15000 |
| Quantity Waste: | 300.000000 |
| Quantity Unit: | P |
| Number of Containers: | 2 |
| Type of Container: | NULL |
| Quantity Type: | NULL |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 97623 |
| Shipment Date: | 8/3/2018 |
| Shipment Date: | 8/3/2018 |
| Receipt Date: | 8/24/2018 |
| Manifest Number: | 006613027SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | Clean Harbors San Jose LLC |
| TSDF Address 1: | 1021 Berryessa Road |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | San Jose 95133 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

State:
Year: 2018
EM Manifest ID: 97623
Generator EPA ID: CAL000226137
Shipment Date: 2018-08-03
Manifest Number: 006613027SKS
Line Number: 1
Method Code: H141
Quantity Tons: 0.07500
Quantity Waste: 150.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Metal drums, barrels, kegs
Quantity Type: Pounds
State Code: 352

Year: 2018
EM Manifest ID: 92474
Shipment Date: 8/3/2018
Shipment Date: 8/3/2018
Receipt Date: 8/20/2018
Manifest Number: 006613028SKS
Generator EPA ID: CAL000226137
Name: G & J TRUCK SALES
Address: 22615 AVENUE 18 1/2
Address 2: Not reported
City,State,Zip: MADERA 93637
Telephone: 800-483-3718
Contact: Derek Parker
Contact Telephone: 559-661-6259
Contact Email: Not reported
Transporter 1 EPA ID: TXR000081205
Transporter Name: Not reported
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: MAD039322250
Transporter Name 2: Not reported
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: CAD044429835
TSDF Name: Clean Harbors Wilmington LLC
TSDF Address 1: 1737 East Denni Street
TSDF Address 2: Not reported
TSDF City,State,Zip: Wilmington 90744
TSDF Telephone: 800-483-3718
TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

State:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 92474 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2018-08-03 |
| Manifest Number: | 006613028SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.07500 |
| Quantity Waste: | 150.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006173099SKS20170803_D_1 |
| Shipment Date: | 8/3/2017 |
| Shipment Date: | 8/3/2017 |
| Receipt Date: | 8/25/2017 |
| Manifest Number: | 006173099SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | Not reported |
| Address 2: | Not reported |
| City,State,Zip: | Not reported |
| Telephone: | Not reported |
| Contact: | Not reported |
| Contact Telephone: | Not reported |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | CLEAN HARBORS SAN JOSE |
| TSDF Address 1: | Not reported |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Not reported |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006173099SKS20170803_D_1 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2017-08-03 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Manifest Number: | 006173099SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.30000 |
| Quantity Waste: | 600.000000 |
| Quantity Unit: | P |
| Number of Containers: | 3 |
| Type of Container: | NULL |
| Quantity Type: | NULL |
| State Code: | 352 |

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006468056SKS20180328_D_1 |
| Shipment Date: | 3/28/2018 |
| Shipment Date: | 3/28/2018 |
| Receipt Date: | 4/16/2018 |
| Manifest Number: | 006468056SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | Not reported |
| Address 2: | Not reported |
| City,State,Zip: | Not reported |
| Telephone: | Not reported |
| Contact: | Not reported |
| Contact Telephone: | Not reported |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| TSDF Name: | CLEAN HARBORS SAN JOSE |
| TSDF Address 1: | Not reported |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Not reported |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006468056SKS20180328_D_1 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2018-03-28 |
| Manifest Number: | 006468056SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.15000 |
| Quantity Waste: | 300.000000 |
| Quantity Unit: | P |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

Number of Containers: 2
Type of Container: NULL
Quantity Type: NULL
State Code: 352

Year: 2018
EM Manifest ID: 006468055SKS20180328_D_1
Shipment Date: 3/28/2018
Shipment Date: 3/28/2018
Receipt Date: 4/17/2018
Manifest Number: 006468055SKS
Generator EPA ID: CAL000226137
Name: G & J TRUCK SALES
Address: Not reported
Address 2: Not reported
City,State,Zip: Not reported
Telephone: Not reported
Contact: Not reported
Contact Telephone: Not reported
Contact Email: Not reported
Transporter 1 EPA ID: TXR000081205
Transporter Name: Not reported
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: MAD039322250
Transporter Name 2: Not reported
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: CAD044429835
TSDF Name: CLEAN HARBORS OF WILMINGTON LLC
TSDF Address 1: Not reported
TSDF Address 2: Not reported
TSDF City,State,Zip: Not reported
TSDF Telephone: Not reported
TSDFA EPA ID: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: - Not reported
Quantity Tons: Not reported
Waste Quantity: Not reported
Quantity Unit: Not reported

State:
Year: 2018
EM Manifest ID: 006468055SKS20180328_D_1
Generator EPA ID: CAL000226137
Shipment Date: 2018-03-28
Manifest Number: 006468055SKS
Line Number: 1
Method Code: H141
Quantity Tons: 0.15000
Quantity Waste: 300.000000
Quantity Unit: P
Number of Containers: 2
Type of Container: NULL
Quantity Type: NULL
State Code: 223

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 005961725SKS20170310_D_1 |
| Shipment Date: | 3/10/2017 |
| Shipment Date: | 3/10/2017 |
| Receipt Date: | 3/28/2017 |
| Manifest Number: | 005961725SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | Not reported |
| Address 2: | Not reported |
| City,State,Zip: | Not reported |
| Telephone: | Not reported |
| Contact: | Not reported |
| Contact Telephone: | Not reported |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | CLEAN HARBORS OF WILMINGTON LLC |
| TSDF Address 1: | Not reported |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Not reported |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 005961725SKS20170310_D_1 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2017-03-10 |
| Manifest Number: | 005961725SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.15000 |
| Quantity Waste: | 300.000000 |
| Quantity Unit: | P |
| Number of Containers: | 2 |
| Type of Container: | NULL |
| Quantity Type: | NULL |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006323291SKS20171213_D_1 |
| Shipment Date: | 12/13/2017 |
| Shipment Date: | 12/13/2017 |
| Receipt Date: | 12/28/2017 |
| Manifest Number: | 006323291SKS |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | Not reported |
| Address 2: | Not reported |
| City,State,Zip: | Not reported |
| Telephone: | Not reported |
| Contact: | Not reported |
| Contact Telephone: | Not reported |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | CLEAN HARBORS OF WILMINGTON LLC |
| TSDF Address 1: | Not reported |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Not reported |
| TSDF Telephone: | Not reported |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 006323291SKS20171213_D_1 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2017-12-13 |
| Manifest Number: | 006323291SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.07500 |
| Quantity Waste: | 150.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | NULL |
| Quantity Type: | NULL |
| State Code: | 223 |

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 165857 |
| Shipment Date: | 10/2/2018 |
| Shipment Date: | 10/2/2018 |
| Receipt Date: | 10/15/2018 |
| Manifest Number: | 006670107SKS |
| Generator EPA ID: | CAL000226137 |
| Name: | G & J TRUCK SALES |
| Address: | 22615 AVENUE 18 1/2 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA 93637 |
| Telephone: | 800-483-3718 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Contact: | Derek Parker |
| Contact Telephone: | 559-661-6259 |
| Contact Email: | Not reported |
| Transporter 1 EPA ID: | TXR000081205 |
| Transporter Name: | Not reported |
| Transporter 1 Emergency Number: | Not reported |
| Transporter 2 EPA ID: | MAD039322250 |
| Transporter Name 2: | Not reported |
| Transporter 2 Emergency Number: | Not reported |
| TSDF EPA ID: | CAD044429835 |
| TSDF Name: | Clean Harbors Wilmington LLC |
| TSDF Address 1: | 1737 East Denni Street |
| TSDF Address 2: | Not reported |
| TSDF City,State,Zip: | Wilmington 90744 |
| TSDF Telephone: | 800-483-3718 |
| TSDFA EPA ID: | Not reported |
| Waste Code Description: | - Not reported |
| RCRA Code: | Not reported |
| Meth Code: | - Not reported |
| Quantity Tons: | Not reported |
| Waste Quantity: | Not reported |
| Quantity Unit: | Not reported |

State:

| | |
|---|---|
| Year: | 2018 |
| EM Manifest ID: | 165857 |
| Generator EPA ID: | CAL000226137 |
| Shipment Date: | 2018-10-02 |
| Manifest Number: | 006670107SKS |
| Line Number: | 1 |
| Method Code: | H141 |
| Quantity Tons: | 0.07500 |
| Quantity Waste: | 150.000000 |
| Quantity Unit: | P |
| Number of Containers: | 1 |
| Type of Container: | Metal drums, barrels, kegs |
| Quantity Type: | Pounds |
| State Code: | 223 |

Additional Information:

| | |
|---|---|
| Year: | 2017 |
| Gen EPA ID: | CAL000226137 |
| Shipment Date: | 20171213 |
| Creation Date: | 8/20/2018 18:30:15 |
| Receipt Date: | 20171228 |
| Manifest ID: | 006323291SKS |
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | MAD039322250 |
| Trans 2 Name: | CLEAN HARBORS ENVIRONMENTAL SVC INC |
| TSDF EPA ID: | CAD044429835 |
| Trans Name: | CLEAN HARBORS OF WILMINGTON LLC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 223 - Unspecified oil-containing waste |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.075
Waste Quantity: 150
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20170920
Creation Date: 6/13/2018 18:30:55
Receipt Date: 20171002
Manifest ID: 006011732SKS
Trans EPA ID: TXR000081205
Trans Name: SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID: MAD039322250
Trans 2 Name: CLEAN HARBORS ENVIRONMENTAL SERVICES INC
TSDF EPA ID: CAD044429835
Trans Name: CLEAN HARBORS OF WILMINGTON LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.15
Waste Quantity: 300
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20170803
Creation Date: 6/13/2018 18:31:39
Receipt Date: 20170825
Manifest ID: 006173099SKS
Trans EPA ID: TXR000081205
Trans Name: SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID: MAD039322250
Trans 2 Name: CLEAN HARBORS ENVIRONMENTAL SVC INC
TSDF EPA ID: CAD059494310
Trans Name: CLEAN HARBORS SAN JOSE
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 352 - Other organic solids
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.3
Waste Quantity: 600
Quantity Unit: P
Additional Code 1: Not reported

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20170310
Creation Date: 5/4/2018 18:31:04
Receipt Date: 20170328
Manifest ID: 005961725SKS
Trans EPA ID: TXR000081205
Trans Name: SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID: MAD039322250
Trans 2 Name: CLEAN HARBORS
TSDF EPA ID: CAD044429835
Trans Name: CLEAN HARBORS OF WILMINGTON LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.15
Waste Quantity: 300
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Information:
Year: 2016
Gen EPA ID: CAL000226137

Shipment Date: 20150709
Creation Date: 10/5/2015 22:15:07
Receipt Date: 20150720
Manifest ID: 004793421SKS
Trans EPA ID: TXR000081205
Trans Name: SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD059494310
Trans Name: CLEAN HARBORS SAN JOSE LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 352 - Other organic solids
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.2125
Waste Quantity: 425
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Additional Code 5: | Not reported |
| Shipment Date: | 20150420 |
| Creation Date: | 7/16/2015 22:15:31 |
| Receipt Date: | 20150504 |
| Manifest ID: | 004790656SKS |
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| Trans Name: | CLEAN HARBORS SAN JOSE LLC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 352 - Other organic solids |
| RCRA Code: | Not reported |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.3 |
| Waste Quantity: | 600 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

Additional Information:

| | |
|---|---|
| Year: | 2015 |
| Gen EPA ID: | CAL000226137 |
| Shipment Date: | 20150709 |
| Creation Date: | 10/5/2015 22:15:07 |
| Receipt Date: | 20150720 |
| Manifest ID: | 004793421SKS |
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| Trans Name: | CLEAN HARBORS SAN JOSE LLC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 352 - Other organic solids |
| RCRA Code: | Not reported |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.2125 |
| Waste Quantity: | 425 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| Shipment Date: | 20150420 |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Creation Date: | 7/16/2015 22:15:31 |
| Receipt Date: | 20150504 |
| Manifest ID: | 004790656SKS |
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| Trans Name: | CLEAN HARBORS SAN JOSE LLC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 352 - Other organic solids |
| RCRA Code: | Not reported |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.3 |
| Waste Quantity: | 600 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

Additional Information:

| | |
|---|---|
| Year: | 2014 |
| Gen EPA ID: | CAL000226137 |
| | |
| Shipment Date: | 20141215 |
| Creation Date: | 3/19/2015 22:14:50 |
| Receipt Date: | 20150102 |
| Manifest ID: | 004523317SKS |
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| Trans Name: | CLEAN HARBORS SAN JOSE LLC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 352 - Other organic solids |
| RCRA Code: | Not reported |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.15 |
| Waste Quantity: | 300 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20141003 |
| Creation Date: | 12/31/2014 22:14:46 |
| Receipt Date: | 20141014 |
| Manifest ID: | 004396886SKS |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| Trans Name: | CLEAN HARBORS SAN JOSE LLC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 352 - Other organic solids |
| RCRA Code: | Not reported |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.075 |
| Waste Quantity: | 150 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20140805 |
| Creation Date: | 10/31/2014 22:14:57 |
| Receipt Date: | 20140822 |
| Manifest ID: | 004394720SKS |
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| Trans Name: | CLEAN HARBORS SAN JOSE LLC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 352 - Other organic solids |
| RCRA Code: | Not reported |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.05 |
| Waste Quantity: | 100 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20140310 |
| Creation Date: | 5/24/2014 22:15:13 |
| Receipt Date: | 20140320 |
| Manifest ID: | 004219464SKS |
| Trans EPA ID: | TXR000081205 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAD059494310 |
| Trans Name: | CLEAN HARBORS SAN JOSE LLC |
| TSDF Alt EPA ID: | Not reported |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

TSDF Alt Name: Not reported
Waste Code Description: 352 - Other organic solids
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.065
Waste Quantity: 130
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Information:
Year: 2013
Gen EPA ID: CAL000226137

Shipment Date: 20131206
Creation Date: 3/2/2014 22:15:16
Receipt Date: 20131223
Manifest ID: 004014411SKS
Trans EPA ID: TXR000081205
Trans Name: SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID: MOR000501973
Trans 2 Name: R & R
TSDF EPA ID: CAD980675276
Trans Name: CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 352 - Other organic solids
RCRA Code: Not reported
Meth Code: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons: 0.075
Waste Quantity: 150
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Information:
Year: 2012
Gen EPA ID: CAL000226137

Shipment Date: 20121022
Creation Date: 3/22/2013 22:15:17
Receipt Date: 20121029
Manifest ID: 003283635SKS
Trans EPA ID: TXR000081205
Trans Name: SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT000613893

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 213 - Hydrocarbon solvents (benzene, hexane, Stoddard, etc. |
| RCRA Code: | D001 |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.02 |
| Waste Quantity: | 40 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20120730 |
| Creation Date: | 12/29/2012 22:15:14 |
| Receipt Date: | 20120801 |
| Manifest ID: | 003179691SKS |
| Trans EPA ID: | TXR000050930 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAT000613893 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 213 - Hydrocarbon solvents (benzene, hexane, Stoddard, etc. |
| RCRA Code: | D001 |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.02 |
| Waste Quantity: | 40 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20120511 |
| Creation Date: | 5/29/2013 22:15:05 |
| Receipt Date: | 20120518 |
| Manifest ID: | 002870171SKS |
| Trans EPA ID: | TXR000050930 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAT000613893 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 213 - Hydrocarbon solvents (benzene, hexane, Stoddard, etc. |
| RCRA Code: | D001 |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |

**G & J TRUCK SALES, INC. (Continued)** **S113114385**

| | |
|---|---|
| Quantity Tons: | 0.0375 |
| Waste Quantity: | 75 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |
| | |
| Shipment Date: | 20120220 |
| Creation Date: | 8/22/2012 22:15:08 |
| Receipt Date: | 20120228 |
| Manifest ID: | 002989493SKS |
| Trans EPA ID: | TXR000050930 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| Trans 2 EPA ID: | Not reported |
| Trans 2 Name: | Not reported |
| TSDF EPA ID: | CAT000613893 |
| Trans Name: | SAFETY-KLEEN SYSTEMS INC |
| TSDF Alt EPA ID: | Not reported |
| TSDF Alt Name: | Not reported |
| Waste Code Description: | 213 - Hydrocarbon solvents (benzene, hexane, Stoddard, etc. |
| RCRA Code: | D001 |
| Meth Code: | H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Quantity Tons: | 0.03 |
| Waste Quantity: | 60 |
| Quantity Unit: | P |
| Additional Code 1: | Not reported |
| Additional Code 2: | Not reported |
| Additional Code 3: | Not reported |
| Additional Code 4: | Not reported |
| Additional Code 5: | Not reported |

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**F23** **EPPLER TOWING & RECOVERY** **CERS TANKS** **S132628800**
**ESE** **22800 AVENUE 18 1/2** **N/A**
**1/8-1/4** **MADERA, CA 93637**
**0.164 mi.**
**866 ft.** **Site 1 of 2 in cluster F**

**Relative:** **Higher**

**Actual:** **247 ft.**

CERS TANKS:

| | |
|---|---|
| Name: | EPPLER TOWING & RECOVERY |
| Address: | 22800 AVENUE 18 1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 920566 |
| CERS ID: | 10959352 |
| CERS Description: | Aboveground Petroleum Storage |

Affiliation:

| | |
|---|---|
| Affiliation Type Desc: | Identification Signer |
| Entity Name: | Ryan Ormonde |
| Entity Title: | Operations Manager |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

**EPPLER TOWING & RECOVERY (Continued)** **S132628800**

| | |
|---|---|
| Affiliation Type Desc: | Environmental Contact |
| Entity Name: | Ryan Ormonde |
| Entity Title: | Not reported |
| Affiliation Address: | PO Box 188 |
| Affiliation City: | Firebaugh |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93622 |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Facility Mailing Address |
| Entity Name: | Mailing Address |
| Entity Title: | Not reported |
| Affiliation Address: | PO Box 188 |
| Affiliation City: | Firebaugh |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93622 |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | CUPA District |
| Entity Name: | Madera County Env Health |
| Entity Title: | Not reported |
| Affiliation Address: | 200 W. 4th StreetSuite 3100 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 675-7823, |

| | |
|---|---|
| Affiliation Type Desc: | Document Preparer |
| Entity Name: | RYAN ORMONDE |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Legal Owner |
| Entity Name: | Holly Ormonde |
| Entity Title: | Not reported |
| Affiliation Address: | PO Box 188 |
| Affiliation City: | Firebaugh |
| Affiliation State: | CA |
| Affiliation Country: | United States |
| Affiliation Zip: | 93622 |
| Affiliation Phone: | (559) 659-3939, |

| | |
|---|---|
| Affiliation Type Desc: | Operator |
| Entity Name: | Ryan Ormonde |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |

**EPPLER TOWING & RECOVERY (Continued)** **S132628800**

| | |
|---|---|
| Affiliation Zip: | Not reported |
| Affiliation Phone: | (559) 718-1753, |
| Affiliation Type Desc: | Parent Corporation |
| Entity Name: | Eppler Towing & Recovery |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

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**F24** **EPPLER TOWING & RECOVERY** **RCRA-SQG** **1031283154**
**ESE** **22800 AVENUE 18 1/2** **CAR000372961**
**1/8-1/4** **MADERA, CA 93637**
**0.164 mi.**
**866 ft.** **Site 2 of 2 in cluster F**

**Relative:** **Higher**
**Actual:** **247 ft.**

RCRA Listings:

| | | |
|---|---|---|
| Date Form Received by Agency: | | 20240531 |
| Handler Name: | | Eppler Towing & Recovery |
| Handler Address: | | Avenue 18 1/2 |
| Handler City,State,Zip: | | MADERA, CA 93637 |
| EPA ID: | | CAR000372961 |
| Contact Name: | | RYAN ORMONDE |
| Contact Address: | | AVENUE 18 1/2 |
| Contact City,State,Zip: | | MADERA, CA 93637 |
| Contact Telephone: | | 559-718-1753 |
| Contact Fax: | | Not reported |
| Contact Email: | | RYAN@EPPLERINC.COM |
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Private |
| Federal Waste Generator Description: | | Small Quantity Generator |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Handler Activities |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | AVENUE 7 1/2 |
| Mailing City,State,Zip: | | FIREBAUGH, CA 93622 |
| Owner Name: | Holly Ormonde | |
| Owner Type: | | Private |
| Operator Name: | Ryan Ormonde | |
| Operator Type: | | Private |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | Yes |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |

**EPPLER TOWING & RECOVERY (Continued)** **1031283154**

| | |
|---|---|
| Universal Waste Indicator: | No |
| Universal Waste Destination Facility: | No |
| Federal Universal Waste: | No |
| Active Site State-Reg Handler: | --- |
| Federal Facility Indicator: | Not reported |
| Hazardous Secondary Material Indicator: | N |
| Sub-Part K Indicator: | Not reported |
| 2018 GPRA Permit Baseline: | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | No |
| Subject to Corrective Action Universe: | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | No |
| Corrective Action Priority Ranking: | No NCAPS ranking |
| Environmental Control Indicator: | No |
| Institutional Control Indicator: | No |
| Human Exposure Controls Indicator: | N/A |
| Groundwater Controls Indicator: | N/A |
| Significant Non-Complier Universe: | No |
| Unaddressed Significant Non-Complier Universe: | No |
| Addressed Significant Non-Complier Universe: | No |
| Significant Non-Complier With a Compliance Schedule Universe: | No |
| Financial Assurance Required: | Not reported |
| Handler Date of Last Change: | 20240610 |
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Hazardous Waste Summary:

| | |
|---|---|
| Waste Code: | D001 |
| Waste Description: | Ignitable Waste |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: RYAN ORMONDE | |
| Legal Status: | Private |
| Date Became Current: | 20210822 |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 5748 AVENUE 7 1/2 |
| Owner/Operator City,State,Zip: | FIREBAUGH, CA 93622 |
| Owner/Operator Telephone: | 559-718-1753 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | RYAN@EPPLERINC.COM |

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: HOLLY ORMONDE | |
| Legal Status: | Private |
| Date Became Current: | 20210822 |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 5748 AVENUE 7 1/2 |
| Owner/Operator City,State,Zip: | FIREBAUGH, CA 93622 |

**EPPLER TOWING & RECOVERY (Continued)** **1031283154**

Owner/Operator Telephone: 559-517-6355
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: HOLLY@EPPLERINC.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: HOLLY ORMONDE
Legal Status: Private
Date Became Current: 20210822
Date Ended Current: Not reported
Owner/Operator Address: 5748 AVENUE 7 1/2
Owner/Operator City,State,Zip: FIREBAUGH, CA 93622
Owner/Operator Telephone: 559-517-6355
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: HOLLY@EPPLERINC.COM

Historic Generators:
Receive Date: 20240531
Handler Name: EPPLER TOWING & RECOVERY
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 488410
NAICS Description: Motor Vehicle Towing

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

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**G25** **AT&T MOBILITY - PILOT TRUCK STOP OVERLAY-D044 (USI** **CUPA Listings** **S119002519**
**NE** **22632 AVENUE 18 3/4** **CERS** **N/A**
**1/8-1/4** **MADERA, CA 93637**
**0.171 mi.**
**903 ft.** **Site 1 of 2 in cluster G**

**Relative:** CUPA MADERA:
**Higher**
**Actual:** Name: AT&T MOBILITY - PILOT TRUCK STOP OVERLAY-D044 (USID42599)
**250 ft.** Address: 22632 AVENUE 18 3/4
City,State,Zip: MADERA, CA
Contact Name: New Cingular Wireless PCS, LLC dba AT&T Mobility
Region: MADERA
Facility ID: FA0102730
Contact Phone: 8006382822

**AT&T MOBILITY - PILOT TRUCK STOP OVERLAY-D044 (USID42599) (Continued)** **S119002519**

Detail:
- Program Element Code: 2111
- Decode for Current Status: Not reported
- Facility Id: FA0102730
- Common Name: Lead-Acid Batteries
- Current Status: 01
- Program/Elements: Hazardous Material Handler - Range 1

CERS:
- Name: AT&T MOBILITY - PILOT TRUCK STOP OVERLAY-D044 (USID42599)
- Address: 22632 AVENUE 18 3/4
- City,State,Zip: MADERA, CA 93637
- Site ID: 272583
- CERS ID: 10623466
- CERS Description: Chemical Storage Facilities

Evaluation:
- Eval General Type: Compliance Evaluation Inspection
- Eval Date: 06-05-2019
- Violations Found: No
- Eval Type: Routine done by local agency
- Eval Notes: Not reported
- Eval Division: Madera County Environmental Health
- Eval Program: HMRRP
- Eval Source: CERS,

- Eval General Type: Compliance Evaluation Inspection
- Eval Date: 04-26-2016
- Violations Found: No
- Eval Type: Routine done by local agency
- Eval Notes: Not reported
- Eval Division: Madera County Environmental Health
- Eval Program: HMRRP
- Eval Source: CERS,

- Eval General Type: Compliance Evaluation Inspection
- Eval Date: 10-04-2022
- Violations Found: No
- Eval Type: Routine done by local agency
- Eval Notes: *No other violations observed
- Eval Division: Madera County Environmental Health
- Eval Program: HMRRP
- Eval Source: CERS,

Coordinates:
- Site ID: 272583
- Facility Name: AT&T Mobility - PILOT TRUCK STOP OVERLAY-D044 (USID42599)
- Env Int Type Code: HMBP
- Program ID: 10623466
- Coord Name: Not reported
- Ref Point Type Desc: Center of a facility or station.,
- Latitude: 37.022400
- Longitude: -120.134990

**AT&T MOBILITY - PILOT TRUCK STOP OVERLAY-D044 (USID42599) (Continued)** **S119002519**

Affiliation:

| | |
|---|---|
| Affiliation Type Desc: | Facility Mailing Address |
| Entity Name: | Mailing Address |
| Entity Title: | Not reported |
| Affiliation Address: | 311 S. Akard Street, Floor 12 |
| Affiliation City: | Dallas |
| Affiliation State: | TX |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 75202 |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Identification Signer |
| Entity Name: | Jeremy McGrue |
| Entity Title: | National EPCRA Manager |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Operator |
| Entity Name: | AT&T Mobility |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | (800) 566-9347, |
| Affiliation Type Desc: | Document Preparer |
| Entity Name: | Peter Burnell, Sigma Consultants, Inc. |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Legal Owner |
| Entity Name: | New Cingular Wireless PCS, LLC dba AT&T Mobility |
| Entity Title: | Not reported |
| Affiliation Address: | 311 S. Akard Street, Floor 12 |
| Affiliation City: | Dallas |
| Affiliation State: | TX |
| Affiliation Country: | United States |
| Affiliation Zip: | 75202 |
| Affiliation Phone: | (469) 295-2319, |
| Affiliation Type Desc: | CUPA District |
| Entity Name: | Madera County Env Health |
| Entity Title: | Not reported |
| Affiliation Address: | 200 W. 4th StreetSuite 3100 |
| Affiliation City: | Madera |
| Affiliation State: | CA |

**AT&T MOBILITY - PILOT TRUCK STOP OVERLAY-D044 (USID42599) (Continued)** **S119002519**

Affiliation Country: Not reported
Affiliation Zip: 93637
Affiliation Phone: (559) 675-7823,

Affiliation Type Desc: Environmental Contact
Entity Name: AT&T EH&S Hotline - Option #1
Entity Title: Not reported
Affiliation Address: 311 S. Akard Street, Floor 12
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: ,

Affiliation Type Desc: Parent Corporation
Entity Name: AT&T Mobility
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

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**G26** **AMERICAN TOWERS - SITE # 8305 - HWY 99-MADERA NORT** **CUPA Listings** **S119002543**
**NE** **22632 AVENUE 18 3/4** **CERS** **N/A**
**1/8-1/4** **MADERA, CA 93637**
**0.171 mi.**
**903 ft.** **Site 2 of 2 in cluster G**

**Relative:**
**Higher**

**Actual:**
**250 ft.**

CUPA MADERA:
Name: AMERICAN TOWERS - SITE # 8305 - HWY 99-MADERA NORTH
Address: 22632 AVENUE 18 3/4
City,State,Zip: MADERA, CA
Contact Name: American Towers LLC
Region: MADERA
Facility ID: FA0103145
Contact Phone: 7819267187

Detail:
Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103145
Common Name: Diesel Fuel No. 2
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 1

Program Element Code: 2111
Decode for Current Status: Not reported
Facility Id: FA0103145
Common Name: Liquefied Petroleum Gas (lpg)
Current Status: 01
Program/Elements: Hazardous Material Handler - Range 1

CERS:
Name: AMERICAN TOWERS - SITE # 8305 - HWY 99-MADERA NORTH

**AMERICAN TOWERS - SITE # 8305 - HWY 99-MADERA NORTH (Continued)** **S119002543**

Address: 22632 AVENUE 18 3/4
City,State,Zip: MADERA, CA 93637
Site ID: 384970
CERS ID: 10406629
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 384970
Site Name: American Towers - Site # 8305 - Hwy 99-Madera North
Violation Date: 11-06-2015
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 12/04/2015. Provide training records for 2013-2015
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 384970
Site Name: American Towers - Site # 8305 - Hwy 99-Madera North
Violation Date: 11-06-2015
Citation: HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95, Section(s) 25505.1
Violation Description: Failure to notify property owner in writing that the business is subject to the business plan program and has complied with its provisions.
Violation Notes: Returned to compliance on 12/04/2015. Notify property owner that haz. mat. are held on site and if requested HMBP can be provided within 3 business days.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-04-2025
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: *Inspection was conducted with CUPA inspector Alexandra Mendez and Jeff Frost. *No violations were observed.
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-29-2022
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: * No violations observed
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

**AMERICAN TOWERS - SITE # 8305 - HWY 99-MADERA NORTH (Continued)** **S119002543**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-06-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-17-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 384970
Site Name: American Towers - Site # 8305 - Hwy 99-Madera North
Site Address: 22632 AVENUE 18 3/4
Site City: MADERA
Site Zip: 93637
Enf Action Date: 11-06-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: Emily Ramlow
Entity Title: Not reported
Affiliation Address: 10 Presidential Way Attn: HazMat Compliance
Affiliation City: Woburn
Affiliation State: MA
Affiliation Country: Not reported
Affiliation Zip: 01801
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: American Towers LLC
Entity Title: Not reported
Affiliation Address: 10 Presidential Way Attn: HazMat Compliance
Affiliation City: Woburn
Affiliation State: MA
Affiliation Country: United States
Affiliation Zip: 01801
Affiliation Phone: (781) 926-4646,

Affiliation Type Desc: Operator
Entity Name: American Towers LLC
Entity Title: Not reported

**AMERICAN TOWERS - SITE # 8305 - HWY 99-MADERA NORTH (Continued)** **S119002543**

| | |
|---|---|
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | (781) 926-4646, |
| | |
| Affiliation Type Desc: | Facility Mailing Address |
| Entity Name: | Mailing Address |
| Entity Title: | Not reported |
| Affiliation Address: | 10 Presidential Way Attn: HazMat Compliance |
| Affiliation City: | Woburn |
| Affiliation State: | MA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 01801 |
| Affiliation Phone: | , |
| | |
| Affiliation Type Desc: | Parent Corporation |
| Entity Name: | American Tower Corp. |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| | |
| Affiliation Type Desc: | CUPA District |
| Entity Name: | Madera County Env Health |
| Entity Title: | Not reported |
| Affiliation Address: | 200 W. 4th StreetSuite 3100 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 675-7823, |
| | |
| Affiliation Type Desc: | Document Preparer |
| Entity Name: | Reed Garvey |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| | |
| Affiliation Type Desc: | Identification Signer |
| Entity Name: | Shawn Lanier |
| Entity Title: | Vice President, Legal |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

**H27** **LUCKY'S EXPRESS 2** **AST** **A100422076**
**ENE** **18691 GOLDEN STATE BLVD** **N/A**
**1/8-1/4** **MADERA, CA 93637**
**0.235 mi.**
**1241 ft.** **Site 1 of 7 in cluster H**

**Relative:** **Higher**
**Actual:** **250 ft.**

AST:

| | |
|---|---|
| Name: | LUCKY'S EXPRESS 2 |
| Address: | 18691 GOLDEN STATE BLVD |
| City/Zip: | MADERA,93637 |
| Certified Unified Program Agencies: | Not reported |
| Owner: | Baldish S Hundal/Kashmir S Hundal |
| Total Gallons: | Not reported |
| CERSID: | 10339555 |
| Facility ID: | Not reported |
| Business Name: | Lucky's Express 2 |
| Phone: | 559-674-7300 |
| Fax: | 559-674-7333 |
| Mailing Address: | 15120 Torrey Pines Circle |
| Mailing Address City: | Chowchilla |
| Mailing Address State: | CA |
| Mailing Address Zip Code: | 93610 |
| Operator Name: | Baldish S Hundal |
| Operator Phone: | 559-664-2247 |
| Owner Phone: | 559-664-2247 |
| Owner Mail Address: | 15120 Torrey Pines Circle |
| Owner State: | CA |
| Owner Zip Code: | 93610 |
| Owner Country: | United States |
| Property Owner Name: | Tarlochan Sohal |
| Property Owner Phone: | 209-535-1511 |
| Property Owner Mailing Address: | 986 Orchard Way |
| Property Owner City: | Livingston |
| Property Owner Stat : | CA |
| Property Owner Zip Code: | 95334 |
| Property Owner Country: | United States |
| EPAID: | CAL000397219 |

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**H28** **KC TIRE AND LUBE INC** **RCRA NonGen / NLR** **1031282550**
**ENE** **18691 GOLDEN STATE BLVD** **E MANIFEST** **CAL000488108**
**1/8-1/4** **MADERA, CA 93637**
**0.235 mi.**
**1241 ft.** **Site 2 of 7 in cluster H**

**Relative:** **Higher**
**Actual:** **250 ft.**

RCRA Listings:

| | |
|---|---|
| Date Form Received by Agency: | 20240812 |
| Handler Name: | Kc Tire And Lube Inc |
| Handler Address: | 18691 Golden State Blvd |
| Handler City,State,Zip: | MADERA, CA 93637 |
| EPA ID: | CAL000488108 |
| Contact Name: | HARJINDER SINGH |
| Contact Address: | 18691 GOLDEN STATE BLVD |
| Contact City,State,Zip: | MADERA, CA 93637 |
| Contact Telephone: | 559-232-3671 |
| Contact Fax: | Not reported |
| Contact Email: | KCTIREANDLUBE@GMAIL.COM |
| Contact Title: | Not reported |
| EPA Region: | 09 |
| Land Type: | Not reported |
| Federal Waste Generator Description: | Not a generator, verified |

**KC TIRE AND LUBE INC (Continued)** **1031282550**

| | | |
|---|---|---|
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | 18691 GOLDEN STATE BLVD |
| Mailing City,State,Zip: | | MADERA, CA 93637 |
| Owner Name: | Kc Tire And Lube Inc | |
| Owner Type: | | Other |
| Operator Name: | Harjinder Singh | |
| Operator Type: | | Other |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |
| Hazardous Secondary Material Indicator: | | N |
| Sub-Part K Indicator: | | Not reported |
| 2018 GPRA Permit Baseline: | | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | | No |
| Subject to Corrective Action Universe: | | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | | No |
| Corrective Action Priority Ranking: | | No NCAPS ranking |
| Environmental Control Indicator: | | No |
| Institutional Control Indicator: | | No |
| Human Exposure Controls Indicator: | | N/A |
| Groundwater Controls Indicator: | | N/A |
| Significant Non-Complier Universe: | | No |
| Unaddressed Significant Non-Complier Universe: | | No |
| Addressed Significant Non-Complier Universe: | | No |
| Significant Non-Complier With a Compliance Schedule Universe: | | No |
| Financial Assurance Required: | | Not reported |
| Handler Date of Last Change: | | 20240817 |
| Recognized Trader-Importer: | | No |
| Recognized Trader-Exporter: | | No |
| Importer of Spent Lead Acid Batteries: | | No |
| Exporter of Spent Lead Acid Batteries: | | No |
| Recycler Activity Without Storage: | | No |
| Manifest Broker: | | No |
| Sub-Part P Indicator: | | No |

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: KC TIRE AND LUBE INC

**KC TIRE AND LUBE INC (Continued)** **1031282550**

| | |
|---|---|
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18691 GOLDEN STATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-232-3671 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |
| | |
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: HARJINDER SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18691 GOLDEN STATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-232-3671 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 20240812 |
| Handler Name: KC TIRE AND LUBE INC | |
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | Yes |
| Non Storage Recycler Activity: | No |
| Electronic Manifest Broker: | No |

List of NAICS Codes and Descriptions:

| | |
|---|---|
| NAICS Code: | 423130 |
| NAICS Description: | Tire And Tube Merchant Wholesalers |

Facility Has Received Notices of Violations:

| | |
|---|---|
| Violations: | No Violations Found |

Evaluation Action Summary:

| | |
|---|---|
| Evaluations: | No Evaluations Found |

E MANIFEST:

| | |
|---|---|
| Manifest Tracking Number: | 030013203WAS |
| Last Updated Date: | 20241028 |
| Shipped Date: | 20241008 |
| Received Date: | 20241016 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |

**KC TIRE AND LUBE INC (Continued)** **1031282550**

| | |
|---|---|
| Generator EPA ID: | CAL000488108 |
| Generator Name: | Kc Tire And Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

Transporter:

| | |
|---|---|
| Manifest Tracking Number: | 030013203WAS |
| Transporter Line Number: | 1 |
| Transporter EPA ID: | CAR000330019 |
| Transporter Name: | Cleantech Environmental, Inc |

Waste Line:

| | |
|---|---|
| Manifest Tracking Number: | 030013203WAS |
| Waste Line Number: | 1 |
| U.S. DOT Hazardous Indicator: | N |
| U.S. DOT ID Number: | Not reported |
| U.S. DOT Description: | Not reported |
| Non-Hazardous Waste Description: | Non-Rcra Hazardous Waste Solid (Absorbent/Paper Filter Media) |
| Number of Containers: | 4 |
| Container Type Code: | DM |
| Container Type Description: | Metal drums, barrels, kegs |
| Waste Quantity: | 700 |
| Quantity Unit of Measure Code: | P |
| Quantity Unit of Measure Description: | Pounds |
| Waste Quantity, in Tons: | 0.35 |
| Acute Waste Quantity, in Tons: | 0 |
| Non-Acute Waste Quantity, in Tons: | 0.35 |
| Waste Quantity, in Kilograms: | 317.4605 |

**KC TIRE AND LUBE INC (Continued)** **1031282550**

| | |
|---|---|
| Acute Waste Quantity, in Kilograms: | 0 |
| Non-Acute Waste Quantity, in Kilorgrams: | 317.4605 |
| Management Method Code: | H141 |
| Management Method Description: | STORAGE, BULKING AND/OR TRANSFER OFF SITE |
| Waste Residue Indicator: | N |
| Quantity Discrepancy Indicator: | N |
| Waste Type Discrepancy Indicator: | N |
| Waste Density: | Not reported |
| Waste Density Unit of Measure Code: | Not reported |
| Waste Density Unit of Measure Description: | Not reported |
| Form Code: | Not reported |
| Form Code Description: | Not reported |
| Source Code: | Not reported |
| Source Code Description: | Not reported |
| Waste Minimization Code: | Not reported |
| Waste Minimization Code Description: | Not reported |
| Consent Number: | Not reported |
| EPA Waste Indicator: | N |
| Federal Waste Codes: | Not reported |
| Quantity Haz Kg: | 0 |
| Quantity Haz Tons: | 0 |
| Quantity Non Haz Kg: | 317.4605 |
| Quantity Non Haz Tons: | 0.35 |
| State Waste Codes: | CA-352 |
| | |
| Manifest Tracking Number: | 030013203WAS |
| Waste Line Number: | 2 |
| U.S. DOT Hazardous Indicator: | N |
| U.S. DOT ID Number: | Not reported |
| U.S. DOT Description: | Not reported |
| Non-Hazardous Waste Description: | Non-Rcra Hazardous Waste Solid (Oily Solid Waste/Used Metal Oil Filters) |
| Number of Containers: | 3 |
| Container Type Code: | DM |
| Container Type Description: | Metal drums, barrels, kegs |
| Waste Quantity: | 675 |
| Quantity Unit of Measure Code: | P |
| Quantity Unit of Measure Description: | Pounds |
| Waste Quantity, in Tons: | 0.3375 |
| Acute Waste Quantity, in Tons: | 0 |
| Non-Acute Waste Quantity, in Tons: | 0.3375 |
| Waste Quantity, in Kilograms: | 306.12263 |
| Acute Waste Quantity, in Kilograms: | 0 |
| Non-Acute Waste Quantity, in Kilorgrams: | 306.122625 |
| Management Method Code: | H010 |
| Management Method Description: | METALS RECOVERY |
| Waste Residue Indicator: | N |
| Quantity Discrepancy Indicator: | N |
| Waste Type Discrepancy Indicator: | N |
| Waste Density: | Not reported |
| Waste Density Unit of Measure Code: | Not reported |
| Waste Density Unit of Measure Description: | Not reported |
| Form Code: | Not reported |
| Form Code Description: | Not reported |
| Source Code: | Not reported |
| Source Code Description: | Not reported |
| Waste Minimization Code: | Not reported |

**KC TIRE AND LUBE INC (Continued)** **1031282550**

| | |
|---|---|
| Waste Minimization Code Description: | Not reported |
| Consent Number: | Not reported |
| EPA Waste Indicator: | N |
| Federal Waste Codes: | Not reported |
| Quantity Haz Kg: | 0 |
| Quantity Haz Tons: | 0 |
| Quantity Non Haz Kg: | 306.122625 |
| Quantity Non Haz Tons: | 0.3375 |
| State Waste Codes: | CA-352 |

---

**H29** **GN TIRE & LUBE INC** **RCRA NonGen / NLR** **1024863335**
**ENE** **18691 GOLDEN STATE BLVD** **E MANIFEST** **CAL000431876**
**1/8-1/4** **MADERA, CA 93657**
**0.235 mi.**
**1241 ft.** **Site 3 of 7 in cluster H**

**Relative:** **Higher**

**Actual:** **250 ft.**

RCRA Listings:

| | | |
|---|---|---|
| Date Form Received by Agency: | | 20171101 |
| Handler Name: | | Gn Tire & Lube Inc |
| Handler Address: | | 18691 Golden State Blvd |
| Handler City,State,Zip: | | MADERA, CA 93657 |
| EPA ID: | | CAL000431876 |
| Contact Name: | | GURPREET SINGH OWNER |
| Contact Address: | | 2227 MORNING DEM CT |
| Contact City,State,Zip: | | TURLOCK, CA 95382 |
| Contact Telephone: | | 209-450-7307 |
| Contact Fax: | | 209-829-1393 |
| Contact Email: | | GNTIREANDLUBE16@GMAIL.COM |
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Handler Activities |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | PO BOX 509 |
| Mailing City,State,Zip: | | GUSTINE, CA 95322 |
| Owner Name: | Gurpreet Singh | |
| Owner Type: | | Other |
| Operator Name: | Gurpreet Singh Owner | |
| Operator Type: | | Other |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | Yes |
| Universal Waste Destination Facility: | | Yes |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Federal Facility Indicator: | Not reported |
| Hazardous Secondary Material Indicator: | N |
| Sub-Part K Indicator: | Not reported |
| 2018 GPRA Permit Baseline: | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | No |
| Subject to Corrective Action Universe: | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | No |
| Corrective Action Priority Ranking: | No NCAPS ranking |
| Environmental Control Indicator: | No |
| Institutional Control Indicator: | No |
| Human Exposure Controls Indicator: | N/A |
| Groundwater Controls Indicator: | N/A |
| Significant Non-Complier Universe: | No |
| Unaddressed Significant Non-Complier Universe: | No |
| Addressed Significant Non-Complier Universe: | No |
| Significant Non-Complier With a Compliance Schedule Universe: | No |
| Financial Assurance Required: | Not reported |
| Handler Date of Last Change: | 20180907 |
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: GURPREET SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 2227 MORNING DEM CT |
| Owner/Operator City,State,Zip: | TURLOCK, CA 95382 |
| Owner/Operator Telephone: | 209-450-7307 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: GURPREET SINGH OWNER | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 2227 MORNING DEM CT |
| Owner/Operator City,State,Zip: | TURLOCK, CA 95382 |
| Owner/Operator Telephone: | 209-450-7307 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 20171101 |
| Handler Name: GN TIRE & LUBE INC | |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Federal Waste Generator Description: | Not a generator, verified |
| State District Owner: | Not reported |
| Large Quantity Handler of Universal Waste: | No |
| Recognized Trader Importer: | No |
| Recognized Trader Exporter: | No |
| Spent Lead Acid Battery Importer: | No |
| Spent Lead Acid Battery Exporter: | No |
| Current Record: | Yes |
| Non Storage Recycler Activity: | Not reported |
| Electronic Manifest Broker: | Not reported |

List of NAICS Codes and Descriptions:

| | |
|---|---|
| NAICS Code: | 56299 |
| NAICS Description: | All Other Waste Management Services |

Facility Has Received Notices of Violations:

| | |
|---|---|
| Violations: | No Violations Found |

Evaluation Action Summary:

| | |
|---|---|
| Evaluations: | No Evaluations Found |

E MANIFEST:

| | |
|---|---|
| Manifest Tracking Number: | 020329998JJK |
| Last Updated Date: | 20190701 |
| Shipped Date: | 20190610 |
| Received Date: | 20190614 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93657 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000521146 |
| Designated Facility Name: | Yuma Yes 2 Waste Transfer Station |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | STE 105 |
| Designated Facility Mail Street 2: | 2621 GREEN RIVER RD |
| Designated Facility Mail City: | CORONA |
| Designated Facility Mail Zip: | 92882 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 6500 S US HIGHWAY 95 |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 020328757JJK |
| Last Updated Date: | 20190509 |
| Shipped Date: | 20190422 |
| Received Date: | 20190425 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93657 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000521146 |
| Designated Facility Name: | Yuma Yes 2 Waste Transfer Station |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | STE 105 |
| Designated Facility Mail Street 2: | 2621 GREEN RIVER RD |
| Designated Facility Mail City: | CORONA |
| Designated Facility Mail Zip: | 92882 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 6500 S US HIGHWAY 95 |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 018565652JJK |
| Last Updated Date: | 20190611 |
| Shipped Date: | 20180630 |
| Received Date: | 20180710 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | PO BOX 509 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | GUSTINE |
| Generator Mail Zip: | 95322 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000515924 |
| Designated Facility Name: | Yuma Yes Waste Transfer Facility |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 2730 E 13TH ST |
| Designated Facility Mail City: | YUMA |
| Designated Facility Mail Zip: | 85365-1901 |
| Designated Facility Mail State: | AZ |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 2730 E 13TH ST |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365-1901 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 018566588JJK |
| Last Updated Date: | 20190606 |
| Shipped Date: | 20180810 |
| Received Date: | 20180817 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | PO BOX 509 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | GUSTINE |
| Generator Mail Zip: | 95322 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000515924 |
| Designated Facility Name: | Yuma Yes Waste Transfer Facility |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Designated Facility Mail Street 2: | 2730 E 13TH ST |
| Designated Facility Mail City: | YUMA |
| Designated Facility Mail Zip: | 85365-1901 |
| Designated Facility Mail State: | AZ |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 2730 E 13TH ST |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365-1901 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 018568657JJK |
| Last Updated Date: | 20181029 |
| Shipped Date: | 20180922 |
| Received Date: | 20181002 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | PO BOX 509 |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | GUSTINE |
| Generator Mail Zip: | 95322 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000515924 |
| Designated Facility Name: | Yuma Yes Waste Transfer Facility |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 2730 E 13TH ST |
| Designated Facility Mail City: | YUMA |
| Designated Facility Mail Zip: | 85365-1901 |
| Designated Facility Mail State: | AZ |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 2730 E 13TH ST |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365-1901 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 019157849JJK |
| Last Updated Date: | 20190125 |
| Shipped Date: | 20190108 |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Received Date: | 20190115 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | Madera |
| Generator Mail Zip: | 93657 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000515924 |
| Designated Facility Name: | Yuma Yes Waste Transfer Facility |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 2730 E 13TH ST |
| Designated Facility Mail City: | YUMA |
| Designated Facility Mail Zip: | 85365-1901 |
| Designated Facility Mail State: | AZ |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 2730 E 13TH ST |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365-1901 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 019155100JJK |
| Last Updated Date: | 20181128 |
| Shipped Date: | 20181105 |
| Received Date: | 20181109 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93657 |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000515924 |
| Designated Facility Name: | Yuma Yes Waste Transfer Facility |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 2730 E 13TH ST |
| Designated Facility Mail City: | YUMA |
| Designated Facility Mail Zip: | 85365-1901 |
| Designated Facility Mail State: | AZ |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 2730 E 13TH ST |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365-1901 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 017697255JJK |
| Last Updated Date: | 20190429 |
| Shipped Date: | 20190307 |
| Received Date: | 20190312 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93657 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000515924 |
| Designated Facility Name: | Yuma Yes Waste Transfer Facility |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 2730 E 13TH ST |
| Designated Facility Mail City: | YUMA |
| Designated Facility Mail Zip: | 85365-1901 |
| Designated Facility Mail State: | AZ |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 2730 E 13TH ST |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365-1901 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |
| | |
| Manifest Tracking Number: | 020379360JJK |
| Last Updated Date: | 20190823 |
| Shipped Date: | 20190731 |
| Received Date: | 20190806 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93657 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000521146 |
| Designated Facility Name: | Yuma Yes 2 Waste Transfer Station |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | STE 105 |
| Designated Facility Mail Street 2: | 2621 GREEN RIVER RD |
| Designated Facility Mail City: | CORONA |
| Designated Facility Mail Zip: | 92882 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 6500 S US HIGHWAY 95 |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |
| | |
| Manifest Tracking Number: | 020387701JJK |
| Last Updated Date: | 20191003 |
| Shipped Date: | 20190916 |
| Received Date: | 20190918 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93657 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000521146 |
| Designated Facility Name: | Yuma Yes 2 Waste Transfer Station |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | STE 105 |
| Designated Facility Mail Street 2: | 2621 GREEN RIVER RD |
| Designated Facility Mail City: | CORONA |
| Designated Facility Mail Zip: | 92882 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 6500 S US HIGHWAY 95 |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 020388748JJK |
| Last Updated Date: | 20191114 |
| Shipped Date: | 20191023 |
| Received Date: | 20191029 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000431876 |
| Generator Name: | Gn Tire & Lube Inc |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93657 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93657 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000521146 |
| Designated Facility Name: | Yuma Yes 2 Waste Transfer Station |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | STE 105 |
| Designated Facility Mail Street 2: | 2621 GREEN RIVER RD |
| Designated Facility Mail City: | CORONA |
| Designated Facility Mail Zip: | 92882 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | Not reported |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Designated Facility Location Street 1: | 6500 S US HIGHWAY 95 |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

Transporter:

| | |
|---|---|
| Manifest Tracking Number: | 020389942JJK |
| Transporter Line Number: | 1 |
| Transporter EPA ID: | CAD028277036 |
| Transporter Name: | Asbury Environmental Services Dba World Oil Enviromental Services |

| | |
|---|---|
| Manifest Tracking Number: | 020389942JJK |
| Transporter Line Number: | 2 |
| Transporter EPA ID: | CAR000175422 |
| Transporter Name: | Worldwide Recovery System Inc |

Waste Line:

| | |
|---|---|
| Manifest Tracking Number: | 020389942JJK |
| Waste Line Number: | 1 |
| U.S. DOT Hazardous Indicator: | N |
| U.S. DOT ID Number: | Not reported |
| U.S. DOT Description: | Not reported |
| Non-Hazardous Waste Description: | Non-Rcra Hazardous Waste, Solid. (Oily Solid-Paper Filters) |
| Number of Containers: | 4 |
| Container Type Code: | DM |
| Container Type Description: | Metal drums, barrels, kegs |
| Waste Quantity: | 800 |
| Quantity Unit of Measure Code: | P |
| Quantity Unit of Measure Description: | Pounds |
| Waste Quantity, in Tons: | 0.4 |
| Acute Waste Quantity, in Tons: | 0 |
| Non-Acute Waste Quantity, in Tons: | 0.4 |
| Waste Quantity, in Kilograms: | 362.812 |
| Acute Waste Quantity, in Kilograms: | 0 |
| Non-Acute Waste Quantity, in Kilorgrams: | 362.812 |
| Management Method Code: | H141 |
| Management Method Description: | STORAGE, BULKING AND/OR TRANSFER OFF SITE |
| Waste Residue Indicator: | N |
| Quantity Discrepancy Indicator: | N |
| Waste Type Discrepancy Indicator: | N |
| Waste Density: | Not reported |
| Waste Density Unit of Measure Code: | Not reported |
| Waste Density Unit of Measure Description: | Not reported |
| Form Code: | Not reported |
| Form Code Description: | Not reported |
| Source Code: | Not reported |
| Source Code Description: | Not reported |
| Waste Minimization Code: | Not reported |
| Waste Minimization Code Description: | Not reported |
| Consent Number: | Not reported |
| EPA Waste Indicator: | N |
| Federal Waste Codes: | Not reported |

**GN TIRE & LUBE INC (Continued)** **1024863335**

| | |
|---|---|
| Quantity Haz Kg: | 0 |
| Quantity Haz Tons: | 0 |
| Quantity Non Haz Kg: | 362.812 |
| Quantity Non Haz Tons: | 0.4 |
| State Waste Codes: | CA-352 |

Click this hyperlink while viewing on your computer to access
2 additional US EManifest: record(s) in the EDR Site Report.

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**H30** **K-C TIRE AND LUBE** **RCRA NonGen / NLR** **1027217932**
**ENE** **18691 GOLDEN STATE BLVD** **E MANIFEST** **CAL000469785**
**1/8-1/4** **MADERA, CA 93637**
**0.235 mi.**
**1241 ft.** **Site 4 of 7 in cluster H**

**Relative:** **Higher**

**Actual:** **250 ft.**

RCRA Listings:

| | | |
|---|---|---|
| Date Form Received by Agency: | | 20220406 |
| Handler Name: | | K-C Tire And Lube |
| Handler Address: | | 18691 Golden State Blvd |
| Handler City,State,Zip: | | MADERA, CA 93637 |
| EPA ID: | | CAL000469785 |
| Contact Name: | | HARJINDER SINGH |
| Contact Address: | | 18691 GOLDEN STATE BLVD |
| Contact City,State,Zip: | | MADERA, CA 93637 |
| Contact Telephone: | | 559-479-9274 |
| Contact Fax: | | 559-673-8089 |
| Contact Email: | | ROOPCHAHAL220@GMAIL.COM |
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | 18691 GOLDEN STATE BLVD |
| Mailing City,State,Zip: | | MADERA, CA 93637 |
| Owner Name: | Jagroop Singh | |
| Owner Type: | | Other |
| Operator Name: | Harjinder Singh | |
| Operator Type: | | Other |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Hazardous Secondary Material Indicator: | N |
| Sub-Part K Indicator: | Not reported |
| 2018 GPRA Permit Baseline: | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | No |
| Subject to Corrective Action Universe: | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | No |
| Corrective Action Priority Ranking: | No NCAPS ranking |
| Environmental Control Indicator: | No |
| Institutional Control Indicator: | No |
| Human Exposure Controls Indicator: | N/A |
| Groundwater Controls Indicator: | N/A |
| Significant Non-Complier Universe: | No |
| Unaddressed Significant Non-Complier Universe: | No |
| Addressed Significant Non-Complier Universe: | No |
| Significant Non-Complier With a Compliance Schedule Universe: | No |
| Financial Assurance Required: | Not reported |
| Handler Date of Last Change: | 20220411 |
| Recognized Trader-Importer: | No |
| Recognized Trader-Exporter: | No |
| Importer of Spent Lead Acid Batteries: | No |
| Exporter of Spent Lead Acid Batteries: | No |
| Recycler Activity Without Storage: | No |
| Manifest Broker: | No |
| Sub-Part P Indicator: | No |

Handler - Owner Operator:

| | |
|---|---|
| Owner/Operator Indicator: | Operator |
| Owner/Operator Name: HARJINDER SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18691 GOLDEN STATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-479-9274 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

| | |
|---|---|
| Owner/Operator Indicator: | Owner |
| Owner/Operator Name: JAGROOP SINGH | |
| Legal Status: | Other |
| Date Became Current: | Not reported |
| Date Ended Current: | Not reported |
| Owner/Operator Address: | 18691 GOLDEN STATE BLVD |
| Owner/Operator City,State,Zip: | MADERA, CA 93637 |
| Owner/Operator Telephone: | 559-479-9274 |
| Owner/Operator Telephone Ext: | Not reported |
| Owner/Operator Fax: | Not reported |
| Owner/Operator Email: | Not reported |

Historic Generators:

| | |
|---|---|
| Receive Date: | 20220406 |
| Handler Name: K-C TIRE AND LUBE | |
| Federal Waste Generator Description: | Not a generator, verified |

**K-C TIRE AND LUBE (Continued)** **1027217932**

State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 541110
NAICS Description: Offices Of Lawyers

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:
Manifest Tracking Number: 030084668WAS
Last Updated Date: 20240131
Shipped Date: 20240115
Received Date: 20240118
Manifest Status: Signed
Submission Type: DataImage5Copy
Origin Type: Web
Generator EPA ID: CAL000469785
Generator Name: K-C Tire And Lube
Generator Location Street Number: Not reported
Generator Location Street 1: 18691 GOLDEN STATE BLVD
Generator Location Street 2: Not reported
Generator Location City: MADERA
Generator Location State: CA
Generator Location Zip: 93637
Generator Mail Street Number: Not reported
Generator Mail Street 1: 18691 GOLDEN STATE BLVD
Generator Mail Street 2: Not reported
Generator Mail City: MADERA
Generator Mail Zip: 93637
Generator Mail State: CA
Generator Contact Company Name: Not reported
Designated Facility EPA ID: CAL000330453
Designated Facility Name: Agritec Int Dba Cleantech Environmental
Designated Facility Mail Street Number: 5820
Designated Facility Mail Street 1: Not reported
Designated Facility Mail Street 2: MARTIN ROAD
Designated Facility Mail City: IRWINDALE
Designated Facility Mail Zip: 91706
Designated Facility Mail State: CA
Designated Facility Location Street Number: 5820
Designated Facility Location Street 1: MARTIN ROAD
Designated Facility Location Street 2: Not reported

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030084714WAS |
| Last Updated Date: | 20240219 |
| Shipped Date: | 20240212 |
| Received Date: | 20240216 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030087412WAS |
| Last Updated Date: | 20231201 |
| Shipped Date: | 20231117 |
| Received Date: | 20231121 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030068727WAS |
| Last Updated Date: | 20240403 |
| Shipped Date: | 20240325 |
| Received Date: | 20240328 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030068795WAS |
| Last Updated Date: | 20240508 |
| Shipped Date: | 20240501 |
| Received Date: | 20240507 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030068940WAS |
| Last Updated Date: | 20231227 |
| Shipped Date: | 20231219 |
| Received Date: | 20231226 |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030098615WAS |
| Last Updated Date: | 20240725 |
| Shipped Date: | 20240712 |
| Received Date: | 20240717 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030098671WAS |
| Last Updated Date: | 20240812 |
| Shipped Date: | 20240805 |
| Received Date: | 20240807 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Rejection Indicator: | N |
| | |
| Manifest Tracking Number: | 030100038WAS |
| Last Updated Date: | 20240829 |
| Shipped Date: | 20240823 |
| Received Date: | 20240827 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |
| | |
| Manifest Tracking Number: | 024025630JJK |
| Last Updated Date: | 20220801 |
| Shipped Date: | 20220617 |
| Received Date: | 20220701 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Service |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | AZR000521146 |
| Designated Facility Name: | Yuma Yes 2 Waste Transfer Station |
| Designated Facility Mail Street Number: | Not reported |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | 2730 E 13TH ST |
| Designated Facility Mail City: | YUMA |
| Designated Facility Mail Zip: | 85365 |
| Designated Facility Mail State: | AZ |
| Designated Facility Location Street Number: | Not reported |
| Designated Facility Location Street 1: | 6500 S US HIGHWAY 95 |
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | YUMA |
| Designated Facility Location Zip: | 85365 |
| Designated Facility Location State: | AZ |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

| | |
|---|---|
| Manifest Tracking Number: | 030101028WAS |
| Last Updated Date: | 20240910 |
| Shipped Date: | 20240904 |
| Received Date: | 20240906 |
| Manifest Status: | Signed |
| Submission Type: | DataImage5Copy |
| Origin Type: | Web |
| Generator EPA ID: | CAL000469785 |
| Generator Name: | K-C Tire And Lube |
| Generator Location Street Number: | Not reported |
| Generator Location Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Location Street 2: | Not reported |
| Generator Location City: | MADERA |
| Generator Location State: | CA |
| Generator Location Zip: | 93637 |
| Generator Mail Street Number: | Not reported |
| Generator Mail Street 1: | 18691 GOLDEN STATE BLVD |
| Generator Mail Street 2: | Not reported |
| Generator Mail City: | MADERA |
| Generator Mail Zip: | 93637 |
| Generator Mail State: | CA |
| Generator Contact Company Name: | Not reported |
| Designated Facility EPA ID: | CAL000330453 |
| Designated Facility Name: | Agritec Int Dba Cleantech Environmental |
| Designated Facility Mail Street Number: | 5820 |
| Designated Facility Mail Street 1: | Not reported |
| Designated Facility Mail Street 2: | MARTIN ROAD |
| Designated Facility Mail City: | IRWINDALE |
| Designated Facility Mail Zip: | 91706 |
| Designated Facility Mail State: | CA |
| Designated Facility Location Street Number: | 5820 |
| Designated Facility Location Street 1: | MARTIN ROAD |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Designated Facility Location Street 2: | Not reported |
| Designated Facility Location City: | IRWINDALE |
| Designated Facility Location Zip: | 91706 |
| Designated Facility Location State: | CA |
| Designated Facility Contact Company Name: | Not reported |
| Manifest Residue Indicator: | N |
| Rejection Indicator: | N |

Transporter:

| | |
|---|---|
| Manifest Tracking Number: | 030101078WAS |
| Transporter Line Number: | 1 |
| Transporter EPA ID: | CAR000330019 |
| Transporter Name: | Cleantech Environmental, Inc |

Waste Line:

| | |
|---|---|
| Manifest Tracking Number: | 030101078WAS |
| Waste Line Number: | 1 |
| U.S. DOT Hazardous Indicator: | N |
| U.S. DOT ID Number: | Not reported |
| U.S. DOT Description: | Not reported |
| Non-Hazardous Waste Description: | Non-Rcra Hazardous Waste Solid (Absorbent/Paper Filter Media) |
| Number of Containers: | 2 |
| Container Type Code: | DM |
| Container Type Description: | Metal drums, barrels, kegs |
| Waste Quantity: | 460 |
| Quantity Unit of Measure Code: | P |
| Quantity Unit of Measure Description: | Pounds |
| Waste Quantity, in Tons: | 0.23 |
| Acute Waste Quantity, in Tons: | 0 |
| Non-Acute Waste Quantity, in Tons: | 0.23 |
| Waste Quantity, in Kilograms: | 208.6169 |
| Acute Waste Quantity, in Kilograms: | 0 |
| Non-Acute Waste Quantity, in Kilorgrams: | 208.6169 |
| Management Method Code: | H141 |
| Management Method Description: | STORAGE, BULKING AND/OR TRANSFER OFF SITE |
| Waste Residue Indicator: | N |
| Quantity Discrepancy Indicator: | N |
| Waste Type Discrepancy Indicator: | N |
| Waste Density: | Not reported |
| Waste Density Unit of Measure Code: | Not reported |
| Waste Density Unit of Measure Description: | Not reported |
| Form Code: | Not reported |
| Form Code Description: | Not reported |
| Source Code: | Not reported |
| Source Code Description: | Not reported |
| Waste Minimization Code: | Not reported |
| Waste Minimization Code Description: | Not reported |
| Consent Number: | Not reported |
| EPA Waste Indicator: | N |
| Federal Waste Codes: | Not reported |
| Quantity Haz Kg: | 0 |
| Quantity Haz Tons: | 0 |
| Quantity Non Haz Kg: | 208.6169 |
| Quantity Non Haz Tons: | 0.23 |
| State Waste Codes: | CA-352 |

**K-C TIRE AND LUBE (Continued)** **1027217932**

| | |
|---|---|
| Manifest Tracking Number: | 030101078WAS |
| Waste Line Number: | 2 |
| U.S. DOT Hazardous Indicator: | N |
| U.S. DOT ID Number: | Not reported |
| U.S. DOT Description: | Not reported |
| Non-Hazardous Waste Description: | Non-Rcra Hazardous Waste Solid (Oily Solid Waste/Used Metal Oil Filters) |
| Number of Containers: | 1 |
| Container Type Code: | DM |
| Container Type Description: | Metal drums, barrels, kegs |
| Waste Quantity: | 250 |
| Quantity Unit of Measure Code: | P |
| Quantity Unit of Measure Description: | Pounds |
| Waste Quantity, in Tons: | 0.125 |
| Acute Waste Quantity, in Tons: | 0 |
| Non-Acute Waste Quantity, in Tons: | 0.125 |
| Waste Quantity, in Kilograms: | 113.37875 |
| Acute Waste Quantity, in Kilograms: | 0 |
| Non-Acute Waste Quantity, in Kilorgrams: | 113.37875 |
| Management Method Code: | H010 |
| Management Method Description: | METALS RECOVERY |
| Waste Residue Indicator: | N |
| Quantity Discrepancy Indicator: | N |
| Waste Type Discrepancy Indicator: | N |
| Waste Density: | Not reported |
| Waste Density Unit of Measure Code: | Not reported |
| Waste Density Unit of Measure Description: | Not reported |
| Form Code: | Not reported |
| Form Code Description: | Not reported |
| Source Code: | Not reported |
| Source Code Description: | Not reported |
| Waste Minimization Code: | Not reported |
| Waste Minimization Code Description: | Not reported |
| Consent Number: | Not reported |
| EPA Waste Indicator: | N |
| Federal Waste Codes: | Not reported |
| Quantity Haz Kg: | 0 |
| Quantity Haz Tons: | 0 |
| Quantity Non Haz Kg: | 113.37875 |
| Quantity Non Haz Tons: | 0.125 |
| State Waste Codes: | CA-352 |

Click this hyperlink while viewing on your computer to access
4 additional US EManifest: record(s) in the EDR Site Report.

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**H31** **KC TIRE AND LUBE** **CERS HAZ WASTE** **S128623982**
**ENE** **18691 GOLDEN STATE BLVD** **CERS TANKS** **N/A**
**1/8-1/4** **MADERA, CA 93637** **CERS**
**0.235 mi.**
**1241 ft.** **Site 5 of 7 in cluster H**

**Relative:**
**Higher**

**Actual:**
**250 ft.**

CERS HAZ WASTE:

| | |
|---|---|
| Name: | KC TIRE AND LUBE |
| Address: | 18691 GOLDEN STATE BLVD |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 616615 |
| CERS ID: | 10339555 |
| CERS Description: | Hazardous Waste Generator |

**KC TIRE AND LUBE (Continued)** **S128623982**

CERS TANKS:

| | |
|---|---|
| Name: | KC TIRE AND LUBE |
| Address: | 18691 GOLDEN STATE BLVD |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 616615 |
| CERS ID: | 10339555 |
| CERS Description: | Aboveground Petroleum Storage |

CERS:

| | |
|---|---|
| Name: | KC TIRE AND LUBE |
| Address: | 18691 GOLDEN STATE BLVD |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 616615 |
| CERS ID: | 10339555 |
| CERS Description: | Chemical Storage Facilities |

Violations:

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-02-2014 |
| Citation: | HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple |
| Violation Description: | APSA Program - Administration/Documentation - General |
| Violation Notes: | Returned to compliance on 09/15/2014. PROPER SIZED CONTAINMENT NOT INDICATED FOR BULK STORAGE CONTAINER. ONLY 200 GALLON SECONDARY CAPACITY INDICATED FOR NEW AND USED OIL. NEW OIL REPORTED AS 2,500 GALLON AND USED OIL REPORTED AS 1,500 GALLON |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to prepare a Spill Prevention, Control, and Countermeasures (SPCC) Plan. |
| Violation Notes: | Returned to compliance on 05/22/2023. OBSERVATION: Failure to prepare SPCC. CORRECTIVE ACTION: Prepare SPCC. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material. |
| Violation Notes: | Returned to compliance on 01/08/2019. On CERS, update most recent copy of "Consolidated Emergency Response / Contingency Plan". |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f) |
| Violation Description: | Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. |
| Violation Notes: | Returned to compliance on 09/22/2022. OBSERVATION: Four 55 gallon drum of paper filters located in the shop was observed without the following information on the label: accumulation start date. 55 gallon drum collected waste from crushing filter was not labeled. CORRECTIVE ACTION: Submit photos to the CUPA demonstrating that the container listed above has been properly labeled. Corrected onsite. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3) |
| Violation Description: | Failure to establish and/or electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material. *Verify agricultural handler exemption HSC 25507.1 |
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: The business failed to establish and electronically submit an adequate employee training plan, which is reasonable and appropriate for the size of the business and the nature of the hazardous material(s) handled. CORRECTIVE ACTION: Establish and electronically submit an adequate training plan, which is reasonable and appropriate for the size of the business and the nature of the hazardous material(s) handled. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95, Section(s) 25505.1 |
| Violation Description: | Failure to notify property owner in writing that the business is subject to the business plan program and has complied with its provisions. |
| Violation Notes: | Returned to compliance on 01/08/2019. Provide proof that property owner is aware that facility qualifies for HMBP and they maintain a copy of HMBP within 5 business days. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: The business failed to complete and electronically submit initially, annually, or triennially, a business plan when handling hazardous materials at or above the reportable threshold quantities. CORRECTIVE ACTION: Complete and electronically submit a business plan. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95, Section(s) 25505.1 |
| Violation Description: | Failure to provide a copy of the business plan to the owner or the owner's agent within five working days after receiving a request for a copy from the owner or the owner's agent. |
| Violation Notes: | Returned to compliance on 01/08/2019. Provide proof that property owner is aware that facility qualifies for HMBP and they maintain a copy of HMBP within 5 business days. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4) |
| Violation Description: | Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. |
| Violation Notes: | Returned to compliance on 01/08/2019. Assure all personnel on-site have initial and annual training covering all required HMBP training topics. Within 30 days provide training log indicating this especially since facility ahs been operating since October 2017 and no training records were observed on site. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | 22 CCR 15 66265.195(c) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.195(c) |
| Violation Description: | Failure to conduct and document inspections of hazardous waste tank |

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| | systems each operating day and retain records of those inspections at the facility. |
| Violation Notes: | Returned to compliance on 01/08/2019. Conduct & document inspections of hazardous waste tank systems each operating day and retain records of those inspections af the facility. Submit documentation to the Division demostrating that the waste oil tank system is being properly inspected & documented. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 01/08/2019. Include 2 additional grease containers @ 55 G, update correct "Max. Daily" value of used motor oil. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4) |
| Violation Description: | Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. |
| Violation Notes: | Returned to compliance on 12/29/2022. OBSERVATION: The business did not provide one or more of the following: initial employee training, adequate employee training, annual employee training and/or maintain records of employee training. CORRECTIVE ACTION: Provide all employees with required training that includes: safe handling hazardous materials, emergency response procedures, and proper use of response equipment. Maintain records of training available for 3 years. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3) |
| Violation Description: | Failure to report program data electronically. |
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: The business failed to electronically submit the Business Activities Page and/or Business Owner Operator Identification Page, or failed to report complete or |

**KC TIRE AND LUBE (Continued)** **S128623982**

accurate information on these forms. CORRECTIVE ACTION: Complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.

Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-22-2022
Citation: 22 CCR 15 66265.51 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.51
Violation Description: Failure to prepare and implement a written Contingency Plan to minimize hazards to human health or the environment from fires, explosions, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to air, soil, or surface water.
Violation Notes: Returned to compliance on 11/07/2022. OBSERVATION: Facility failed to prepare an Contingency Plan. The owner or operator shall prepare an Emergency Response Plan designed to minimize hazards to human health or the environment from fires, explosions, or any unplanned release of hazardous waste to air, soil, or surface water. CORRECTIVE ACTION: Immediately prepare an Contingency Plan and submit a copy to the CUPA.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 06-11-2018
Citation: 22 CCR 15 66265.53 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.53
Violation Description: Failure to maintain a copy of the contingency plan and all its revisions at the facility and to submit a copy to all local police departments, fire departments, hospitals, and State and local emergency response teams that may be called upon to provide emergency services.
Violation Notes: Returned to compliance on 01/08/2019. No contingency plan observed on-site. Prepare and implement within 30 days. 9/25/2018 - escalate to class II violation. NOV mailed on this day.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-22-2022
Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes: Returned to compliance on 11/07/2022. OBSERVATION: The business failed to establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material. CORRECTIVE ACTION: Establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material within 30 days.

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple |
| Violation Description: | Hazardous Waste Generator Program - Administration/Documentation - General |
| Violation Notes: | Returned to compliance on 12/20/2022. Owner/operator is maintaining a facility as defined in Madera County Code Section 7.01.050 without a valid environmental health permit. Change of ownership to KC Tire and Lube, Harjuinder Singh and Jaroop Singh on April 2022. The Owner/Operator of the facility maintained a hazardous material site in 2022 (MCC 7.01.050 (A)(3)) and has not submitted an application in the California Environmental Reporting System (CERS). Submit in CERS. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | 22 CCR 15 66265.16 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.16 |
| Violation Description: | Failure to provide employees with hazardous waste training program of class room instructions or on-the-job training within the first six months after the date of their employment or assignment to a facility, or to a new position at a facility and annually thereafter. Training records on current personnel shall be kept until closure of the facility and for former employees the record shall be kept for at least three years from the date the employee last worked at the facility. The records shall include the following: the job title for each position at the facility related to hazardous waste management, and the name of the employee filling each job; a written job description for each position, duties of facility personnel assigned to each position, and a written description of the type and amount of both introductory and continuing training that will be given to each person filling a position. |
| Violation Notes: | Returned to compliance on 12/29/2022. OBSERVATION: Documented training of personnel was not available at the time of inspection. CORRECTIVE ACTION: Locate training documentation or conduct training with applicable personnel and document it. Submit a copy of the training documentation to the CUPA. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.11 25404(e)(4) - California Health and Safety Code, Chapter 6.11, Section(s) 25404(e)(4) |
| Violation Description: | Failure to report, and report accurately, program data (such as hazardous waste generation activities) electronically. |

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: Owner/Operator failed to report program data electronically into CERS, or reported information incorrectly. CORRECTIVE ACTION: Complete all required reporting into CERS. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-02-2014 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to engineer or update each container installation to avoid discharges by providing at least one of the following devices: 1. An audible or visual high liquid level alarm. 2. High liquid level pump cutoff devices. 3. Audible or code signal communications between tank gauger and pumping station. 4. A fast response system for determining liquid levels, such as computers, telepulse or direct vision gauges. |
| Violation Notes: | Returned to compliance on 09/15/2014. SPCC PLAN INDICATED ALARM WILL SOUND TO PREVENT OVERFILL. NO AUDIBLE ALARM OBSERVED ON USED OIL AND NEW OIL TANK. OERATOR INDICATED MANUAL OVERFILL PREVENTION IN PLACE BUT NO WRITTEN PROCEDURES. PROVIDE WRITTEN PROCEDURE FOR OVERFILL PREVENTION AND MAINTAIN ONSITE. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 04-28-2021 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 05/26/2021. Facility failed to submit a full electronic hazardous material business plan to CERS. Submit full hazardous material business plan to CERS within 30 days for corrective action. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date. |
| Violation Notes: | Returned to compliance on 01/08/2019. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | 22 CCR 15 66265.53 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.53 |
| Violation Description: | Failure to maintain a copy of the contingency plan and all its revisions at the facility and to submit a copy to all local police departments, fire departments, hospitals, and State and local emergency response teams that may be called upon to provide emergency services. |
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: A copy of the Contingency Plan is not maintained at the facility. CORRECTIVE ACTION: Locate a copy of the Contingency Plan, maintain it at the facility, and submit a copy to the CUPA. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material. |
| Violation Notes: | Returned to compliance on 01/08/2019. Assure all personnel on-site have initial and annual training covering all required HMBP training topics. Within 30 days provide training log indicating this especially since facility ahs been operating since October 2017 and no training records were observed on site. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.67 25270.4.5 (a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5 (a) |
| Violation Description: | Failure to include in the SPCC plan an adequate description of employee training. Training shall address, at a minimum: operation and maintenance of equipment to prevent discharges; discharge procedure protocols; applicable pollution control laws, rules, and regulations; general facility operations; content of the facility SPCC plan; and annual discharge prevention briefings for oil-handling personnel to assure adequate understanding of the SPCC plan. |
| Violation Notes: | Returned to compliance on 01/08/2019. No employee training records observed covering SPCC plan topics. Within 30 days provide training log indicating all oil-handling personnel cover this training at least annually. 9/25/2018 - escalate to class II violation. NOV mailed on this date. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

**KC TIRE AND LUBE (Continued)** **S128623982**

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-02-2014 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to adequately discuss the facility transfer operations, pumping, and facility process within the SPCC plan. |
| Violation Notes: | Returned to compliance on 09/15/2014. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-02-2014 |
| Citation: | HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4) |
| Violation Description: | Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. |
| Violation Notes: | Returned to compliance on 09/15/2014. NO TRAINING LOG ON PROVISION OF BUSINESS PLAN. ENSURE ANNUAL TRAINING PROVIDED AND RECORDS MAINTAINED FOR 3 YEARS. NEW OWNER-FIRST OPERATED 5/2014 |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to conduct spill prevention briefing for oil-handling personnel at least once a year to assure adequate understanding of the SPCC Plan. |
| Violation Notes: | Returned to compliance on 05/26/2023. OBSERVATION: Failure to conduct spill prevention briefings at least once a year, or failure to highlight or describe one or more of the following: Known discharges or failures; Malfunctioning components; Recently developed precautionary measures. CORRECTIVE ACTION: Conduct spill prevention briefings annually. Provide compliance verification. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | 22 CCR 15 66265.51 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.51 |
| Violation Description: | Failure to prepare and implement a written Contingency Plan to minimize hazards to human health or the environment from fires, explosions, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to air, soil, or surface water. |
| Violation Notes: | Returned to compliance on 01/08/2019. No contingency plan observed on-site. Prepare and implement within 30 days. 9/25/2018 - escalate to |

**KC TIRE AND LUBE (Continued)** **S128623982**

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| | class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 03-19-2024 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 04/12/2024. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to comply with one or more of the following requirements: 1. Have record of inspections and integrity tests signed by the appropriate supervisor or inspector. 2. Keep written procedures and records of inspections and integrity tests for at least three years. 3. Keep comparison records. |
| Violation Notes: | Returned to compliance on 01/08/2019. No inspection records observed. Provide within 30 days most recent copy of monthly inspections. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | 22 CCR 15 66265.52 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.52 |
| Violation Description: | Failure to include all of the following in the Contingency Plan: description of actions personnel will take in response to a release or emergency, arrangements with local authorities, list of emergency coordinators including name, addresses & phone numbers, list of emergency equipment and their physical description, location and capabilities, evacuation plan, and OES phone number. (If the owner or operator has already prepared a Spill Prevention, Control, and Countermeasures (SPCC) Plan or some other emergency or contingency plan, the owner or operator need only amend that plan to incorporate hazardous waste management provisions.) |
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: The Contingency Plan not available. CORRECTIVE ACTION: Complete a Contingency Plan to include all the content required by 22 CCR 15 66265.52 and submit a copy to the CUPA. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |

**KC TIRE AND LUBE (Continued)** **S128623982**

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple |
| Violation Description: | APSA Program - Administration/Documentation - General |
| Violation Notes: | Returned to compliance on 12/20/2022. Maintaining a facility as defined in Madera County Code Section 7.01.050 without a valid environmental health permit. The Owner/Operator of the facility maintained a hazardous material site in 2022 (MCC 7.01.050 (A)(3)) and has not submitted an application in the California Environmental Reporting System (CERS). |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507 |
| Violation Description: | Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities. |
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: The business failed to establish and implement a business plan when handling hazardous materials at or above the reportable threshold quantities. CORRECTIVE ACTION: Establish and implement a business plan for the facility. Submit documentation of correction to the unified program agency. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-02-2014 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit a site map with all required content. |
| Violation Notes: | Returned to compliance on 09/16/2014. revise site map to include all inventory items. diesel, transmission oil etc. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3) |
| Violation Description: | Failure to complete and electronically submit a site map with all required content. |
| Violation Notes: | OBSERVATION: The business failed to electronically submit a site map with all required content including: north orientation, loading area, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shut offs, evacuation staging area, hazardous |

**KC TIRE AND LUBE (Continued)** **S128623982**

materials/waste storage areas and emergency response equipment. CORRECTIVE ACTION: Electronically submit a site map with all required content.

Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-22-2022
Citation: HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)
Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan.
Violation Notes: Returned to compliance on 11/07/2022. OBSERVATION: The business failed to update business plan within 30 days when one of the following occurs: a 100 percent or more increase in the quantity of a previously disclosed material; any handling of a previously undisclosed hazardous material; a change of business address, business ownership, or business name; or a substantial change in the handler's operations that requires modification to any portion of the business plan. CORRECTIVE ACTION: Update all submittal elements effected by the change(s) and electronically submit the update within 30 days.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-22-2022
Citation: 22 CCR 15 66265.195(c) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.195(c)
Violation Description: Failure to conduct and document inspections of hazardous waste tank systems each operating day and retain records of those inspections at the facility.
Violation Notes: Returned to compliance on 05/26/2023. OBSERVATION: Daily inspections of the 2,500 waste oil tank system have not been conducted and documented. Per Owner/operator, tanks is inspected but not documented. CORRECTIVE ACTION: Submit documentation to the CUPA demonstrating that the waste oil tank system is being properly inspected and documented.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 06-11-2018
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to prepare a Spill Prevention, Control, and Countermeasures (SPCC) Plan.
Violation Notes: Returned to compliance on 01/08/2019. No SPCC plan observed. Within 30

**KC TIRE AND LUBE (Continued)** **S128623982**

days provide copy of SPCC plan. 9/25/2018 - escalate to class II violation. NOV mailed on this date.

Violation Division: Madera County Environmental Health
Violation Program: APSA
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 06-11-2018
Citation: 22 CCR 15 66265.16 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.16
Violation Description: Failure to provide employees with hazardous waste training program of class room instructions or on-the-job training within the first six months after the date of their employment or assignment to a facility, or to a new position at a facility and annually thereafter. Training records on current personnel shall be kept until closure of the facility and for former employees the record shall be kept for at least three years from the date the employee last worked at the facility. The records shall include the following: the job title for each position at the facility related to hazardous waste management, and the name of the employee filling each job; a written job description for each position, duties of facility personnel assigned to each position, and a written description of the type and amount of both introductory and continuing training that will be given to each person filling a position.
Violation Notes: Returned to compliance on 01/08/2019. Facility personnel shall successfully complete a program of classroom instruction or on-the-job training that teaches tem to perform their duties in a way that ensures that facility's compliance with the requirements of LQG. See Section 22 CCR 66265.16(a)(1)-(e). Assure training records indicate the following: -job title for each position at the facility related to hazarodus waste management, and the name of each employee filling each job. -written job description for each position listed. -written description for each position listed. -written description of the type & amount of initial and continuing for each position. 9/25/2018 - escalate to class II violation. NOV mailed on this day.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 06-11-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: Returned to compliance on 01/08/2019. Site map is missing: -Internal roads -Adjacent streets -Storm and sewer drains -Access and Exit Points -Emergency Shutoffs -Emergency Response Equipment 9/25/2018 - escalate to class II violation. NOV mailed on this day.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube

**KC TIRE AND LUBE (Continued)** **S128623982**

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| Violation Date: | 09-02-2014 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to adequately discuss the facility transfer operations, pumping, and facility process within the SPCC plan. |
| Violation Notes: | Returned to compliance on 09/15/2014. 40 CFR 112.7(a)(3)(IV) - SPCC PLAN DOES NOT INCLUDE DESCRIPTION OF DISCHARGE DISCOVERY, RESPONSE AND CLEAN UP (PAGE 6 PART 5 OF SPCC) 40 CFR 112.7(a)(3)(V) - CONTACT LIST AND PHONE # NOT COMPLETE ON SPCC PLAN 9 SEE PAGE 7 SECTION 6 OF SPCC PLAN) |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-02-2014 |
| Citation: | HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a) |
| Violation Description: | Failure to have an adequate facility diagram, or no facility diagram included within the SPCC plan. |
| Violation Notes: | Returned to compliance on 09/15/2014. SPCC DIAGRAM DOES NOT INDICATE THE LOCATION OF 55 GALLON DIESEL TANK. ALSO OBSERVED 55 GALLON TRANSMISSION OIL NOT ON SPCC PLAN AND DIAGRAM. ENSURE ALL PETROLEUM CONTAINER LARGER OR EQUAL TO 55 GALLONS ARE INCLUDED IN SPCC PLAN |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | APSA |
| Violation Source: | CERS, |
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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | 22 CCR 15 66265.33 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.33 |
| Violation Description: | Failure to test and maintain as necessary all facility communications or alarm systems, fire protection equipment, spill control equipment, and decontamination equipment to assure its proper operation in time of emergency. |
| Violation Notes: | Returned to compliance on 01/08/2019. Provide proof that facility properly maintains and tests communication / alarm systems, fire protection equipment, spill control/decontamination equipment, etc. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |
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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page. |
| Violation Notes: | Returned to compliance on 01/08/2019. Update "Business Activities" page on CERS: (1) Update new EPA ID # CAL000431876 (2) Answer "Yes" to the question that indicates that facility has hazardous materials above HMBP thresholds & (3) Answer "Yes" to question that indicates |

**KC TIRE AND LUBE (Continued)** **S128623982**

facility stores over 1,320 G of petroleum based products. Under "Business Owner Operator" page include secondary emergency contact information. 9/25/2018 - escalate to class II violation. NOV mailed on this day.

Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-22-2022
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes: Returned to compliance on 11/07/2022. OBSERVATION: The business failed to electronically submit and certify that the business plan is complete, accurate, and in compliance with EPCRA on or before the required due date. CORRECTIVE ACTION: Electronically submit and certify that the business plan is complete, accurate, and in compliance with EPCRA within 30 days. On an ongoing basis, electronically submit and certify the business plan annually on or before the required due date.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-02-2014
Citation: 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
Violation Description: Failure to properly close hazardous waste containers when not in active use.
Violation Notes: Returned to compliance on 09/15/2014. INSPECTOR OBSERVED USED OIL FILTER AND 55 GALLON DRUM WITH USED OIL (USED TO DRAIN EXCESS OIL FROM FILTER) WITHOUT A CAP/LID. ENSURE CONTAINERS ARE CLOSED AT ALL TIMES, EXCEPT WHEN ADDING OR REMOVING WASTE.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-22-2022
Citation: HSC 6.67 25270.6(a)(1), 25270.6(a)(2) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.6(a)(1), 25270.6(a)(2)
Violation Description: Failure to submit a tank facility statement on or before January 1 annually unless a current Business Plan has been submitted.
Violation Notes: Returned to compliance on 12/07/2022. OBSERVATION: Failure to submit a Tank Facility Statement or Business Plan. CORRECTIVE ACTION: Submit a Tank Facility Statement or Business Plan in CERS.
Violation Division: Madera County Environmental Health
Violation Program: APSA
Violation Source: CERS,

**KC TIRE AND LUBE (Continued)** **S128623982**

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 06-11-2018 |
| Citation: | 22 CCR 15 66265.192(h) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.192(h) |
| Violation Description: | Failure of generator to obtain assessment or reassessment every five (5) years or the remaining service life of the tank system, as stated in the engineer's assessment, whichever is less. This assessment applies to onground or aboveground tank systems containing only non-RCRA hazardous wastes generated onsite, or for a small quantity generator onground or aboveground tank systems containing RCRA hazardous wastes generated onsite. |
| Violation Notes: | Returned to compliance on 01/09/2019. Required for new tank systems as defined by CCR 66160.10. Obtain assessment or reassessment every five years (5) years or the remaining service life of the waste oil tank system, as stated in the engineer's assessment, whichever is less. This assessment applies to onground or aboveground tank systems containing only non-RCRA hazardous wastes generated onsite, or for a small quantity generator onground or aboveground tank systems containing RCRA hazardous wastes generated onsite. Submit a copy for the waste oil tank assessment to this office by 08/11/2018. 9/25/2018 - escalate to class II violation. NOV mailed on this day. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HW |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-18-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date. |
| Violation Notes: | Returned to compliance on 10/04/2018. Accepted annual CERS submission past due date, submit a complete and accurate CERS submission. Accepted CERS submittal 10/4/18 RJ |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

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| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Violation Date: | 09-22-2022 |
| Citation: | HSC 6.95 25505(c) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(c) |
| Violation Description: | Failure to have a business plan readily available to personnel of the business or the unified program facility with responsibilities for emergency response or training. |
| Violation Notes: | Returned to compliance on 11/07/2022. OBSERVATION: The business failed to have the hazardous material business plan readily available to personnel of the business or the unified program facility with responsibilities for emergency response or training. CORRECTIVE ACTION: Provide a readily available business plan to personnel of the business or the unified program facility with responsibilities for emergency response or training. |
| Violation Division: | Madera County Environmental Health |

**KC TIRE AND LUBE (Continued)** **S128623982**

Violation Program: HMRRP
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 06-11-2018
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Returned to compliance on 06/11/2018. Oil contaminated paper filters @ 55G missing accumulation start date. Corrected On Site.
Violation Division: Madera County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Violation Date: 09-22-2022
Citation: Un-Specified
Violation Description: Business Plan Program - Administration/Documentation - General Local Ordinance
Violation Notes: Returned to compliance on 12/20/2022. Observation: Maintaining a facility as defined in Madera County Code section 7.01.050 without a valid environmental health permit. The owner/operator of the facility maintained a hazardous material site in 2022 (MCC 7.01.050 (A)(3) & has not submitted an application in CERS. CORRECTIVE ACTION: Apply for a permit with Madera County Environmental Health and submit documents to the office of Madera County Environmental Health within 30 days.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 04-28-2021
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-11-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 09-18-2018

**KC TIRE AND LUBE (Continued)** **S128623982**

Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-11-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-22-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: * There was a change of ownership in April 1st, 2022. Previous owner was Gurpreet Singh and new owner is now Harjinder Singh and Jagroop Singh
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-11-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-02-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-22-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Change of ownership to Jaroop Singh and Jarinder Singh on april 1, 2022. New facility name is KC Tire and Lube. Assisted Harinder Singh with a CERS login and transferring CERS # 10339555 to the new business. SPCC plan not prepared. SPCC inspection checklist items marked as NVO but will be reviewed for compliance once submitted to this office.
Eval Division: Madera County Environmental Health
Eval Program: APSA

**KC TIRE AND LUBE (Continued)** **S128623982**

Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-19-2024
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-02-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-02-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-22-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Change of ownership to Jaroop Singh and Harinder Singh on april 1, 2022. New facility name is KC Tire and Lube. Assisted Harinder Singh with a CERS login and transferring CERS # 10339555 to the new business.
Eval Division: Madera County Environmental Health
Eval Program: HW
Eval Source: CERS,

Enforcement Action:
Site ID: 616615
Site Name: KC Tire and Lube
Site Address: 18691 GOLDEN STATE BLVD
Site City: MADERA
Site Zip: 93637
Enf Action Date: 03-19-2024
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 04-28-2021 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HMRRP |
| Enf Action Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 06-11-2018 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | APSA |
| Enf Action Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 06-11-2018 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HMRRP |
| Enf Action Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 06-11-2018 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HW |
| Enf Action Source: | CERS, |

| | |
|---|---|
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 09-02-2014 |
| Enf Action Type: | Notice of Violation (Unified Program) |

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | APSA |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 09-02-2014 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HMRRP |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 09-02-2014 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HW |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 09-18-2018 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HMRRP |
| Enf Action Source: | CERS, |
| | |
| Site ID: | 616615 |
| Site Name: | KC Tire and Lube |
| Site Address: | 18691 GOLDEN STATE BLVD |
| Site City: | MADERA |
| Site Zip: | 93637 |
| Enf Action Date: | 09-22-2022 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | APSA |
| Enf Action Source: | CERS, |

**KC TIRE AND LUBE (Continued)** **S128623982**

Site ID: 616615
Site Name: KC Tire and Lube
Site Address: 18691 GOLDEN STATE BLVD
Site City: MADERA
Site Zip: 93637
Enf Action Date: 09-22-2022
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Site Address: 18691 GOLDEN STATE BLVD
Site City: MADERA
Site Zip: 93637
Enf Action Date: 09-22-2022
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Site Address: 18691 GOLDEN STATE BLVD
Site City: MADERA
Site Zip: 93637
Enf Action Date: 09-25-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Site Address: 18691 GOLDEN STATE BLVD
Site City: MADERA
Site Zip: 93637
Enf Action Date: 09-25-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 616615
Site Name: KC Tire and Lube
Site Address: 18691 GOLDEN STATE BLVD
Site City: MADERA
Site Zip: 93637

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Enf Action Date: | 09-25-2018 |
| Enf Action Type: | Notice of Violation (Unified Program) |
| Enf Action Description: | Notice of Violation Issued by the Inspector at the Time of Inspection |
| Enf Action Notes: | Not reported |
| Enf Action Division: | Madera County Environmental Health |
| Enf Action Program: | HW |
| Enf Action Source: | CERS, |

Affiliation:

| | |
|---|---|
| Affiliation Type Desc: | Environmental Contact |
| Entity Name: | Harjinder Singh |
| Entity Title: | Not reported |
| Affiliation Address: | 18691 Golden State Blvd |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Facility Mailing Address |
| Entity Name: | Mailing Address |
| Entity Title: | Not reported |
| Affiliation Address: | 18691 Golden State Blvd |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | CUPA District |
| Entity Name: | Madera County Env Health |
| Entity Title: | Not reported |
| Affiliation Address: | 200 W. 4th StreetSuite 3100 |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 675-7823, |

| | |
|---|---|
| Affiliation Type Desc: | Identification Signer |
| Entity Name: | Harjinder Singh |
| Entity Title: | Partner |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Operator |
| Entity Name: | KC Tire and Lube INC. |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |

**KC TIRE AND LUBE (Continued)** **S128623982**

| | |
|---|---|
| Affiliation Phone: | (559) 232-3671, |
| Affiliation Type Desc: | Parent Corporation |
| Entity Name: | KC Tire and Lube |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Document Preparer |
| Entity Name: | Harjinder Singh |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |
| Affiliation Type Desc: | Legal Owner |
| Entity Name: | Harjinder Singh |
| Entity Title: | Not reported |
| Affiliation Address: | 18691 Golden State Blvd |
| Affiliation City: | Madera |
| Affiliation State: | CA |
| Affiliation Country: | United States |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | (559) 232-3671, |

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**H32** **GN TIRE & LUBE INC** **CUPA Listings** **S113140989**
**ENE** **18691 GOLDEN STATE** **N/A**
**1/8-1/4** **MADERA, CA**
**0.235 mi.**
**1241 ft.** **Site 6 of 7 in cluster H**

**Relative:**
**Higher**

**Actual:**
**250 ft.**

CUPA MADERA:

| | |
|---|---|
| Name: | GN TIRE & LUBE INC |
| Address: | 18691 GOLDEN STATE |
| City,State,Zip: | MADERA, CA |
| Contact Name: | Gurpreet Singh |
| Region: | MADERA |
| Facility ID: | FA0102361 |
| Contact Phone: | 2094507307 |

Detail:

| | |
|---|---|
| Program Element Code: | 2164 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102361 |
| Common Name: | 85/140 |
| Current Status: | 01 |
| Program/Elements: | Haz Mat Inventory |
| Program Element Code: | 2112 |
| Decode for Current Status: | Not reported |

**GN TIRE & LUBE INC (Continued)** **S113140989**

| | |
|---|---|
| Facility Id: | FA0102361 |
| Common Name: | Diesel Fuel No. 2 |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 2 |
| Program Element Code: | 2112 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102361 |
| Common Name: | Grease |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 2 |
| Program Element Code: | 2112 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102361 |
| Common Name: | Motor Oil - 15/40 |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 2 |
| Program Element Code: | 2112 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102361 |
| Common Name: | Transmission Oil |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 2 |
| Program Element Code: | 2112 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102361 |
| Common Name: | Used Motor Oil |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 2 |
| Program Element Code: | 2112 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102361 |
| Common Name: | Used Oil Filters (Drained) |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 2 |

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**H33** **RS TRUCK WASH** **AST** **S108207858**
**ENE** **18691 GOLDEN STATE** **CUPA Listings** **N/A**
**1/8-1/4** **MADERA, CA 93637** **CERS**
**0.235 mi.**
**1241 ft.** **Site 7 of 7 in cluster H**

**Relative:**
**Higher**

**Actual:**
**250 ft.**

AST:

| | |
|---|---|
| Name: | GILL EXPRESS INC |
| Address: | 18691 GOLDEN STATE BLVD |
| City/Zip: | MADERA, |
| Certified Unified Program Agencies: | Madera |
| Owner: | GILL EXPRESS INC |
| Total Gallons: | 1,610 |
| CERSID: | Not reported |
| Facility ID: | Not reported |
| Business Name: | Not reported |
| Phone: | Not reported |

**RS TRUCK WASH (Continued)** **S108207858**

| | |
|---|---|
| Fax: | Not reported |
| Mailing Address: | Not reported |
| Mailing Address City: | Not reported |
| Mailing Address State: | Not reported |
| Mailing Address Zip Code: | Not reported |
| Operator Name: | Not reported |
| Operator Phone: | Not reported |
| Owner Phone: | Not reported |
| Owner Mail Address: | Not reported |
| Owner State: | Not reported |
| Owner Zip Code: | Not reported |
| Owner Country: | Not reported |
| Property Owner Name: | Not reported |
| Property Owner Phone: | Not reported |
| Property Owner Mailing Address: | Not reported |
| Property Owner City: | Not reported |
| Property Owner Stat : | Not reported |
| Property Owner Zip Code: | Not reported |
| Property Owner Country: | Not reported |
| EPAID: | Not reported |

CUPA MADERA:

| | |
|---|---|
| Name: | RS TRUCK WASH |
| Address: | 18691 GOLDEN STATE |
| City,State,Zip: | MADERA, CA |
| Contact Name: | RANJIT SINGH |
| Region: | MADERA |
| Facility ID: | FA0102581 |
| Contact Phone: | 5596739274 |

Detail:

| | |
|---|---|
| Program Element Code: | 2111 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102581 |
| Common Name: | ALUMINIUM BRIGHTNER |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 1 |

| | |
|---|---|
| Program Element Code: | 2111 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102581 |
| Common Name: | HYDROFLUORIC ACID |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 1 |

| | |
|---|---|
| Program Element Code: | 2111 |
| Decode for Current Status: | Not reported |
| Facility Id: | FA0102581 |
| Common Name: | SLUDGE WASTE |
| Current Status: | 01 |
| Program/Elements: | Hazardous Material Handler - Range 1 |

CERS:

| | |
|---|---|
| Name: | RS TRUCK WASH |
| Address: | 18691 GOLDEN STATE |
| City,State,Zip: | MADERA, CA 93637 |

**RS TRUCK WASH (Continued)** **S108207858**

Site ID: 128382
CERS ID: 10426198
CERS Description: Chemical Storage Facilities

Violations:

Site ID: 128382
Site Name: RS Truck Wash
Violation Date: 09-29-2014
Citation: HSC 6.95 25508.1(a)-(e) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(e)
Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name.
Violation Notes: Returned to compliance on 10/28/2014. Operator failed to report and add the co-owner to CUPA/CERS.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 128382
Site Name: RS Truck Wash
Violation Date: 11-21-2022
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 12/21/2022. OBSERVATION: The business did not provide one or more of the following: initial employee training, adequate employee training, annual employee training and/or maintain records of employee training. Inspector observed no training records. CORRECTIVE ACTION: Provide all employees with required training that includes: safe handling hazardous materials, emergency response procedures, and proper use of response equipment. Maintain records of training available for 3 years.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 128382
Site Name: RS Truck Wash
Violation Date: 06-11-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: Returned to compliance on 09/21/2018. Site map is missing the following: internal roads, adjacent streets, storm and sewer drains, emergency shutoffs, and emergency response equipment. See Guide to Violations and Corrective Actions for all requirements.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

**RS TRUCK WASH (Continued)** **S108207858**

| | |
|---|---|
| Site ID: | 128382 |
| Site Name: | RS Truck Wash |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material. |
| Violation Notes: | Returned to compliance on 09/21/2018. Facility has been fully operating under new name, "RS Truck Wash," as of October 2017 per operator (Singh, R.). Training logs for all required training topics have been observed since October 2017, however, no supplemental training material could be provided to indicate that all applicable employees are properly trained. Assure all personnel are properly trained on all applicable training topics associated with hazardous materials on site. Within 30 days, provide copy of training log and supplemental training material used for this training. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 128382 |
| Site Name: | RS Truck Wash |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material. |
| Violation Notes: | Returned to compliance on 09/21/2018. Complete sections C, E, H, & J of the Consolidated Emergency Response / Contingency Plan and re-upload on CERS. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 128382 |
| Site Name: | RS Truck Wash |
| Violation Date: | 09-29-2014 |
| Citation: | HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4) |
| Violation Description: | Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. |
| Violation Notes: | Returned to compliance on 10/28/2014. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |

| | |
|---|---|
| Site ID: | 128382 |
| Site Name: | RS Truck Wash |
| Violation Date: | 05-15-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due |

**RS TRUCK WASH (Continued)** **S108207858**

| | |
|---|---|
| | date. |
| Violation Notes: | Returned to compliance on 06/01/2018. CERS submission past due. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 128382 |
| Site Name: | RS Truck Wash |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1) |
| Violation Description: | Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page. |
| Violation Notes: | Returned to compliance on 09/21/2018. Include Secondary Emergency Contact Information under Business Owner Operator section of CERS. ***Report Mailed on 06/18/2018. ***Observed a circular drain on floor, approximately 6 inches in diameter, in the center of the "mechanical /supplies room " area. Indicate where drain leads to. ***Two invoices were observed from Denny's Pumping (Delhi, CA): -Invoice No. 242532: 2,000 gallons of liquid/solid waste was picked up on 09/24/2017 -Invoice No.242546: unknown amounts of liquid/solid waste was picked up on 02/08/2018 No hazardous waste manifests were observed on site. Provide a copy of the specification sheets and operator manual for the oil-water separator / water treatment / reclamation system. |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |
| Violation Source: | CERS, |
| | |
| Site ID: | 128382 |
| Site Name: | RS Truck Wash |
| Violation Date: | 06-11-2018 |
| Citation: | HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f) |
| Violation Description: | Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan. |
| Violation Notes: | Returned to compliance on 09/21/2018. The following were observed in the mechanical/supplies room area : (A) Four 55 gallon plastic lined containers containing solid Sodium Carbonate (CAS No. 497-19-8), Sodium Hydroxide (CAS 1310-73-2), Disodium Metasillicate (CAS No 6834-92-0), Alcohols C9-11, & Ethoxylated (CAS No 68439-46-3) (B) One 55 gallon white container containing liquid Disodium Metasillicate (CAS No 6834-92-0) & 2-(2-butoxyethoxy)ethanol (CAS No 112-34-5). Two other similar containers were also observed in this area. (C) Eight 55 gallon containers, labeled with the following: "UN2922, JO-303-Chem Mart MFG, Industrial and Commercial Cleaning Chemicals". Operators on site (Singh, R. & Alejo, R.) have provided Material Safety Data Sheet (MSDS) for material which indicates this hazardous material contains between 10-20% Hydrogen Fluoride (Hydrofluoric Acid, CAS # 7664-39-3) and 10-20% Sulfuric Acid (CAS # 7664-93-9). -Sludge waste in a 55 gallon container reported on CERS was not on site [Truncated] |
| Violation Division: | Madera County Environmental Health |
| Violation Program: | HMRRP |

**RS TRUCK WASH (Continued)** **S108207858**

Violation Source: CERS,

Site ID: 128382
Site Name: RS Truck Wash
Violation Date: 04-28-2021
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Returned to compliance on 05/26/2021. Facility failed to submit a full electronic hazardous material business plan to CERS. Submit full hazardous material business plan to CERS within 30 days for corrective action.
Violation Division: Madera County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 04-28-2021
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 05-15-2018
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-21-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: * No other violations observed
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-11-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-29-2014

**RS TRUCK WASH (Continued)** **S108207858**

Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Madera County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 128382
Site Name: RS Truck Wash
Site Address: 18691 GOLDEN STATE
Site City: MADERA
Site Zip: 93637
Enf Action Date: 04-28-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 128382
Site Name: RS Truck Wash
Site Address: 18691 GOLDEN STATE
Site City: MADERA
Site Zip: 93637
Enf Action Date: 05-15-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 128382
Site Name: RS Truck Wash
Site Address: 18691 GOLDEN STATE
Site City: MADERA
Site Zip: 93637
Enf Action Date: 06-11-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 128382
Site Name: RS Truck Wash
Site Address: 18691 GOLDEN STATE
Site City: MADERA
Site Zip: 93637
Enf Action Date: 09-29-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health

**RS TRUCK WASH (Continued)** **S108207858**

Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 128382
Site Name: RS Truck Wash
Site Address: 18691 GOLDEN STATE
Site City: MADERA
Site Zip: 93637
Enf Action Date: 11-21-2022
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Madera County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: CYNTHIA J WOOD
Entity Title: Not reported
Affiliation Address: 123 NO D ST., STE F
Affiliation City: MADERA
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93637
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: RANJIT SINGH
Entity Title: Not reported
Affiliation Address: 18691 GOLDEN STATE BLVD
Affiliation City: MADERA
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93637
Affiliation Phone: (559) 718-3704,

Affiliation Type Desc: Parent Corporation
Entity Name: KRS TRUCKWASH
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Madera County Env Health
Entity Title: Not reported
Affiliation Address: 200 W. 4th StreetSuite 3100
Affiliation City: Madera
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93637
Affiliation Phone: (559) 675-7823,

**RS TRUCK WASH (Continued)** **S108207858**

| | |
|---|---|
| Affiliation Type Desc: | Identification Signer |
| Entity Name: | RANJIT SINGH |
| Entity Title: | OWNER |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Document Preparer |
| Entity Name: | CYNTHIA J WOOD |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Facility Mailing Address |
| Entity Name: | Mailing Address |
| Entity Title: | Not reported |
| Affiliation Address: | 18691 GOLDEN STATE |
| Affiliation City: | MADERA |
| Affiliation State: | CA |
| Affiliation Country: | Not reported |
| Affiliation Zip: | 93637 |
| Affiliation Phone: | , |

| | |
|---|---|
| Affiliation Type Desc: | Operator |
| Entity Name: | RANJIT SINGH |
| Entity Title: | Not reported |
| Affiliation Address: | Not reported |
| Affiliation City: | Not reported |
| Affiliation State: | Not reported |
| Affiliation Country: | Not reported |
| Affiliation Zip: | Not reported |
| Affiliation Phone: | (559) 718-3704, |

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**34**
**North**
**1/8-1/4**
**0.236 mi.**
**1244 ft.**

**WORLDWIDE TRANSPORT LLC**
**22422 AVE 19**
**MADERA, CA 93637**

**RCRA NonGen / NLR** **1026171351**
**CAC003229677**

**Relative:**
**Higher**

**Actual:**
**248 ft.**

RCRA Listings:

| | |
|---|---|
| Date Form Received by Agency: | 20230426 |
| Handler Name: | Worldwide Transport Llc |
| Handler Address: | 22422 Ave 19 |
| Handler City,State,Zip: | MADERA, CA 93637 |
| EPA ID: | CAC003229677 |
| Contact Name: | ONKAR SINGH |
| Contact Address: | 22422 AVE 19 |
| Contact City,State,Zip: | MADERA, CA 93637 |
| Contact Telephone: | 559-718-1291 |
| Contact Fax: | Not reported |

**WORLDWIDE TRANSPORT LLC (Continued)** **1026171351**

| | | |
|---|---|---|
| Contact Email: | | CLERK@KERNOILFILTERRECYCLING.COM |
| Contact Title: | | Not reported |
| EPA Region: | | 09 |
| Land Type: | | Not reported |
| Federal Waste Generator Description: | | Not a generator, verified |
| Non-Notifier: | | Not reported |
| Biennial Report Cycle: | | Not reported |
| Accessibility: | | Not reported |
| Active Site Indicator: | | Not reported |
| State District Owner: | | Not reported |
| State District: | | Not reported |
| Mailing Address: | | 22422 AVE 19 |
| Mailing City,State,Zip: | | MADERA, CA 93637 |
| Owner Name: | Worldwide Transport Llc | |
| Owner Type: | | Other |
| Operator Name: | Onkar Singh | |
| Operator Type: | | Other |
| Short-Term Generator Activity: | | No |
| Importer Activity: | | No |
| Mixed Waste Generator: | | No |
| Transporter Activity: | | No |
| Transfer Facility Activity: | | No |
| Recycler Activity with Storage: | | No |
| Small Quantity On-Site Burner Exemption: | | No |
| Smelting Melting and Refining Furnace Exemption: | | No |
| Underground Injection Control: | | No |
| Off-Site Waste Receipt: | | No |
| Universal Waste Indicator: | | No |
| Universal Waste Destination Facility: | | No |
| Federal Universal Waste: | | No |
| Active Site State-Reg Handler: | | --- |
| Federal Facility Indicator: | | Not reported |
| Hazardous Secondary Material Indicator: | | N |
| Sub-Part K Indicator: | | Not reported |
| 2018 GPRA Permit Baseline: | | Not on the Baseline |
| 2018 GPRA Renewals Baseline: | | Not on the Baseline |
| 202 GPRA Corrective Action Baseline: | | No |
| Subject to Corrective Action Universe: | | No |
| Non-TSDFs Where RCRA CA has Been Imposed Universe: | | No |
| Corrective Action Priority Ranking: | | No NCAPS ranking |
| Environmental Control Indicator: | | No |
| Institutional Control Indicator: | | No |
| Human Exposure Controls Indicator: | | N/A |
| Groundwater Controls Indicator: | | N/A |
| Significant Non-Complier Universe: | | No |
| Unaddressed Significant Non-Complier Universe: | | No |
| Addressed Significant Non-Complier Universe: | | No |
| Significant Non-Complier With a Compliance Schedule Universe: | | No |
| Financial Assurance Required: | | Not reported |
| Handler Date of Last Change: | | 20230426 |
| Recognized Trader-Importer: | | No |
| Recognized Trader-Exporter: | | No |
| Importer of Spent Lead Acid Batteries: | | No |
| Exporter of Spent Lead Acid Batteries: | | No |
| Recycler Activity Without Storage: | | No |
| Manifest Broker: | | No |
| Sub-Part P Indicator: | | No |

**WORLDWIDE TRANSPORT LLC (Continued)** **1026171351**

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: ONKAR SINGH
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 22422 AVE 19
Owner/Operator City,State,Zip: MADERA, CA 93637
Owner/Operator Telephone: 559-718-1291
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: WORLDWIDE TRANSPORT LLC
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 22422 AVE 19
Owner/Operator City,State,Zip: MADERA, CA 93637
Owner/Operator Telephone: 559-718-1291
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20230426
Handler Name: WORLDWIDE TRANSPORT LLC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 811111
NAICS Description: General Automotive Repair

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

**35**
**NW**
**1/4-1/2**
**0.254 mi.**
**1340 ft.**

**FAIRMEAD DSPL SITE**
**RD 19 & AVE 22**
**MADERA, CA 93637**

**SEMS-ARCHIVE**

**1003878432**
**CAD980498679**

**Relative:**
**Higher**

**Actual:**
**249 ft.**

SEMS Archive:

| | |
|---|---|
| Site ID: | 0901756 |
| EPA ID: | CAD980498679 |
| Name: | FAIRMEAD DSPL SITE |
| Address: | RD 19 & AVE 22 |
| Address 2: | Not reported |
| City,State,Zip: | MADERA, CA 93637 |
| Cong District: | 15 |
| FIPS Code: | 06039 |
| FF: | N |
| NPL: | Not on the NPL |
| Non NPL Status: | NFRAP-Site does not qualify for the NPL based on existing information |

SEMS Archive Detail:

| | |
|---|---|
| Region: | 09 |
| Site ID: | 0901756 |
| EPA ID: | CAD980498679 |
| Site Name: | FAIRMEAD DSPL SITE |
| NPL: | N |
| FF: | N |
| OU: | 00 |
| Action Code: | PA |
| Action Name: | PA |
| SEQ: | 1 |
| Start Date: | Not reported |
| Finish Date: | 1982-09-01 04:00:00 |
| Qual: | N |
| Current Action Lead: | EPA Perf |

| | |
|---|---|
| Region: | 09 |
| Site ID: | 0901756 |
| EPA ID: | CAD980498679 |
| Site Name: | FAIRMEAD DSPL SITE |
| NPL: | N |
| FF: | N |
| OU: | 00 |
| Action Code: | DS |
| Action Name: | DISCVRY |
| SEQ: | 1 |
| Start Date: | 1979-11-01 05:00:00 |
| Finish Date: | 1979-11-01 05:00:00 |
| Qual: | Not reported |
| Current Action Lead: | EPA Perf |

| | |
|---|---|
| Region: | 09 |
| Site ID: | 0901756 |
| EPA ID: | CAD980498679 |
| Site Name: | FAIRMEAD DSPL SITE |
| NPL: | N |
| FF: | N |
| OU: | 00 |
| Action Code: | VS |
| Action Name: | ARCH SITE |
| SEQ: | 1 |

**FAIRMEAD DSPL SITE (Continued)** **1003878432**

Start Date: Not reported
Finish Date: 1982-09-01 04:00:00
Qual: Not reported
Current Action Lead: EPA Perf In-Hse

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**36**
**ESE**
**1/4-1/2**
**0.409 mi.**
**2159 ft.**

**TOP DIESEL REPAIR, INC.**
**22615 181/2**
**MADERA, CA 93637**

**LUST**
**Cortese**
**HIST CORTESE**
**CERS**

**S105024811**
**N/A**

**Relative:**
**Higher**

**Actual:**
**250 ft.**

LUST:
Name: TOP DIESEL REPAIR, INC.
Address: 22615 AVE 18-1/2
City,State,Zip: MADERA, CA 93637
Lead Agency: MADERA COUNTY
Case Type: LUST Cleanup Site

Geo Track:
Global Id: T0603900108
Latitude: 37.0182816
Longitude: -120.1352521
Status: Completed - Case Closed
Status Date: 05/09/1991
Case Worker: ADR
RB Case Number: 5T20000108
Local Agency: MADERA COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
EPA Region: 9
Coordinate Source: Google Geocode
Quantity Released Gallons: Not reported
Begin Date: 04/03/1989
Leak Reported Date: 05/09/1991
How Discovered: Tank Closure
How Discovered Description: Not reported
Discharge Source: Other
Discharge Cause: Unknown
Stop Method: Not reported
Stop Description: Not reported
No Further Action Date: 05/09/1991
CA Water Watershed Name: San Joaquin Valley Floor - Madera (545.20)
Dwr Groundwater Subbasin Name: San Joaquin Valley - Madera (5-022.06)
Disadvantaged Community: Not reported
CA Enviroscreen 3 Score: 81-85%
CA Enviroscreen 4 Score: 75-80%
Military DOD Site: No
Facility Project Subtype: Not reported
RWQCB Region: CENTRAL VALLEY RWQCB (REGION 5F)
Claim Number: Not reported
Claim Status: Not reported
Site History: Not reported

LUST:
Global Id: T0603900108

**TOP DIESEL REPAIR, INC. (Continued)** **S105024811**

Contact Type: Local Agency Caseworker - Primary Caseworker
Contact Name: ANN ROLAN
Organization Name: MADERA COUNTY
Address: 2037 WEST CLEVELAND
City: MADERA
Email: arolan@madera-county.com
Phone Number: Not reported

Global Id: T0603900108
Contact Type: Regional Board Caseworker
Contact Name: JEFFREY HANNEL
Organization Name: CENTRAL VALLEY RWQCB (REGION 5F)
Address: 1685 E STREET
City: FRESNO
Email: jhannel@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603900108
Action Type: Other
Date: 04/03/1989
Action: Leak Discovery

Global Id: T0603900108
Action Type: Other
Date: 05/09/1991
Action: Leak Reported

Global Id: T0603900108
Action Type: Other
Date: 04/03/1989
Action: Leak Stopped

LUST:
Global Id: T0603900108
Status: Open - Case Begin Date
Status Date: 04/03/1989

Global Id: T0603900108
Status: Completed - Case Closed
Status Date: 05/09/1991

LUST REG 5:
Name: TOP DIESEL REPAIR, INC.
Address: 22615 AVE 18-1/2
City: MADERA
Region: 5
Status: Case Closed
Case Number: 5T20000108
Case Type: Soil only
Substance: REGULR GASOLINE
Staff Initials: JWH
Lead Agency: Local
Program: LUST
MTBE Code: N/A

**TOP DIESEL REPAIR, INC. (Continued)** **S105024811**

CORTESE:

| | |
|---|---|
| Name: | TOP DIESEL REPAIR, INC. |
| Address: | 22615 AVE 18-1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| Region: | CORTESE |
| Envirostor Id: | Not reported |
| Global ID: | T0603900108 |
| Site/Facility Type: | LUST CLEANUP SITE |
| Cleanup Status: | COMPLETED - CASE CLOSED |
| Status Date: | Not reported |
| Site Code: | Not reported |
| Latitude: | Not reported |
| Longitude: | Not reported |
| Owner: | Not reported |
| Enf Type: | Not reported |
| Swat R: | Not reported |
| Flag: | active |
| Order No: | Not reported |
| Waste Discharge System No: | Not reported |
| Effective Date: | Not reported |
| Region 2: | Not reported |
| WID Id: | Not reported |
| Solid Waste Id No: | Not reported |
| Waste Management Uit Name: | Not reported |
| File Name: | Active Open |

HIST CORTESE:

| | |
|---|---|
| edr_fname: | TOP DIESEL REPAIR, INC. |
| edr_fadd1: | 22615 181/2 |
| City,State,Zip: | MADERA, CA 93637 |
| Region: | CORTESE |
| Facility County Code: | 20 |
| Reg By: | LTNKA |
| Reg Id: | 5T20000108 |

CERS:

| | |
|---|---|
| Name: | TOP DIESEL REPAIR, INC. |
| Address: | 22615 AVE 18-1/2 |
| City,State,Zip: | MADERA, CA 93637 |
| Site ID: | 878299 |
| CERS ID: | T0603900108 |
| CERS Description: | Leaking Underground Storage Tank Cleanup Site |

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**37** **ABC AUTO & TRUCK WRECKERS** **ENVIROSTOR** **S100181550**
**NNW** **19494 HIGHWAY 99** **N/A**
**1/2-1** **MADERA, CA 93637**
**0.768 mi.**
**4057 ft.**

**Relative:**
**Higher**

**Actual:**
**257 ft.**

ENVIROSTOR:

| | |
|---|---|
| Name: | ABC AUTO & TRUCK WRECKERS |
| Address: | 19494 HIGHWAY 99 |
| City,State,Zip: | MADERA, CA 93637 |
| Facility ID: | 20500001 |
| Status: | Refer: Other Agency |
| Status Date: | 11/16/1994 |

**ABC AUTO & TRUCK WRECKERS (Continued)** **S100181550**

Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Sacramento
Assembly: 27
Senate: 14
Special Program: * Rural County Survey Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.03299
Longitude: -120.1477
APN: 029180006000, 029180014000
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 029180006000
Alias Type: APN
Alias Name: 029180014000
Alias Type: APN
Alias Name: 20500001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/24/1989
Comments: SITE SCREENING DONE. RATIONALE FOR PRELIMINARY ASSESSMENT LOW PRIORITY BASED ON BUSINESS TYPE.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 08/15/1988
Comments: FACILITY IDENTIFIED 1962 POLK'S DIRECTORY.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 84 records. ORPHAN SUMMARY

| City | EDR ID | Site Name | Site Address | Zip | Database(s) |
|---|---|---|---|---|---|
| . | S109254242 | | ROAD 21, BETWEEN AVENUE 5 AND | 93637 | CDL |
| BERENDA | S108723806 | | AVENUE 22 1/2 @ BERENDA SLOUGH | 93638 | CDL |
| BERENDA | S107540471 | | ROAD 21 100 YARDS NORTH OF AVE | 93637 | CDL |
| MADERA | S107537753 | | AVENUE 9, EAST OF ROAD 29 1/2 | | CDL |
| MADERA | S107537661 | | AVENUE 19, BETWEEN ROADS 18 AN | 93637 | CDL |
| MADERA | S107537664 | | AVENUE 20 X ROAD 31 | 93637 | CDL |
| MADERA | S126976590 | LOVE'S TRAVEL STOP #736 | 3174 AVENUE 17 | 93637 | CERS HAZ WASTE |
| MADERA | S107537653 | | AVENUE 10 (300 | 93637 | CDL |
| MADERA | S107537741 | | AVENUE 6 1/2, 1/4 MILE EAST OF | 93637 | CDL |
| MADERA | S126327155 | GS FARMS STORAGE SHOP | 17292 AVENUE 3 | 93637 | CERS HAZ WASTE |
| MADERA | S107537678 | | AVENUE 6, 3/4 MI W OF ROAD 16 | 93637 | CDL |
| MADERA | S107537676 | | AVENUE 5 (100 YDS W OF ROAD 22 | 93637 | CDL |
| MADERA | S107537740 | | AVENUE 6 (AT ROAD 16, IN IRRIG | 93637 | CDL |
| MADERA | S107537752 | | AVENUE 9, 1 MILE EAST OF ROAD | 93637 | CDL |
| MADERA | S107537683 | | AVENUE 9, 1/2 MI W OF ROAD 23 | 93637 | CDL |
| MADERA | S107537739 | | AVENUE 6 (AT GRAVELY FORD CANA | 93637 | CDL |
| MADERA | S107537744 | | AVENUE 7 1/2 (.10 MI W OF ROAD | 93637 | CDL |
| MADERA | S107537736 | | AVENUE 5 AND ROAD 23 (INTERSEC | 93637 | CDL |
| MADERA | S107528698 | | 14518 AVENUE 19 1/2 | 93637 | CDL |
| MADERA | S107537657 | | AVENUE 17 BETWEEN ROAD 20 AND | 93637 | CDL |
| MADERA | S109611759 | | AVENUE 22 1/2, AT ROAD 10 IN C | 93637 | CDL |
| MADERA | S107537742 | | AVENUE 6, AT ROAD 16 | 93637 | CDL |
| MADERA | S109254131 | | AVENUE 19.5, 1/2 MI WEST OF RO | 93637 | CDL |
| MADERA | S107532160 | | 27561 AVENUE 26 | 93637 | CDL |
| MADERA | S126138094 | ALESSINI FARMS | AVENUE 20 & ROAD 16 | 93638 | CERS HAZ WASTE |
| MADERA | S107537663 | | AVENUE 20 (BETWEEN ROADS 16 & | 93638 | CDL |
| MADERA | S107537654 | | AVENUE 12, 2 MILES E OF HIGHWA | 93638 | CDL |
| MADERA | S107537723 | | AVENUE 3, 1 MILE EAST OF ROAD | 93638 | CDL |
| MADERA | S107537687 | | AVENUE 12 (BETWEEN ROAD 19 AND | 93638 | CDL |
| MADERA | S108723808 | | AVENUE 9, 1/4 MILE NORTH OF RO | 93638 | CDL |
| MADERA | S109611802 | | ON AVENUE 21 1/2, 200 FEET WES | 93638 | CDL |
| MADERA | S108723804 | | AVENUE 14, 14 MI W OF ROAD 23, | 93638 | CDL |
| MADERA | S107537655 | | AVENUE 13, 1/4 MILE E OF ROAD | 93638 | CDL |
| MADERA | S107538930 | | IN COTTONWOOD CREEK, AT ROAD 2 | 93637 | CDL |
| MADERA | S107539572 | | NORTH EAST CORNER OF AVENUE 14 | 93637 | CDL |
| MADERA | S107539037 | | IRRIGATIONAL CANAL ON AVENUE 8 | 93637 | CDL |
| MADERA | S107526613 | | 1/2 MILE SOUTH OF AVENUE 18, 1 | 93637 | CDL |
| MADERA | S109254054 | | 3/4 MILE NORTH OF AVENUE 7, ON | 93637 | CDL |
| MADERA | S100181547 | LANDFILL #1 | RAYMOND ROAD OFF OF CLEVELAND | 93637 | ENVIROSTOR |
| MADERA | S110494563 | | ROAD 19, 100 YARDS SOUTH OF AV | | CDL |
| MADERA | S107540035 | | ON ROAD 21 1/2, 1/2 MILE SOUTH | | CDL |
| MADERA | S107540445 | | ROAD 16 N OF AVENUE 14TH | | CDL |
| MADERA | S107540352 | | ROAD 18 1/2, SOUTH OF AVENUE 2 | | CDL |

Count: 84 records. ORPHAN SUMMARY

| City | EDR ID | Site Name | Site Address | Zip | Database(s) |
|---|---|---|---|---|---|
| MADERA | S107540460 | | ROAD 19 N AVENUE 14 | | CDL |
| MADERA | S107540464 | | ROAD 20 (1/4 MI S OF AVENUE 6) | 93637 | CDL |
| MADERA | S109611837 | | ROAD 16 ,1/8 MILE S OF AVENUE | 93637 | CDL |
| MADERA | S107540481 | | ROAD 26, 50 YDS S OF AVENUE 24 | 93637 | CDL |
| MADERA | S107540353 | | ROAD 18, 100 YDS N OF AVENUE 1 | 93637 | CDL |
| MADERA | S107540488 | | ROAD 30 (X-1/8 MI S OF AVENUE | 93637 | CDL |
| MADERA | S108723933 | | ROAD 31&1/2, APPROX 1/4 MI NOR | 93637 | CDL |
| MADERA | S108723935 | | ROAD 32, APPROX 100 YDS S OF A | 93637 | CDL |
| MADERA | S108723936 | | ROAD 32, APPROX 200 YDS N OF A | 93637 | CDL |
| MADERA | S108723932 | | ROAD 29 1/2, BETWEEN AVENUE 9 | 93637 | CDL |
| MADERA | S110494564 | | ROAD 23, 1/2 MILE WEST OF AVEN | 93637 | CDL |
| MADERA | S107737793 | | ROAD 18, 100 YARDS S OF AVENUE | 93637 | CDL |
| MADERA | S107540473 | | ROAD 21, 50 YARDS SOUTH OF AVE | 93637 | CDL |
| MADERA | S109254241 | | ROAD 19, 200 FT N OF AVENUE 12 | 93637 | CDL |
| MADERA | S107540484 | | ROAD 27 SOUTH OF AVENUE 21 IN | 93637 | CDL |
| MADERA | S109254239 | | ROAD 16, 100 YARDS NORTH OF AV | 93637 | CDL |
| MADERA | S108723934 | | ROAD 32, 1/4 MILE S OF AVENUE | 93637 | CDL |
| MADERA | S109611838 | | ROAD 16, 1/2 MILE S OF AVENUE | 93637 | CDL |
| MADERA | S107540482 | | ROAD 26, NORTH OF AVENUE 24 | 93637 | CDL |
| MADERA | S107540475 | | ROAD 21, SOUTH OF AVENUE 9 | 93637 | CDL |
| MADERA | S110494565 | | ROAD 9 AT AVENUE 22 1/2, IN CA | 93637 | CDL |
| MADERA | S109254238 | | ROAD 16, 1 MILE N OF AVENUE 14 | 93637 | CDL |
| MADERA | S107540438 | | ROAD 15, 1/2 MILE S OF AVENUE | 93638 | CDL |
| MADERA | S107540485 | | ROAD 27, .5 SOUTH AVENUE 21 | 93638 | CDL |
| MADERA | S107540040 | | ON ROAD 33 1/2, 1/4 MILE EAST | 93638 | CDL |
| MADERA | S107540031 | | ON ROAD 16, 2.2 MILES NORTH OF | 93638 | CDL |
| MADERA | S109611839 | | ROAD 24, APPROX 200 YDS N OF A | 93638 | CDL |
| MADERA | S108723931 | | ROAD 28, @ COTTONWOOD CREEK, . | 93638 | CDL |
| MADERA | S107540486 | | ROAD 28, JUST NO OF AVENUE 13 | 93638 | CDL |
| MADERA | S107540490 | | ROAD 38, 1/4 MILE NORTH OF AVE | 93638 | CDL |
| MADERA | S107540472 | | ROAD 21, 1/2 MI S OF AVENUE 11 | 93638 | CDL |
| MADERA | S107540030 | | ON ROAD 16, 1.5 MILES SOUTH OF | 93638 | CDL |
| MADERA | S128634360 | PROPOSED MADERA SCHOOL SITE | SOUTH SIDE OF CLEVELAND AVENUE | 93637 | ENVIROSTOR, SCH |
| MADERA | S107526585 | | 1.5 MI SO OF AVENUE 12 ON AVEN | | CDL |
| MADERA | S107540124 | | ON WALDEN ROAD, NORTH OF AVENU | | CDL |
| MADERA COUNTY | S107532333 | | 2894 AVENUE 20 1/2 (DIRT ROAD) | | CDL |
| MADERA COUNTY | S107537697 | | AVENUE 18 1/2 ON RD 16 | | CDL |
| MADERA COUNTY | S107537715 | | AVENUE 23 1/2 BETW ROADS 10 & | | CDL |
| MADERA COUNTY | S107531713 | | 24844 AVENUE 18 1/2 | | CDL |
| MADERA COUNTY | S107530580 | | 20228 AVENUE 22 | 93638 | CDL |
| MADERA COUNTY | S107540027 | | ON ROAD 13, BETWEEN AVENUE 25 | | CDL |

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

**STANDARD ENVIRONMENTAL RECORDS**

***Lists of Federal NPL (Superfund) sites***

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

***Lists of Federal Delisted NPL sites***

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

***Lists of Federal sites subject to CERCLA removals and CERCLA orders***

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/20/2024
Date Data Arrived at EDR: 12/18/2024
Date Made Active in Reports: 12/20/2024
Number of Days to Update: 2

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 06/20/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Quarterly

***Lists of Federal CERCLA sites with NFRAP***

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Quarterly

***Lists of Federal RCRA facilities undergoing Corrective Action***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/03/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 13

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

***Lists of Federal RCRA TSD facilities***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/04/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

***Lists of Federal RCRA generators***

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/04/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/04/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/04/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

***Federal institutional controls / engineering controls registries***

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 03/11/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 06/24/2025
Number of Days to Update: 83

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 04/30/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 01/29/2025
Date Data Arrived at EDR: 02/18/2025
Date Made Active in Reports: 04/29/2025
Number of Days to Update: 70

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/29/2025
Date Data Arrived at EDR: 02/18/2025
Date Made Active in Reports: 04/29/2025
Number of Days to Update: 70

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Varies

***Federal ERNS list***

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/10/2025
Date Data Arrived at EDR: 06/12/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 4

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

***Lists of state- and tribal (Superfund) equivalent sites***

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 04/21/2025
Date Data Arrived at EDR: 04/22/2025
Date Made Active in Reports: 07/09/2025
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/22/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Quarterly

***Lists of state- and tribal hazardous waste facilities***

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 04/21/2025
Date Data Arrived at EDR: 04/22/2025
Date Made Active in Reports: 07/09/2025
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/22/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Quarterly

***Lists of state and tribal landfills and solid waste disposal facilities***

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/03/2025
Date Data Arrived at EDR: 02/04/2025
Date Made Active in Reports: 04/18/2025
Number of Days to Update: 73

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/06/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Quarterly

***Lists of state and tribal leaking storage tanks***

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

***Lists of state and tribal registered storage tanks***

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 04/08/2025
Date Data Arrived at EDR: 04/23/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 1

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 06/24/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 05/13/2025
Date Data Arrived at EDR: 05/22/2025
Date Made Active in Reports: 05/27/2025
Number of Days to Update: 5

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 05/22/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/22/2025
Number of Days to Update: 79

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 11/08/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/15/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

***Lists of state and tribal voluntary cleanup sites***

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 04/21/2025
Date Data Arrived at EDR: 04/22/2025
Date Made Active in Reports: 07/09/2025
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/22/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/10/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Varies

***Lists of state and tribal brownfield sites***

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 03/17/2025
Date Data Arrived at EDR: 03/18/2025
Date Made Active in Reports: 05/30/2025
Number of Days to Update: 73

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/26/2025
Data Release Frequency: Quarterly

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Brownfield lists***

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 09/09/2024
Date Data Arrived at EDR: 09/11/2024
Date Made Active in Reports: 12/06/2024
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/10/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: Semi-Annually

***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 04/16/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/22/2025
Number of Days to Update: 79

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 05/30/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/11/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 75

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 04/30/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 04/21/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 02/07/2024
Date Data Arrived at EDR: 11/13/2024
Date Made Active in Reports: 11/19/2024
Number of Days to Update: 6

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 04/30/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 12/31/2024
Date Data Arrived at EDR: 02/20/2025
Date Made Active in Reports: 04/29/2025
Number of Days to Update: 68

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 04/21/2025
Date Data Arrived at EDR: 04/22/2025
Date Made Active in Reports: 07/09/2025
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/22/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 06/12/2024
Number of Days to Update: 83

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CERS HAZ WASTE: California Environmental Reporting System Hazardous Waste

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/14/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/07/2025
Number of Days to Update: 83

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 04/15/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 12/31/2024
Date Data Arrived at EDR: 02/20/2025
Date Made Active in Reports: 04/29/2025
Number of Days to Update: 68

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Quarterly

***Local Lists of Registered Storage Tanks***

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 01/28/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 04/15/2025
Number of Days to Update: 76

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/14/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/07/2025
Number of Days to Update: 83
Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/15/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Quarterly

***Local Land Records***

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 02/20/2025
Date Data Arrived at EDR: 02/21/2025
Date Made Active in Reports: 05/07/2025
Number of Days to Update: 75
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 23
Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing
Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/25/2025
Date Made Active in Reports: 05/07/2025
Number of Days to Update: 71
Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 05/23/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Semi-Annually

***Records of Emergency Release Reports***

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/11/2025
Date Data Arrived at EDR: 06/12/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 4
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 02/28/2025
Date Data Arrived at EDR: 04/18/2025
Date Made Active in Reports: 07/09/2025
Number of Days to Update: 82

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

***Other Ascertainable Records***

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/04/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/30/2025
Date Data Arrived at EDR: 02/11/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 72

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/13/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/07/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 06/25/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 02/03/2023
Date Made Active in Reports: 02/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/08/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/03/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA Watch List

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 04/28/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/01/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023
Number of Days to Update: 283

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 02/11/2025
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 7

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/15/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 04/14/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 84

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/15/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/25/2025
Date Data Arrived at EDR: 05/01/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 20

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/05/2025
Date Data Arrived at EDR: 04/11/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/09/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 02/26/2025
Date Data Arrived at EDR: 03/03/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 10/02/2024
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 100

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/02/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 05/07/2025
Date Data Arrived at EDR: 05/07/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 27
Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 10/16/2024
Date Made Active in Reports: 01/14/2025
Number of Days to Update: 90
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 05/22/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 05/22/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 05/01/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 06/17/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/10/2025
Date Data Arrived at EDR: 01/22/2025
Date Made Active in Reports: 04/21/2025
Number of Days to Update: 89

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 04/22/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2024
Date Data Arrived at EDR: 01/27/2025
Date Made Active in Reports: 04/21/2025
Number of Days to Update: 84

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/24/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/07/2025
Number of Days to Update: 16

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 06/25/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023
Date Data Arrived at EDR: 03/03/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 98

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/01/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 02/12/2025
Date Data Arrived at EDR: 02/12/2025
Date Made Active in Reports: 02/27/2025
Number of Days to Update: 15

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/15/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 23

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 04/01/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 06/24/2025
Number of Days to Update: 83

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Quarterly

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/03/2025
Date Data Arrived at EDR: 02/18/2025
Date Made Active in Reports: 03/20/2025
Number of Days to Update: 30

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing
This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/02/2024
Date Data Arrived at EDR: 08/20/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 50

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing
Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/22/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines
An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 05/28/2025
Date Data Arrived at EDR: 05/28/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 6

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 05/28/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 06/04/2024
Date Data Arrived at EDR: 11/22/2024
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 88

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 05/22/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/22/2025
Date Data Arrived at EDR: 05/05/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 16

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 05/05/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 03/23/2025
Date Data Arrived at EDR: 03/27/2025
Date Made Active in Reports: 06/24/2025
Number of Days to Update: 89

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/25/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 02/14/2025
Date Data Arrived at EDR: 03/11/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 84

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/02/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/13/2025
Date Data Arrived at EDR: 02/13/2025
Date Made Active in Reports: 04/29/2025
Number of Days to Update: 75

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/13/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 03/31/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 03/31/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 03/31/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 03/07/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 03/23/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020
Date Data Arrived at EDR: 03/17/2021
Date Made Active in Reports: 11/08/2022
Number of Days to Update: 601

Source: Department of Health & Human Services
Telephone: 202-741-5770
Last EDR Contact: 04/17/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 03/24/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS PROJECT: NORTHEASTERN UNIVERSITY PFAS PROJECT

The PFAS Contamination Site Tracker records qualitative and quantitative data from each site in a chart, specifically examining discovery, contamination levels, government response, litigation, health impacts, media coverage, and community characteristics. All data presented in the chart were extracted from government websites, such as state health departments or the Environmental Protection Agency, and news articles.

Date of Government Version: 05/15/2024
Date Data Arrived at EDR: 03/06/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 89

Source: Social Science Environmental Health Research Institute
Telephone: N/A
Last EDR Contact: 06/05/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 03/24/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS ECHO FIRE TRAIN: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 03/24/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS PT 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 03/24/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 03/24/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 04/29/2025
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/10/2017
Number of Days to Update: 63

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: No Update Planned

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data

The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 04/13/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/31/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 79

Source: Environmental Protecton Agency
Telephone: 202-564-0394
Last EDR Contact: 05/08/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Semi-Annually

UST FINDER: UST Finder Database

EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 106

Source: Environmental Protection Agency
Telephone: 202-564-0394
Last EDR Contact: 05/08/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Varies

E MANIFEST: Hazardous Waste Electronic Manifest System

EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

Date of Government Version: 02/17/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/14/2025
Number of Days to Update: 23

Source: Environmental Protection Agency
Telephone: 833-501-6826
Last EDR Contact: 06/04/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS sites included in the Envirostor and GeoTracker databases. Locations of potential sources of per - and polyfluoroalkyl substances (PFAS). This does not mean that PFAS has been produced, used, or discharged at these sites.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/22/2025
Number of Days to Update: 79

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CHROME PLATING: Chrome Plating Facilities Listing

This listing represents chrome plating facilities the California State Water Resources Control Board staff identified as possibly being a source of Per- and polyfluoroalkyl substance (PFAS) contamination. Sites and locations were identified by staff with the Division of Water Quality in the California State Water Board. Data was collected from the CA Air Resources Board 2013 and 2018 - Cr VI emission survey, CA Emission Inventory, CA HAZ Waste discharge database and by reviewing storm water permits. Former chrome plating sites are also included that are open site investigation or remediation cases with the Regional Water Quality Control Boards and the Department of Toxic Substances Control.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 03/17/2025
Date Data Arrived at EDR: 03/18/2025
Date Made Active in Reports: 05/30/2025
Number of Days to Update: 73

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

CUPA LIV-PLE: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 09/19/2024
Date Data Arrived at EDR: 11/05/2024
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 87

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/08/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 01/27/2025
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 05/02/2025
Number of Days to Update: 72

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Varies

DRYCLEAN PLACER: Placer County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Placer County Air Quality Management District.

Date of Government Version: 05/15/2023
Date Data Arrived at EDR: 05/17/2023
Date Made Active in Reports: 08/14/2023
Number of Days to Update: 89

Source: Placer County Air Quality Management District
Telephone: 530-745-2335
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN CALAVERAS: Calaveras County Environmental Management Agency Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Calaveras County Environmental Management Agency.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1412

Source: Calaveras County Environmental Management Agency
Telephone: 209-754-6399
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Varies

DRYCLEAN N COAST: North Coast Unified Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the North Coast Unified Air Quality Management District.

Date of Government Version: 11/30/2016
Date Data Arrived at EDR: 04/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1473

Source: North Coast Unified Air Quality Management District
Telephone: 707-443-3093
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SANTA BARB: Santa Barbara County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Santa Barbara County Air Pollution Control District.

Date of Government Version: 02/19/2019
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1475

Source: Santa Barbara County Air Pollution Control District
Telephone: 805-961-8867
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN TEHAMA: Tehama County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Tehama County Air Pollution Control District.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1468

Source: Tehama County Air Pollution Control District
Telephone: 530-527-3717
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 05/22/2025
Date Data Arrived at EDR: 05/22/2025
Date Made Active in Reports: 05/30/2025
Number of Days to Update: 8

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Varies

DRYCLEAN SHASTA: Shasta County Air Quality Management District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Shasta County Air Quality Management District.

Date of Government Version: 08/29/2024
Date Data Arrived at EDR: 09/05/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 69
Source: Shasta County Air Quality Management District
Telephone: 530-225-5674
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MOJAVE: Mojave Desert Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mojave Desert Air Quality Management District.

Date of Government Version: 08/21/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75
Source: Mojave Desert Air Quality Management District
Telephone: 760-245-1661
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN N SIERRA: Northern Sierra Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sierra Air Quality Management District,

Date of Government Version: 08/22/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75
Source: Northern Sierra Air Quality Management District
Telephone: 530-274-9350
Last EDR Contact: 05/05/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MONTERY BAY: Monterey Bay Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Monterey Bay Air Quality Management District.

Date of Government Version: 09/09/2024
Date Data Arrived at EDR: 09/11/2024
Date Made Active in Reports: 11/26/2024
Number of Days to Update: 76
Source: Monterey Bay Air Quality Management District
Telephone: 831-647-9411
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BAY AREA: Bay Area Air Quality Management District Drycleaner Facility Listing
Bay Area Air Quality Management District Drycleaner Facility Listing.

Date of Government Version: 02/20/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1432
Source: Bay Area Air Quality Management District
Telephone: 415-516-1916
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN LUIS OB: San Luis Obispo County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Luis Obispo County Air Pollution Control District.

Date of Government Version: 01/03/2024
Date Data Arrived at EDR: 01/04/2024
Date Made Active in Reports: 03/20/2024
Number of Days to Update: 76
Source: San Luis Obispo County Air Pollution Control District
Telephone: 805-781-5756
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN AMADOR: Amador Air District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Amador Air Quality Management District

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77
Source: Amador Air Quality Management District
Telephone: 209-257-0112
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN VENTURA: Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Ventura County Air Pollution Control District.

Date of Government Version: 08/26/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 11/14/2024
Number of Days to Update: 78
Source: Ventura County Air Pollution Control District
Telephone: 805-645-1421
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 02/20/2025
Date Data Arrived at EDR: 02/26/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 30
Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Annually

DRYCLEAN EAST KERN: Eastern Kern Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Eastern Kern Air Pollution Control District.

Date of Government Version: 08/21/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75
Source: Eastern Kern Air Pollution Control District
Telephone: 661-862-9684
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN JOAQUIN: San Joaquin Valley Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Joaquin Valley Air Pollution Control District.

Date of Government Version: 08/22/2024
Date Data Arrived at EDR: 08/22/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 75
Source: San Joaquin Valley Air Pollution Control District
Telephone: 559-230-6001
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN GLENN: Glenn County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Glenn County Air Pollution Control District.

Date of Government Version: 08/26/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 77
Source: Glenn County Air Pollution Control District
Telephone: 530-934-6500
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BUTTE: Butte County Air Quality Management DistrictDrycleaner Facility Listing
Butte County Air Quality Management DistrictDrycleaner Facility Listing.

Date of Government Version: 09/10/2024
Date Data Arrived at EDR: 09/11/2024
Date Made Active in Reports: 11/25/2024
Number of Days to Update: 75
Source: Butte County Air Quality Management District
Telephone: 530-332-9400
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN FEATHER RVR: Feather River Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Feather River Air Quality Management District.

Date of Government Version: 03/08/2023
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 88

Source: Feather River Air Quality Management District
Telephone: 530-634-7659
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN N SONOMA: Norther Sonoma County County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sonoma County Air Pollution Control District.,

Date of Government Version: 08/23/2024
Date Data Arrived at EDR: 08/26/2024
Date Made Active in Reports: 11/05/2024
Number of Days to Update: 71

Source: Santa Barbara County Air Pollution Control District
Telephone: 707-433-5911
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN GRANT: Grant Recipients List
Assembly Bill 998 (AB 998) established the Non-Toxic Dry Cleaning Incentive Program to provide financial assistance to the dry cleaning industry to switch from systems using perchloroethylene (Perc), an identified toxic air contaminant and potential human carcinogen, to non-toxic and non-smog forming alternatives.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 01/26/2024
Date Made Active in Reports: 04/16/2024
Number of Days to Update: 81

Source: California Air Resources Board
Telephone: 916-323-0006
Last EDR Contact: 04/24/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

DRYCLEAN YOLO-SOLANO: Yolo-Solano Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Yolo-Solano Air Quality Management District.

Date of Government Version: 08/21/2024
Date Data Arrived at EDR: 08/26/2024
Date Made Active in Reports: 11/06/2024
Number of Days to Update: 72

Source: Yolo-Solano Air Quality Management District
Telephone: 530-757-3650
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN LAKE: Lake County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Lake County Air Quality Management District,

Date of Government Version: 02/15/2024
Date Data Arrived at EDR: 02/16/2024
Date Made Active in Reports: 05/02/2024
Number of Days to Update: 76

Source: Lake County Air Quality Management District
Telephone: 707-263-7000
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN DIEGO: San Diego County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Diego County Air Pollution Control District.

Date of Government Version: 08/21/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 77

Source: San Diego County Air Pollution Control District
Telephone: 858-586-2616
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MENDOCINO: Mendocino County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mendocino County Air Quality Management District.

Date of Government Version: 08/26/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 71

Source: Mendocino County Air Quality Management District
Telephone: 707-463-4354
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DRYCLEAN SACRAMENTO: Sacramento Metropolitan Air Quality Management DistrictDrycleaner Facility Listing
A listing of drycleaner facility locations, for the Sacramento Metropolitan Air Quality Management District.

Date of Government Version: 09/03/2024
Date Data Arrived at EDR: 09/05/2024
Date Made Active in Reports: 11/13/2024
Number of Days to Update: 69

Source: Sacramento Metropolitan Air Quality Management District
Telephone: 916-874-3958
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN IMPERIAL: Imperial County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Imperial County Air Pollution Control District

Date of Government Version: 10/02/2024
Date Data Arrived at EDR: 10/03/2024
Date Made Active in Reports: 12/20/2024
Number of Days to Update: 78

Source: Imperial County Air Pollution Control District
Telephone: 442-265-1800
Last EDR Contact: 05/02/2025
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 03/11/2025
Date Made Active in Reports: 05/23/2025
Number of Days to Update: 73

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/14/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 06/27/2025
Number of Days to Update: 73

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/15/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

FIN ASSURANCE 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 04/09/2025
Date Data Arrived at EDR: 04/10/2025
Date Made Active in Reports: 07/02/2025
Number of Days to Update: 83

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

FIN ASSURANCE 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 01/31/2025
Date Data Arrived at EDR: 02/13/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 81

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 04/30/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Varies

ICE: Inspection, Compliance and Enforcement
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/10/2025
Date Data Arrived at EDR: 02/11/2025
Date Made Active in Reports: 04/28/2025
Number of Days to Update: 76

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/13/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/10/2025
Date Data Arrived at EDR: 02/11/2025
Date Made Active in Reports: 04/28/2025
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/13/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 03/31/2025
Date Data Arrived at EDR: 04/01/2025
Date Made Active in Reports: 06/20/2025
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 06/25/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Quarterly

HWTS: Hazardous Waste Tracking System

DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 07/19/2024
Date Data Arrived at EDR: 07/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 06/24/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2024
Date Data Arrived at EDR: 01/03/2025
Date Made Active in Reports: 03/19/2025
Number of Days to Update: 75

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 06/30/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Annually

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 78
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 05/29/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 01/02/2025
Date Data Arrived at EDR: 02/25/2025
Date Made Active in Reports: 05/07/2025
Number of Days to Update: 71
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 05/23/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 02/03/2025
Date Data Arrived at EDR: 02/04/2025
Date Made Active in Reports: 04/18/2025
Number of Days to Update: 73
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/06/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/25/2025
Date Made Active in Reports: 05/07/2025
Number of Days to Update: 71
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 05/23/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/22/2025
Number of Days to Update: 79
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 05/30/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/05/2025
Date Data Arrived at EDR: 03/06/2025
Date Made Active in Reports: 05/22/2025
Number of Days to Update: 77
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Annually

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 02/27/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/22/2025
Number of Days to Update: 79
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 05/29/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/02/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/10/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/23/2025
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 05/30/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 05/06/2025
Date Data Arrived at EDR: 05/06/2025
Date Made Active in Reports: 05/07/2025
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 05/06/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data
The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/14/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/07/2025
Number of Days to Update: 83

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/15/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/24/2025
Date Made Active in Reports: 02/26/2025
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/02/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Varies

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

**EDR RECOVERED GOVERNMENT ARCHIVES**

***Exclusive Recovered Govt. Archives***

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

**COUNTY RECORDS**

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 12/26/2023
Date Made Active in Reports: 03/19/2024
Number of Days to Update: 84

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 04/27/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 03/17/2025
Date Data Arrived at EDR: 03/19/2025
Date Made Active in Reports: 05/30/2025
Number of Days to Update: 72

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/11/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 04/17/2025
Date Data Arrived at EDR: 04/18/2025
Date Made Active in Reports: 07/09/2025
Number of Days to Update: 82

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 04/16/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 02/05/2025
Date Data Arrived at EDR: 02/12/2025
Date Made Active in Reports: 05/02/2025
Number of Days to Update: 79

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 04/16/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/08/2022
Date Data Arrived at EDR: 08/09/2022
Date Made Active in Reports: 09/01/2022
Number of Days to Update: 23

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 04/16/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/28/2021
Date Data Arrived at EDR: 12/21/2021
Date Made Active in Reports: 03/03/2022
Number of Days to Update: 72

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 06/17/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/09/2025
Date Data Arrived at EDR: 04/10/2025
Date Made Active in Reports: 07/02/2025
Number of Days to Update: 83

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 01/27/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 2

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 01/27/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 01/31/2025
Number of Days to Update: 2

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 01/28/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 04/15/2025
Number of Days to Update: 76

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 04/09/2025
Date Data Arrived at EDR: 04/10/2025
Date Made Active in Reports: 07/02/2025
Number of Days to Update: 83

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/07/2025
Date Data Arrived at EDR: 04/08/2025
Date Made Active in Reports: 07/02/2025
Number of Days to Update: 85

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/03/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 10/03/2024
Date Made Active in Reports: 12/17/2024
Number of Days to Update: 75

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/11/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 07/09/2024
Date Made Active in Reports: 09/27/2024
Number of Days to Update: 80

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/18/2025
Date Made Active in Reports: 05/30/2025
Number of Days to Update: 73

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 03/03/2025
Date Data Arrived at EDR: 03/18/2025
Date Made Active in Reports: 05/30/2025
Number of Days to Update: 73

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/12/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation LA County List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/31/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/07/2025
Number of Days to Update: 83

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/10/2025
Date Data Arrived at EDR: 04/11/2025
Date Made Active in Reports: 06/26/2025
Number of Days to Update: 76

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 06/17/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021
Date Data Arrived at EDR: 11/18/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 4

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/12/2025
Date Data Arrived at EDR: 05/14/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 33

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/27/2025
Date Data Arrived at EDR: 03/27/2025
Date Made Active in Reports: 06/20/2025
Number of Days to Update: 85

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 01/27/2025
Date Data Arrived at EDR: 01/27/2025
Date Made Active in Reports: 02/03/2025
Number of Days to Update: 7

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 04/16/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups Orange County
Petroleum and non-petroleum spills.

Date of Government Version: 02/05/2025
Date Data Arrived at EDR: 02/06/2025
Date Made Active in Reports: 04/28/2025
Number of Days to Update: 81

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/05/2025
Date Data Arrived at EDR: 02/06/2025
Date Made Active in Reports: 04/28/2025
Number of Days to Update: 81

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/05/2025
Date Data Arrived at EDR: 02/06/2025
Date Made Active in Reports: 03/14/2025
Number of Days to Update: 36

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 02/20/2025
Date Data Arrived at EDR: 02/21/2025
Date Made Active in Reports: 05/07/2025
Number of Days to Update: 75

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 06/11/2024
Date Data Arrived at EDR: 06/12/2024
Date Made Active in Reports: 06/27/2024
Number of Days to Update: 15

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 03/06/2025
Date Data Arrived at EDR: 03/07/2025
Date Made Active in Reports: 05/22/2025
Number of Days to Update: 76

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/21/2022
Date Made Active in Reports: 03/16/2023
Number of Days to Update: 85

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/17/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/09/2022
Date Made Active in Reports: 03/01/2023
Number of Days to Update: 82

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/17/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 01/30/2025
Date Data Arrived at EDR: 01/31/2025
Date Made Active in Reports: 04/18/2025
Number of Days to Update: 77

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/29/2025
Date Data Arrived at EDR: 05/29/2025
Date Made Active in Reports: 06/18/2025
Number of Days to Update: 20

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 04/28/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 02/24/2025
Date Data Arrived at EDR: 02/25/2025
Date Made Active in Reports: 05/07/2025
Number of Days to Update: 71

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 05/23/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2024
Date Data Arrived at EDR: 01/15/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 72

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 09/08/2025
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 01/28/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 04/16/2025
Number of Days to Update: 77

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 01/28/2025
Date Data Arrived at EDR: 01/29/2025
Date Made Active in Reports: 04/16/2025
Number of Days to Update: 77

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Quarterly

SAN FRANCISO COUNTY:

SAN FRANCISCO MAHER: Maher Ordinance Property Listing
A listing of properties that fall within a Maher Ordinance, for all of San Francisco. The Maher Ordinance requires San Francisco Department of Public Health (DPH) oversight for the characterization and mitigation of hazardous substances found in soil, soil vapor, and groundwater in areas designated within the Maher map. The Maher map includes areas with current or historical industrial use or zoning; areas within 100 feet of current or historical underground tanks; filled former Bay, marsh, or creek areas; or areas within 150 feet of a current or former elevated highway. City of San Francisco Planning.

Date of Government Version: 04/13/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/07/2025
Number of Days to Update: 83

Source: San Francisco Planning
Telephone: 628-652-7483
Last EDR Contact: 04/15/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Varies

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/03/2025
Next Scheduled EDR Contact: 09/22/2025
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 02/06/2025
Date Data Arrived at EDR: 02/11/2025
Date Made Active in Reports: 04/28/2025
Number of Days to Update: 76

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 05/28/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 05/28/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 02/14/2025
Date Data Arrived at EDR: 02/18/2025
Date Made Active in Reports: 05/02/2025
Number of Days to Update: 73

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: No Update Planned

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

SITE MIT SANTA CRUZ: Site Mitigation Santa Cruz County List
Sites may become contaminated with toxic chemicals through illegal dumping or disposal, from leaking underground storage tanks, or through industrial or commercial activities.The goal of the site mitigation program is to protect the public health and the environment while facilitating completion of contaminated site clean-up projects in a timely manner.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 06/23/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 20

Source: Santa Cruz Environmental Health Services
Telephone: 831-454-2761
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/10/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/10/2025
Next Scheduled EDR Contact: 09/29/2025
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 02/08/2022
Date Data Arrived at EDR: 02/10/2022
Date Made Active in Reports: 05/04/2022
Number of Days to Update: 83

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 11/05/2024
Date Data Arrived at EDR: 11/20/2024
Date Made Active in Reports: 02/13/2025
Number of Days to Update: 85

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 05/14/2025
Next Scheduled EDR Contact: 09/01/2025
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 02/11/2025
Date Data Arrived at EDR: 02/12/2025
Date Made Active in Reports: 05/02/2025
Number of Days to Update: 79

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/20/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 04/09/2025
Date Data Arrived at EDR: 04/10/2025
Date Made Active in Reports: 06/27/2025
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 10/07/2022
Date Data Arrived at EDR: 10/07/2022
Date Made Active in Reports: 12/21/2022
Number of Days to Update: 75

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 04/23/2025
Next Scheduled EDR Contact: 08/11/2025
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/01/2025
Date Data Arrived at EDR: 04/16/2025
Date Made Active in Reports: 07/07/2025
Number of Days to Update: 82

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/11/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/17/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/30/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 04/01/2025
Date Data Arrived at EDR: 04/09/2025
Date Made Active in Reports: 04/23/2025
Number of Days to Update: 14
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/03/2025
Next Scheduled EDR Contact: 07/28/2025
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 01/27/2025
Date Data Arrived at EDR: 03/04/2025
Date Made Active in Reports: 05/23/2025
Number of Days to Update: 80
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/30/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 03/19/2025
Date Data Arrived at EDR: 03/25/2025
Date Made Active in Reports: 03/28/2025
Number of Days to Update: 3
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/17/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 04/17/2025
Date Data Arrived at EDR: 04/17/2025
Date Made Active in Reports: 07/09/2025
Number of Days to Update: 83
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 04/16/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Varies

**OTHER DATABASE(S)**

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 02/02/2025
Date Data Arrived at EDR: 02/04/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 79
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/06/2025
Next Scheduled EDR Contact: 08/18/2025
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 04/24/2025
Next Scheduled EDR Contact: 08/04/2025
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/07/2025
Next Scheduled EDR Contact: 08/25/2025
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 05/28/2025
Next Scheduled EDR Contact: 09/15/2025
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

**STREET AND ADDRESS INFORMATION**

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# GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

**TARGET PROPERTY ADDRESS**

FUTURE DEVELOPMENT
22497 AVENUE 18 1/2
MADERA, CA 93637

**TARGET PROPERTY COORDINATES**

| | |
|---|---|
| Latitude (North): | 37.020097 - 37° 1' 12.35'' |
| Longitude (West): | 120.140187 - 120° 8' 24.67'' |
| Universal Tranverse Mercator: | Zone 10 |
| UTM X (Meters): | 754423.4 |
| UTM Y (Meters): | 4100723.5 |
| Elevation: | 245 ft. above sea level |

**USGS TOPOGRAPHIC MAP**

| | |
|---|---|
| Target Property Map: | 50005473 BERENDA, CA |
| Version Date: | 2021 |
| Northeast Map: | 50005580 KISMET, CA |
| Version Date: | 2021 |

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**GROUNDWATER FLOW DIRECTION INFORMATION**

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

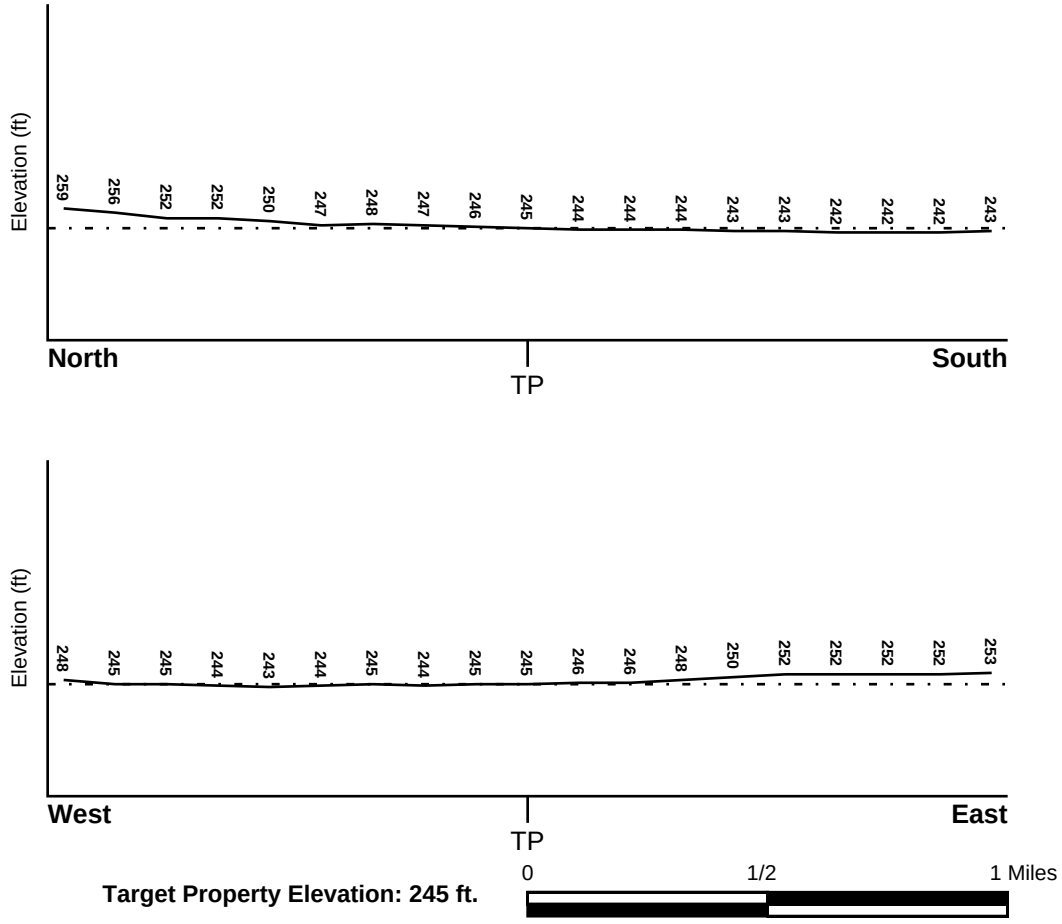
**TOPOGRAPHIC INFORMATION**

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

**TARGET PROPERTY TOPOGRAPHY**

General Topographic Gradient: General SW

**SURROUNDING TOPOGRAPHY: ELEVATION PROFILES**




Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**HYDROLOGIC INFORMATION**

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

**FEMA FLOOD ZONE**

| Flood Plain Panel at Target Property | FEMA Source Type |
|---|---|
| 06039C0900E | FEMA FIRM Flood data |

| Additional Panels in search area: | FEMA Source Type |
|---|---|
| 06039C0915E | FEMA FIRM Flood data |

**NATIONAL WETLAND INVENTORY**

| NWI Quad at Target Property | NWI Electronic Data Coverage |
|---|---|
| BERENDA | YES - refer to the Overview Map and Detail Map |

**HYDROGEOLOGIC INFORMATION**

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

***Site-Specific Hydrogeological Data*:***

| | |
|---|---|
| Search Radius: | 1.25 miles |
| Status: | Not found |

**AQUIFLOW®**

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

| MAP ID | LOCATION FROM TP | GENERAL DIRECTION GROUNDWATER FLOW |
|---|---|---|
| Not Reported | | |

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**GROUNDWATER FLOW VELOCITY INFORMATION**

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

**GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY**

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

**ROCK STRATIGRAPHIC UNIT**

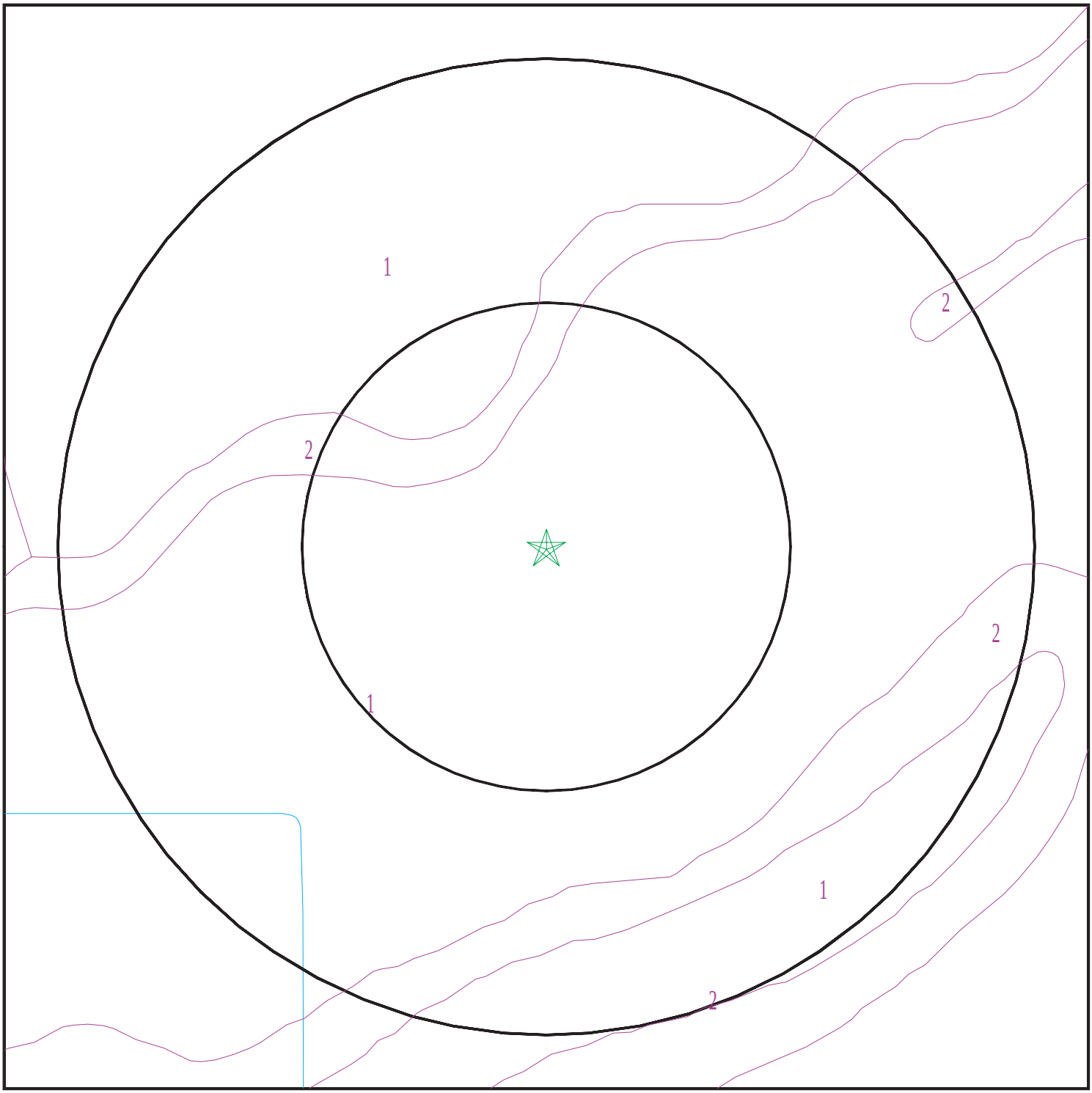
| | |
|---|---|
| Era: | Cenozoic |
| System: | Quaternary |
| Series: | Quaternary |
| Code: | Q *(decoded above as Era, System & Series)* |

**GEOLOGIC AGE IDENTIFICATION**

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

# SSURGO SOIL MAP - 8045501.2s




Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

| | | | |
|---|---|---|---|
| SITE NAME: | Future Development | CLIENT: | Krazan & Associates, Inc. |
| ADDRESS: | 22497 Avenue 18 1/2<br>Madera CA 93637 | CONTACT: | Melanie L. Thomas |
| LAT/LONG: | 37.020097 / 120.140187 | INQUIRY #: | 8045501.2s |
| | | DATE: | July 11, 2025 7:54 pm |

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# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY**

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

---

**Soil Map ID: 1**

Soil Component Name: San Joaquin

Soil Surface Texture: sandy loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Moderately well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

| Soil Layer Information | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boundary | | | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| Layer | Upper | Lower | Soil Texture Class | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 11 inches | sandy loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 1.4 Min: 0.42 | Max: 7.8 Min: 6.1 |
| 2 | 11 inches | 18 inches | clay | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 1.4 Min: 0.42 | Max: 7.8 Min: 6.1 |
| 3 | 18 inches | 22 inches | indurated | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 1.4 Min: 0.42 | Max: 7.8 Min: 6.1 |

| Soil Layer Information | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boundary | | | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| Layer | Upper | Lower | Soil Texture Class | AASHTO Group | Unified Soil | | |
| 4 | 22 inches | 59 inches | stratified sandy loam to loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 1.4 Min: 0.42 | Max: 7.8 Min: 6.1 |

---

**Soil Map ID: 2**

Soil Component Name: Greenfield

Soil Surface Texture: coarse sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

| Soil Layer Information | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boundary | | | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| Layer | Upper | Lower | Soil Texture Class | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 22 inches | coarse sandy loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42 Min: 14 | Max: 7.8 Min: 6.6 |
| 2 | 22 inches | 51 inches | sandy loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42 Min: 14 | Max: 7.8 Min: 6.6 |

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

| Soil Layer Information | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boundary | | | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| Layer | Upper | Lower | Soil Texture Class | AASHTO Group | Unified Soil | | |
| 3 | 51 inches | 72 inches | stratified loamy sand to sandy loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42<br>Min: 14 | Max: 7.8<br>Min: 6.6 |

**LOCAL / REGIONAL WATER AGENCY RECORDS**

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

**WELL SEARCH DISTANCE INFORMATION**

| DATABASE | SEARCH DISTANCE (miles) |
|---|---|
| Federal USGS | 1.000 |
| Federal FRDS PWS | Nearest PWS within 0.001 miles |
| State Database | 1.000 |

**FEDERAL USGS WELL INFORMATION**

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| 5 | USGS40000180432 | 1/2 - 1 Mile SSE |
| 15 | USGS40000180373 | 1/2 - 1 Mile South |

**FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION**

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| No PWS System Found | | |

Note: PWS System location is not always the same as well location.

**STATE DATABASE WELL INFORMATION**

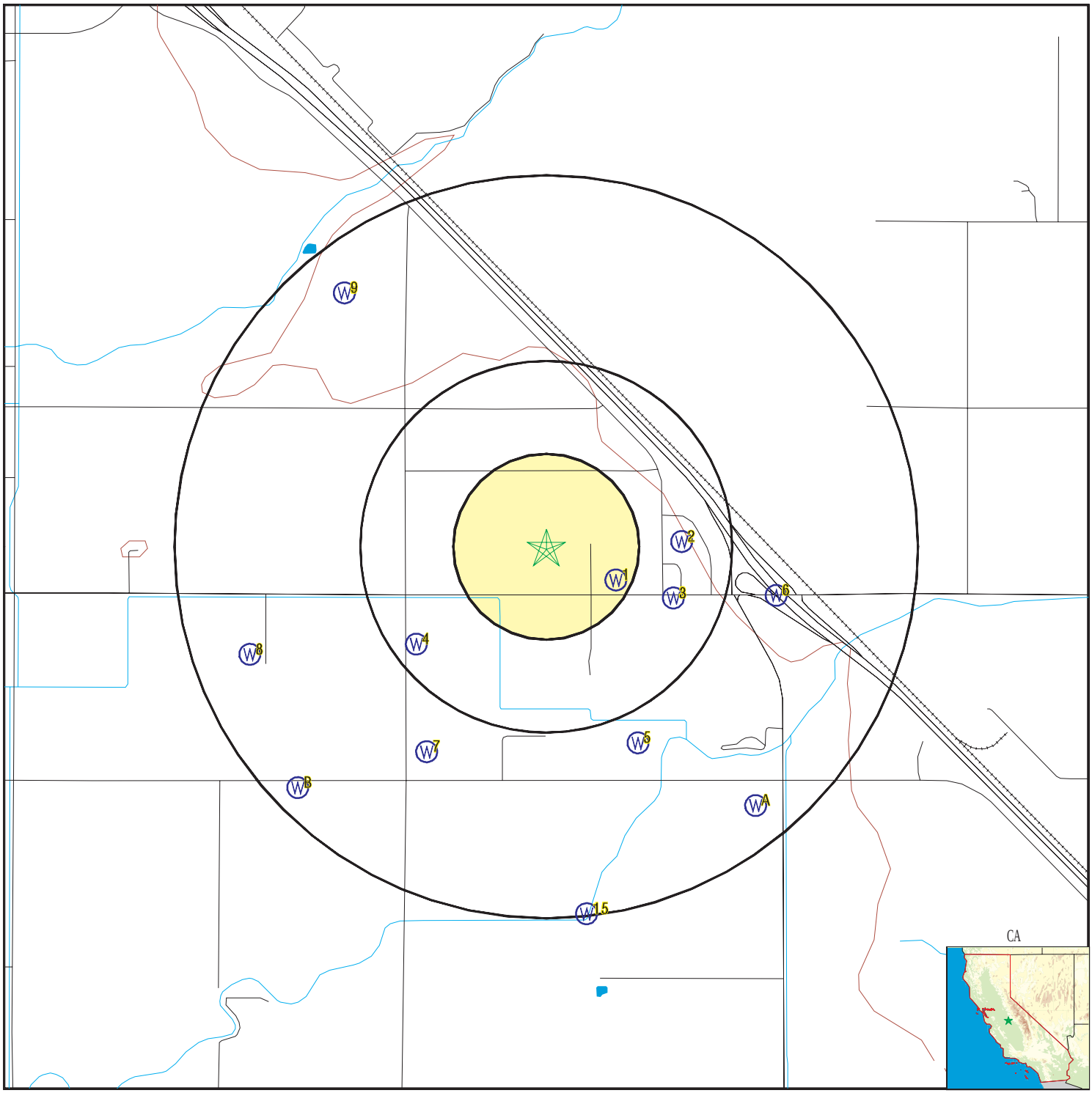
| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**STATE DATABASE WELL INFORMATION**

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| 1 | CADPR0000004697 | 1/8 - 1/4 Mile ESE |
| 2 | CADPR0000002280 | 1/4 - 1/2 Mile East |
| 3 | CADWR9000032964 | 1/4 - 1/2 Mile ESE |
| 4 | CAEDF0000025398 | 1/4 - 1/2 Mile SW |
| 6 | CADWR9000032965 | 1/2 - 1 Mile ESE |
| 7 | CADWR9000032906 | 1/2 - 1 Mile SSW |
| 8 | CAEDF0000009222 | 1/2 - 1 Mile WSW |
| 9 | CADDW2000004683 | 1/2 - 1 Mile NW |
| A10 | CADDW2000007415 | 1/2 - 1 Mile SE |
| A11 | CADDW2000014366 | 1/2 - 1 Mile SE |
| B12 | CADWR9000032889 | 1/2 - 1 Mile SW |
| B13 | CAEDF0000024895 | 1/2 - 1 Mile SW |
| B14 | CAEDF0000028320 | 1/2 - 1 Mile SW |

# PHYSICAL SETTING SOURCE MAP - 8045501.2s




0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

N

| | | | |
|---|---|---|---|
| SITE NAME: | Future Development | CLIENT: | Krazan & Associates, Inc. |
| ADDRESS: | 22497 Avenue 18 1/2<br>Madera CA 93637 | CONTACT: | Melanie L. Thomas |
| | | INQUIRY #: | 8045501.2s |
| LAT/LONG: | 37.020097 / 120.140187 | DATE: | July 11, 2025 7:54 pm |

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# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

**1**
**ESE**
**1/8 - 1/4 Mile**
**Higher**

**CA WELLS** **CADPR0000004697**

| | | | |
|---|---|---|---|
| Well ID: | 82990 | Well Type: | UNK |
| Source: | Department of Pesticide Regulation | | |
| Other Name: | 82990 | GAMA PFAS Testing: | Not Reported |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DPR&samp_date=&global_id=&assigned_name=82990&store_num= | | |
| GeoTracker Data: | Not Reported | | |

---

**2**
**East**
**1/4 - 1/2 Mile**
**Higher**

**CA WELLS** **CADPR0000002280**

| | | | |
|---|---|---|---|
| Well ID: | 82989 | Well Type: | UNK |
| Source: | Department of Pesticide Regulation | | |
| Other Name: | 82989 | GAMA PFAS Testing: | Not Reported |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DPR&samp_date=&global_id=&assigned_name=82989&store_num= | | |
| GeoTracker Data: | Not Reported | | |

---

**3**
**ESE**
**1/4 - 1/2 Mile**
**Higher**

**CA WELLS** **CADWR9000032964**

| | | | |
|---|---|---|---|
| State Well #: | Not Reported | Station ID: | 51033 |
| Well Name: | 10S17E32K001M | Basin Name: | Madera |
| Well Use: | Irrigation | Well Type: | Single Well |
| Well Depth: | 288 | Well Completion Rpt #: | 21291 |

---

**4**
**SW**
**1/4 - 1/2 Mile**
**Lower**

**CA WELLS** **CAEDF0000025398**

| | | | |
|---|---|---|---|
| Well ID: | AGW080010407-18713_RD22 | Well Type: | MONITORING |
| Source: | Agricultural Lands | Other Name: | 18713_RD22 |
| GAMA PFAS Testing: | Not Reported | | |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGW080010407&assigned_name=18713_RD22&store_num= | | |
| GeoTracker Data: | Not Reported | | |

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

**5**
**SSE** **FED USGS** **USGS40000180432**
**1/2 - 1 Mile**
**Lower**

| | | | |
|---|---|---|---|
| Organization ID: | USGS-CA | | |
| Organization Name: | USGS California Water Science Center | | |
| Monitor Location: | 010S017E32Q001M | Type: | Well |
| Description: | Not Reported | HUC: | 18040001 |
| Drainage Area: | Not Reported | Drainage Area Units: | Not Reported |
| Contrib Drainage Area: | Not Reported | Contrib Drainage Area Unts: | Not Reported |
| Aquifer: | Central Valley aquifer system | | |
| Formation Type: | Not Reported | Aquifer Type: | Not Reported |
| Construction Date: | 19460101 | Well Depth: | 212 |
| Well Depth Units: | ft | Well Hole Depth: | Not Reported |
| Well Hole Depth Units: | Not Reported | | |

| | | | |
|---|---|---|---|
| Ground water levels,Number of Measurements: | 1 | Level reading date: | 1964-12-01 |
| Feet below surface: | 88.00 | Feet to sea level: | Not Reported |
| Note: | Not Reported | | |

---

**6**
**ESE** **CA WELLS** **CADWR9000032965**
**1/2 - 1 Mile**
**Higher**

| | | | |
|---|---|---|---|
| State Well #: | 10S17E32J001M | Station ID: | 31634 |
| Well Name: | Not Reported | Basin Name: | Madera |
| Well Use: | Unknown | Well Type: | Unknown |
| Well Depth: | 0 | Well Completion Rpt #: | Not Reported |

---

**7**
**SSW** **CA WELLS** **CADWR9000032906**
**1/2 - 1 Mile**
**Lower**

| | | | |
|---|---|---|---|
| State Well #: | 10S17E32N001M | Station ID: | 11875 |
| Well Name: | Not Reported | Basin Name: | Madera |
| Well Use: | Unknown | Well Type: | Unknown |
| Well Depth: | 0 | Well Completion Rpt #: | Not Reported |

---

**8**
**WSW** **CA WELLS** **CAEDF0000009222**
**1/2 - 1 Mile**
**Higher**

| | | | |
|---|---|---|---|
| Well ID: | AGW080010508-7.5_HP_BK | Well Type: | MONITORING |
| Source: | Agricultural Lands | Other Name: | 7.5_HP_BK |
| GAMA PFAS Testing: | Not Reported | | |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGW080010508&assigned_name=7.5_HP_BK&store_num= | | |
| GeoTracker Data: | Not Reported | | |

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

**9**
**NW**
**1/2 - 1 Mile**
**Higher**

**CA WELLS** **CADDW2000004683**

**GAMA:**

| | | | |
|---|---|---|---|
| Well ID: | CA2000507_002_002 | Well Type: | MUNICIPAL |
| Source: | DDW | Other Names: | 2000507-002 |
| GAMA Pfas testing: | Not Reported | | |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA2000507_002_002&store_num= | | |
| GeoTracker Data: | Not Reported | | |

---

**A10**
**SE**
**1/2 - 1 Mile**
**Higher**

**CA WELLS** **CADDW2000007415**

**GAMA:**

| | | | |
|---|---|---|---|
| Well ID: | CA2000370_002_002 | Well Type: | MUNICIPAL |
| Source: | DDW | Other Names: | 2000370-002 |
| GAMA Pfas testing: | Not Reported | | |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA2000370_002_002&store_num= | | |
| GeoTracker Data: | Not Reported | | |

---

**A11**
**SE**
**1/2 - 1 Mile**
**Higher**

**CA WELLS** **CADDW2000014366**

**GAMA:**

| | | | |
|---|---|---|---|
| Well ID: | CA2000963_002_002 | Well Type: | MUNICIPAL |
| Source: | DDW | Other Names: | 2000963-002 |
| GAMA Pfas testing: | Not Reported | | |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA2000963_002_002&store_num= | | |
| GeoTracker Data: | Not Reported | | |

---

**B12**
**SW**
**1/2 - 1 Mile**
**Lower**

**CA WELLS** **CADWR9000032889**

| | | | |
|---|---|---|---|
| State Well #: | 11S17E06B001M | Station ID: | 18372 |
| Well Name: | Not Reported | Basin Name: | Madera |
| Well Use: | Unknown | Well Type: | Unknown |
| Well Depth: | 0 | Well Completion Rpt #: | Not Reported |

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

**B13**
**SW**
**1/2 - 1 Mile**
**Lower**

**CA WELLS** **CAEDF0000024895**

| | | | |
|---|---|---|---|
| Well ID: | AGW080013407-REDTOP | Well Type: | MONITORING |
| Source: | Agricultural Lands | Other Name: | REDTOP |
| GAMA PFAS Testing: | Not Reported | | |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGW080013407&assigned_name=REDTOP&store_num= | | |
| GeoTracker Data: | Not Reported | | |

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**B14**
**SW**
**1/2 - 1 Mile**
**Lower**

**CA WELLS** **CAEDF0000028320**

| | | | |
|---|---|---|---|
| Well ID: | AGW080013404-ARCO | Well Type: | MONITORING |
| Source: | Agricultural Lands | Other Name: | ARCO |
| GAMA PFAS Testing: | Not Reported | | |
| Groundwater Quality Data: | https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGW080013404&assigned_name=ARCO&store_num= | | |
| GeoTracker Data: | Not Reported | | |

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**15**
**South**
**1/2 - 1 Mile**
**Lower**

**FED USGS** **USGS40000180373**

| | | | |
|---|---|---|---|
| Organization ID: | USGS-CA | | |
| Organization Name: | USGS California Water Science Center | | |
| Monitor Location: | 011S017E05F001M | Type: | Well |
| Description: | Not Reported | HUC: | 18040001 |
| Drainage Area: | Not Reported | Drainage Area Units: | Not Reported |
| Contrib Drainage Area: | Not Reported | Contrib Drainage Area Unts: | Not Reported |
| Aquifer: | Central Valley aquifer system | | |
| Formation Type: | Not Reported | Aquifer Type: | Not Reported |
| Construction Date: | Not Reported | Well Depth: | Not Reported |
| Well Depth Units: | Not Reported | Well Hole Depth: | Not Reported |
| Well Hole Depth Units: | Not Reported | | |

| | | | |
|---|---|---|---|
| Ground water levels,Number of Measurements: | 1 | Level reading date: | 1964-12-01 |
| Feet below surface: | 80.00 | Feet to sea level: | Not Reported |
| Note: | Not Reported | | |

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
# RADON

**AREA RADON INFORMATION**

State Database: CA Radon

Radon Test Results

| Zipcode | Num Tests | > 4 pCi/L |
|---|---|---|
| 93637 | 13 | 0 |

Federal EPA Radon Zone for MADERA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

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Federal Area Radon Information for Zip Code: 93637

Number of sites tested: 4

| Area | Average Activity | % <4 pCi/L | % 4-20 pCi/L | % >20 pCi/L |
|---|---|---|---|---|
| Living Area - 1st Floor | 1.200 pCi/L | 100% | 0% | 0% |
| Living Area - 2nd Floor | Not Reported | Not Reported | Not Reported | Not Reported |
| Basement | Not Reported | Not Reported | Not Reported | Not Reported |

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

## HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

## HYDROGEOLOGIC INFORMATION

AQUIFLOW$^{R}$ Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

## OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

Geothermal Wells Listing
Department of Conservation
Telephone: 916-445-9686
Geothermal well means a well constructed to extract or return water to the ground after it has been used for heating or cooling purposes. Geothermal wells in California (except for wells on federal leases which are administered by the Bureau of Land Management) are permitted, drilled, operated, and permanently sealed and closed (plugged and abandoned) under requirements and procedures administered by the Geothermal Section of the Department of Conservations Geologic Energy Management Division (CalGEM, formerly DOGGR).

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

**STREET AND ADDRESS INFORMATION**

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