



## **Appendix A**

*Notice of Preparation (NOP)*

*Initial Study*

*NOP Comments*

# Notice of Preparation

TO: All Interested Parties

FROM: County of San Benito

Public Works Department

2301 Technology Parkway

Hollister, CA 95023

## Subject: **Notice of Preparation of a Draft Environmental Impact Report**

The County of San Benito will be the Lead Agency for the preparation of an environmental impact report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval of certain aspects of the project.

The project description, location, and the anticipated environmental effects are included in the attached Initial Study.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The public review period extends from September 25, 2013 to October 25, 2013.

Please send your response to Adam Goldstone, Capital Project Manager, at the address shown above. We will need the name for a contact person in your agency.

The County of San Benito will hold an EIR scoping meeting for the proposed project at 5:30 PM on October 7, 2013. The meeting will be held in the Board of Supervisors Chambers in the County Administration Building, 481 4th Street, Hollister, California. The purpose of the meeting will be to gather input from the community regarding the environmental issues of concern that are relevant to the EIR.

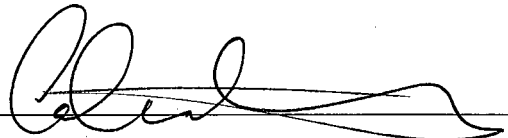
Project Title: San Benito River Parkway and Regional Park EIR

Project Sponsor: County of San Benito

Date

9/18/13

Signature



Title

Capital Project Manager, Public Works  
Department

Telephone

831-902-2207

*San Benito County*

# **San Benito County River Parkway and Regional Park Project**

## *Final* **Initial Study**

**September 2013  
Updated April 2016**



**SAN BENITO COUNTY RIVER PARKWAY  
AND REGIONAL PARK PROJECT**

**INITIAL STUDY**

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## **INITIAL STUDY**

### **PROJECT TITLE**

San Benito County River Parkway and Regional Park Project

### **LEAD AGENCY AND CONTACT PERSON**

San Benito County Public Works Department  
2301 Technology Parkway  
Hollister, California 95023

### **PROJECT SITE CHARACTERISTICS**

#### **Project Location:**

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4<sup>th</sup> Street bridge.

The River Parkway is separated into five reaches:

- Reach 1 begins at the San Juan Highway, which is located just to the east of Highway 101, and features approximately 3 <sup>3</sup>/<sub>4</sub> miles of the San Benito River extending upstream (eastward) to Lucy Brown Lane;
- Reach 2 begins at Lucy Brown Lane and extends approximately 4 <sup>3</sup>/<sub>4</sub> miles upstream to the 4th Street bridge;
- Reach 3 extends along the San Benito River from the 4th Street bridge upstream approximately 3-<sup>3</sup>/<sub>4</sub> miles to Hospital Road;
- Reach 4 begins at Hospital Road and extends approximately 4-<sup>1</sup>/<sub>2</sub> miles along the San Benito River and Tres Pinos Creek to the Southside Bridge; and
- Reach 5 extends along Tres Pinos Creek from the Southside Bridge 3-<sup>1</sup>/<sub>2</sub> miles upstream to the San Benito County Historical Park.

The 31-acre Regional Park site would be located between the River Parkway to the south and San Benito High School to the north, and west of San Benito Street.

#### **General Plan Designation:**

Multiple Designations for the River Parkway; Rural Residential for the Regional Park

#### **Zoning:**

Multiple Districts for the River Parkway; Rural Residential for the Regional Park



## PROJECT DESCRIPTION

The proposed project includes two related components: the 20-mile River Parkway and the attached 31-acre Regional Park site.

### River Parkway

The guiding vision for the River Parkway is to provide multi-use (hiking/bicycling/equestrian) public trails, open space and parks along a 20-mile corridor of the San Benito River and Tres Pinos Creek. As discussed under *Project Location*, the River Parkway would be divided into five reaches. Reach Three would traverse a more urban environment near the southern limits of the City of Hollister, while the remaining reaches would mainly pass through rural and agricultural areas. Full implementation of all five reaches would require a phased approach. Interim trail access may be provided on the River Parkway until full improvements can be funded, designed, and constructed. Primary and secondary staging areas would be established to provide convenient access for trail users.

Potential trail users may include walkers, hikers, joggers, trail runners, birdwatchers, equestrians, mountain bicyclists, road bicyclists, people with disabilities, commuters, and others. Where feasible, a paved trail surface accessible to persons with disabilities would serve as the primary artery of the River Parkway. According to the San Benito River Parkway Master Plan (hereafter referred to as the Master Plan), a paved trail width of 10 feet is preferred to accommodate multiple uses and users, with 8 feet being the minimum width. Paved trails would have an adjacent unpaved buffer or shoulder. Other preferred surfaces include crusher fines (composed of compacted, stabilized crushed rock) and unpaved natural surfaces. The exact alignment of the primary trail in the River Parkway has not been defined in any of the reaches.

### *Reach One*

The westernmost reach of the River Parkway travels along extensive riparian woodlands and scrub vegetation, with the base of the Flint Hills to the north and agricultural fields in the San Juan Valley to the south. A specific trail alignment within Reach One has not been identified because the land is presently in private ownership; any future specific trail alignment would be dependent on negotiations with interested landowners and/or willing sellers. The primary multi-use trail system would be developed on level river terrace lands on the south side of the San Benito River, with alternate routes as needed along existing public roadways such as the San Juan Highway, Highway 156, San Justo Road, and Duncan Lane to provide continuous trail access. A pedestrian/bicycle connection would be provided from the River Parkway to the community of San Juan Bautista to the south and to the Juan Bautista de Anza National Historic Trail. Existing stands of riparian woodland, particularly large mature native trees, would be retained in Reach One.

### *Reach Two:*

The second reach features a broad expanse of floodplain, which abuts the rangeland of the Flint Hills to the north and agricultural lands to the south. In the eastern portion of the reach toward



the City of Hollister, land use transitions from open grasslands to rural residential properties on the north side of the river. On the south side, land use transitions from agricultural fields and rural residences to municipal and light industrial uses, including the City of Hollister's Domestic Water Reclamation Facility. Much of the river corridor from Bixby Lane eastward and continuing along the Domestic Water Reclamation Facility is presently owned by a company which includes sand and gravel mining operations. This eastern portion of Reach Two currently shows evidence of illegal off-highway vehicle activity.

A specific alignment for a multi-use trail within Reach Two has not been identified because most of the land is presently in private ownership. Land owned by the City of Hollister for the Domestic Water Reclamation Facility and by mining operations may provide opportunities for a future trail alignment. The primary multi-use trail system would be developed on the level river terrace lands along the south side of the San Benito River, with alternate routes as needed along existing public roadways such as Duncan Lane to provide continuous trail access. Reach Two would include a designated river crossing for pedestrians, bicyclists and equestrians in the vicinity of the 4th Street Bridge to provide a trail connection to Reach Three. Off-highway vehicles would be restricted from accessing the riparian corridor.

#### *Reach Three*

In contrast to other reaches of the River Parkway, Reach Three has a more urbanized setting including residential neighborhoods and public facilities in the City of Hollister to the north. An undeveloped area, proposed for the Regional Park and open space, presently exists within the central portion of the reach adjacent to San Benito High School. Across the river from Hollister city limits, the setting features agricultural fields, rural residences, and an officially unnamed park referred to as Riverside Park in this document. Between Union Road and Hospital Road, both sides of the river feature primarily agricultural fields. While much of the river corridor within Reach Three is in private ownership, some of the land is owned by public agencies. These lands include Riverside Park, the City of Hollister Industrial Wastewater Treatment Plant, school district lands, and river crossing rights-of-way. A substantial area within the river corridor is owned by mining companies, much of which has been previously mined for sand and gravel. Active mining operations also are present within Reach Three.

The primary multi-use trail system would be developed on level river terrace lands along the north side of the San Benito River, with alternate routes as needed along existing public roadways such as Apricot Lane and Westside Boulevard to provide continuous trail access. Reach Three also would include a new pedestrian/bicycle bridge crossing of the San Benito River connecting Riverside Park to the City of Hollister Industrial Wastewater Treatment Plant, as well as a direct pedestrian/bicycle connection from the multi-use trail to the proposed Regional Park. This connection may require crossing a future Westside Boulevard extension. Measures would be implemented to prevent off-highway vehicles from accessing the river corridor.

#### *Reach Four*

Reach Four travels along the San Benito River to its confluence with Tres Pinos Creek and then follows the latter waterway upstream to the northeast. This reach features a broad floodplain



and is bordered by agricultural fields and rural residences in unincorporated San Benito County. The lands within Reach Four are privately owned, with the exception of the rights-of-way for the Hospital Road and Southside Road crossings. The primary trail system would be developed along the northeastern side of the San Benito River corridor, with pedestrian/bicycle access across Tres Pinos Creek at the Southside Bridge crossing. If a trail route is not feasible along some segments of the San Benito River and Tres Pinos Creek within this reach, the primary route may follow along the Southside Road corridor. Future opportunities also would be explored to provide a trail connection from the River Parkway to the Hollister Hills State Vehicular Recreation Area (SVRA) trail system.

#### *Reach Five*

The creek corridor in Reach Five is bordered by rural landscapes including rolling hills and terrace lands to the north and level terrace lands and hillsides to the south. Land use along Reach Five includes agricultural fields, orchards, rangeland, rural residences, active sand and gravel mining operations, and the County Historical Park. The mining operation company also owns approximately 2 miles of the 3-½ mile creek corridor within this reach. The creek corridor in the southernmost end of the reach is publicly owned as part of the County Historical Park. San Benito County Historical Park is located at the southern end of Reach Five. The primary trail system would be developed along either the north or south side of Tres Pinos Creek from the Southside Road Bridge to the at-grade creek crossing, and along the northeast side of Tres Pinos Creek between the Southside Road at-grade crossing and the San Benito County Historical Park. Public roadways to be considered for access improvements include Southside Road and Bolado Road. A trail route connection would be provided between the River Parkway and the historic community of Tres Pinos.

#### Regional Park

The proposed Regional Park is intended to have a casual, yet sophisticated, feel with a formal layout at its core and a more natural, curvilinear layout closer to its perimeter. The landscape would be intended to create a native looking environment suited to San Benito County with oaks and sycamore trees. Ornamental plantings would be kept to a minimum and would be located around high profile areas such as entries. The Regional Park is intended to be a diversified regional park that supports opportunities for active and passive recreation and conserves and enhances significant environmental or historical resources and features. The Regional Park would include various components which may include such features as asphalt basketball or multi-use courts, sand and/or turf areas for volleyball courts, ball fields or other sports activities, a swimming pool, playground(s), buildings / structures for community center activities such as gathering rooms or small classrooms, restrooms or administrative offices, garden areas, picnic areas, and surface parking lots. The Regional Park would be a total of approximately 31 acres in size.

## **SURROUNDING LAND USES AND SETTING**

The River Parkway extends through a variety of landscapes along the San Benito River and Tres Pinos Creek. Reach One, at the western portion of the River Parkway, is adjacent to agricultural uses. Reach Two is adjacent to agricultural, rural residential, and municipal and light industrial



uses including the City of Hollister's Domestic Water Reclamation Facility. Reach Three passes alongside residential neighborhoods, the proposed Regional Park, and public facilities in City of Hollister to the north, as well agricultural fields, rural residences, and Riverside Park to the south. Reach Four is bordered by agricultural fields and rural residences, while Reach Five is surrounded by agricultural fields, orchards, rangeland, rural residences, sand and gravel mining operations, and the County Historical Park.

The Regional Park site is bordered by rural residential uses and the First Presbyterian Church of Hollister to the east, agricultural land and the San Benito High School to the north and northwest, the San Benito River corridor to the southwest, and a solar facility and commercial uses to the southeast.

## **OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

The proposed project requires the certification of an EIR, adoption of the Master Plan, and approval of the Regional Park by San Benito County prior to the initiation of the project. In addition, the following discretionary approvals from other agencies may be required prior to project construction:

- *U.S. Army Corps of Engineers Section 404 Clean Water Act Permit(s);*
- *U.S. Fish and Wildlife Service Federal Endangered Species Act authorization or incidental take statement for take of federally listed species; California Department of Fish and Wildlife Section 1600 California Fish and Game Code Permit(s) (Streambed Alteration Agreement) ;*
- *California Department of Fish and Wildlife authorization or permit to take State-listed species subject to the California Endangered Species Act*
- *Regional Water Quality Control Board Section 401 Clean Water Act Water Quality Certification and/or waste discharge requirement, and coverage under the General Construction Permit for storm water discharges associated with construction activities; and/or*
- *Caltrans Encroachment Permit(s).*



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" "unless mitigated" as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics               | <input checked="" type="checkbox"/> Agriculture Resources           | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Cultural Resources              | <input checked="" type="checkbox"/> Geology/Soils                      |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use and Planning               | <input type="checkbox"/> Mineral and Other Natural Resources        | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing                  | <input checked="" type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems                  | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

## 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 a previous EIR or negative Declaration may be utilized for this project – refer to Section E.



## ENVIRONMENTAL CHECKLIST

### I. AESTHETICS

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b) Prominent elements of San Benito County's scenic landscape, as defined in the General Plan Background Report, include views of mountains, undeveloped rangelands, large agricultural fields and croplands, natural ridgelines along the Diablo and Gabilan Ranges, and annual grasslands (San Benito County, 2010). Several roadways which offer views of these landscapes have been designated as scenic routes. State Route 156 is eligible for State designation as a scenic highway throughout the County and provides scenic views of rangeland and cropland. This roadway intersects the River Parkway corridor to the west of Hollister. In addition, State Route 25 is eligible for State designation and is adjacent to the eastern end of the River Parkway near the San Benito County Historical Park. Scenic resources visible from State Route 25 include cropland, rural residences, urban residences, rangeland, and Federal lands (San Benito County, 2010). No local scenic routes, as designated by the County, are located in the vicinity of the River Parkway and Regional Park.

The proposed River Parkway would involve construction of multi-use trails, landscaping, and structural improvements along the San Benito River and Tres Pinos Creek, in a corridor that may be visible from State Routes 25 and 156. Structural improvements along the trail corridor may include: various types of trail fencing; trail furnishings such as benches and seating areas, trash receptacles, bike racks, and picnic and shade shelters; staging areas, including parking, picnic tables, public telephones, bike racks, and shade and shelter; night lighting (along trails and bridges); and signage.

Scenic resources also occur in the proposed River Parkway corridor and Regional Park. Implementation of the Master Plan and construction of the Regional Park could affect resources





such as mature oak trees, willow cottonwood riparian woodland, oak woodland, freshwater marsh, scrub vegetation, and grasslands. Therefore, impacts to scenic vistas, resources, and highways could be significant and will be discussed further in the EIR.

c) The proposed Master Plan includes general guidelines to ensure that visual character and quality are maintained throughout the length of the proposed River Parkway. Based on these general guidelines, the River Parkway would avoid or minimize impacts to natural features such as mature native trees, riparian woodland, and mulefat scrub, and would avoid installation of fencing on lower terraces within the floodplain. The Master Plan also includes specific guidelines for rural, urban, confined, floodplain, and roadway corridors in the River Parkway. Signage, trailheads, and furnishings such as benches, picnic tables, shade structures, and drinking fountains would be designed to create an aesthetic appropriate to the natural setting. However, it is possible that use of the trail could result in litter and/or deterioration of the trail. In addition, construction of trail improvements, as discussed in *Item a-b* above, could degrade the existing visual character or quality of the trail corridor. Construction of the proposed Regional Park also could alter the rural and agricultural character of the site. Therefore, visual character impacts could be significant and will be discussed further in the EIR.

d) Based on guidelines in the Master Plan, the River Parkway would not include lighting within rural and agricultural areas except as needed for public safety/security; any lighting would be shielded to prevent light spillage into the riparian and stream corridor. Within urbanized and park settings, night lighting would be shielded along trails and bridges. Furthermore, the Master Plan states that lighting fixtures shall meet “Dark Sky” requirements by not shining light up into the sky. However, the additional lights may be visible to nearby residents and surrounding land uses. At the proposed Regional Park, lights also could result in light pollution to residences in the Hollister area. Impacts regarding new sources of light could be significant and will be further discussed in the EIR.

## II. AGRICULTURAL AND FOREST 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 Dept. 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 Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.*

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, e) The majority of the proposed River Parkway would be located adjacent to agricultural uses and would run through prime farmland and grazing lands ( California Department of Conservation, 2012). In addition, the Regional Park would be constructed on a site with unique farmland, grazing lands, farmland of statewide importance, and prime farmland. Implementation of the project could result in the conversion of these lands to a non-agricultural use and could lead to potential conflicts between recreational trail users and agricultural operations. Impacts to agricultural resources could be significant, and will therefore be analyzed in the EIR.

c, d) Portions of the River Parkway and Regional Park would be built in areas with riparian and oak woodland. The Master Plan identifies approximately 568 acres of riparian woodland comprised predominantly of willow and cottonwood trees in the River Parkway corridor. This riparian woodland grows on slopes and terrace deposits along the San Benito River and Tres Pinos Creek channels. In addition, the Master Plan identifies 14 acres of oak woodland in the



corridor, located on undeveloped slopes abutting the San Benito River and Tres Pinos Creek. The Regional Park also contains oak woodlands.

Pursuant to Public Resources Code Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The woodlands in the River Parkway corridor and Regional Park would be managed for recreation, aesthetics, and biological diversity, and therefore could meet this definition of forest land.

In accordance with guidelines in the Master Plan, existing stands of riparian woodland would be retained in each reach of the Regional Parkway, passive restoration would be encouraged, and active restoration would be implemented to close gaps in woodland. Furthermore, the Regional Park would preserve oak woodlands as recreational areas. Therefore, forest land in the project area would generally be preserved and managed for recreational purposes. Impacts would be considered less than significant.

### III. AIR QUALITY

Where available, the significance criteria established by the Monterey Bay Unified Air Pollution Control District may be relied upon to make the following determinations.

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) The proposed River Parkway and Regional Park would be located within the North Central Coast Air Basin (NCCAB) and falls under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). As of January 2013, the MBUAPCD is in non-attainment for the state 8-hour ozone standards and particulate matter less than 10 microns in diameter (PM<sub>10</sub>). The MBUAPCD is in attainment for the state and federal PM<sub>2.5</sub>, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead standards. Local sources of emissions include industrial operations, automobiles, and agricultural operations.

The proposed multi-use recreational trail would facilitate increased use of bicycle, pedestrian, and equestrian modes of transportation. By providing an opportunity for zero- to low-emission transportation, the proposed trail alignment would be expected to have a beneficial effect on overall emissions in the air basin. As such, implementation of the proposed trail alignment would be consistent with the goals of the MBUAPCD to improve air quality.

However, construction of the proposed trail would generate temporary, short-term impacts to air quality. Sensitive receptors near the project site include residences, places of worship, and



schools. Due to the nonattainment status of ozone and PM<sub>10</sub> in the MBUAPCD, as well as the alignment of the trail and location of the Regional Park near sensitive receptors, impacts could be potentially significant. Air quality impacts resulting from the proposed River Parkway and Regional Park will therefore be further analyzed in the EIR.

e) Construction of trail facilities in the River Parkway corridor, and of recreational facilities in the Regional Park, may generate some odors associated with paving or painting activities. Although impacts from construction would be temporary and would not affect a substantial number of people, staging areas for equestrian users of the River Parkway may generate objectionable odors during operation of the project. Therefore, impacts would be potentially significant and will be further analyzed in the EIR.

#### IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



#### IV. BIOLOGICAL RESOURCES (Continued)

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The Master Plan identifies several sensitive plant species as having the highest potential to occur in the River Parkway, including alkali milk-vetch, San Joaquin spearscale, Pinnacles buckwheat, and Indian Valley bush mallow. The latter species has been observed upstream of Hospital Road, according to the Master Plan. In addition, special-status wildlife species including steelhead, three amphibian species, two reptile species, seven bird species, and three bat species may occur in the river area.

Trail construction activities, such as grading and paving, could result in habitat disturbances or direct loss of habitat, including wetlands and riparian vegetation. Impacts to sensitive species could be significant and will be analyzed further in the EIR.

b, c, d) According to the proposed Master Plan, the River Parkway corridor includes 561 acres of willow cottonwood riparian woodland and three acres of freshwater marsh habitat. Willow cottonwood riparian habitat is ranked as a highly imperiled habitat by the California Department of Fish and Wildlife. Development of trails, landscaping, and structural improvements for the River Parkway could adversely affect sensitive habitats and wetlands. The Master Plan include guidelines to protect biological resources by locating staging areas outside of sensitive habitats, avoiding nesting birds and raptors during construction, and minimizing lighting in sensitive wildlife habitats along water courses, among others. Nevertheless, impacts are potentially significant and will be analyzed further in the EIR.

e) Due to the presence of sensitive habitats and potentially occurrence of sensitive species in the project area, impacts regarding consistency with habitat and natural community policies would be potentially significant. Relevant plans that guide biological policy in the trail corridor area



include the County's General Plan. The proposed Master Plan's consistency with local policies regarding sensitive species and habitats will be analyzed in the EIR.

f) The proposed River Parkway and Regional Park would not conflict with any applicable habitat conservation plan or natural community conservation plan, as none has been adopted for the project site. Impacts would therefore be considered less than significant.

## V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) The proposed River Parkway and Regional Park is located in the northwestern portion of San Benito County, a region rich in historical, cultural, and archaeological resources. One of California's 21 Spanish missions, San Juan Bautista, was founded in 1797 in the San Juan Valley to the south of the River Parkway. Additionally, Reach One of the River Parkway is intersected by the Juan Bautista de Anza National Historic Trail, a 1,200-mile-long route charted by Spanish explorers between 1774 and 1775. The Master Plan would facilitate the construction and operation of a multi-use trail that crosses this historic trail. According to guidelines in the Master Plan, interpretive displays along the primary trail route would educate users about natural and cultural resources such as the Anza expedition. Nevertheless, there is a potential that existing cultural, archaeological, and paleontological resources are present in undeveloped areas of the proposed alignment, and that project construction activities, including ground clearing, grading, and excavation, could have adverse impacts on existing identified and previously unidentified historical and archaeological resources, or other archaeological features. Impacts to cultural resources could be potentially significant, and will be further discussed in the EIR.



## VI. GEOLOGY/SOILS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Expose people or structures to 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) Based on the California Geological Survey's map of the Hollister Quadrangle, the proposed River Parkway would intersect the potentially active Calaveras fault zone to the south of San Benito High School (California Department of Conservation, 1982). In addition, the San Andreas Fault is located approximately 3 miles to the southwest of the River Parkway in the





Cienega del Gabilan range. Therefore, there is a potential for surface rupture in this area of the proposed trail alignment. These impacts are potentially significant, and will be further discussed in the EIR.

a.ii) As discussed above, the project site is located in proximity to the San Andreas Fault and crosses the Calaveras Fault. Due to the presence of these faults, structures constructed as part of the River Parkway and Regional Park could be exposed to intense seismic ground-shaking from earthquakes within these fault zones. Therefore, the impacts could be significant and will be discussed further in the EIR.

a.iii) Liquefaction is a temporary, but substantial, loss of shear strength in water-saturated sediment (such as granular solids, including sand, silt, or gravel), usually occurring during or after a major earthquake. Liquefaction is most likely to occur in unconsolidated, sandy sediments which are water-saturated within less than 30 feet of the ground surface. As discussed in the Master Plan, much of the River Parkway corridor is underlain by unconsolidated fluvial sands and silts which are moderately to very highly susceptible to liquefaction. In the event of seismic shaking associated with an earthquake, soils could become loose, resulting in slope and foundation failure, posing a potential risk of injury or harm to trail users. Therefore, impacts could be significant and will be further discussed in the EIR.

a.iv) Landslides typically occur in areas where steep slopes exist, such as hillsides or mountain regions. The proposed Master Plan would facilitate the construction of multi-use trails along the San Benito River upstream of Hollister, where slopes incised by the river are susceptible to landslides. Although design standards in the Master Plan would provide for a minimum setback of 25 feet from unstable and steep river bank slopes, impacts related to landslides would be potentially significant and will be further discussed in the EIR.

b, c, d) The proposed River Parkway would involve construction of trails in potentially unstable areas along the San Benito River and Tres Pinos Creek that may be subject to scouring and erosion. Soils in the River Parkway corridor and Regional Park also have a moderate to high potential for expansive soils, as shown in Figure 11-1 of the General Plan Background Report. Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when they dry) or swelling (when they become wet). Impacts would be potentially significant and will be addressed in the EIR.

e) The proposed project would involve construction of new restrooms along the River Parkway and in the Regional Park. The use of septic disposal systems may be necessary if restrooms are constructed in rural areas where there is no connection to wastewater collection infrastructure. However, compliance with the existing San Benito County Health & Human Services Agency regulations, including required permitting, and the Regional Water Quality Control Board policies and regulations would ensure that impacts resulting from the construction of new wastewater treatment systems would be less than significant.

## VII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The proposed multi-purpose recreation trail would provide additional facilities for active modes of transportation, including bicycles, pedestrians, and equestrians. Active transportation has been credited with not producing greenhouse gases (GHGs) that contribute to climate change, and are therefore modes that are generally consistent with statewide emissions reduction goals pursuant to AB 32.

However, construction of the proposed trail would generate temporary emissions, primarily from construction equipment emissions and paving, but also through the use of motorized transportation to deliver materials and laborers to the trail construction sites. The project would also produce operational greenhouse gas emissions from project-generated vehicle trips to trailhead locations and trips related to on-going maintenance of the trail, as well as from vehicle trips to the Regional Park. A quantitative analysis would determine the extent of impacts related to GHG emissions. As these impacts could be potentially significant, they will be discussed further in the EIR.

b) Although San Benito County has not developed a climate action plan for the purpose of reducing the emissions of greenhouse gases, state regulations and plans including the 2006 Climate Action Team Report, the Office of Planning and Research's greenhouse gas reduction measures, and the Attorney General's Global Warming Measures would apply to the proposed project. The consistency of the proposed project with these climate planning efforts will be discussed further in the EIR.



## VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a) Hazardous materials include solids, liquids, or gaseous materials which, because of their quantity, concentration or physical, chemical or infectious characteristics may: (1) cause or contribute to an increase in mortality or serious illness; or (2) pose a substantial present or potential harm to human health or the environment when improperly handled, used, transported, stored or disposed. The construction and operation of trail segments would not involve the routine transport, use, or disposal of hazardous materials. Although operation of a swimming pool in the proposed Regional Park may involve the use of chemicals such as chlorine for maintenance, such chemicals would be used in small amounts and stored in accordance with standard practice, and therefore would not pose a significant hazard. However, portions of the proposed River Parkway and Regional Park would be located adjacent to agricultural operations which could expose trail users to pesticide spraying. In addition, active mining operations in the River Parkway corridor could result in exposure to hazardous materials. Impacts would be potentially significant and will be discussed further in the EIR.

b) Future use of the proposed River Parkway would be restricted to non-motorized forms of transportation, which would not be expected to transport hazardous materials. As such, accidents internal to the trail would not result in the release of hazardous materials into the environment. However, the River Parkway would be located adjacent to or would cross roadway corridors used to transport hazardous materials, such as Highway 101 and State Route 156. In addition to the transport of hazardous materials along roadway travel corridors, active mining operations in the River Parkway corridor could pose a risk to trail users in the event of an accident. Impacts could be significant and will be analyzed further in the EIR.

c) The proposed River Parkway and Regional Park are located within one-quarter mile of three schools: San Benito High School, Anzar High School, and Aromas-San Juan Unified School. Furthermore, the Regional Park would be located adjacent to an expansion area for San Benito High School. However, construction and operation of the proposed trail corridor and park would not require the use, disposal, or transportation of substantial amounts of hazardous materials. Therefore, impacts related to hazardous materials within one-quarter mile of a school would be less than significant.

d) Construction of recreational facilities in the proposed River Parkway and Regional Park would involve grading and other ground disturbance activity. There is a potential that soil contamination could exist along the proposed trail alignment, as a result of proximity to agricultural and industrial operations, and to roadways such as Highway 101 and State Route 156. Impacts related to the presence of hazardous material sites could be significant and will be analyzed in the EIR.

e, f) The closest airport or airstrip to the proposed River Parkway and Regional Park is the Hollister Municipal Airport, which is located approximately 1.8 miles to the north of Reach Three. At this distance from the airport, the project area is not located within the airport safety zones as shown in Figure 6 in the Hollister Municipal Airport Comprehensive Land Use Plan (Hollister, 2001). Therefore, impacts to airport safety hazards would be less than significant.

g) One of the goals of the Master Plan is to ensure that trails in the River Parkway provide access points and routes for emergency response. The Master Plan guidelines for trail entrances



also provide for the installation of removable bollards or gates with a trail chicane, where needed, to enable access to emergency, patrol, or maintenance vehicles. The proposed Regional Park would include primary entries from San Benito Street to the northeast, a future access road to Nash Road, and another connection to San Benito Street to the southeast. Furthermore, the proposed Master Plan would not interfere with any existing emergency or evacuation plan, as the County has not adopted such plans. Impacts to emergency response or emergency evacuation would be less than significant.

h) The proposed Master Plan and Regional Park would facilitate the construction of recreational facilities located within and adjacent to fire hazard zones of Little or No Threat, Moderate, and High, according to a San Benito County Fire Threat Rating map in Appendix B of the County's Community Wildlife Protection Plan (San Benito County, May 2010). In the event of a wildland fire near the River Parkway corridor or the Regional Park, trail users could be exposed to a risk of loss, injury, or death. In addition, there is potential for trail users in rural areas to increase the risk of wildland fires. Impacts related to wildland fires would be potentially significant, and will be discussed further in the EIR.

## IX. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant</b>	<b>No Impact</b>
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## IX. HYDROLOGY AND WATER QUALITY (*Continued*)

<i>Would the project:</i>		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade surface or groundwater quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, f) The proposed River Parkway and Regional Park would be located in the San Benito River and Tres Pinos Creek watersheds, which are within the jurisdiction of the Central Coast Regional Water Quality Control Board (RWQCB). The RWQCB establishes requirements prescribing the quality of point and nonpoint sources of discharge and establishes water quality objectives through the Water Quality Control Plan for the local basin. A point source is defined as waste emanating from a single, identifiable point such as a wastewater treatment plant. A nonpoint source of discharge results from drainage and percolation of activities such as agriculture and stormwater runoff. Construction activities such as grading and paving of the



trails and recreational facilities envisioned in the River Parkway and Regional Park could result in temporary water quality impacts due to the proximity to streams and wetlands. Therefore, water quality impacts would be potentially significant and will be discussed further in the EIR.

b) The proposed Regional Park would introduce impervious surfaces to the San Benito River watershed with the construction of parking lots, basketball courts, access paths, and structures such as an outdoor amphitheater and recreational center. In addition, the proposed River Parkway corridor would include approximately 20 miles of paved and unpaved trails; paved sections would be eight to 10 feet in width. Primary and secondary staging areas for the River Parkway also would include paved parking lots. By introducing such impervious surfaces, the project could result in a reduction of groundwater recharge. Therefore, impacts to groundwater supplies would be potentially significant and will be further discussed in the EIR.

c, d) The proposed River Parkway would include several crossings of waterways for pedestrian and bicyclist users. At a minimum, crossings of the San Benito River would be developed at the San Juan Highway in Reach One, near the 4<sup>th</sup> Street bridge in Reach Two, and connecting Riverside Park to the City of Hollister Industrial Wastewater Treatment Plant in Reach Three. A pedestrian/bicyclist crossing would be provided across Tres Pinos Creek in Reach Four. The Master Plan also could facilitate construction of several equestrian crossings. The above crossings would potentially alter existing drainage patterns, and could result in erosion, siltation, or flooding. Furthermore, the introduction of impervious surfaces from construction of the River Parkway and Regional Park could increase the rate or amount of surface runoff. Impacts would be potentially significant and will be addressed in the EIR.

e) The increase in impervious surfaces could contribute additional stormwater runoff to existing drainage systems. Construction and operation of multi-use trails and recreational facilities at the Regional Park could contribute to polluted runoff due to temporary storage of construction materials and waste, litter, and pet waste. Impacts could be significant and will be addressed in the EIR.

g, h) The proposed project would not involve construction of residences and therefore would not place housing within a 100-year floodplain; however, recreational structures could be located within floodplain zones. As discussed in the Master Plan, base flood elevations and floodplain extents have not been precisely determined for some reaches in the proposed River Parkway. For example, only approximate information is known regarding the floodplain of the San Benito River to the south of Hollister and for Tres Pinos Creek. Therefore, impacts from 100-year floods could be significant and will be evaluated in the EIR.

i) The San Justo Dam, located approximately three miles southwest of Hollister, would potentially affect the proposed River Parkway and Regional Park in the event of a complete failure. As discussed in the General Plan Background Report, water from behind the reservoir could inundate unincorporated lands in the San Juan Valley and the lower San Benito River floodplain. Due to the risk of inundation from dam failure, impacts are potentially significant and will be addressed in the EIR.

j) Although the project area could be subject to inundation from dam failure, as discussed above, it would not be at risk from seiche (an inundating wall of water caused by dam failure)



due to the lack of large reservoirs in San Benito County. Furthermore, the County as a whole is too far removed from the Pacific Ocean to experience tsunamis. Impacts from tsunamis or seiches would be less than significant.

## X. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed River Parkway would not physically divide established communities, as trails within the corridor would be narrow in width and constructed at grade. Furthermore, the proposed Regional Park would be located near the southern edge of Hollister and would not impose a physical barrier between established communities. Any fencing would provide protection and buffering to private property, or security to users of the Regional Park, but would not impede cross traffic at rights-of-way. Instead, the proposed project would be expected to better link cities and neighborhoods in northwestern San Benito County. Therefore, no impacts relating to the physical division of communities would occur.

b, c) The proposed 20-mile River Parkway would be constructed in multiple segments. Each segment of the River Parkway would be implemented individually and must comply with applicable land use plans and policies in San Benito County. Prior to construction, each trail segment would require jurisdictional approval, which would ensure compliance with existing plans and policies. In addition, conflicts between trails and roads/railways are discussed in Section XVI, *Transportation/Traffic*, and conflicts between trails and agriculture are discussed in Section II, *Agricultural and Forest Resources*. As mentioned in Section XVI, the River Parkway would be consistent with Policy 17.1 in the 2010 Regional Transportation Plan (RTP) for San Benito County, which states that the County “shall plan and construct a combined pedestrian and bicycle path along the San Benito River,” for the purpose of connecting urban areas with major recreational areas. Potential conflicts between the trail and surrounding urban or agricultural uses would be addressed during design and implementation of the specific trail segments.





Although each segment of the River Parkway would be implemented individually, the overall trail corridor would be consistent with several General Plan policies related to alternative transportation and recreation. In the City's Transportation Element, Policy 23 encourages bicycle use within the County for commuting and recreational uses. Consistent with the actions listed to implement this policy, the River Parkway would provide a bicycle pathway linking the communities of Tres Pinos and Ridgemark to Hollister. Policy 26 in the Transportation Element also calls for the provision of "pedestrian/bike paths linking schools, commercial centers, and recreational areas to communities in the county." In conformance with this policy, access points and staging areas along the River Parkway would provide links along the 20-mile recreational corridor to existing communities. Finally, the River Parkway and Regional Park would be fully consistent with Policy 26 in the Open Space and Conservation Element, which states the County's intention "to acquire, develop, operate, and maintain a comprehensive space system of open space land uses and recreational facilities to provide for the low-intensity trails, picnicking, informal sports, park benches, and active recreational needs (sports fields for youth and adult league play) of the County population."

The proposed Regional Park is located in the County's Rural Residential (RR) zone (San Benito County, November 2010). This zone applies to areas in proximity to urban services and is intended to provide a mixture of single-family housing and limited agricultural uses. Pursuant to Section 25.09.042(H) of the County Code, parks, playground, and recreational community centers may, after a public hearing, be allowed as additional permitted uses in the RR zone, if they are "deemed essential or desirable to the public convenience or welfare, and are in harmony with the various elements or objectives of the general plan." The proposed park would include a variety of recreational amenities. Therefore, the Regional Park may be considered consistent with criteria in the County Code for additional permitted uses. Furthermore, as discussed above, the Regional Park would be consistent with General Plan policy to serve the active recreational needs of the County population.

In addition, the proposed River Parkway and Regional Park would not conflict with any applicable habitat conservation plan or natural community conservation plan, as none has been adopted for the project site. Impacts would therefore be considered less than significant.

## XI. MINERAL AND OTHER NATURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Result in a loss of availability of a known mineral or other natural resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) The proposed River Parkway and Regional Park would be located in a region of San Benito County with known aggregate resources. As shown in Figure 8-1-1 in the General Plan Background Report, the majority of the 20-mile corridor is located within an area designated MRZ-2 by the California Department of Conservation, indicating the presence or high likelihood of significant mineral deposits (San Benito County, November 2010). Mining companies own several large properties in the River Parkway corridor and engage in active gravel mining operations, according to the Master Plan. Although the Master Plan could facilitate the development of trails on land with valuable aggregate deposits, it would not directly result in the loss of these resources, as access to private mining properties must be negotiated. Moreover, opportunities may exist to access land owned by mining companies that is unlikely to be mined, or to phase trail construction such that active mining operations are not affected. Therefore, the construction or operation of the project would not substantially interfere with existing mining operations or result in a substantial loss of any natural resources. Impacts to timberland are discussed under Item 2, *Agricultural and Forest Resources*. Impacts to mineral or other natural resources would be less than significant.



## XII. NOISE

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) Some land uses are considered more sensitive to noise levels than others, due to the amount of noise exposure (in terms of both exposure time and insulation from noise) and the types of activities typically involved. Residences, lodging facilities, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks, and outdoor recreation areas are generally considered more sensitive to the noise than are commercial and industrial land uses. Sensitive receptors in the project area include residences, places of worship, and schools located adjacent to the proposed River Parkway and Regional Park. Because of the proximity of the proposed River Parkway and Regional Park to sensitive uses in some locations, construction equipment and activities would be expected to cause temporary noise impacts to sensitive receptors.



Operational use of the project may also cause intermittent increases in ambient noise levels due to recreational users talking, barking dogs, sporting events, and project-generated traffic. Noise impacts could be significant and will be analyzed in the EIR.

e, f) The proposed River Parkway and Regional Park would be located as close as approximately 1.8 miles from the Hollister Municipal Airport. However, the project is located outside of the airport's noise impact contours (Hollister, 2001). In addition, the project would not place residences or office buildings within an area exposed to airport noise, and would therefore not expose residents or workers to excessive noise levels. The River Parkway and Regional Park would not be located in proximity to a private airstrip. Therefore, no impact would occur from noise generated by airports or airstrips.

### XIII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed River Parkway and Regional Park would facilitate the design and construction of a multi-use trail corridor and park that would accommodate identified recreation needs of residents in San Benito County and would facilitate active forms of transportation for commuters within the area. The multi-use trail facilitated by the proposed Master Plan would generate short-term employment opportunities during construction of the proposed trail and long-term employment opportunities associated with the maintenance and security of the River Parkway and Regional Park. In addition, the availability of a regional multi-use trail corridor could attract new tourists to the project area. An increase in the tourist population could create demand for new hospitality industry jobs and services with the project area. However, the project-generated employment opportunities would be nominal, and would be expected to be filled from within the existing community. Therefore, impacts related to indirect population growth would be less than significant.



b, c) The proposed Master Plan would not include the demolition of existing housing, construction of new housing, or displacement of people, and therefore would not displace housing or people. As a result, no impacts related to population and housing would be anticipated.

#### XIV. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government and public services facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Fire Protection.* The proposed River Parkway and Regional Park would involve the construction of public restrooms, a community center, and other recreational facilities that would require fire protection. To provide adequate service to these structures associated with the proposed project, the fire protection provider may require new or physically altered government facilities. Therefore, impacts would be potentially significant, and will be addressed in the EIR.

*Police Protection.* The San Benito County Sheriff's Department, which covers unincorporated areas of the County, would provide police service for the proposed River Parkway and Regional Park. Implementation of the project would create new access to portions of properties that are not currently readily accessible to the public. With the development of trails and recreational facilities in these areas, additional police facilities could be necessary to provide adequate protection. Impacts are potentially significant, and will be addressed in the EIR.

*Schools.* The proposed recreational facilities would not generate an increase in population that would warrant the construction of new school facilities. The project may, however, increase safe access to school campuses such as San Benito High School through the provision of



dedicated pedestrian and bicycle routes. Therefore, no adverse impacts related to schools are anticipated.

*Parks.* The proposed project would enhance public recreation within the area by facilitating the construction of a multi-use trail corridor with connectivity to other parkland in northwestern San Benito County and a Regional Park with various amenities. By increasing accessibility to existing park facilities, the proposed Master Plan could result in potential impacts to these facilities. However, this use would be passive, and would not be expected to create physical deterioration of these other recreation facilities. Impacts to park services and recreation facilities would be less than significant.

*Other Public Facilities.* The proposed River Parkway and Regional Park would include the construction of new trail facilities, such as paved parking lots, information kiosks, bike racks, picnic tables, and safety lighting, and other recreational amenities. The River Parkway includes standards to ensure that the trail corridor is properly maintained, and no facility, trail, or regional park would be constructed without a maintenance plan. However, the proposed project could increase demand on commuter services, such as public transportation or Park and Ride lots. The construction of public facilities on the project site and effects on commuter services off-site could result in substantial adverse physical impacts. Impacts could be significant and will be addressed in the EIR.

## XV. RECREATION

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed River Parkway and Regional Park would create a new multi-use trail corridor and recreational facilities in San Benito County, with potential links to existing facilities such as the Juan Bautista de Anza Historic Trail, to future trails in the Hollister Hills SVRA, and to nearby communities. Although such connectivity could increase the use of existing recreational facilities, this use would be passive and would not be expected to result in physical deterioration of those facilities. Furthermore, according to the Master Plan, segments of the River Parkway would not be constructed without a maintenance plan and established funding. The Master Plan also includes guidelines for the maintenance of various paved and unpaved



trail surfaces that may applied to the River Parkway. Therefore, impacts would be less than significant.

b) The proposed River Parkway and Regional Park would include recreational facilities, the potential adverse physical effects of which will be the topic of the EIR.

## XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a, b) The proposed River Parkway would provide a new opportunity for active forms of transportation along a 20-mile trail corridor, with connections to existing trail and roadway facilities in San Benito County, and therefore could reduce some vehicle trips. However, the River Parkway also may generate new vehicle trips to trail staging areas and access nodes, and for maintenance. These new vehicle trips, in addition to visitorship of the proposed Regional Park, could adversely affect levels of service on public roadways. Overall, transportation impacts could be significant, and therefore further analysis will be provided in the EIR.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, the closest public airport or private airstrip to the proposed River Parkway and Regional Park is the Hollister Municipal Airport, which is located approximately 1.8 miles to the north of Reach Three. At this distance from the airport, the project area is not located within the airport safety zones as shown in Figure 6 in the Hollister Municipal Airport Comprehensive Land Use Plan (Hollister, 2001). The proposed project does not include the construction of any buildings or facilities that would interfere with flight patterns. Therefore, there would be no impact to air traffic patterns.

d) The proposed Regional Park would involve construction of entries from San Benito Street, in close proximity to San Benito High School to the north. Traffic generated by park visitors at these entries could adversely affect safe routes to school for students and result in traffic hazards along San Benito Street. Furthermore, the proposed River Parkway would include access improvements for pedestrians and bicyclists on existing bridges and public roadways, and crossings of roadways such as the San Juan Highway. Therefore, impacts related to traffic safety will be discussed further in the EIR.

e) As discussed in Section VIII, *Hazards and Hazardous Materials*, the Master Plan guidelines for trail entrances provide for the installation of removable bollards or gates with a trail chicane, where needed, to enable access to emergency, patrol, or maintenance vehicles. The proposed Regional Park would include primary entries from San Benito Street to the northeast, a future access road to Nash Road, and a access from San Benito Street to the southeast. Impacts to emergency access would be less than significant.

f) The proposed project would be consistent with policies, plans, and programs to support alternative transportation and recreational trails. The 2010 Regional Transportation Plan (RTP) produced by the San Benito Council of Governments includes goals and policies for increasing multi-modal transportation. In particular, Policy 17.1 in the RTP states the jurisdictions in San Benito County “shall plan and construct a combined pedestrian and bicycle path along the San Benito River,” for the purpose of connecting urban areas with major recreational areas. The proposed River Parkway and Regional Park also would be consistent with the County’s existing Transportation Element, which sets forth policies to encourage bicycle use for commuting and recreational uses and to provide pedestrian/bicycle paths that link communities to schools, commercial centers, and recreational areas. There would be no impacts resulting from a conflict with local, state, or federal policies, plans, or programs.

The proposed project is not anticipated to generate an increase in traffic that would accelerate the deterioration of roads. The proposed multi-purpose trail would encourage the use of non-motorized modes of transportation and result in an overall decrease in the use of roadways. Therefore, impacts related to physical roadway conditions would be less than significant.





## XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, e) Implementation of the proposed River Parkway and Regional Park would include the installation of new public restroom facilities and could increase the use of existing public restrooms. If located in urbanized areas, new public restrooms would likely connect to existing wastewater service lines. Thus, new restroom facilities in Reach Three of the River Parkway and in the Regional Park, located in close proximity to the City of Hollister, could be connected to existing urban wastewater service lines. The capacity of wastewater facilities in the Hollister Urban Area, which encompasses Reach Three and the Regional Park site, is evaluated in the Hollister Urban Area Water and Wastewater Master Plan from November 2008. As shown in Figure 8-1 of this plan, the Domestic Wastewater Treatment Plan in the Hollister Urban Area is



expected to have adequate capacity to meet projected average dry weather flows of wastewater through the year 2023. Project wastewater inputs are approximately 4 million gallons per day, while treatment capacity is anticipated to be 5.0 million gallons per day, assuming the installation of additional membranes on an as-needed basis (Hollister, 2008). Therefore, wastewater treatment providers and existing infrastructure would have additional capacity to treat and convey the minimal volume of wastewater generated by the proposed project.

The use of septic disposal systems may be required in rural areas that are not connected to a wastewater infrastructure system. Design and construction of septic disposal systems would be subject to review and approval by the appropriate local agency. Because the proposed project would require minimal wastewater services for public restrooms located throughout the trail corridor and in the Regional Park, and since area wastewater treatment facilities have sufficient capacity, the proposed Master Plan would not be expected to exceed wastewater treatment requirements or require the construction of new wastewater treatment facilities. Impacts would be less than significant.

b, d) The proposed Master Plan states that where water service is available, primary and secondary staging areas and access nodes for the River Parkway would include drinking fountains for trail users and water spigots for equestrians. At staging areas where water service is not available, vault toilets that do not require a water supply could be installed. In addition, water would be required to inhibit the generation of fugitive dust during construction activities and for landscaping maintenance during operation of the River Parkway. Overall water demand from the River Parkway would be minimal. The proposed Regional Park also would be expected to consume water for use such as for a swimming pool, restrooms, drinking fountains, and watering of athletic fields and landscaping. Due to water demand associated with construction and operation of the project, impacts on water supply in the project area are potentially significant and will be addressed in the Public Safety and Services section of the EIR.

c) As discussed in Section IX, *Hydrology and Water Quality*, the proposed trail corridor and Regional Park would introduce new impervious surfaces to the project area, which could result in an increase in stormwater runoff flows. Due to potential effects on runoff, new stormwater drainage systems may be required. Therefore, impacts would be potentially significant and will be addressed within the Hydrology section of the EIR.

f, g) Based on the design guidelines in the Master Plan, trash receptacles in 22-gallon and 32-gallon sizes would be provided at staging areas, access nodes, and as needed at bench/seating areas throughout the River Parkway, and would be maintained by the designated trail maintenance entities. The proposed trail and Regional Park are not anticipated to generate significant amounts of solid waste and, therefore, would not cause a landfill to exceed its permitted capacity or violate any regulations related to solid waste. San Benito County is served by one active landfill, the John Smith Road Landfill, located in Hollister. Table 1 shows the remaining capacity and closure date for this landfill.

**Table 1 Remaining Capacity of San Benito County Landfills**

Landfill	Remaining Capacity (cubic yards)	Estimated Closure Date
John Smith Road Landfill	4,625,827	January 1, 2032

Source: CalRecycle Solid Waste Information System Database, Facility Site Listings. Accessed August 19, 2013.

As shown in Table 1, the landfill serving San Benito County has sufficient remaining capacity to serve the limited waste generated by the proposed trail corridor and Regional Park. Impacts would be less than significant.

## XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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, 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-c) As described in the sections above, the proposed project may generate impacts in the following areas: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation/Traffic, and Utilities and Service Systems. These issue areas, as well as potential cumulative impacts, will be evaluated in



the EIR, and any feasible mitigation measures will be identified to avoid and/or reduce any significant impacts.



## REFERENCES

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- Hollister, City of. Comprehensive Land Use Plan: Hollister Municipal Airport. October 2001. Available online at [http://www.sanbenitocog.org/clup/CLUP\\_Report-HollisterAirport.pdf](http://www.sanbenitocog.org/clup/CLUP_Report-HollisterAirport.pdf)
- Hollister, City of; San Benito County; San Benito County Water District; Sunnyslope County Water District. *Hollister Urban Area Water and Wastewater Master Plan*. November 2008. Available online at <http://www.sbcwd.com/>
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- San Benito County. *San Benito County GIS Web Application*. Available online at <http://www.lynxgis.com/sanbenitoco/index2.cfm>
- San Benito County Local Agency Formation Commission (San Benito LAFCO). *Public Review Draft Countywide Municipal Services Review*. November 2007.



**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
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TTY 711  
<http://www.dot.ca.gov/dist05/>



*Flex your power!  
Be energy efficient!*

October 23, 2013

PM: SBt-156 Varies  
SCH#: 2013091072

Mr. Adam Goldstone  
San Benito County  
Public Works Department  
2301 Technology Parkway  
Hollister, CA 95023

Dear Mr. Goldstone:

**COMMENTS ON THE NOTICE OF PREPARATION (NOP) FOR THE SAN BENITO RIVER  
PARKWAY AND REGIONAL PARK PROJECT**

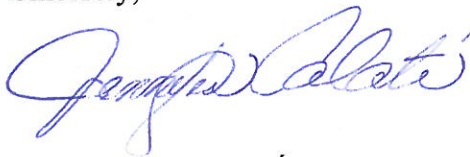
The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments.

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. We appreciate that the project is in-line with the San Benito Council of Government's 2010 Regional Transportation Plan and its goals and policies for increasing multi-modal transportation.
2. Given that this project will generate additional traffic and has the potential to impact State Route (SR) 156, we look forward to reviewing the traffic impact study (TIS) and examining the impacts to the State highway system (SHS). The TIS should include information on existing traffic volumes within the study area, including the SHS and all associated staging areas, access nodes, and adjacent intersections. The TIS should also be based on recent traffic volumes less than two years old. Counts older than two years cannot be used.
3. In addition, the TIS should include the following traffic analysis scenarios: project only traffic conditions, existing plus project traffic conditions, cumulative traffic conditions, and cumulative plus project conditions, including project-phasing. To ensure that the traffic impacts of the project are properly evaluated, it is recommended that the TIS be prepared in accordance with Caltrans's "Guide for the Preparation of Traffic Impact Studies." Please visit our Internet site for a copy of these guidelines at: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf). An alternative methodology that produces technically comparable results can also be used.

4. Because Caltrans is responsible for the safety, operations, and maintenance of the SHS, our Level of Service (LOS) standards should be used to determine the significance of the project's impact. We endeavor to maintain a target LOS at the transition between LOS C and LOS D on all State transportation facilities. In cases where an SHS is already operating at an unacceptable LOS, any additional trips added should be considered a significant cumulative traffic impact, and should be mitigated accordingly.
5. Please be aware that any work completed in the Caltrans right of way will require an encroachment permit, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for obtaining the encroachment permit are issued at the sole discretion of the Caltrans Permits Office, and nothing in this letter shall be implied as limiting those future conditions and requirements. For more information regarding the encroachment permit process, please contact Mr. Steve Senet at (805) 549-3206 or visit our Encroachment Permit Website at <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you for the opportunity to review the San Benito River Parkway and Regional Park Notice of Preparation and to provide comments. If you have any questions or need further clarification on the items discussed above, please contact me at (805) 549-3099 or by email at [jennifer.calate@dot.ca.gov](mailto:jennifer.calate@dot.ca.gov).

Sincerely,



JENNIFER CALATÉ  
Associate Transportation Planner  
District 5 Development Review Coordinator

**Verbal Comments Received at the  
River Parkway and Regional Park EIR Scoping Meeting  
October 7, 2013**

- The location of the trail on private property makes segments of the trail speculative
- Question regarding whether eminent domain will be used
- Impacts related to downstream drainage, including to adjacent counties
- Public safety along the trail, including increasing access to the homeless population, the availability of resources for adequate policing, and overall security (issue raised by several commenters)
- Level of use of the trail, with a higher use in an environmentally sensitive area resulting in environmental impacts
- Existing limitations of the wildlife movement corridor (e.g. topography), and the impacts of the trail further closing this off
- Landslides
- Flooding
- The potential for the trail to increase pedestrian traffic on Southside Road and related safety concerns
- Water quality
  - Agricultural properties are currently preparing Farm Management Plans and testing the river for water quality; potential for the project to conflict with these plans and/or degrade water quality, making the agricultural testing inaccurate
- Impacts of earth moving activities during operation (e.g. maintenance)
- Liquefaction
- Cultural resources – existing cultural surveys of the area are available
- Impacts related to trash and human waste, including on food safety
- Conflicts between different types of trail users, particularly with regard to speed on the trail
- Safety of having mopeds and other motorized vehicles on the trail
- Increase of fire risk to adjacent properties (e.g. grain)





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## **Appendix B**

*Air Quality and Greenhouse Gas – CalEEMod Results*

## River Parkway and Regional Park Project

### San Benito County, Winter

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.00	1000sqft	0.34	15,000.00	0
Other Asphalt Surfaces	60.60	Acre	60.60	2,639,736.00	0
Other Asphalt Surfaces	132.00	1000sqft	3.03	132,000.00	0
Parking Lot	340.00	Space	3.06	136,000.00	0
City Park	31.00	Acre	31.00	1,350,360.00	0
Recreational Swimming Pool	2.70	1000sqft	0.06	2,700.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	50
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - 1 year construction

Grading - Trail area, Park site and Access Road graded only - 99 acres

Vehicle Trips - Rates match Traffic Study (Wood Rodgers, 2014)

Consumer Products - -no consumer products

Area Coating - -

Energy Use - No Natural Gas use

Water And Wastewater - -Outdoor water use only associated with Park

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Energy Mitigation -

Water Mitigation -

Architectural Coating - 17,700 sf associated with Regional Park buildings. 59000 sf estimated interior

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,071,938.00	17,700.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	6,215,814.00	59,000.00
tblAreaCoating	Area_Nonresidential_Exterior	2071940	17700
tblAreaCoating	Area_Nonresidential_Interior	6215820	59000
tblConstructionPhase	NumDays	110.00	20.00
tblConstructionPhase	NumDays	1,550.00	200.00
tblConstructionPhase	NumDays	100.00	5.00
tblConstructionPhase	NumDays	155.00	10.00
tblConstructionPhase	NumDays	110.00	20.00
tblConstructionPhase	NumDays	60.00	10.00
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	T24NG	17.16	0.00
tblGrading	AcresOfGrading	25.00	49.50
tblGrading	AcresOfGrading	0.00	49.50
tblProjectCharacteristics	OperationalYear	2014	2020
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	1.59	7.66
tblVehicleTrips	ST_TR	2.37	9.10
tblVehicleTrips	ST_TR	0.00	1.59
tblVehicleTrips	SU_TR	1.59	7.16
tblVehicleTrips	SU_TR	0.98	9.10
tblVehicleTrips	SU_TR	0.00	1.59
tblVehicleTrips	WD_TR	1.59	4.80
tblVehicleTrips	WD_TR	11.01	22.88
tblVehicleTrips	WD_TR	0.00	1.59
tblWater	OutdoorWaterUseRate	1,634,003.81	0.00
tblWater	OutdoorWaterUseRate	97,872.36	0.00

## 2.0 Emissions Summary

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### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	47.4681	142.9923	486.9822	0.4302	27.0835	4.1743	31.2578	10.5585	3.8826	13.4469	0.0000	40,205.38 87	40,205.38 87	2.4476	0.0000	40,256.78 78
2015	47.0359	6.7249	37.5631	0.0530	4.5855	0.2563	4.8418	1.2160	0.2530	1.4690	0.0000	4,564.818 3	4,564.818 3	0.3201	0.0000	4,571.539 7
<b>Total</b>	<b>94.5039</b>	<b>149.7172</b>	<b>524.5453</b>	<b>0.4831</b>	<b>31.6690</b>	<b>4.4306</b>	<b>36.0996</b>	<b>11.7745</b>	<b>4.1356</b>	<b>14.9160</b>	<b>0.0000</b>	<b>44,770.20 70</b>	<b>44,770.20 70</b>	<b>2.7677</b>	<b>0.0000</b>	<b>44,828.32 75</b>

#### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	47.4681	142.9923	486.9822	0.4302	27.0835	4.1743	31.2578	7.2606	3.8826	11.1432	0.0000	40,205.38 87	40,205.38 87	2.4476	0.0000	40,256.78 78
2015	47.0359	6.7249	37.5631	0.0530	4.5855	0.2563	4.8418	1.2160	0.2530	1.4690	0.0000	4,564.818 3	4,564.818 3	0.3201	0.0000	4,571.539 7
<b>Total</b>	<b>94.5039</b>	<b>149.7172</b>	<b>524.5453</b>	<b>0.4831</b>	<b>31.6690</b>	<b>4.4306</b>	<b>36.0996</b>	<b>8.4766</b>	<b>4.1356</b>	<b>12.6122</b>	<b>0.0000</b>	<b>44,770.20 70</b>	<b>44,770.20 70</b>	<b>2.7677</b>	<b>0.0000</b>	<b>44,828.32 75</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.01	0.00	15.44	0.00	0.00	0.00	0.00	0.00	0.00

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.2613	12.3318	67.7313	0.0715	3.7128	0.1793	3.8921	0.9957	0.1651	1.1608		5,967.8615	5,967.8615	0.1696		5,971.4229
<b>Total</b>	<b>4.5104</b>	<b>12.3324</b>	<b>67.7910</b>	<b>0.0715</b>	<b>3.7128</b>	<b>0.1795</b>	<b>3.8923</b>	<b>0.9957</b>	<b>0.1653</b>	<b>1.1610</b>		<b>5,967.9887</b>	<b>5,967.9887</b>	<b>0.1699</b>	<b>0.0000</b>	<b>5,971.5573</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.1602	11.4163	66.1892	0.0648	3.3508	0.1627	3.5135	0.8986	0.1498	1.0484		5,408.2829	5,408.2829	0.1555		5,411.5483
<b>Total</b>	<b>4.4094</b>	<b>11.4168</b>	<b>66.2490</b>	<b>0.0648</b>	<b>3.3508</b>	<b>0.1629</b>	<b>3.5137</b>	<b>0.8986</b>	<b>0.1500</b>	<b>1.0486</b>		<b>5,408.4101</b>	<b>5,408.4101</b>	<b>0.1558</b>	<b>0.0000</b>	<b>5,411.6827</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.24	7.42	2.27	9.28	9.75	9.25	9.73	9.75	9.25	9.68	0.00	9.38	9.38	8.29	0.00	9.38

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	1/7/2014	5	5	
2	Site Preparation	Site Preparation	1/8/2014	1/21/2014	5	10	
3	Grading	Grading	1/22/2014	2/4/2014	5	10	
4	Building Construction	Building Construction	2/5/2014	11/11/2014	5	200	
5	Paving	Paving	11/12/2014	12/9/2014	5	20	
6	Architectural Coating	Architectural Coating	12/10/2014	1/6/2015	5	20	

Acres of Grading (Site Preparation Phase): 49.5

Acres of Grading (Grading Phase): 49.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,000; Non-Residential Outdoor: 17,700 (Architectural Coating – sqft)

#### OffRoad Equipment



Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,794.00	701.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	359.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

### 3.2 Demolition - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593		4,164.0858	4,164.0858	1.1253		4,187.7164
<b>Total</b>	<b>4.5962</b>	<b>49.5429</b>	<b>36.2873</b>	<b>0.0399</b>		<b>2.5270</b>	<b>2.5270</b>		<b>2.3593</b>	<b>2.3593</b>		<b>4,164.0858</b>	<b>4,164.0858</b>	<b>1.1253</b>		<b>4,187.7164</b>

**3.2 Demolition - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1080	0.1977	1.7165	2.0900e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		185.3599	185.3599	0.0133		185.6384
<b>Total</b>	<b>0.1080</b>	<b>0.1977</b>	<b>1.7165</b>	<b>2.0900e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>185.3599</b>	<b>185.3599</b>	<b>0.0133</b>		<b>185.6384</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593	0.0000	4,164.0858	4,164.0858	1.1253		4,187.7164
<b>Total</b>	<b>4.5962</b>	<b>49.5429</b>	<b>36.2873</b>	<b>0.0399</b>		<b>2.5270</b>	<b>2.5270</b>		<b>2.3593</b>	<b>2.3593</b>	<b>0.0000</b>	<b>4,164.0858</b>	<b>4,164.0858</b>	<b>1.1253</b>		<b>4,187.7164</b>

**3.2 Demolition - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1080	0.1977	1.7165	2.0900e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		185.3599	185.3599	0.0133		185.6384
<b>Total</b>	<b>0.1080</b>	<b>0.1977</b>	<b>1.7165</b>	<b>2.0900e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>185.3599</b>	<b>185.3599</b>	<b>0.0133</b>		<b>185.6384</b>

**3.3 Site Preparation - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.3157	0.0000	23.3157	10.4975	0.0000	10.4975			0.0000			0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867		4,155.8914	4,155.8914	1.2281		4,181.6817
<b>Total</b>	<b>5.2910</b>	<b>57.6198</b>	<b>42.9609</b>	<b>0.0391</b>	<b>23.3157</b>	<b>3.1377</b>	<b>26.4535</b>	<b>10.4975</b>	<b>2.8867</b>	<b>13.3842</b>		<b>4,155.8914</b>	<b>4,155.8914</b>	<b>1.2281</b>		<b>4,181.6817</b>

**3.3 Site Preparation - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1296	0.2372	2.0598	2.5100e-003	0.2299	1.9500e-003	0.2319	0.0610	1.7600e-003	0.0627		222.4319	222.4319	0.0159		222.7661
<b>Total</b>	<b>0.1296</b>	<b>0.2372</b>	<b>2.0598</b>	<b>2.5100e-003</b>	<b>0.2299</b>	<b>1.9500e-003</b>	<b>0.2319</b>	<b>0.0610</b>	<b>1.7600e-003</b>	<b>0.0627</b>		<b>222.4319</b>	<b>222.4319</b>	<b>0.0159</b>		<b>222.7661</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6385	0.0000	8.6385	3.8893	0.0000	3.8893			0.0000			0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867	0.0000	4,155.8914	4,155.8914	1.2281		4,181.6817
<b>Total</b>	<b>5.2910</b>	<b>57.6198</b>	<b>42.9609</b>	<b>0.0391</b>	<b>8.6385</b>	<b>3.1377</b>	<b>11.7762</b>	<b>3.8893</b>	<b>2.8867</b>	<b>6.7760</b>	<b>0.0000</b>	<b>4,155.8914</b>	<b>4,155.8914</b>	<b>1.2281</b>		<b>4,181.6817</b>

**3.3 Site Preparation - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1296	0.2372	2.0598	2.5100e-003	0.2299	1.9500e-003	0.2319	0.0610	1.7600e-003	0.0627		222.4319	222.4319	0.0159		222.7661
<b>Total</b>	<b>0.1296</b>	<b>0.2372</b>	<b>2.0598</b>	<b>2.5100e-003</b>	<b>0.2299</b>	<b>1.9500e-003</b>	<b>0.2319</b>	<b>0.0610</b>	<b>1.7600e-003</b>	<b>0.0627</b>		<b>222.4319</b>	<b>222.4319</b>	<b>0.0159</b>		<b>222.7661</b>

**3.4 Grading - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.2716	0.0000	11.2716	3.8771	0.0000	3.8771			0.0000			0.0000
Off-Road	6.8480	80.7211	51.5831	0.0618		3.8792	3.8792		3.5689	3.5689		6,554.8337	6,554.8337	1.9370		6,595.5113
<b>Total</b>	<b>6.8480</b>	<b>80.7211</b>	<b>51.5831</b>	<b>0.0618</b>	<b>11.2716</b>	<b>3.8792</b>	<b>15.1508</b>	<b>3.8771</b>	<b>3.5689</b>	<b>7.4459</b>		<b>6,554.8337</b>	<b>6,554.8337</b>	<b>1.9370</b>		<b>6,595.5113</b>

**3.4 Grading - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1439	0.2636	2.2886	2.7900e-003	0.2555	2.1700e-003	0.2576	0.0678	1.9500e-003	0.0697		247.1466	247.1466	0.0177		247.5179
<b>Total</b>	<b>0.1439</b>	<b>0.2636</b>	<b>2.2886</b>	<b>2.7900e-003</b>	<b>0.2555</b>	<b>2.1700e-003</b>	<b>0.2576</b>	<b>0.0678</b>	<b>1.9500e-003</b>	<b>0.0697</b>		<b>247.1466</b>	<b>247.1466</b>	<b>0.0177</b>		<b>247.5179</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1761	0.0000	4.1761	1.4365	0.0000	1.4365			0.0000			0.0000
Off-Road	6.8480	80.7211	51.5831	0.0618		3.8792	3.8792		3.5689	3.5689	0.0000	6,554.8337	6,554.8337	1.9370		6,595.5113
<b>Total</b>	<b>6.8480</b>	<b>80.7211</b>	<b>51.5831</b>	<b>0.0618</b>	<b>4.1761</b>	<b>3.8792</b>	<b>8.0553</b>	<b>1.4365</b>	<b>3.5689</b>	<b>5.0053</b>	<b>0.0000</b>	<b>6,554.8337</b>	<b>6,554.8337</b>	<b>1.9370</b>		<b>6,595.5113</b>

**3.4 Grading - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1439	0.2636	2.2886	2.7900e-003	0.2555	2.1700e-003	0.2576	0.0678	1.9500e-003	0.0697		247.1466	247.1466	0.0177		247.5179
<b>Total</b>	<b>0.1439</b>	<b>0.2636</b>	<b>2.2886</b>	<b>2.7900e-003</b>	<b>0.2555</b>	<b>2.1700e-003</b>	<b>0.2576</b>	<b>0.0678</b>	<b>1.9500e-003</b>	<b>0.0697</b>		<b>247.1466</b>	<b>247.1466</b>	<b>0.0177</b>		<b>247.5179</b>

**3.5 Building Construction - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973		2,709.1969	2,709.1969	0.6889		2,723.6630
<b>Total</b>	<b>3.8680</b>	<b>31.2537</b>	<b>18.9298</b>	<b>0.0268</b>		<b>2.2280</b>	<b>2.2280</b>		<b>2.0973</b>	<b>2.0973</b>		<b>2,709.1969</b>	<b>2,709.1969</b>	<b>0.6889</b>		<b>2,723.6630</b>



### 3.5 Building Construction - 2014

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	19.3623	88.0962	262.7617	0.1531	4.1687	1.7519	5.9206	1.1838	1.6101	2.7939		15,327.14 37	15,327.14 37	0.1726		15,330.76 82
Worker	12.9117	23.6424	205.2907	0.2502	22.9148	0.1944	23.1093	6.0768	0.1752	6.2520		22,169.04 81	22,169.04 81	1.5861		22,202.35 65
<b>Total</b>	<b>32.2741</b>	<b>111.7386</b>	<b>468.0524</b>	<b>0.4034</b>	<b>27.0835</b>	<b>1.9464</b>	<b>29.0299</b>	<b>7.2606</b>	<b>1.7853</b>	<b>9.0459</b>		<b>37,496.19 17</b>	<b>37,496.19 17</b>	<b>1.7587</b>		<b>37,533.12 48</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973	0.0000	2,709.196 9	2,709.196 9	0.6889		2,723.663 0
<b>Total</b>	<b>3.8680</b>	<b>31.2537</b>	<b>18.9298</b>	<b>0.0268</b>		<b>2.2280</b>	<b>2.2280</b>		<b>2.0973</b>	<b>2.0973</b>	<b>0.0000</b>	<b>2,709.196 9</b>	<b>2,709.196 9</b>	<b>0.6889</b>		<b>2,723.663 0</b>

### 3.5 Building Construction - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	19.3623	88.0962	262.7617	0.1531	4.1687	1.7519	5.9206	1.1838	1.6101	2.7939		15,327.14 37	15,327.14 37	0.1726		15,330.76 82
Worker	12.9117	23.6424	205.2907	0.2502	22.9148	0.1944	23.1093	6.0768	0.1752	6.2520		22,169.04 81	22,169.04 81	1.5861		22,202.35 65
<b>Total</b>	<b>32.2741</b>	<b>111.7386</b>	<b>468.0524</b>	<b>0.4034</b>	<b>27.0835</b>	<b>1.9464</b>	<b>29.0299</b>	<b>7.2606</b>	<b>1.7853</b>	<b>9.0459</b>		<b>37,496.19 17</b>	<b>37,496.19 17</b>	<b>1.7587</b>		<b>37,533.12 48</b>

### 3.6 Paving - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3610	26.0857	14.9649	0.0223		1.4523	1.4523		1.3361	1.3361		2,363.490 6	2,363.490 6	0.6984		2,378.157 8
Paving	8.7364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>11.0973</b>	<b>26.0857</b>	<b>14.9649</b>	<b>0.0223</b>		<b>1.4523</b>	<b>1.4523</b>		<b>1.3361</b>	<b>1.3361</b>		<b>2,363.490 6</b>	<b>2,363.490 6</b>	<b>0.6984</b>		<b>2,378.157 8</b>

**3.6 Paving - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1080	0.1977	1.7165	2.0900e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		185.3599	185.3599	0.0133		185.6384
<b>Total</b>	<b>0.1080</b>	<b>0.1977</b>	<b>1.7165</b>	<b>2.0900e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>185.3599</b>	<b>185.3599</b>	<b>0.0133</b>		<b>185.6384</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3610	26.0857	14.9649	0.0223		1.4523	1.4523		1.3361	1.3361	0.0000	2,363.4906	2,363.4906	0.6984		2,378.1578
Paving	8.7364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>11.0973</b>	<b>26.0857</b>	<b>14.9649</b>	<b>0.0223</b>		<b>1.4523</b>	<b>1.4523</b>		<b>1.3361</b>	<b>1.3361</b>	<b>0.0000</b>	<b>2,363.4906</b>	<b>2,363.4906</b>	<b>0.6984</b>		<b>2,378.1578</b>

**3.6 Paving - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1080	0.1977	1.7165	2.0900e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		185.3599	185.3599	0.0133		185.6384
<b>Total</b>	<b>0.1080</b>	<b>0.1977</b>	<b>1.7165</b>	<b>2.0900e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>185.3599</b>	<b>185.3599</b>	<b>0.0133</b>		<b>185.6384</b>

**3.7 Architectural Coating - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4462	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452		281.4481	281.4481	0.0401		282.2905
<b>Total</b>	<b>44.8843</b>	<b>2.7773</b>	<b>1.9216</b>	<b>2.9700e-003</b>		<b>0.2452</b>	<b>0.2452</b>		<b>0.2452</b>	<b>0.2452</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0401</b>		<b>282.2905</b>

**3.7 Architectural Coating - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.5838	4.7311	41.0810	0.0501	4.5855	0.0389	4.6244	1.2160	0.0351	1.2511		4,436.281 1	4,436.281 1	0.3174		4,442.946 5
<b>Total</b>	<b>2.5838</b>	<b>4.7311</b>	<b>41.0810</b>	<b>0.0501</b>	<b>4.5855</b>	<b>0.0389</b>	<b>4.6244</b>	<b>1.2160</b>	<b>0.0351</b>	<b>1.2511</b>		<b>4,436.281 1</b>	<b>4,436.281 1</b>	<b>0.3174</b>		<b>4,442.946 5</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4462	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452	0.0000	281.4481	281.4481	0.0401		282.2905
<b>Total</b>	<b>44.8843</b>	<b>2.7773</b>	<b>1.9216</b>	<b>2.9700e-003</b>		<b>0.2452</b>	<b>0.2452</b>		<b>0.2452</b>	<b>0.2452</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0401</b>		<b>282.2905</b>

**3.7 Architectural Coating - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.5838	4.7311	41.0810	0.0501	4.5855	0.0389	4.6244	1.2160	0.0351	1.2511		4,436.281 1	4,436.281 1	0.3174		4,442.946 5
<b>Total</b>	<b>2.5838</b>	<b>4.7311</b>	<b>41.0810</b>	<b>0.0501</b>	<b>4.5855</b>	<b>0.0389</b>	<b>4.6244</b>	<b>1.2160</b>	<b>0.0351</b>	<b>1.2511</b>		<b>4,436.281 1</b>	<b>4,436.281 1</b>	<b>0.3174</b>		<b>4,442.946 5</b>

**3.7 Architectural Coating - 2015****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
<b>Total</b>	<b>44.8447</b>	<b>2.5703</b>	<b>1.9018</b>	<b>2.9700e-003</b>		<b>0.2209</b>	<b>0.2209</b>		<b>0.2209</b>	<b>0.2209</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0367</b>		<b>282.2177</b>

**3.7 Architectural Coating - 2015****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1912	4.1546	35.6614	0.0500	4.5855	0.0354	4.6210	1.2160	0.0321	1.2482		4,283.370 3	4,283.370 3	0.2834		4,289.322 1
<b>Total</b>	<b>2.1912</b>	<b>4.1546</b>	<b>35.6614</b>	<b>0.0500</b>	<b>4.5855</b>	<b>0.0354</b>	<b>4.6210</b>	<b>1.2160</b>	<b>0.0321</b>	<b>1.2482</b>		<b>4,283.370 3</b>	<b>4,283.370 3</b>	<b>0.2834</b>		<b>4,289.322 1</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
<b>Total</b>	<b>44.8447</b>	<b>2.5703</b>	<b>1.9018</b>	<b>2.9700e-003</b>		<b>0.2209</b>	<b>0.2209</b>		<b>0.2209</b>	<b>0.2209</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0367</b>		<b>282.2177</b>

### 3.7 Architectural Coating - 2015

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1912	4.1546	35.6614	0.0500	4.5855	0.0354	4.6210	1.2160	0.0321	1.2482		4,283.370 3	4,283.370 3	0.2834		4,289.322 1
<b>Total</b>	<b>2.1912</b>	<b>4.1546</b>	<b>35.6614</b>	<b>0.0500</b>	<b>4.5855</b>	<b>0.0354</b>	<b>4.6210</b>	<b>1.2160</b>	<b>0.0321</b>	<b>1.2482</b>		<b>4,283.370 3</b>	<b>4,283.370 3</b>	<b>0.2834</b>		<b>4,289.322 1</b>

### 4.0 Operational Detail - Mobile

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#### 4.1 Mitigation Measures Mobile

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.1602	11.4163	66.1892	0.0648	3.3508	0.1627	3.5135	0.8986	0.1498	1.0484		5,408.2829	5,408.2829	0.1555		5,411.5483
Unmitigated	4.2613	12.3318	67.7313	0.0715	3.7128	0.1793	3.8921	0.9957	0.1651	1.1608		5,967.8615	5,967.8615	0.1696		5,971.4229

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	148.80	237.46	221.96	423,983	382,645
General Office Building	343.20	136.50	136.50	784,468	707,982
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	88.91	56.35	72.17	170,905	154,242
Total	580.91	430.31	430.63	1,379,356	1,244,869

## 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	14.70	6.60	6.60	33.00	48.00	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.349530	0.035865	0.184712	0.162884	0.058558	0.008692	0.012865	0.172093	0.001424	0.001208	0.008766	0.000514	0.002890

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
Unmitigated	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6200e-003	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
<b>Total</b>	<b>0.2491</b>	<b>5.5000e-004</b>	<b>0.0597</b>	<b>0.0000</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>0.1272</b>	<b>0.1272</b>	<b>3.4000e-004</b>		<b>0.1344</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6200e-003	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
<b>Total</b>	<b>0.2491</b>	<b>5.5000e-004</b>	<b>0.0597</b>	<b>0.0000</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>0.1272</b>	<b>0.1272</b>	<b>3.4000e-004</b>		<b>0.1344</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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## River Parkway and Regional Park Project

### San Benito County, Summer

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.00	1000sqft	0.34	15,000.00	0
Other Asphalt Surfaces	60.60	Acre	60.60	2,639,736.00	0
Other Asphalt Surfaces	132.00	1000sqft	3.03	132,000.00	0
Parking Lot	340.00	Space	3.06	136,000.00	0
City Park	31.00	Acre	31.00	1,350,360.00	0
Recreational Swimming Pool	2.70	1000sqft	0.06	2,700.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	50
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data



Project Characteristics -

Land Use -

Construction Phase - 1 year construction

Grading - Trail area, Park site and Access Road graded only - 99 acres

Vehicle Trips - Rates match Traffic Study (Wood Rodgers, 2014)

Consumer Products - -no consumer products

Area Coating - -

Energy Use - No Natural Gas use

Water And Wastewater - -Outdoor water use only associated with Park

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Energy Mitigation -

Water Mitigation -

Architectural Coating - 17,700 sf associated with Regional Park buildings. 59000 sf estimated interior

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,071,938.00	17,700.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	6,215,814.00	59,000.00
tblAreaCoating	Area_Nonresidential_Exterior	2071940	17700
tblAreaCoating	Area_Nonresidential_Interior	6215820	59000
tblConstructionPhase	NumDays	110.00	20.00
tblConstructionPhase	NumDays	1,550.00	200.00
tblConstructionPhase	NumDays	100.00	5.00
tblConstructionPhase	NumDays	155.00	10.00
tblConstructionPhase	NumDays	110.00	20.00
tblConstructionPhase	NumDays	60.00	10.00
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	T24NG	17.16	0.00
tblGrading	AcresOfGrading	25.00	49.50
tblGrading	AcresOfGrading	0.00	49.50
tblProjectCharacteristics	OperationalYear	2014	2020
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	1.59	7.66
tblVehicleTrips	ST_TR	2.37	9.10
tblVehicleTrips	ST_TR	0.00	1.59
tblVehicleTrips	SU_TR	1.59	7.16
tblVehicleTrips	SU_TR	0.98	9.10
tblVehicleTrips	SU_TR	0.00	1.59
tblVehicleTrips	WD_TR	1.59	4.80
tblVehicleTrips	WD_TR	11.01	22.88
tblVehicleTrips	WD_TR	0.00	1.59
tblWater	OutdoorWaterUseRate	1,634,003.81	0.00
tblWater	OutdoorWaterUseRate	97,872.36	0.00

## 2.0 Emissions Summary

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### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	47.3081	133.7938	355.1530	0.4487	27.0835	4.1446	31.2281	10.5585	3.8553	13.4469	0.0000	42,070.10 12	42,070.10 12	2.4436	0.0000	42,121.41 74
2015	46.9196	5.8409	36.7937	0.0568	4.5855	0.2563	4.8418	1.2160	0.2530	1.4690	0.0000	4,901.246 0	4,901.246 0	0.3201	0.0000	4,907.967 4
<b>Total</b>	<b>94.2277</b>	<b>139.6347</b>	<b>391.9467</b>	<b>0.5055</b>	<b>31.6690</b>	<b>4.4010</b>	<b>36.0700</b>	<b>11.7745</b>	<b>4.1083</b>	<b>14.9160</b>	<b>0.0000</b>	<b>46,971.34 72</b>	<b>46,971.34 72</b>	<b>2.7637</b>	<b>0.0000</b>	<b>47,029.38 48</b>

#### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	47.3081	133.7938	355.1530	0.4487	27.0835	4.1446	31.2281	7.2606	3.8553	11.1159	0.0000	42,070.10 12	42,070.10 12	2.4436	0.0000	42,121.41 74
2015	46.9196	5.8409	36.7937	0.0568	4.5855	0.2563	4.8418	1.2160	0.2530	1.4690	0.0000	4,901.246 0	4,901.246 0	0.3201	0.0000	4,907.967 4
<b>Total</b>	<b>94.2277</b>	<b>139.6347</b>	<b>391.9467</b>	<b>0.5055</b>	<b>31.6690</b>	<b>4.4010</b>	<b>36.0700</b>	<b>8.4766</b>	<b>4.1083</b>	<b>12.5849</b>	<b>0.0000</b>	<b>46,971.34 72</b>	<b>46,971.34 72</b>	<b>2.7637</b>	<b>0.0000</b>	<b>47,029.38 48</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.01	0.00	15.63	0.00	0.00	0.00	0.00	0.00	0.00

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.3937	11.3540	38.5481	0.0737	3.7128	0.1780	3.8908	0.9957	0.1639	1.1596		6,172.1977	6,172.1977	0.1686		6,175.7388
<b>Total</b>	<b>3.6428</b>	<b>11.3545</b>	<b>38.6078</b>	<b>0.0737</b>	<b>3.7128</b>	<b>0.1782</b>	<b>3.8910</b>	<b>0.9957</b>	<b>0.1641</b>	<b>1.1598</b>		<b>6,172.3249</b>	<b>6,172.3249</b>	<b>0.1690</b>	<b>0.0000</b>	<b>6,175.8732</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.2919	10.5151	36.9067	0.0668	3.3508	0.1614	3.5122	0.8986	0.1486	1.0472		5,594.7162	5,594.7162	0.1545		5,597.9613
<b>Total</b>	<b>3.5411</b>	<b>10.5156</b>	<b>36.9664</b>	<b>0.0668</b>	<b>3.3508</b>	<b>0.1616</b>	<b>3.5124</b>	<b>0.8986</b>	<b>0.1488</b>	<b>1.0474</b>		<b>5,594.8435</b>	<b>5,594.8435</b>	<b>0.1549</b>	<b>0.0000</b>	<b>5,598.0957</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.79	7.39	4.25	9.32	9.75	9.32	9.73	9.75	9.32	9.69	0.00	9.36	9.36	8.34	0.00	9.36

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	1/7/2014	5	5	
2	Site Preparation	Site Preparation	1/8/2014	1/21/2014	5	10	
3	Grading	Grading	1/22/2014	2/4/2014	5	10	
4	Building Construction	Building Construction	2/5/2014	11/11/2014	5	200	
5	Paving	Paving	11/12/2014	12/9/2014	5	20	
6	Architectural Coating	Architectural Coating	12/10/2014	1/6/2015	5	20	

Acres of Grading (Site Preparation Phase): 49.5

Acres of Grading (Grading Phase): 49.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,000; Non-Residential Outdoor: 17,700 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,794.00	701.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	359.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

### 3.2 Demolition - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593		4,164.0858	4,164.0858	1.1253		4,187.7164
<b>Total</b>	<b>4.5962</b>	<b>49.5429</b>	<b>36.2873</b>	<b>0.0399</b>		<b>2.5270</b>	<b>2.5270</b>		<b>2.3593</b>	<b>2.3593</b>		<b>4,164.0858</b>	<b>4,164.0858</b>	<b>1.1253</b>		<b>4,187.7164</b>



**3.2 Demolition - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1013	0.1557	1.6644	2.2500e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		199.8798	199.8798	0.0133		200.1583
<b>Total</b>	<b>0.1013</b>	<b>0.1557</b>	<b>1.6644</b>	<b>2.2500e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>199.8798</b>	<b>199.8798</b>	<b>0.0133</b>		<b>200.1583</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593	0.0000	4,164.0858	4,164.0858	1.1253		4,187.7164
<b>Total</b>	<b>4.5962</b>	<b>49.5429</b>	<b>36.2873</b>	<b>0.0399</b>		<b>2.5270</b>	<b>2.5270</b>		<b>2.3593</b>	<b>2.3593</b>	<b>0.0000</b>	<b>4,164.0858</b>	<b>4,164.0858</b>	<b>1.1253</b>		<b>4,187.7164</b>

### 3.2 Demolition - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1013	0.1557	1.6644	2.2500e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		199.8798	199.8798	0.0133		200.1583
<b>Total</b>	<b>0.1013</b>	<b>0.1557</b>	<b>1.6644</b>	<b>2.2500e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>199.8798</b>	<b>199.8798</b>	<b>0.0133</b>		<b>200.1583</b>

### 3.3 Site Preparation - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.3157	0.0000	23.3157	10.4975	0.0000	10.4975			0.0000			0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867		4,155.8914	4,155.8914	1.2281		4,181.6817
<b>Total</b>	<b>5.2910</b>	<b>57.6198</b>	<b>42.9609</b>	<b>0.0391</b>	<b>23.3157</b>	<b>3.1377</b>	<b>26.4535</b>	<b>10.4975</b>	<b>2.8867</b>	<b>13.3842</b>		<b>4,155.8914</b>	<b>4,155.8914</b>	<b>1.2281</b>		<b>4,181.6817</b>

### 3.3 Site Preparation - 2014

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1215	0.1868	1.9973	2.7000e-003	0.2299	1.9500e-003	0.2319	0.0610	1.7600e-003	0.0627		239.8558	239.8558	0.0159		240.1900
<b>Total</b>	<b>0.1215</b>	<b>0.1868</b>	<b>1.9973</b>	<b>2.7000e-003</b>	<b>0.2299</b>	<b>1.9500e-003</b>	<b>0.2319</b>	<b>0.0610</b>	<b>1.7600e-003</b>	<b>0.0627</b>		<b>239.8558</b>	<b>239.8558</b>	<b>0.0159</b>		<b>240.1900</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6385	0.0000	8.6385	3.8893	0.0000	3.8893			0.0000			0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867	0.0000	4,155.8914	4,155.8914	1.2281		4,181.6817
<b>Total</b>	<b>5.2910</b>	<b>57.6198</b>	<b>42.9609</b>	<b>0.0391</b>	<b>8.6385</b>	<b>3.1377</b>	<b>11.7762</b>	<b>3.8893</b>	<b>2.8867</b>	<b>6.7760</b>	<b>0.0000</b>	<b>4,155.8914</b>	<b>4,155.8914</b>	<b>1.2281</b>		<b>4,181.6817</b>

**3.3 Site Preparation - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1215	0.1868	1.9973	2.7000e-003	0.2299	1.9500e-003	0.2319	0.0610	1.7600e-003	0.0627		239.8558	239.8558	0.0159		240.1900
<b>Total</b>	<b>0.1215</b>	<b>0.1868</b>	<b>1.9973</b>	<b>2.7000e-003</b>	<b>0.2299</b>	<b>1.9500e-003</b>	<b>0.2319</b>	<b>0.0610</b>	<b>1.7600e-003</b>	<b>0.0627</b>		<b>239.8558</b>	<b>239.8558</b>	<b>0.0159</b>		<b>240.1900</b>

**3.4 Grading - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.2716	0.0000	11.2716	3.8771	0.0000	3.8771			0.0000			0.0000
Off-Road	6.8480	80.7211	51.5831	0.0618		3.8792	3.8792		3.5689	3.5689		6,554.8337	6,554.8337	1.9370		6,595.5113
<b>Total</b>	<b>6.8480</b>	<b>80.7211</b>	<b>51.5831</b>	<b>0.0618</b>	<b>11.2716</b>	<b>3.8792</b>	<b>15.1508</b>	<b>3.8771</b>	<b>3.5689</b>	<b>7.4459</b>		<b>6,554.8337</b>	<b>6,554.8337</b>	<b>1.9370</b>		<b>6,595.5113</b>

**3.4 Grading - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1350	0.2076	2.2192	3.0100e-003	0.2555	2.1700e-003	0.2576	0.0678	1.9500e-003	0.0697		266.5064	266.5064	0.0177		266.8777
<b>Total</b>	<b>0.1350</b>	<b>0.2076</b>	<b>2.2192</b>	<b>3.0100e-003</b>	<b>0.2555</b>	<b>2.1700e-003</b>	<b>0.2576</b>	<b>0.0678</b>	<b>1.9500e-003</b>	<b>0.0697</b>		<b>266.5064</b>	<b>266.5064</b>	<b>0.0177</b>		<b>266.8777</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1761	0.0000	4.1761	1.4365	0.0000	1.4365			0.0000			0.0000
Off-Road	6.8480	80.7211	51.5831	0.0618		3.8792	3.8792		3.5689	3.5689	0.0000	6,554.8337	6,554.8337	1.9370		6,595.5113
<b>Total</b>	<b>6.8480</b>	<b>80.7211</b>	<b>51.5831</b>	<b>0.0618</b>	<b>4.1761</b>	<b>3.8792</b>	<b>8.0553</b>	<b>1.4365</b>	<b>3.5689</b>	<b>5.0053</b>	<b>0.0000</b>	<b>6,554.8337</b>	<b>6,554.8337</b>	<b>1.9370</b>		<b>6,595.5113</b>

**3.4 Grading - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1350	0.2076	2.2192	3.0100e-003	0.2555	2.1700e-003	0.2576	0.0678	1.9500e-003	0.0697		266.5064	266.5064	0.0177		266.8777
<b>Total</b>	<b>0.1350</b>	<b>0.2076</b>	<b>2.2192</b>	<b>3.0100e-003</b>	<b>0.2555</b>	<b>2.1700e-003</b>	<b>0.2576</b>	<b>0.0678</b>	<b>1.9500e-003</b>	<b>0.0697</b>		<b>266.5064</b>	<b>266.5064</b>	<b>0.0177</b>		<b>266.8777</b>

**3.5 Building Construction - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973		2,709.1969	2,709.1969	0.6889		2,723.6630
<b>Total</b>	<b>3.8680</b>	<b>31.2537</b>	<b>18.9298</b>	<b>0.0268</b>		<b>2.2280</b>	<b>2.2280</b>		<b>2.0973</b>	<b>2.0973</b>		<b>2,709.1969</b>	<b>2,709.1969</b>	<b>0.6889</b>		<b>2,723.6630</b>

**3.5 Building Construction - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	13.0942	83.9203	137.1608	0.1523	4.1687	1.7223	5.8909	1.1838	1.5828	2.7666		15,455.2808	15,455.2808	0.1687		15,458.8225
Worker	12.1122	18.6198	199.0624	0.2696	22.9148	0.1944	23.1093	6.0768	0.1752	6.2520		23,905.6234	23,905.6234	1.5861		23,938.9319
<b>Total</b>	<b>25.2064</b>	<b>102.5401</b>	<b>336.2232</b>	<b>0.4218</b>	<b>27.0835</b>	<b>1.9167</b>	<b>29.0002</b>	<b>7.2606</b>	<b>1.7580</b>	<b>9.0186</b>		<b>39,360.9042</b>	<b>39,360.9042</b>	<b>1.7548</b>		<b>39,397.7543</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973	0.0000	2,709.1969	2,709.1969	0.6889		2,723.6630
<b>Total</b>	<b>3.8680</b>	<b>31.2537</b>	<b>18.9298</b>	<b>0.0268</b>		<b>2.2280</b>	<b>2.2280</b>		<b>2.0973</b>	<b>2.0973</b>	<b>0.0000</b>	<b>2,709.1969</b>	<b>2,709.1969</b>	<b>0.6889</b>		<b>2,723.6630</b>

### 3.5 Building Construction - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	13.0942	83.9203	137.1608	0.1523	4.1687	1.7223	5.8909	1.1838	1.5828	2.7666		15,455.2808	15,455.2808	0.1687		15,458.8225
Worker	12.1122	18.6198	199.0624	0.2696	22.9148	0.1944	23.1093	6.0768	0.1752	6.2520		23,905.6234	23,905.6234	1.5861		23,938.9319
<b>Total</b>	<b>25.2064</b>	<b>102.5401</b>	<b>336.2232</b>	<b>0.4218</b>	<b>27.0835</b>	<b>1.9167</b>	<b>29.0002</b>	<b>7.2606</b>	<b>1.7580</b>	<b>9.0186</b>		<b>39,360.9042</b>	<b>39,360.9042</b>	<b>1.7548</b>		<b>39,397.7543</b>

### 3.6 Paving - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3610	26.0857	14.9649	0.0223		1.4523	1.4523		1.3361	1.3361		2,363.4906	2,363.4906	0.6984		2,378.1578
Paving	8.7364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>11.0973</b>	<b>26.0857</b>	<b>14.9649</b>	<b>0.0223</b>		<b>1.4523</b>	<b>1.4523</b>		<b>1.3361</b>	<b>1.3361</b>		<b>2,363.4906</b>	<b>2,363.4906</b>	<b>0.6984</b>		<b>2,378.1578</b>



### 3.6 Paving - 2014

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1013	0.1557	1.6644	2.2500e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		199.8798	199.8798	0.0133		200.1583
<b>Total</b>	<b>0.1013</b>	<b>0.1557</b>	<b>1.6644</b>	<b>2.2500e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>199.8798</b>	<b>199.8798</b>	<b>0.0133</b>		<b>200.1583</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3610	26.0857	14.9649	0.0223		1.4523	1.4523		1.3361	1.3361	0.0000	2,363.4906	2,363.4906	0.6984		2,378.1578
Paving	8.7364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>11.0973</b>	<b>26.0857</b>	<b>14.9649</b>	<b>0.0223</b>		<b>1.4523</b>	<b>1.4523</b>		<b>1.3361</b>	<b>1.3361</b>	<b>0.0000</b>	<b>2,363.4906</b>	<b>2,363.4906</b>	<b>0.6984</b>		<b>2,378.1578</b>

### 3.6 Paving - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1013	0.1557	1.6644	2.2500e-003	0.1916	1.6300e-003	0.1932	0.0508	1.4700e-003	0.0523		199.8798	199.8798	0.0133		200.1583
<b>Total</b>	<b>0.1013</b>	<b>0.1557</b>	<b>1.6644</b>	<b>2.2500e-003</b>	<b>0.1916</b>	<b>1.6300e-003</b>	<b>0.1932</b>	<b>0.0508</b>	<b>1.4700e-003</b>	<b>0.0523</b>		<b>199.8798</b>	<b>199.8798</b>	<b>0.0133</b>		<b>200.1583</b>

### 3.7 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4462	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452		281.4481	281.4481	0.0401		282.2905
<b>Total</b>	<b>44.8843</b>	<b>2.7773</b>	<b>1.9216</b>	<b>2.9700e-003</b>		<b>0.2452</b>	<b>0.2452</b>		<b>0.2452</b>	<b>0.2452</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0401</b>		<b>282.2905</b>

**3.7 Architectural Coating - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4238	3.7260	39.8347	0.0539	4.5855	0.0389	4.6244	1.2160	0.0351	1.2511		4,783.789 7	4,783.789 7	0.3174		4,790.455 2
<b>Total</b>	<b>2.4238</b>	<b>3.7260</b>	<b>39.8347</b>	<b>0.0539</b>	<b>4.5855</b>	<b>0.0389</b>	<b>4.6244</b>	<b>1.2160</b>	<b>0.0351</b>	<b>1.2511</b>		<b>4,783.789 7</b>	<b>4,783.789 7</b>	<b>0.3174</b>		<b>4,790.455 2</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4462	2.7773	1.9216	2.9700e-003		0.2452	0.2452		0.2452	0.2452	0.0000	281.4481	281.4481	0.0401		282.2905
<b>Total</b>	<b>44.8843</b>	<b>2.7773</b>	<b>1.9216</b>	<b>2.9700e-003</b>		<b>0.2452</b>	<b>0.2452</b>		<b>0.2452</b>	<b>0.2452</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0401</b>		<b>282.2905</b>

### 3.7 Architectural Coating - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4238	3.7260	39.8347	0.0539	4.5855	0.0389	4.6244	1.2160	0.0351	1.2511		4,783.789 7	4,783.789 7	0.3174		4,790.455 2
<b>Total</b>	<b>2.4238</b>	<b>3.7260</b>	<b>39.8347</b>	<b>0.0539</b>	<b>4.5855</b>	<b>0.0389</b>	<b>4.6244</b>	<b>1.2160</b>	<b>0.0351</b>	<b>1.2511</b>		<b>4,783.789 7</b>	<b>4,783.789 7</b>	<b>0.3174</b>		<b>4,790.455 2</b>

### 3.7 Architectural Coating - 2015

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
<b>Total</b>	<b>44.8447</b>	<b>2.5703</b>	<b>1.9018</b>	<b>2.9700e-003</b>		<b>0.2209</b>	<b>0.2209</b>		<b>0.2209</b>	<b>0.2209</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0367</b>		<b>282.2177</b>

**3.7 Architectural Coating - 2015****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0749	3.2706	34.8919	0.0539	4.5855	0.0354	4.6210	1.2160	0.0321	1.2482		4,619.798 0	4,619.798 0	0.2834		4,625.749 8
<b>Total</b>	<b>2.0749</b>	<b>3.2706</b>	<b>34.8919</b>	<b>0.0539</b>	<b>4.5855</b>	<b>0.0354</b>	<b>4.6210</b>	<b>1.2160</b>	<b>0.0321</b>	<b>1.2482</b>		<b>4,619.798 0</b>	<b>4,619.798 0</b>	<b>0.2834</b>		<b>4,625.749 8</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	44.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
<b>Total</b>	<b>44.8447</b>	<b>2.5703</b>	<b>1.9018</b>	<b>2.9700e-003</b>		<b>0.2209</b>	<b>0.2209</b>		<b>0.2209</b>	<b>0.2209</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0367</b>		<b>282.2177</b>

### 3.7 Architectural Coating - 2015

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0749	3.2706	34.8919	0.0539	4.5855	0.0354	4.6210	1.2160	0.0321	1.2482		4,619.798 0	4,619.798 0	0.2834		4,625.749 8
<b>Total</b>	<b>2.0749</b>	<b>3.2706</b>	<b>34.8919</b>	<b>0.0539</b>	<b>4.5855</b>	<b>0.0354</b>	<b>4.6210</b>	<b>1.2160</b>	<b>0.0321</b>	<b>1.2482</b>		<b>4,619.798 0</b>	<b>4,619.798 0</b>	<b>0.2834</b>		<b>4,625.749 8</b>

### 4.0 Operational Detail - Mobile

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#### 4.1 Mitigation Measures Mobile

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2919	10.5151	36.9067	0.0668	3.3508	0.1614	3.5122	0.8986	0.1486	1.0472		5,594.716 2	5,594.716 2	0.1545		5,597.961 3
Unmitigated	3.3937	11.3540	38.5481	0.0737	3.7128	0.1780	3.8908	0.9957	0.1639	1.1596		6,172.197 7	6,172.197 7	0.1686		6,175.738 8

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	148.80	237.46	221.96	423,983	382,645
General Office Building	343.20	136.50	136.50	784,468	707,982
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	88.91	56.35	72.17	170,905	154,242
Total	580.91	430.31	430.63	1,379,356	1,244,869

#### 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	14.70	6.60	6.60	33.00	48.00	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.349530	0.035865	0.184712	0.162884	0.058558	0.008692	0.012865	0.172093	0.001424	0.001208	0.008766	0.000514	0.002890

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
Unmitigated	0.2491	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6200e-003	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
<b>Total</b>	<b>0.2491</b>	<b>5.5000e-004</b>	<b>0.0597</b>	<b>0.0000</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>0.1272</b>	<b>0.1272</b>	<b>3.4000e-004</b>		<b>0.1344</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.6200e-003	5.5000e-004	0.0597	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1272	0.1272	3.4000e-004		0.1344
<b>Total</b>	<b>0.2491</b>	<b>5.5000e-004</b>	<b>0.0597</b>	<b>0.0000</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>2.1000e-004</b>	<b>2.1000e-004</b>		<b>0.1272</b>	<b>0.1272</b>	<b>3.4000e-004</b>		<b>0.1344</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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## River Parkway and Regional Park Project

### San Benito County, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.00	1000sqft	0.34	15,000.00	0
Other Asphalt Surfaces	60.60	Acre	60.60	2,639,736.00	0
Other Asphalt Surfaces	132.00	1000sqft	3.03	132,000.00	0
Parking Lot	340.00	Space	3.06	136,000.00	0
City Park	31.00	Acre	31.00	1,350,360.00	0
Recreational Swimming Pool	2.70	1000sqft	0.06	2,700.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	50
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - 1 year construction

Grading - Trail area, Park site and Access Road graded only - 99 acres

Vehicle Trips - Rates match Traffic Study (Wood Rodgers, 2014)

Consumer Products - -no consumer products

Area Coating - -

Energy Use - No Natural Gas use

Water And Wastewater - -Outdoor water use only associated with Park

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Energy Mitigation -

Water Mitigation -

Architectural Coating - 17,700 sf associated with Regional Park buildings. 59000 sf estimated interior

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,071,938.00	17,700.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	6,215,814.00	59,000.00
tblAreaCoating	Area_Nonresidential_Exterior	2071940	17700
tblAreaCoating	Area_Nonresidential_Interior	6215820	59000
tblConstructionPhase	NumDays	110.00	20.00
tblConstructionPhase	NumDays	1,550.00	200.00
tblConstructionPhase	NumDays	100.00	5.00
tblConstructionPhase	NumDays	155.00	10.00
tblConstructionPhase	NumDays	110.00	20.00
tblConstructionPhase	NumDays	60.00	10.00
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	T24NG	17.16	0.00
tblGrading	AcresOfGrading	25.00	49.50
tblGrading	AcresOfGrading	0.00	49.50
tblProjectCharacteristics	OperationalYear	2014	2020
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	1.59	7.66
tblVehicleTrips	ST_TR	2.37	9.10
tblVehicleTrips	ST_TR	0.00	1.59
tblVehicleTrips	SU_TR	1.59	7.16
tblVehicleTrips	SU_TR	0.98	9.10
tblVehicleTrips	SU_TR	0.00	1.59
tblVehicleTrips	WD_TR	1.59	4.80
tblVehicleTrips	WD_TR	11.01	22.88
tblVehicleTrips	WD_TR	0.00	1.59
tblWater	OutdoorWaterUseRate	1,634,003.81	0.00
tblWater	OutdoorWaterUseRate	97,872.36	0.00



## 2.0 Emissions Summary

### 2.1 Overall Construction

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	3.7132	15.0749	41.2254	0.0445	2.8429	0.4740	3.3168	0.7893	0.4405	1.2298	0.0000	3,788.1318	3,788.1318	0.2480	0.0000	3,793.3393
2015	0.0937	0.0126	0.0705	1.1000e-004	8.9000e-003	5.1000e-004	9.4100e-003	2.3700e-003	5.1000e-004	2.8700e-003	0.0000	8.3435	8.3435	5.8000e-004	0.0000	8.3557
<b>Total</b>	<b>3.8069</b>	<b>15.0875</b>	<b>41.2959</b>	<b>0.0446</b>	<b>2.8518</b>	<b>0.4745</b>	<b>3.3262</b>	<b>0.7917</b>	<b>0.4410</b>	<b>1.2327</b>	<b>0.0000</b>	<b>3,796.4753</b>	<b>3,796.4753</b>	<b>0.2486</b>	<b>0.0000</b>	<b>3,801.6949</b>

#### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	3.7132	15.0748	41.2254	0.0445	2.7340	0.4740	3.2079	0.7441	0.4405	1.1846	0.0000	3,788.1314	3,788.1314	0.2480	0.0000	3,793.3389
2015	0.0937	0.0126	0.0705	1.1000e-004	8.9000e-003	5.1000e-004	9.4100e-003	2.3700e-003	5.1000e-004	2.8700e-003	0.0000	8.3435	8.3435	5.8000e-004	0.0000	8.3557
<b>Total</b>	<b>3.8069</b>	<b>15.0875</b>	<b>41.2959</b>	<b>0.0446</b>	<b>2.7429</b>	<b>0.4745</b>	<b>3.2173</b>	<b>0.7464</b>	<b>0.4410</b>	<b>1.1874</b>	<b>0.0000</b>	<b>3,796.4749</b>	<b>3,796.4749</b>	<b>0.2486</b>	<b>0.0000</b>	<b>3,801.6945</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	3.82	0.00	3.27	5.71	0.00	3.67	0.00	0.00	0.00	0.00	0.00	0.00

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0451	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0144	0.0144	4.0000e-005	0.0000	0.0152
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	120.8243	120.8243	5.4600e-003	1.1300e-003	121.2894
Mobile	0.5385	1.7430	7.4245	0.0104	0.5267	0.0261	0.5527	0.1416	0.0240	0.1656	0.0000	793.8896	793.8896	0.0224	0.0000	794.3595
Waste						0.0000	0.0000		0.0000	0.0000	6.4977	0.0000	6.4977	0.3840	0.0000	14.5619
Water						0.0000	0.0000		0.0000	0.0000	0.8965	42.0558	42.9522	0.0940	2.5700e-003	45.7217
<b>Total</b>	<b>0.5837</b>	<b>1.7431</b>	<b>7.4320</b>	<b>0.0104</b>	<b>0.5267</b>	<b>0.0261</b>	<b>0.5528</b>	<b>0.1416</b>	<b>0.0240</b>	<b>0.1656</b>	<b>7.3942</b>	<b>956.7841</b>	<b>964.1783</b>	<b>0.5059</b>	<b>3.7000e-003</b>	<b>975.9477</b>

**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0451	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0144	0.0144	4.0000e-005	0.0000	0.0152
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	90.7674	90.7674	4.1000e-003	8.5000e-004	91.1169
Mobile	0.5239	1.6138	7.2037	9.4700e-003	0.4753	0.0236	0.4990	0.1278	0.0218	0.1496	0.0000	719.5935	719.5935	0.0205	0.0000	720.0242
Waste						0.0000	0.0000		0.0000	0.0000	3.2489	0.0000	3.2489	0.1920	0.0000	7.2809
Water						0.0000	0.0000		0.0000	0.0000	0.7172	23.5931	24.3103	0.0747	1.9600e-003	26.4860
<b>Total</b>	<b>0.5690</b>	<b>1.6138</b>	<b>7.2112</b>	<b>9.4700e-003</b>	<b>0.4753</b>	<b>0.0237</b>	<b>0.4990</b>	<b>0.1278</b>	<b>0.0218</b>	<b>0.1496</b>	<b>3.9660</b>	<b>833.9685</b>	<b>837.9345</b>	<b>0.2914</b>	<b>2.8100e-003</b>	<b>844.9232</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>2.51</b>	<b>7.42</b>	<b>2.97</b>	<b>9.29</b>	<b>9.75</b>	<b>9.28</b>	<b>9.73</b>	<b>9.75</b>	<b>9.33</b>	<b>9.68</b>	<b>46.36</b>	<b>12.84</b>	<b>13.09</b>	<b>42.40</b>	<b>24.05</b>	<b>13.43</b>

## 2.3 Vegetation

### Vegetation

	CO2e
Category	MT
Vegetation Land Change	0.0000
<b>Total</b>	<b>0.0000</b>

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	1/7/2014	5	5	
2	Site Preparation	Site Preparation	1/8/2014	1/21/2014	5	10	
3	Grading	Grading	1/22/2014	2/4/2014	5	10	
4	Building Construction	Building Construction	2/5/2014	11/11/2014	5	200	
5	Paving	Paving	11/12/2014	12/9/2014	5	20	
6	Architectural Coating	Architectural Coating	12/10/2014	1/6/2015	5	20	

**Acres of Grading (Site Preparation Phase): 49.5**

**Acres of Grading (Grading Phase): 49.5**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,000; Non-Residential Outdoor: 17,700 (Architectural Coating – sqft)**

### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,794.00	701.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	359.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

### 3.2 Demolition - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0115	0.1239	0.0907	1.0000e-004		6.3200e-003	6.3200e-003		5.9000e-003	5.9000e-003	0.0000	9.4440	9.4440	2.5500e-003	0.0000	9.4976
<b>Total</b>	<b>0.0115</b>	<b>0.1239</b>	<b>0.0907</b>	<b>1.0000e-004</b>		<b>6.3200e-003</b>	<b>6.3200e-003</b>		<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>0.0000</b>	<b>9.4440</b>	<b>9.4440</b>	<b>2.5500e-003</b>	<b>0.0000</b>	<b>9.4976</b>

**3.2 Demolition - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	4.4000e-004	4.0000e-003	1.0000e-005	4.6000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.4237	0.4237	3.0000e-005	0.0000	0.4243
<b>Total</b>	<b>2.5000e-004</b>	<b>4.4000e-004</b>	<b>4.0000e-003</b>	<b>1.0000e-005</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.4237</b>	<b>0.4237</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.4243</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0115	0.1239	0.0907	1.0000e-004		6.3200e-003	6.3200e-003		5.9000e-003	5.9000e-003	0.0000	9.4440	9.4440	2.5500e-003	0.0000	9.4976
<b>Total</b>	<b>0.0115</b>	<b>0.1239</b>	<b>0.0907</b>	<b>1.0000e-004</b>		<b>6.3200e-003</b>	<b>6.3200e-003</b>		<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>0.0000</b>	<b>9.4440</b>	<b>9.4440</b>	<b>2.5500e-003</b>	<b>0.0000</b>	<b>9.4976</b>

**3.2 Demolition - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	4.4000e-004	4.0000e-003	1.0000e-005	4.6000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.4237	0.4237	3.0000e-005	0.0000	0.4243
<b>Total</b>	<b>2.5000e-004</b>	<b>4.4000e-004</b>	<b>4.0000e-003</b>	<b>1.0000e-005</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.4237</b>	<b>0.4237</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.4243</b>

**3.3 Site Preparation - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1166	0.0000	0.1166	0.0525	0.0000	0.0525	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0265	0.2881	0.2148	2.0000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	18.8508	18.8508	5.5700e-003	0.0000	18.9678
<b>Total</b>	<b>0.0265</b>	<b>0.2881</b>	<b>0.2148</b>	<b>2.0000e-004</b>	<b>0.1166</b>	<b>0.0157</b>	<b>0.1323</b>	<b>0.0525</b>	<b>0.0144</b>	<b>0.0669</b>	<b>0.0000</b>	<b>18.8508</b>	<b>18.8508</b>	<b>5.5700e-003</b>	<b>0.0000</b>	<b>18.9678</b>



**3.3 Site Preparation - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	1.0700e-003	9.6000e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.0169	1.0169	7.0000e-005	0.0000	1.0184
<b>Total</b>	<b>6.0000e-004</b>	<b>1.0700e-003</b>	<b>9.6000e-003</b>	<b>1.0000e-005</b>	<b>1.1200e-003</b>	<b>1.0000e-005</b>	<b>1.1300e-003</b>	<b>3.0000e-004</b>	<b>1.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>1.0169</b>	<b>1.0169</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>1.0184</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0432	0.0000	0.0432	0.0195	0.0000	0.0195	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0265	0.2881	0.2148	2.0000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	18.8508	18.8508	5.5700e-003	0.0000	18.9678
<b>Total</b>	<b>0.0265</b>	<b>0.2881</b>	<b>0.2148</b>	<b>2.0000e-004</b>	<b>0.0432</b>	<b>0.0157</b>	<b>0.0589</b>	<b>0.0195</b>	<b>0.0144</b>	<b>0.0339</b>	<b>0.0000</b>	<b>18.8508</b>	<b>18.8508</b>	<b>5.5700e-003</b>	<b>0.0000</b>	<b>18.9678</b>

**3.3 Site Preparation - 2014****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	1.0700e-003	9.6000e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.0169	1.0169	7.0000e-005	0.0000	1.0184
<b>Total</b>	<b>6.0000e-004</b>	<b>1.0700e-003</b>	<b>9.6000e-003</b>	<b>1.0000e-005</b>	<b>1.1200e-003</b>	<b>1.0000e-005</b>	<b>1.1300e-003</b>	<b>3.0000e-004</b>	<b>1.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>1.0169</b>	<b>1.0169</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>1.0184</b>

**3.4 Grading - 2014****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0564	0.0000	0.0564	0.0194	0.0000	0.0194	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0342	0.4036	0.2579	3.1000e-004		0.0194	0.0194		0.0178	0.0178	0.0000	29.7322	29.7322	8.7900e-003	0.0000	29.9167
<b>Total</b>	<b>0.0342</b>	<b>0.4036</b>	<b>0.2579</b>	<b>3.1000e-004</b>	<b>0.0564</b>	<b>0.0194</b>	<b>0.0758</b>	<b>0.0194</b>	<b>0.0178</b>	<b>0.0372</b>	<b>0.0000</b>	<b>29.7322</b>	<b>29.7322</b>	<b>8.7900e-003</b>	<b>0.0000</b>	<b>29.9167</b>

**3.4 Grading - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	1.1900e-003	0.0107	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.1298	1.1298	8.0000e-005	0.0000	1.1315
<b>Total</b>	<b>6.6000e-004</b>	<b>1.1900e-003</b>	<b>0.0107</b>	<b>1.0000e-005</b>	<b>1.2400e-003</b>	<b>1.0000e-005</b>	<b>1.2500e-003</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.1298</b>	<b>1.1298</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.1315</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0209	0.0000	0.0209	7.1800e-003	0.0000	7.1800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0342	0.4036	0.2579	3.1000e-004		0.0194	0.0194		0.0178	0.0178	0.0000	29.7322	29.7322	8.7900e-003	0.0000	29.9167
<b>Total</b>	<b>0.0342</b>	<b>0.4036</b>	<b>0.2579</b>	<b>3.1000e-004</b>	<b>0.0209</b>	<b>0.0194</b>	<b>0.0403</b>	<b>7.1800e-003</b>	<b>0.0178</b>	<b>0.0250</b>	<b>0.0000</b>	<b>29.7322</b>	<b>29.7322</b>	<b>8.7900e-003</b>	<b>0.0000</b>	<b>29.9167</b>

### 3.4 Grading - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	1.1900e-003	0.0107	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.1298	1.1298	8.0000e-005	0.0000	1.1315
<b>Total</b>	<b>6.6000e-004</b>	<b>1.1900e-003</b>	<b>0.0107</b>	<b>1.0000e-005</b>	<b>1.2400e-003</b>	<b>1.0000e-005</b>	<b>1.2500e-003</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.1298</b>	<b>1.1298</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.1315</b>

### 3.5 Building Construction - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3868	3.1254	1.8930	2.6800e-003		0.2228	0.2228		0.2097	0.2097	0.0000	245.7742	245.7742	0.0625	0.0000	247.0866
<b>Total</b>	<b>0.3868</b>	<b>3.1254</b>	<b>1.8930</b>	<b>2.6800e-003</b>		<b>0.2228</b>	<b>0.2228</b>		<b>0.2097</b>	<b>0.2097</b>	<b>0.0000</b>	<b>245.7742</b>	<b>245.7742</b>	<b>0.0625</b>	<b>0.0000</b>	<b>247.0866</b>

**3.5 Building Construction - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5746	8.6863	19.1263	0.0153	0.4064	0.1735	0.5799	0.1158	0.1594	0.2752	0.0000	1,397.197 2	1,397.197 2	0.0155	0.0000	1,397.521 7
Worker	1.1881	2.1261	19.1311	0.0252	2.2233	0.0194	2.2427	0.5909	0.0175	0.6085	0.0000	2,026.935 3	2,026.935 3	0.1439	0.0000	2,029.957 0
<b>Total</b>	<b>2.7626</b>	<b>10.8123</b>	<b>38.2574</b>	<b>0.0405</b>	<b>2.6296</b>	<b>0.1929</b>	<b>2.8226</b>	<b>0.7067</b>	<b>0.1770</b>	<b>0.8837</b>	<b>0.0000</b>	<b>3,424.132 5</b>	<b>3,424.132 5</b>	<b>0.1593</b>	<b>0.0000</b>	<b>3,427.478 7</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3868	3.1254	1.8930	2.6800e-003		0.2228	0.2228		0.2097	0.2097	0.0000	245.7739	245.7739	0.0625	0.0000	247.0863
<b>Total</b>	<b>0.3868</b>	<b>3.1254</b>	<b>1.8930</b>	<b>2.6800e-003</b>		<b>0.2228</b>	<b>0.2228</b>		<b>0.2097</b>	<b>0.2097</b>	<b>0.0000</b>	<b>245.7739</b>	<b>245.7739</b>	<b>0.0625</b>	<b>0.0000</b>	<b>247.0863</b>

### 3.5 Building Construction - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5746	8.6863	19.1263	0.0153	0.4064	0.1735	0.5799	0.1158	0.1594	0.2752	0.0000	1,397.197 2	1,397.197 2	0.0155	0.0000	1,397.521 7
Worker	1.1881	2.1261	19.1311	0.0252	2.2233	0.0194	2.2427	0.5909	0.0175	0.6085	0.0000	2,026.935 3	2,026.935 3	0.1439	0.0000	2,029.957 0
<b>Total</b>	<b>2.7626</b>	<b>10.8123</b>	<b>38.2574</b>	<b>0.0405</b>	<b>2.6296</b>	<b>0.1929</b>	<b>2.8226</b>	<b>0.7067</b>	<b>0.1770</b>	<b>0.8837</b>	<b>0.0000</b>	<b>3,424.132 5</b>	<b>3,424.132 5</b>	<b>0.1593</b>	<b>0.0000</b>	<b>3,427.478 7</b>

### 3.6 Paving - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0236	0.2609	0.1497	2.2000e-004		0.0145	0.0145		0.0134	0.0134	0.0000	21.4412	21.4412	6.3400e-003	0.0000	21.5743
Paving	0.0874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1110</b>	<b>0.2609</b>	<b>0.1497</b>	<b>2.2000e-004</b>		<b>0.0145</b>	<b>0.0145</b>		<b>0.0134</b>	<b>0.0134</b>	<b>0.0000</b>	<b>21.4412</b>	<b>21.4412</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>21.5743</b>

**3.6 Paving - 2014****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	1.7800e-003	0.0160	2.0000e-005	1.8600e-003	2.0000e-005	1.8800e-003	4.9000e-004	1.0000e-005	5.1000e-004	0.0000	1.6948	1.6948	1.2000e-004	0.0000	1.6973
<b>Total</b>	<b>9.9000e-004</b>	<b>1.7800e-003</b>	<b>0.0160</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>2.0000e-005</b>	<b>1.8800e-003</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.6948</b>	<b>1.6948</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.6973</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0236	0.2609	0.1497	2.2000e-004		0.0145	0.0145		0.0134	0.0134	0.0000	21.4412	21.4412	6.3400e-003	0.0000	21.5743
Paving	0.0874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1110</b>	<b>0.2609</b>	<b>0.1497</b>	<b>2.2000e-004</b>		<b>0.0145</b>	<b>0.0145</b>		<b>0.0134</b>	<b>0.0134</b>	<b>0.0000</b>	<b>21.4412</b>	<b>21.4412</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>21.5743</b>

### 3.6 Paving - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	1.7800e-003	0.0160	2.0000e-005	1.8600e-003	2.0000e-005	1.8800e-003	4.9000e-004	1.0000e-005	5.1000e-004	0.0000	1.6948	1.6948	1.2000e-004	0.0000	1.6973
<b>Total</b>	<b>9.9000e-004</b>	<b>1.7800e-003</b>	<b>0.0160</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>2.0000e-005</b>	<b>1.8800e-003</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.6948</b>	<b>1.6948</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.6973</b>

### 3.7 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5700e-003	0.0222	0.0154	2.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	2.0426	2.0426	2.9000e-004	0.0000	2.0487
<b>Total</b>	<b>0.3591</b>	<b>0.0222</b>	<b>0.0154</b>	<b>2.0000e-005</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>	<b>0.0000</b>	<b>2.0426</b>	<b>2.0426</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>2.0487</b>



### 3.7 Architectural Coating - 2014

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0190	0.0340	0.3063	4.0000e-004	0.0356	3.1000e-004	0.0359	9.4600e-003	2.8000e-004	9.7400e-003	0.0000	32.4490	32.4490	2.3000e-003	0.0000	32.4974
<b>Total</b>	<b>0.0190</b>	<b>0.0340</b>	<b>0.3063</b>	<b>4.0000e-004</b>	<b>0.0356</b>	<b>3.1000e-004</b>	<b>0.0359</b>	<b>9.4600e-003</b>	<b>2.8000e-004</b>	<b>9.7400e-003</b>	<b>0.0000</b>	<b>32.4490</b>	<b>32.4490</b>	<b>2.3000e-003</b>	<b>0.0000</b>	<b>32.4974</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5700e-003	0.0222	0.0154	2.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	2.0426	2.0426	2.9000e-004	0.0000	2.0487
<b>Total</b>	<b>0.3591</b>	<b>0.0222</b>	<b>0.0154</b>	<b>2.0000e-005</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>		<b>1.9600e-003</b>	<b>1.9600e-003</b>	<b>0.0000</b>	<b>2.0426</b>	<b>2.0426</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>2.0487</b>

### 3.7 Architectural Coating - 2014

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0190	0.0340	0.3063	4.0000e-004	0.0356	3.1000e-004	0.0359	9.4600e-003	2.8000e-004	9.7400e-003	0.0000	32.4490	32.4490	2.3000e-003	0.0000	32.4974
<b>Total</b>	<b>0.0190</b>	<b>0.0340</b>	<b>0.3063</b>	<b>4.0000e-004</b>	<b>0.0356</b>	<b>3.1000e-004</b>	<b>0.0359</b>	<b>9.4600e-003</b>	<b>2.8000e-004</b>	<b>9.7400e-003</b>	<b>0.0000</b>	<b>32.4490</b>	<b>32.4490</b>	<b>2.3000e-003</b>	<b>0.0000</b>	<b>32.4974</b>

### 3.7 Architectural Coating - 2015

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1000e-004	5.1400e-003	3.8000e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	0.5107	0.5107	7.0000e-005	0.0000	0.5121
<b>Total</b>	<b>0.0897</b>	<b>5.1400e-003</b>	<b>3.8000e-003</b>	<b>1.0000e-005</b>		<b>4.4000e-004</b>	<b>4.4000e-004</b>		<b>4.4000e-004</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>0.5107</b>	<b>0.5107</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.5121</b>

### 3.7 Architectural Coating - 2015

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0500e-003	7.4700e-003	0.0667	1.0000e-004	8.9000e-003	7.0000e-005	8.9700e-003	2.3700e-003	6.0000e-005	2.4300e-003	0.0000	7.8328	7.8328	5.1000e-004	0.0000	7.8436
<b>Total</b>	<b>4.0500e-003</b>	<b>7.4700e-003</b>	<b>0.0667</b>	<b>1.0000e-004</b>	<b>8.9000e-003</b>	<b>7.0000e-005</b>	<b>8.9700e-003</b>	<b>2.3700e-003</b>	<b>6.0000e-005</b>	<b>2.4300e-003</b>	<b>0.0000</b>	<b>7.8328</b>	<b>7.8328</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>7.8436</b>

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1000e-004	5.1400e-003	3.8000e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	0.5107	0.5107	7.0000e-005	0.0000	0.5121
<b>Total</b>	<b>0.0897</b>	<b>5.1400e-003</b>	<b>3.8000e-003</b>	<b>1.0000e-005</b>		<b>4.4000e-004</b>	<b>4.4000e-004</b>		<b>4.4000e-004</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>0.5107</b>	<b>0.5107</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.5121</b>

### 3.7 Architectural Coating - 2015

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0500e-003	7.4700e-003	0.0667	1.0000e-004	8.9000e-003	7.0000e-005	8.9700e-003	2.3700e-003	6.0000e-005	2.4300e-003	0.0000	7.8328	7.8328	5.1000e-004	0.0000	7.8436
<b>Total</b>	<b>4.0500e-003</b>	<b>7.4700e-003</b>	<b>0.0667</b>	<b>1.0000e-004</b>	<b>8.9000e-003</b>	<b>7.0000e-005</b>	<b>8.9700e-003</b>	<b>2.3700e-003</b>	<b>6.0000e-005</b>	<b>2.4300e-003</b>	<b>0.0000</b>	<b>7.8328</b>	<b>7.8328</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>7.8436</b>

### 4.0 Operational Detail - Mobile

---

#### 4.1 Mitigation Measures Mobile

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5239	1.6138	7.2037	9.4700e-003	0.4753	0.0236	0.4990	0.1278	0.0218	0.1496	0.0000	719.5935	719.5935	0.0205	0.0000	720.0242
Unmitigated	0.5385	1.7430	7.4245	0.0104	0.5267	0.0261	0.5527	0.1416	0.0240	0.1656	0.0000	793.8896	793.8896	0.0224	0.0000	794.3595

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	148.80	237.46	221.96	423,983	382,645
General Office Building	343.20	136.50	136.50	784,468	707,982
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	88.91	56.35	72.17	170,905	154,242
Total	580.91	430.31	430.63	1,379,356	1,244,869

## 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	14.70	6.60	6.60	33.00	48.00	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.349530	0.035865	0.184712	0.162884	0.058558	0.008692	0.012865	0.172093	0.001424	0.001208	0.008766	0.000514	0.002890

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

[illegible]

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

[illegible]

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

[illegible]



### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	295650	86.0080	3.8900e-003	8.0000e-004	86.3391
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	119680	34.8163	1.5700e-003	3.3000e-004	34.9503
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>120.8243</b>	<b>5.4600e-003</b>	<b>1.1300e-003</b>	<b>121.2894</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	240203	69.8777	3.1600e-003	6.5000e-004	70.1467
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	71808	20.8898	9.4000e-004	2.0000e-004	20.9702
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>90.7674</b>	<b>4.1000e-003</b>	<b>8.5000e-004</b>	<b>91.1169</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0451	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0144	0.0144	4.0000e-005	0.0000	0.0152
Unmitigated	0.0451	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0144	0.0144	4.0000e-005	0.0000	0.0152

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0444					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-004	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0144	0.0144	4.0000e-005	0.0000	0.0152
<b>Total</b>	<b>0.0451</b>	<b>7.0000e-005</b>	<b>7.4700e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0144</b>	<b>0.0144</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.0152</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0444					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-004	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0144	0.0144	4.0000e-005	0.0000	0.0152
<b>Total</b>	<b>0.0451</b>	<b>7.0000e-005</b>	<b>7.4700e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0144</b>	<b>0.0144</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.0152</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	24.3103	0.0747	1.9600e-003	26.4860
Unmitigated	42.9522	0.0940	2.5700e-003	45.7217

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 36.9359	37.6078	1.7000e-003	3.5000e-004	37.7526
General Office Building	2.66601 / 0	5.0424	0.0871	2.0900e-003	7.5188
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0.159686 / 0	0.3020	5.2100e-003	1.3000e-004	0.4504
<b>Total</b>		<b>42.9522</b>	<b>0.0940</b>	<b>2.5700e-003</b>	<b>45.7217</b>

## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 19.6768	20.0347	9.1000e-004	1.9000e-004	20.1119
General Office Building	2.1328 / 0	4.0339	0.0696	1.6700e-003	6.0139
Other Asphalt Surfaces	0 / -0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / -0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0.127749 / -0	0.2416	4.1700e-003	1.0000e-004	0.3602
<b>Total</b>		<b>24.3103</b>	<b>0.0747</b>	<b>1.9600e-003</b>	<b>26.4860</b>

## 8.0 Waste Detail

---

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.2489	0.1920	0.0000	7.2809
Unmitigated	6.4977	0.3840	0.0000	14.5619

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	2.67	0.5420	0.0320	0.0000	1.2146
General Office Building	13.95	2.8317	0.1674	0.0000	6.3461
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	15.39	3.1240	0.1846	0.0000	7.0012
<b>Total</b>		<b>6.4977</b>	<b>0.3840</b>	<b>0.0000</b>	<b>14.5619</b>

## 8.2 Waste by Land Use

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	1.335	0.2710	0.0160	0.0000	0.6073
General Office Building	6.975	1.4159	0.0837	0.0000	3.1730
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	7.695	1.5620	0.0923	0.0000	3.5006
<b>Total</b>		<b>3.2489</b>	<b>0.1920</b>	<b>0.0000</b>	<b>7.2809</b>

## 9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

## 10.0 Vegetation

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	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	0.0000	0.0000	0.0000	0.0000

## 10.1 Vegetation Land Change

### Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Others	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Greenhouse Gas Emission Worksheet**  
**N2O Mobile Emissions**

River Parkway and Regional Park

From CalEEMod Vehicle Fleet Mix Output:

Annual VMT: 1,379,356

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	35.0%	0.04	0.014	0.04	0.014
Light Truck < 3750 lbs	4.0%	0.05	0.002	0.06	0.0024
Light Truck 3751-5750 lbs	18.0%	0.05	0.009	0.06	0.0108
Med Truck 5751-8500 lbs	16.0%	0.12	0.0192	0.2	0.032
Lite-Heavy Truck 8501-10,000 lbs	6.0%	0.12	0.0072	0.2	0.012
Lite-Heavy Truck 10,001-14,000 lbs	0.8%	0.09	0.00072	0.125	0.001
Med-Heavy Truck 14,001-33,000 lbs	1.2%	0.06	0.00072	0.05	0.0006
Heavy-Heavy Truck 33,001-60,000 lbs	17.0%	0.06	0.0102	0.05	0.0085
Other Bus	0.1%	0.06	0.000057	0.05	4.75E-05
Urban Bus	0.2%	0.06	0.00009	0.05	0.000075
Motorcycle	0.9%	0.09	0.000765	0.01	0.000085
School Bus	0.6%	0.06	0.00033	0.05	0.000275
Motor Home	0.4%	0.09	0.000315	0.125	0.000438
<b>Total</b>	<b>100.0%</b>		<b>0.064597</b>		<b>0.08222</b>

**Total Emissions (metric tons) =**

**Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g**

**Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)**

CH4 21 GWP  
N2O 310 GWP  
1 ton (short, US) = 0.90718474 metric ton

**Annual Mobile Emissions:**

	Total Emissions	Total CO2e units
N2O Emissions:	0.1134 metric tons N2O	35 metric tons CO2e
	<b>Project Total:</b>	<b>35 metric tons CO2e</b>

**References**

\* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).  
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.  
Assume Model year 2000-present, gasoline fueled.

\*\* Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

\*\*\* From URBEMIS 2007 results for mobile sources



## **Appendix C**

*Hazardous Materials: EDR Report*

**San Benito River Parkway**  
Hollister, CA 95023

Inquiry Number: 03790280.1r  
November 20, 2013

## EDR DataMap™ Corridor Study

***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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# EXECUTIVE SUMMARY

## TARGET PROPERTY INFORMATION

### ADDRESS

HOLLISTER, CA 95023  
HOLLISTER, CA 95023

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

### FEDERAL RECORDS

NPL .....	National Priority List
Proposed NPL .....	Proposed National Priority List Sites
Delisted NPL .....	National Priority List Deletions
NPL LIENS .....	Federal Superfund Liens
CERCLIS .....	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP .....	CERCLIS No Further Remedial Action Planned
LIENS 2 .....	CERCLA Lien Information
RCRA-LQG .....	RCRA - Large Quantity Generators
RCRA-CESQG .....	RCRA - Conditionally Exempt Small Quantity Generator
US ENG CONTROLS .....	Engineering Controls Sites List
US INST CONTROL .....	Sites with Institutional Controls
ERNS .....	Emergency Response Notification System
HMIRS .....	Hazardous Materials Information Reporting System
DOT OPS .....	Incident and Accident Data
US CDL .....	Clandestine Drug Labs
US BROWNFIELDS .....	A Listing of Brownfields Sites
DOD .....	Department of Defense Sites
FUDS .....	Formerly Used Defense Sites
LUCIS .....	Land Use Control Information System
CONSENT .....	Superfund (CERCLA) Consent Decrees
ROD .....	Records Of Decision
UMTRA .....	Uranium Mill Tailings Sites
DEBRIS REGION 9 .....	Torres Martinez Reservation Illegal Dump Site Locations
ODI .....	Open Dump Inventory
US MINES .....	Mines Master Index File
TRIS .....	Toxic Chemical Release Inventory System
TSCA .....	Toxic Substances Control Act
FTTS .....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS .....	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS .....	Section 7 Tracking Systems
ICIS .....	Integrated Compliance Information System
PADS .....	PCB Activity Database System
MLTS .....	Material Licensing Tracking System
RADINFO .....	Radiation Information Database

## EXECUTIVE SUMMARY

RAATS.....	RCRA Administrative Action Tracking System
RMP.....	Risk Management Plans
PRP.....	Potentially Responsible Parties
US AIRS.....	Aerometric Information Retrieval System Facility Subsystem
LEAD SMELTERS.....	Lead Smelter Sites
FEDERAL FACILITY.....	Federal Facility Site Information listing
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
FEMA UST.....	Underground Storage Tank Listing
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
EPA WATCH LIST.....	EPA WATCH LIST
US FIN ASSUR.....	Financial Assurance Information
US HIST CDL.....	National Clandestine Laboratory Register
PCB TRANSFORMER.....	PCB Transformer Registration Database
COAL ASH DOE.....	Steam-Electric Plant Operation Data

### **STATE AND LOCAL RECORDS**

HIST Cal-Sites.....	Historical Calsites Database
CA BOND EXP. PLAN.....	Bond Expenditure Plan
Toxic Pits.....	Toxic Pits Cleanup Act Sites
WDS.....	Waste Discharge System
UIC.....	UIC Listing
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
SWRCY.....	Recycler Database
UST.....	Active UST Facilities
LIENS.....	Environmental Liens Listing
CUPA Listings.....	CUPA Resources List
LDS.....	Land Disposal Sites Listing
MCS.....	Military Cleanup Sites Listing
DEED.....	Deed Restriction Listing
VCP.....	Voluntary Cleanup Program Properties
DRYCLEANERS.....	Cleaner Facilities
WIP.....	Well Investigation Program Case List
ENF.....	Enforcement Action Listing
CDL.....	Clandestine Drug Labs
RESPONSE.....	State Response Sites
EMI.....	Emissions Inventory Data
HAULERS.....	Registered Waste Tire Haulers Listing
MWMP.....	Medical Waste Management Program Listing
PROC.....	Certified Processors Database

### **TRIBAL RECORDS**

INDIAN RESERV.....	Indian Reservations
INDIAN ODI.....	Report on the Status of Open Dumps on Indian Lands
INDIAN LUST.....	Leaking Underground Storage Tanks on Indian Land
INDIAN UST.....	Underground Storage Tanks on Indian Land
INDIAN VCP.....	Voluntary Cleanup Priority Listing

### **EDR PROPRIETARY RECORDS**

EDR MGP.....	EDR Proprietary Manufactured Gas Plants
EDR US Hist Cleaners.....	EDR Exclusive Historic Dry Cleaners

### **SURROUNDING SITES: SEARCH RESULTS**

Surrounding sites were identified.

## EXECUTIVE SUMMARY

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.

### FEDERAL RECORDS

**CORRACTS:** CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 07/11/2013 has revealed that there is 1 CORRACTS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b><i>PACSCI QUANTIC L L C</i></b>	<b><i>2751 SAN JUAN RD</i></b>	<b><i>7</i></b>	<b><i>15</i></b>

**RCRA-TSDF:** 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.

A review of the RCRA-TSDF list, as provided by EDR, and dated 07/11/2013 has revealed that there is 1 RCRA-TSDF site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b><i>PACSCI QUANTIC L L C</i></b>	<b><i>2751 SAN JUAN RD</i></b>	<b><i>7</i></b>	<b><i>15</i></b>

**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 07/11/2013 has revealed that there is 1 RCRA-SQG site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b><i>PACSCI QUANTIC L L C</i></b>	<b><i>2751 SAN JUAN RD</i></b>	<b><i>7</i></b>	<b><i>15</i></b>



## EXECUTIVE SUMMARY

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 07/11/2013 has revealed that there are 2 RCRA NonGen / NLR sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
JAMES WEISNER	3153 BUENA VISTA	4	9
<b>LA CHANCE &amp; SONS TRUCKING</b>	<b>1057 NASH RD</b>	<b>10</b>	<b>31</b>

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 03/08/2013 has revealed that there are 3 FINDS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
OLD SAN JUAN DUMP	2570 SAN JUAN HWY	1	4
<b>PACSCI QUANTIC L L C</b>	<b>2751 SAN JUAN RD</b>	<b>7</b>	<b>15</b>
<b>LA CHANCE &amp; SONS TRUCKING</b>	<b>1057 NASH RD</b>	<b>10</b>	<b>31</b>

2020 COR ACTION: 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.

A review of the 2020 COR ACTION list, as provided by EDR, and dated 11/11/2011 has revealed that there is 1 2020 COR ACTION site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>PACSCI QUANTIC L L C</b>	<b>2751 SAN JUAN RD</b>	<b>7</b>	<b>15</b>

## EXECUTIVE SUMMARY

### STATE AND LOCAL RECORDS

SCH: 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.

A review of the SCH list, as provided by EDR, and dated 09/05/2013 has revealed that there are 2 SCH sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>SAN BENITO HIGH SCHOOL EXPANSI</b>	<b>581/601/661 NASH AVENUE</b>	<b>11</b>	<b>38</b>
<b>LADD LANE ELEMENTARY SCHOOL</b>	<b>161 LADD LANE</b>	<b>12</b>	<b>41</b>

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, and dated 08/19/2013 has revealed that there is 1 SWF/LF site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>OLD SAN JUAN DUMP</b>	<b>2570 SAN JUAN HWY</b>	<b>1</b>	<b>4</b>

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>MUSHROOM COMPOST STORAGE</b>	<b>2261 SAN JUAN HIGHWAY</b>	<b>3</b>	<b>7</b>

NPDES: A listing of NPDES permits, including stormwater.

A review of the NPDES list, as provided by EDR, and dated 08/19/2013 has revealed that there is 1 NPDES site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>MUSHROOM COMPOST STORAGE</b>	<b>2261 SAN JUAN HIGHWAY</b>	<b>3</b>	<b>7</b>

## EXECUTIVE SUMMARY

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 the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>AIELLO MASONREY</b>	<b>1035 NASH RD</b>	<b>10</b>	<b>36</b>

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 09/16/2013 has revealed that there are 5 LUST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>FAST GAS</b> Status: Completed - Case Closed	<b>1615 SAN JUAN RD</b>	<b>5</b>	<b>10</b>
VICTORY GAS & FOOD	1615 SAN JUAN RD	5	13
ATLAS CONCRETE	1055 NASH RD	10	32
<b>ATLAS CONCRETE PRODUCTS</b> Status: Completed - Case Closed	<b>1055 NASH RD</b>	<b>10</b>	<b>34</b>
<b>AIELLO MASONREY</b> Status: Completed - Case Closed	<b>1035 NASH RD</b>	<b>10</b>	<b>36</b>

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 8 CA FID UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>HOLLISTER PLANT</b>	<b>1060 NASH RD</b>	<b>10</b>	<b>30</b>
<b>ATLAS CONCRETE PRODUCTS</b>	<b>1055 NASH RD</b>	<b>10</b>	<b>33</b>
<b>KUNIGUNDI I. WUBBELS</b>	<b>2790 CIENEGA RD</b>	<b>13</b>	<b>45</b>
<b>RICHARD D. CLARK</b>	<b>5921 SOUTHSIDE RD</b>	<b>14</b>	<b>46</b>
<b>SHARP RANCH</b>	<b>7030 SOUTHSIDE RD</b>	<b>15</b>	<b>47</b>
<b>KENNETH VINEYARD</b>	<b>6821 SOUTHSIDE RD</b>	<b>15</b>	<b>50</b>
<b>THREE PINES RANCH</b>	<b>7996 SOUTHSIDE RD</b>	<b>16</b>	<b>51</b>
<b>PETE MATULICH RANCH</b>	<b>6310 SOUTHSIDE RD</b>	<b>17</b>	<b>53</b>

## EXECUTIVE SUMMARY

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 09/16/2013 has revealed that there are 2 SLIC sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>CEMEX READY MIX PLANT SAN JUAN</b> Facility Status: Open - Site Assessment	<b>2391 SAN JUAN HIGHWAY</b>	<b>2</b>	<b>5</b>
WHITTAKER ORDNANCE INC.	2751 SAN JUAN ROAD	7	14

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 12 HIST UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>FAST GAS</b>	<b>1615 SAN JUAN RD</b>	<b>5</b>	<b>10</b>
<b>PACSCI QUANTIC L L C</b>	<b>2751 SAN JUAN RD</b>	<b>7</b>	<b>15</b>
HOLLISTER PLANT	1060 NASH RD	10	29
<b>ATLAS CONCRETE PRODUCTS</b>	<b>1055 NASH RD</b>	<b>10</b>	<b>34</b>
KUNIGUNDI I. WUBBELS	2790 CIENEGA RD	13	45
RIHCARD D. CLARK	5921 SOUTHSIDE RD	14	46
SHARP RANCH	7030 SOUTHSIDE RD	15	49
KENNETH VINEYARD	6821 SOUTHSIDE RD	15	50
MARIE MORRIS	7996 SOUTHSIDE RD	16	51
THREE PINES RANCH	7996 SOUTHSIDE RD	16	52
PETE MATULICH RANCH	6310 SOUTHSIDE RD	17	54
JOHN HAIN & SONS	PO BOX 216	18	54

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 10 SWEEPS UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
RMC LONESTAR PLANT #220	2931 OLD SAN JUAN HWY	2	7
FERRY-MORSSE SEED COMPANY	2191 SAN JUAN RD	8	28
<b>HOLLISTER PLANT</b>	<b>1060 NASH RD</b>	<b>10</b>	<b>30</b>
<b>ATLAS CONCRETE PRODUCTS</b>	<b>1055 NASH RD</b>	<b>10</b>	<b>33</b>
<b>KUNIGUNDI I. WUBBELS</b>	<b>2790 CIENEGA RD</b>	<b>13</b>	<b>45</b>
<b>RICHARD D. CLARK</b>	<b>5921 SOUTHSIDE RD</b>	<b>14</b>	<b>46</b>
<b>SHARP RANCH</b>	<b>7030 SOUTHSIDE RD</b>	<b>15</b>	<b>47</b>
<b>KENNETH VINEYARD</b>	<b>6821 SOUTHSIDE RD</b>	<b>15</b>	<b>50</b>
<b>THREE PINES RANCH</b>	<b>7996 SOUTHSIDE RD</b>	<b>16</b>	<b>51</b>
<b>PETE MATULICH RANCH</b>	<b>6310 SOUTHSIDE RD</b>	<b>17</b>	<b>53</b>

## EXECUTIVE SUMMARY

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 03/12/2013 has revealed that there is 1 CHMIRS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>PACSCI QUANTIC L L C</b>	<b>2751 SAN JUAN RD</b>	<b>7</b>	<b>15</b>

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there are 2 AST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
RMC PACIFIC MATERIALS	2391 OLD SAN JUAN HWY.	2	7
SAN BENITO SUPPLY	1060 NASH ROAD	10	29

Notify 65: 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.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there are 2 Notify 65 sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
SAN BENITO RIVER	BIRDGE ROAD AT AZUL COU	6	14
ALVAREZ TEXACO	759 SAN BENITO STREET	9	29

HAZNET: 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 from non-California manifests & continuation sheets are not included at the present time. 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, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2012 has revealed that there is 1 HAZNET site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>CEMEX READY MIX PLANT SAN JUAN</b>	<b>2391 SAN JUAN HIGHWAY</b>	<b>2</b>	<b>5</b>

## EXECUTIVE SUMMARY

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies 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 09/05/2013 has revealed that there are 3 ENVIROSTOR sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
WORKINGMANS AUTO WRECKING Status: Refer: Other Agency	2450 SAN JUAN ROAD	7	27
<b>SAN BENITO HIGH SCHOOL EXPANSI</b> Status: No Further Action	<b>581/601/661 NASH AVENUE</b>	<b>11</b>	<b>38</b>
<b>LADD LANE ELEMENTARY SCHOOL</b> Status: No Further Action	<b>161 LADD LANE</b>	<b>12</b>	<b>41</b>

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 08/28/2013 has revealed that there is 1 HWP site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>PACSCI QUANTIC L L C</b>	<b>2751 SAN JUAN RD</b>	<b>7</b>	<b>15</b>

HWT: 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.

A review of the HWT list, as provided by EDR, and dated 07/15/2013 has revealed that there is 1 HWT site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
MOTO CRAFT PROMOTIONS	3153 BUENA VISTA ROAD	4	9

## EXECUTIVE SUMMARY

### **EDR PROPRIETARY RECORDS**

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there is 1 EDR US Hist Auto Stat site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
Not reported	2120 SAN JUAN RD	8	28

## **EXECUTIVE SUMMARY**

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.



## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<b><u>FEDERAL RECORDS</u></b>	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	0
LIENS 2	0
CORRACTS	1
RCRA-TSDF	1
RCRA-LQG	0
RCRA-SQG	1
RCRA-CESQG	0
RCRA NonGen / NLR	2
US ENG CONTROLS	0
US INST CONTROL	0
ERNS	0
HMIRS	0
DOT OPS	0
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	0
ROD	0
UMTRA	0
DEBRIS REGION 9	0
ODI	0
US MINES	0
TRIS	0
TSCA	0
FTTS	0
HIST FTTS	0
SSTS	0
ICIS	0
PADS	0
MLTS	0
RADINFO	0
FINDS	3
RAATS	0
RMP	0
PRP	0
2020 COR ACTION	1
US AIRS	0
LEAD SMELTERS	0
FEDERAL FACILITY	0
COAL ASH EPA	0
FEMA UST	0

## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
SCRD DRYCLEANERS	0
EPA WATCH LIST	0
US FIN ASSUR	0
US HIST CDL	0
PCB TRANSFORMER	0
COAL ASH DOE	0
 <b><u>STATE AND LOCAL RECORDS</u></b>	
HIST Cal-Sites	0
CA BOND EXP. PLAN	0
SCH	2
Toxic Pits	0
SWF/LF	1
WMUDS/SWAT	1
WDS	0
NPDES	1
UIC	0
Cortese	0
HIST CORTESE	1
SWRCY	0
LUST	5
CA FID UST	8
SLIC	2
UST	0
HIST UST	12
LIENS	0
CUPA Listings	0
SWEEPS UST	10
CHMIRS	1
LDS	0
AST	2
MCS	0
Notify 65	2
DEED	0
VCP	0
DRYCLEANERS	0
WIP	0
ENF	0
CDL	0
RESPONSE	0
HAZNET	1
EMI	0
ENVIROSTOR	3
HAULERS	0
HWP	1
MWMP	0
PROC	0
HWT	1
 <b><u>TRIBAL RECORDS</u></b>	
INDIAN RESERV	0

## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0
<b><u>EDR PROPRIETARY RECORDS</u></b>	
EDR MGP	0
EDR US Hist Auto Stat	1
EDR US Hist Cleaners	0

### NOTES:

Sites may be listed in more than one database

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**1 OLD SAN JUAN DUMP  
2570 SAN JUAN HWY  
SAN JUAN BAUTISTA, CA**

**SWF/LF S104565974  
N/A**

## SWF/LF (SWIS):

Region: STATE  
Facility ID: 35-CR-0001  
Lat/Long: 36.8863100 / -121.55548  
Owner Name: Pybas B  
Owner Telephone: Not reported  
Owner Address: Not reported  
Owner Address2: 655 St. George Drive  
Owner City,St,Zip: Salinas, CA 93901  
Operational Status: Closed  
Operator: Not reported  
Operator Phone: Not reported  
Operator Address: Not reported  
Operator Address2: Not reported  
Operator City,St,Zip: Not reported  
Permit Date: Not reported  
Permit Status: Not reported  
Permitted Acreage: 0  
Activity: Solid Waste Disposal Site  
Regulation Status: Pre-regulations  
Landuse Name: Wetlands,Range Land,Commercial,Agricultural  
GIS Source: Map  
Category: Disposal  
Unit Number: 01  
Inspection Frequency: Annual  
Accepted Waste: Not reported  
Closure Date: 01/01/1955  
Closure Type: Estimated  
Disposal Acreage: 0  
SWIS Num: 35-CR-0001  
Waste Discharge Requirement Num: Not reported  
Program Type: Not reported  
Permitted Throughput with Units: 0  
Actual Throughput with Units: Not reported  
Permitted Capacity with Units: 0  
Remaining Capacity: 0  
Remaining Capacity with Units: Not reported  
EDR Link ID: 35-CR-0001

**1 OLD SAN JUAN DUMP  
2570 SAN JUAN HWY  
SAN JUAN BAUTISTA, CA**

**FINDS 1006837532  
N/A**

## FINDS:

Registry ID: 110013984448

## Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

## CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

2 CEMEX READY MIX PLANT SAN JUAN BAUTISTA  
2391 SAN JUAN HIGHWAY  
SAN JUAN BAUTISTA, CA 95045

SLIC S113023342  
HAZNET N/A

## SLIC:

Region: STATE  
Facility Status: Open - Site Assessment  
Status Date: 05/08/2009  
Global Id: T10000001105  
Lead Agency: CENTRAL COAST RWQCB (REGION 3)  
Lead Agency Case Number: Not reported  
Latitude: 36.882341  
Longitude: -121.553839  
Case Type: Cleanup Program Site  
Case Worker: DRN  
Local Agency: Not reported  
RB Case Number: S399  
File Location: Regional Board  
Potential Media Affected: Not reported  
Potential Contaminants of Concern: Diesel, Gasoline, Other Petroleum  
Site History: CEMEX operated a concrete mixing facility on the property, which they leased from owner Mr. Anthony Botelho. Graniterock company performed Phase I and Phase II site assessments to document site conditions prior to their acquiring use of the property to continue cement batch plant operations. The main constituents of concern are petroleum hydrocarbons in soil and chromium VI in first encountered groundwater. Further delineation of constituents of concern is needed.  
Not reported

[Click here to access the California GeoTracker records for this facility:](#)

## HAZNET:

Year: 2006  
Gepaid: CAL000004667  
Contact: LOUIS SCHIPPER-DIRECTOR  
Telephone: 9169412920  
Mailing Name: Not reported  
Mailing Address: 5180 GOLDEN FOOTHILL PKWY STE 200  
Mailing City,St,Zip: EL DORADO HILLS, CA 957629608  
Gen County: Not reported  
TSD EPA ID: CA0000084517  
TSD County: Not reported  
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)  
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.1  
Facility County: San Benito

Year: 2006  
Gepaid: CAL000004667  
Contact: LOUIS SCHIPPER-DIRECTOR  
Telephone: 9169412920  
Mailing Name: Not reported  
Mailing Address: 5180 GOLDEN FOOTHILL PKWY STE 200  
Mailing City,St,Zip: EL DORADO HILLS, CA 957629608  
Gen County: Not reported  
TSD EPA ID: CA0000084517  
TSD County: Not reported  
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**CEMEX READY MIX PLANT SAN JUAN BAUTISTA (Continued)**

**S113023342**

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery  
(H010-H129) Or (H131-H135)

Tons: 0.1

Facility County: San Benito

Year: 2005

Gepaid: CAL000004667

Contact: L SCHIPPER/DIRECTOR, ENVT'L

Telephone: 9254262278

Mailing Name: Not reported

Mailing Address: 6601 KOLL CENTER PARKWAY

Mailing City,St,Zip: PLEASANTON, CA 945660000

Gen County: Not reported

TSD EPA ID: CA0000084517

TSD County: Not reported

Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L

Disposal Method: Transfer Station

Tons: 0.18

Facility County: San Benito

Year: 2005

Gepaid: CAL000004667

Contact: L SCHIPPER/DIRECTOR, ENVT'L

Telephone: 9254262278

Mailing Name: Not reported

Mailing Address: 6601 KOLL CENTER PARKWAY

Mailing City,St,Zip: PLEASANTON, CA 945660000

Gen County: Not reported

TSD EPA ID: CA0000084517

TSD County: Not reported

Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L

Disposal Method: Transfer Station

Tons: 0.18

Facility County: San Benito

Year: 2004

Gepaid: CAL000004667

Contact: L SCHIPPER/DIRECTOR, ENVT'L

Telephone: 9254262278

Mailing Name: Not reported

Mailing Address: 6601 KOLL CENTER PARKWAY

Mailing City,St,Zip: PLEASANTON, CA 945660000

Gen County: Not reported

TSD EPA ID: CA0000084517

TSD County: Not reported

Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L

Disposal Method: Transfer Station

Tons: 0.25

Facility County: San Benito

[Click this hyperlink](#) while viewing on your computer to access  
33 additional CA\_HAZNET: record(s) in the EDR Site Report.

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site  
Database(s)  
EPA ID Number  
EDR ID Number

2 RMC LONESTAR PLANT #220  
2931 OLD SAN JUAN HWY  
SAN JUAN BAUTISTA, CA 95045  
SWEEPS UST S106931426  
N/A

## SWEEPS UST:

Status: Active  
Comp Number: 15  
Number: 3  
Board Of Equalization: 44-002167  
Referral Date: 11-09-93  
Action Date: 04-22-94  
Created Date: 04-22-94  
Tank Status: A  
Owner Tank Id: DIESEL-1  
Swrcb Tank Id: 35-000-000015-000001  
Actv Date: 11-09-93  
Capacity: 10000  
Tank Use: M.V. FUEL  
Stg: P  
Content: DIESEL  
Number Of Tanks: 1

2 RMC PACIFIC MATERIALS  
2391 OLD SAN JUAN HWY.  
SAN JUAN BAUTISTA, CA 95045  
AST S104575336  
N/A

## AST:

Owner: CEMEX  
Total Gallons: 10,000  
Certified Unified Program Agencies: San Benito

3 MUSHROOM COMPOST STORAGE  
2261 SAN JUAN HIGHWAY  
SAN JUAN BATISTA ,CA, CA 95045  
NPDES WMUDS/SWAT S104156297  
N/A

## NPDES:

Npdes Number: CAS000001  
Facility Status: Active  
Agency Id: 0  
Region: 3  
Regulatory Measure Id: 185296  
Order No: 97-03-DWQ  
Regulatory Measure Type: Enrollee  
Place Id: Not reported  
WDID: 3 35I009103  
Program Type: Industrial  
Adoption Date Of Regulatory Measure: Not reported  
Effective Date Of Regulatory Measure: 11/07/1992  
Expiration Date Of Regulatory Measure: Not reported  
Termination Date Of Regulatory Measure: Not reported  
Discharge Name: Willis Construction Co  
Discharge Address: 2261 San Juan Hwy  
Discharge City: San Juan Bautista  
Discharge State: California  
Discharge Zip: 95045

## WMUDS/SWAT:

Edit Date: Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## MUSHROOM COMPOST STORAGE (Continued)

S104156297

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

Primary Waste: Stormwater Runoff

Primary Waste Type: Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).

Secondary Waste: Not reported

Secondary Waste Type: Not reported

Base Meridian: Not reported

NPID: Not reported

Tonnage: 0

Regional Board ID: Not reported

Municipal Solid Waste: False

Superorder: False

Open To Public: False

Waste List: False

Agency Type: Private

Agency Name: WILLIS, LARRY & VIOLA

Agency Department: Not reported

Agency Address: 2261 SAN JUAN HIGHWAY

Agency City,St,Zip: SAN JUAN BATISTA ,CA 95045

Agency Contact: WILLIS, LARRY

Agency Telephone: 4086232900

Land Owner Name: Not reported

Land Owner Address: Not reported

Land Owner City,St,Zip: Not reported

Land Owner Contact: Not reported

Land Owner Phone: Not reported

Region: 3

Facility Type: Agricultural - Facility that treats and/or disposes of the wastes associated with confined and concentrated animal feeding, confined animal feeding, confined animal holding, confined and concentrated aquatic animal production facilities, and aquaculture. the treatment and/or disposal of agricultural return water is included in this category.

Facility Description: Not reported

Facility Telephone: 4086232900

SWAT Facility Name: Not reported

Primary SIC: 0182

Secondary SIC: Not reported

Comments: Not reported

Last Facility Editors: Not reported

Waste Discharge System: True

Solid Waste Assessment Test Program: True

Toxic Pits Cleanup Act Program: False

Resource Conservation Recovery Act: False

Department of Defence: False

Solid Waste Assessment Test Program: Not reported

Threat to Water Quality: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## MUSHROOM COMPOST STORAGE (Continued)

S104156297

considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

Sub Chapter 15: False  
Regional Board Project Officer: AJM  
Number of WMUDS at Facility: 1  
Section Range: Not reported  
RCRA Facility: No  
Waste Discharge Requirements: A  
Self-Monitoring Rept. Frequency: Semiannual Submittal  
Waste Discharge System ID: 3 355012001  
Solid Waste Information ID: Not reported

## 4 MOTO CRAFT PROMOTIONS 3153 BUENA VISTA ROAD HOLLISTER, CA 95023

HWT S110590754  
N/A

HWT:  
Reg Num: 5942  
Expiration Date: 10/31/2013

## 4 JAMES WEISNER 3153 BUENA VISTA HOLLISTER, CA 95023

RCRA NonGen / NLR 1014387550  
CAR000211102

RCRA NonGen / NLR:  
Date form received by agency: 08/06/2010  
Facility name: JAMES WEISNER  
Facility address: 3153 BUENA VISTA  
HOLLISTER, CA 95023  
EPA ID: CAR000211102  
Mailing address: PO BOX 1381  
HOLLISTER, CA 95024  
Contact: JAMES R WEISNER  
Contact address: 3153 BUENA VISTA  
HOLLISTER, CA 95023  
Contact country: US  
Contact telephone: 831-637-2073  
Contact email: Not reported  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:  
Owner/operator name: JAMES WEISNER  
Owner/operator address: 3153 BUENA VISTA  
HOLLISTER, CA 95023  
Owner/operator country: US  
Owner/operator telephone: 831-637-2073  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: 01/01/1991  
Owner/Op end date: Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## JAMES WEISNER (Continued)

1014387550

Owner/operator name: JAMES WEISNER  
Owner/operator address: 3153 BUENA VISTA  
HOLLISTER, CA 95023  
Owner/operator country: US  
Owner/operator telephone: 831-637-2073  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: 01/01/1991  
Owner/Op end date: Not reported

### Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: Yes  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

5

**FAST GAS**  
**1615 SAN JUAN RD**  
**HOLLISTER, CA 95023**

**LUST** **U001601225**  
**HIST UST** **N/A**

### LUST:

Region: STATE  
Global Id: T0606900054  
Latitude: 36.853067  
Longitude: -121.42514  
Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 05/28/2004  
Lead Agency: CENTRAL COAST RWQCB (REGION 3)  
Case Worker: BC  
Local Agency: HOLLISTER , CITY OF  
RB Case Number: 3319  
LOC Case Number: 3319  
File Location: State Records Center  
Potential Media Affect: Other Groundwater (uses other than drinking water)  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

### Contact:

Global Id: T0606900054  
Contact Type: Local Agency Caseworker  
Contact Name: UST CASE WORKER  
Organization Name: HOLLISTER , CITY OF  
Address: 110 FIFTH STREET

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## FAST GAS (Continued)

U001601225

City: HOLLISTER  
Email: Not reported  
Phone Number: 4086364325

### Status History:

Global Id: T0606900054  
Status: Completed - Case Closed  
Status Date: 05/28/2004

Global Id: T0606900054  
Status: Open - Case Begin Date  
Status Date: 06/08/2001

Global Id: T0606900054  
Status: Open - Verification Monitoring  
Status Date: 06/08/2001

Global Id: T0606900054  
Status: Open - Verification Monitoring  
Status Date: 12/20/2002

### Regulatory Activities:

Global Id: T0606900054  
Action Type: ENFORCEMENT  
Date: 04/28/2003  
Action: Staff Letter

Global Id: T0606900054  
Action Type: ENFORCEMENT  
Date: 05/28/2004  
Action: Closure/No Further Action Letter

Global Id: T0606900054  
Action Type: RESPONSE  
Date: 07/20/2003  
Action: Monitoring Report - Quarterly

Global Id: T0606900054  
Action Type: ENFORCEMENT  
Date: 01/30/2003  
Action: Staff Letter

Global Id: T0606900054  
Action Type: Other  
Date: 01/01/1950  
Action: Leak Reported

Global Id: T0606900054  
Action Type: RESPONSE  
Date: 04/20/2003  
Action: Monitoring Report - Quarterly

Global Id: T0606900054  
Action Type: ENFORCEMENT  
Date: 10/23/2003  
Action: Staff Letter

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## FAST GAS (Continued)

U001601225

Global Id:	T0606900054
Action Type:	RESPONSE
Date:	10/20/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0606900054
Action Type:	RESPONSE
Date:	05/01/2004
Action:	Unknown
Global Id:	T0606900054
Action Type:	RESPONSE
Date:	12/02/2002
Action:	CAP/RAP - Other Report
Global Id:	T0606900054
Action Type:	RESPONSE
Date:	12/02/2002
Action:	Soil and Water Investigation Report

## HIST UST:

Region:	STATE
Facility ID:	00000013893
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0002
Contact Name:	Not reported
Telephone:	4086379974
Owner Name:	KAYO OIL COMPANY
Owner Address:	1221 E. MAIN STREET
Owner City,St,Zip:	CHATTANOOGA, TN 37408
Tank Num:	001
Container Num:	2
Year Installed:	1970
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Visual, Stock Inventor, Pressure Test
Tank Num:	002
Container Num:	1
Year Installed:	1970
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Visual, Stock Inventor, Pressure Test

## MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s)	EPA ID Number
-------------	---------------

**5 VICTORY GAS & FOOD**  
**1615 SAN JUAN RD**  
**HOLLISTER, CA 95023**

LUST S103994410  
N/A

LUST REG 3:

Region:	3
Regional Board:	Central Coast Region
Facility County:	San Benito
Global ID:	T0606900054
Status:	No Action
Case Number:	3319
Local Case Num:	3319
Case Type:	U
Substance:	Gasoline
Quantity:	Not reported
Abatement Method:	Not reported
Leak Source:	UNK
Leak Cause:	UNK
How Stopped:	Not reported
How Discovered:	OM
Release Date:	06/08/2001
Discovered Date:	Not reported
Enter Date:	/ /
Stop Date:	Not reported
Review Date:	06/08/2001
Enforce Date:	Not reported
Close Date:	Not reported
Enforcement Type:	LET
Responsible Party:	MARIA EIRO
RP Address:	Not reported
Contact:	Not reported
Cross Street:	Not reported
Local Agency:	Hollister, San Benito County
Lead Agency:	Regional Board
Staff Initials:	BUC
Confirm Leak:	Not reported
Workplan:	Not reported
Prelim Assess:	Not reported
Pollution Char:	/ /
Remedial Plan:	Not reported
Remedial Action:	Not reported
Monitoring:	/ /
Pilot Program:	LUST
Interim Action:	Not reported
Funding:	Not reported
MTBE Class:	A
Max MTBE Grnd Wtr:	5000
Max MTBE Soil:	Not reported
Max MTBE Data:	06/07/2002
MTBE Tested:	YES
Lat/Long:	36.853067 / -121.42514
Soil Qualifier:	Not reported
Grnd Wtr Qualifier:	>
Mtbe Concentratn:	1
Mtbe Fuel:	1
Org Name:	Not reported
Basin Plan:	Not reported
Beneficial:	Not reported
Priority:	Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## VICTORY GAS & FOOD (Continued)

S103994410

UST Cleanup Fund ID: Not reported  
Suspended: Not reported  
Operator: Not reported  
Water System: Not reported  
Well Name: Not reported  
Distance From Well: 0  
Assigned Name: Not reported  
Summary: Haz Mat incident report filed

6

**SAN BENITO RIVER  
BIRDGE ROAD AT AZUL COURT  
HOLLISTER, CA 93060**

Notify 65 S100178091  
N/A

### Notify 65:

Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Incident Description: 93060

7

**WHITTAKER ORDNANCE INC.  
2751 SAN JUAN ROAD  
HOLLISTER, CA 95023**

SLIC S106455253  
N/A

### SLIC REG 3:

Region: 3  
Leak Site Cross Street: Not reported  
RB Case In: SL203161254  
Entered Into Database: 1996-12-01 00:00:00  
Discovered: GOV  
RB Case In: WHITTAKER 544  
Responsible Party: WHITTAKER CORP  
RP Contact: Not reported  
RP Phone: Not reported  
RP Number: Not reported  
RP Address: SURVEYOR AVE N  
RP City,St,Zip: BCP UNKNOWN  
Date First Reported: Not reported  
Lead Agency: Not reported  
Program Type: SLIC  
Facility Status: Remediation Plan  
Case Type: Other ground water affected  
Case Type Undetermined: No  
Case Type Soil Impacted: No  
Case Type Surface Water: No  
Case Type Drinkin Water Well: No  
Case Type Drinking Water Aqfr: No  
Case Type Other Grnd Wtr: Yes  
PCA: 2031600

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number  
EPA ID Number

Database(s)

7      **PACSCI QUANTIC L L C**  
**2751 SAN JUAN RD**  
**HOLLISTER, CA 95023**

**CORRACTS**      **1000225878**  
**RCRA-TSDF**      **CAD981368392**  
**RCRA-SQG**  
**FINDS**  
**HIST UST**  
**CHMIRS**  
**HWP**  
**2020 COR ACTION**

## CORRACTS:

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20090101  
Action: CA550RC  
NAICS Code(s): Not reported  
Original schedule date: 20090101  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20090101  
Action: CA550RC  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19950630  
Action: CA075ME - CA Prioritization, Facility or area was assigned a medium corrective action priority  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19950630  
Action: CA070YE - RFA Determination Of Need For An RFI, RFI is Necessary  
NAICS Code(s): Not reported  
Original schedule date: 19950630  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19950630  
Action: CA050 - RFA Completed  
NAICS Code(s): Not reported  
Original schedule date: 19950630  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**PACSCI QUANTIC L L C (Continued)**

**1000225878**

Area Name: ENTIRE FACILITY  
Actual Date: 19950630  
Action: CA050RF - RFA Completed, Assessment was an RFA  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19930823  
Action: CA250 - CMS Imposition  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19930823  
Action: CA100 - RFI Imposition  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20090909  
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20090909  
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified  
NAICS Code(s): Not reported  
Original schedule date: 20090909  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20040929  
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Area Name: ENTIRE FACILITY  
Actual Date: 20040929  
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified  
NAICS Code(s): Not reported  
Original schedule date: 20040929  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19971022  
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19971022  
Action: CA075HI - CA Prioritization, Facility or area was assigned a high corrective action priority  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19971022  
Action: CA225YE - Stabilization Measures Evaluation, This facility ,is amenable to stabilization activity based on the, status of corrective action work at the facility, technical factors, the degree of risk, timing considerations and administrative considerations  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19971022  
Action: CA210 - CA Responsibility Referred To A Non-RCRA Federal Authority  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19971022  
Action: CA750NO - Migration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected  
NAICS Code(s): Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**PACSCI QUANTIC L L C (Continued)**

**1000225878**

Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 19931027  
Action: CA150 - RFI Workplan Approved  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20001228  
Action: CA750NO - Migration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20001228  
Action: CA750NO - Migration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected  
NAICS Code(s): Not reported  
Original schedule date: 20001228  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20001228  
Action: CA725NO - Current Human Exposures Under Control, Current human exposures are NOT under control  
NAICS Code(s): Not reported  
Original schedule date: Not reported  
Schedule end date: Not reported

EPA ID: CAD981368392  
EPA Region: 09  
Area Name: ENTIRE FACILITY  
Actual Date: 20001228  
Action: CA725NO - Current Human Exposures Under Control, Current human exposures are NOT under control  
NAICS Code(s): Not reported  
Original schedule date: 20001228  
Schedule end date: Not reported

**RCRA-TSDF:**

Date form received by agency: 08/27/2001  
Facility name: PACSCI QUANTIC L L C

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Facility address: 2751 SAN JUAN RD  
HOLLISTER, CA 95023  
EPA ID: CAD981368392  
Mailing address: P O BOX 148  
HOLLISTER, CA 950240148  
Contact: MILES DYER  
Contact address: P O BOX 148  
HOLLISTER, CA 950240148  
Contact country: US  
Contact telephone: (831) 637-5851  
Contact email: Not reported  
EPA Region: 09  
Land type: Private  
Classification: TSD  
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste

### Owner/Operator Summary:

Owner/operator name: PACSCI QUANTIC L L C  
Owner/operator address: 2751 SAN JUAN RD  
HOLLISTER, CA 95023  
Owner/operator country: Not reported  
Owner/operator telephone: (831) 637-5851  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported  
  
Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

### Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

### Hazardous Waste Summary:

Waste code: D001  
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002  
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D003  
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.

Waste code: D007  
Waste name: CHROMIUM

Waste code: D008  
Waste name: LEAD

Waste code: D011  
Waste name: SILVER

Waste code: F003  
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

### Corrective Action Summary:

Event date: 08/23/1993  
Event: CMS Imposition

Event date: 08/23/1993  
Event: RFI Imposition

Event date: 10/27/1993  
Event: RFI Workplan Approved

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Event date:	06/30/1995
Event:	RFA Completed, Assessment was an RFA.
Event date:	06/30/1995
Event:	RFA Completed
Event date:	06/30/1995
Event:	RFA Determination Of Need For An RFI, RFI is Necessary;
Event date:	06/30/1995
Event:	CA Prioritization, Facility or area was assigned a medium corrective action priority.
Event date:	10/22/1997
Event:	CA Prioritization, Facility or area was assigned a high corrective action priority.
Event date:	10/22/1997
Event:	Igration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected.
Event date:	10/22/1997
Event:	Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event date:	10/22/1997
Event:	Stabilization Measures Evaluation,This facility is amenable to stabilization activity based on the status of corrective action work at the facility, technical factors, the degree of risk, timing considerations and administrative considerations.
Event date:	10/22/1997
Event:	CA Responsibility Referred To A Non-RCRA Federal Authority
Event date:	12/28/2000
Event:	Igration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected.
Event date:	12/28/2000
Event:	Current Human Exposures under Control, Current human exposures are NOT under control.
Event date:	12/28/2000
Event:	Igration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected.
Event date:	12/28/2000
Event:	Current Human Exposures under Control, Current human exposures are NOT under control.
Event date:	09/29/2004
Event:	Current Human Exposures under Control, Yes, Current Human Exposures

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.

Event date: 09/29/2004

Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.

Event date: 01/01/2009

Event: CA550RC

Event date: 01/01/2009

Event: CA550RC

Event date: 09/09/2009

Event: Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.

Event date: 09/09/2009

Event: Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.

### Facility Has Received Notices of Violations:

Regulation violated: FR - 262.50-60  
Area of violation: Generators - General  
Date violation determined: 07/27/1992  
Date achieved compliance: 09/01/1992  
Violation lead agency: EPA  
Enforcement action: Not reported  
Enforcement action date: Not reported  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: FR - 262.44.D  
Area of violation: Generators - General  
Date violation determined: 07/27/1992  
Date achieved compliance: 09/01/1992  
Violation lead agency: EPA  
Enforcement action: Not reported  
Enforcement action date: Not reported  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: Not reported  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A  
Area of violation: Generators - General  
Date violation determined: 07/27/1992  
Date achieved compliance: 09/01/1992  
Violation lead agency: EPA  
Enforcement action: Not reported  
Enforcement action date: Not reported  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: Not reported  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: FR - 262.50-60  
Area of violation: Generators - General  
Date violation determined: 10/02/1986  
Date achieved compliance: 02/19/1992  
Violation lead agency: State  
Enforcement action: Not reported  
Enforcement action date: Not reported  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: Not reported  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Evaluation Action Summary:  
Evaluation date: 05/03/1995  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State  
  
Evaluation date: 02/19/1992  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Generators - General  
Date achieved compliance: 09/01/1992

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Evaluation lead agency: EPA  
  
Evaluation date: 10/02/1986  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Generators - General  
Date achieved compliance: 02/19/1992  
Evaluation lead agency: State Contractor/Grantee

### FINDS:

Registry ID: 110000610009

#### Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

### HIST UST:

Region: STATE  
Facility ID: 00000041773  
Facility Type: Other  
Other Type: Not reported  
Total Tanks: 0003  
Contact Name: JOHN DAILEY  
Telephone: 4086375851  
Owner Name: WHITTAKER CORPORATION  
Owner Address: 10880 WILSHIRE BLVD.  
Owner City,St,Zip: LOS ANGELES, CA 90024

Tank Num: 001  
Container Num: 2  
Year Installed: 1966  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Tank Construction: Not reported  
Leak Detection: Visual

Tank Num: 002  
Container Num: 3  
Year Installed: 1970  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Tank Construction: Not reported  
Leak Detection: Visual

Tank Num: 003



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Container Num: 1  
Year Installed: 1966  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Tank Construction: Not reported  
Leak Detection: Visual

### CHMIRS:

OES Incident Number: 99-0659  
OES notification: 02/11/1999  
OES Date: Not reported  
OES Time: Not reported  
Incident Date: Not reported  
**Date Completed: Not reported**  
Property Use: Not reported  
Agency Id Number: Not reported  
Agency Incident Number: Not reported  
Time Notified: Not reported  
Time Completed: Not reported  
Surrounding Area: Not reported  
Estimated Temperature: Not reported  
Property Management: Not reported  
Special Studies 1: Not reported  
Special Studies 2: Not reported  
Special Studies 3: Not reported  
Special Studies 4: Not reported  
Special Studies 5: Not reported  
Special Studies 6: Not reported  
More Than Two Substances Involved?: Not reported  
Resp Agncy Personel # Of Decontaminated: Not reported  
Responding Agency Personel # Of Injuries: Not reported  
Responding Agency Personel # Of Fatalities: Not reported  
Others Number Of Decontaminated: Not reported  
Others Number Of Injuries: Not reported  
Others Number Of Fatalities: Not reported  
Vehicle Make/year: Not reported  
Vehicle License Number: Not reported  
Vehicle State: Not reported  
Vehicle Id Number: Not reported  
CA/DOT/PUC/ICC Number: Not reported  
Company Name: Not reported  
Reporting Officer Name/ID: Not reported  
Report Date: Not reported  
Comments: Not reported  
Facility Telephone: Not reported  
Waterway Involved: No  
Waterway: Not reported  
Spill Site: Not reported  
Cleanup By: Responsible Party  
Containment: Not reported  
What Happened: Not reported  
Type: Not reported  
Measure: Not reported  
Other: Not reported  
Date/Time: Not reported  
Year: 1999

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## PACSCI QUANTIC L L C (Continued)

1000225878

Agency: Ca Dept Forestry  
Incident Date: 2/11/1999 12:00:00 AM  
Admin Agency: City of Hollister Fire  
Amount: Not reported  
Contained: Yes  
Site Type: Merchant/Business  
E Date: Not reported  
Substance: Pyrotechnic explosive  
Quantity Released: Not reported  
BBLs: 0  
Cups: 0  
CUFT: 0  
Gallons: 0  
Grams: 0  
Pounds: 1  
Liters: 0  
Ounces: 0  
Pints: 0  
Quarts: 0  
Sheen: 0  
Tons: 0  
Unknown: 0  
Evacuations: 0  
Number of Injuries: 2  
Number of Fatalities: 0  
Description: Two employees were blending chemicals, chemicals exploded.

### HWP:

EPA Id: CAD981368392  
Cleanup Status: CLOSED  
Latitude: 36.85132  
Longitude: -121.4309  
Facility Type: Historical - Non-Operating  
Facility Size: Not reported  
Team: Not reported  
Supervisor: Not reported  
Site Code: Not reported  
Assembly District: 30  
Senate District: 12  
Public Information Officer: Not reported

### Closure:

EPA Id: CAD981368392  
Facility Type: Historical - Non-Operating  
Unit Names: OTHRTRT1, OTHRTRT2, OTHRTRT3  
Event Description: Closure Final - ISSUE CLOSURE VERIFICATION  
Actual Date: 06/18/1996

### Alias:

EPA Id: CAD981368392  
Facility Type: Historical - Non-Operating  
Alias Type: FRS  
Alias: 110000610009

2020 COR ACTION:

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**PACSCI QUANTIC L L C (Continued)**

**1000225878**

EPA ID: CAD981368392  
Region: 9  
Action: Not reported

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**WORKINGMANS AUTO WRECKING  
2450 SAN JUAN ROAD  
HOLLISTER, CA 95023**

**ENVIROSTOR S101481906  
N/A**

**ENVIROSTOR:**

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 Berkeley  
Facility ID: 35500003  
Site Code: Not reported  
Assembly: 30  
Senate: 12  
Special Program: \* Rural County Survey Program  
Status: Refer: Other Agency  
Status Date: 01/16/1996  
Restricted Use: NO  
Site Mgmt. Req.: NONE SPECIFIED  
Funding: Not reported  
Latitude: 36.85268  
Longitude: -121.4384  
APN: 0210200020  
Past Use: NONE SPECIFIED  
Potential COC: NONE SPECIFIED  
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: 0210200020  
Alias Type: APN  
Alias Name: 35500003  
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: 01/16/1996  
Comments: County of San Benito Environmental Health Dept. working with the current property owners to remediate site.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 04/27/1989  
Comments: SITE SCREENING DONE RATIONALE FOR PAM BASED ON BUS TYPE; SEND Q; OES - SAN BENITO CO LOOKING AT AUTO WRECKERS TO BRING THEM UNDER COMPLIANCE

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## WORKINGMANS AUTO WRECKING (Continued)

S101481906

Completed Document Type: \* Discovery  
Completed Date: 02/03/1989  
Comments: FACILITY IDENTIFIED 1988 PHONE BOOK

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

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EDR US Hist Auto Stat 1015323851  
N/A

2120 SAN JUAN RD  
HOLLISTER, CA 95023

### EDR Historical Auto Stations:

Name: SAN BENITO AUTO WRECKERS  
Year: 2010  
Address: 2120 SAN JUAN RD

8

FERRY-MORSSE SEED COMPANY  
2191 SAN JUAN RD  
SAN JUAN BAUTISTA, CA 95023

SWEEPS UST S106926169  
N/A

### SWEEPS UST:

Status: Active  
Comp Number: 15804  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-000-015804-000001  
Actv Date: 07-01-85  
Capacity: 1000  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED  
Number Of Tanks: 2

Status: Active  
Comp Number: 15804  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 2  
Swrcb Tank Id: 35-000-015804-000002  
Actv Date: 07-01-85

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

**FERRY-MORSSE SEED COMPANY (Continued)**
**S106926169**

Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

**9**      **ALVAREZ TEXACO**  
**759 SAN BENITO STREET**  
**HOLLISTER, CA 93060**

**Notify 65**      **U000059294**  
**N/A**

Notify 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Incident Description:	93060

**10**      **SAN BENITO SUPPLY**  
**1060 NASH ROAD**  
**HOLLISTER, CA 95023**

**AST**      **A100338056**  
**N/A**

AST:

Owner:	SAN BENITO SUPPLY
Total Gallons:	10,000
Certified Unified Program Agencies:	San Benito

**10**      **HOLLISTER PLANT**  
**1060 NASH RD**  
**HOLLISTER, CA 95150**

**HIST UST**      **U001603181**  
**N/A**

HIST UST:

Region:	STATE
Facility ID:	00000018313
Facility Type:	Other
Other Type:	Not reported
Total Tanks:	0002
Contact Name:	TED KEMMER
Telephone:	4086375731
Owner Name:	HILLSDALE ROCK CO., INC.
Owner Address:	P.O. BOX 5296
Owner City,St,Zip:	SAN JOSE, CA 95150

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	002
Container Num:	2
Year Installed:	Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**HOLLISTER PLANT (Continued)**

**U001603181**

Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Tank Construction: Not reported  
Leak Detection: Visual, Stock Inventor

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**HOLLISTER PLANT  
1060 NASH RD  
HOLLISTER, CA 95150**

**CA FID UST S101625441  
SWEEPS UST N/A**

**CA FID UST:**

Facility ID: 35000169  
Regulated By: UTNKA  
Regulated ID: 00018313  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086375731  
Mail To: Not reported  
Mailing Address: P O BOX  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95150  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**SWEEPS UST:**

Status: Active  
Comp Number: 18313  
Number: 9  
Board Of Equalization: 44-019658  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-018313-000001  
Actv Date: 07-01-85  
Capacity: 10000  
Tank Use: M.V. FUEL  
Stg: P  
Content: REG UNLEADED  
Number Of Tanks: 2

Status: Active  
Comp Number: 18313  
Number: 9  
Board Of Equalization: 44-019658  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 2  
Swrcb Tank Id: 35-031-018313-000002

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## HOLLISTER PLANT (Continued)

S101625441

Actv Date: 07-01-85  
Capacity: 10000  
Tank Use: M.V. FUEL  
Stg: P  
Content: DIESEL  
Number Of Tanks: Not reported

10

## LA CHANCE & SONS TRUCKING 1057 NASH RD HOLLISTER, CA 95023

RCRA NonGen / NLR 1000169838  
FINDS CAD982416323

### RCRA NonGen / NLR:

Date form received by agency: 12/11/1987  
Facility name: LA CHANCE & SONS TRUCKING  
Facility address: 1057 NASH RD  
HOLLISTER, CA 95023  
EPA ID: CAD982416323  
Mailing address: 115 DUNBARTON RD  
WATSONVILLE, CA 95076  
Contact: ENVIRONMENTAL MANAGER  
Contact address: 1057 NASH RD  
HOLLISTER, CA 95023  
Contact country: US  
Contact telephone: (408) 637-3764  
Contact email: Not reported  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

### Owner/Operator Summary:

Owner/operator name: RENE A LA CHANCE  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

### Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: Yes  
Treater, storer or disposer of HW: No  
Underground injection activity: No

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## LA CHANCE & SONS TRUCKING (Continued)

1000169838

On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

### FINDS:

Registry ID: 110002808757

### Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

10

**ATLAS CONCRETE**  
**1055 NASH RD**  
**HOLLISTER, CA 95023**

**LUST S105035149**  
**N/A**

### LUST REG 3:

Region: 3  
Regional Board: Central Coast Region  
Facility County: San Benito  
Global ID: T0606900042  
Status: Case Closed  
Case Number: 898  
Local Case Num: Not reported  
Case Type: U  
Substance: Gasoline  
Quantity: Not reported  
Abatement Method: U  
Leak Source: UNK  
Leak Cause: UNK  
How Stopped: Not reported  
How Discovered: OM  
Release Date: 09/11/1990  
Discovered Date: Not reported  
Enter Date: 09/23/1990  
Stop Date: Not reported  
Review Date: 09/20/1990  
Enforce Date: Not reported  
Close Date: 12/16/98  
Enforcement Type: Not reported  
Responsible Party: Not reported  
RP Address: Not reported  
Contact: Not reported  
Cross Street: Not reported  
Local Agency: Hollister, San Benito County



MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**ATLAS CONCRETE (Continued)**

**S105035149**

Lead Agency: Local Agency  
Staff Initials: JHM  
Confirm Leak: Not reported  
Workplan: Not reported  
Prelim Assess: Not reported  
Pollution Char: / /  
Remedial Plan: Not reported  
Remedial Action: Not reported  
Monitoring: / /  
Pilot Program: UST  
Interim Action: 0  
Funding: R  
MTBE Class: \*  
Max MTBE Grnd Wtr: Not reported  
Max MTBE Soil: Not reported  
Max MTBE Data: / /  
MTBE Tested: NT  
Lat/Long: 36.8382133 / -121.4170725  
Soil Qualifier: Not reported  
Grnd Wtr Qualifier: Not reported  
Mtbe Concentratn: 0  
Mtbe Fuel: 1  
Org Name: Not reported  
Basin Plan: 5.30  
Beneficial: Not reported  
Priority: 0  
UST Cleanup Fund ID: Not reported  
Suspended: Not reported  
Operator: Not reported  
Water System: VALENZUELA WATER SYSTEM  
Well Name: WELL 01  
Distance From Well: 0  
Assigned Name: 13S/05E-04A04 M  
Summary: LOCAL CLOSED CASE.\\ ADMINISTRATIVELY DETERMINED CLOSURE DATE

10

**ATLAS CONCRETE PRODUCTS  
1055 NASH RD  
HOLLISTER, CA 95023**

**CA FID UST S101624986  
SWEEPS UST N/A**

CA FID UST:  
Facility ID: 35000410  
Regulated By: UTNKA  
Regulated ID: 00044347  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086375776  
Mail To: Not reported  
Mailing Address: 1055 NASH RD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95023  
Contact: Not reported  
Contact Phone: Not reported  
DUNS Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## ATLAS CONCRETE PRODUCTS (Continued)

S101624986

### SWEEPS UST:

Status: Active  
Comp Number: 44347  
Number: 9  
Board Of Equalization: 44-019687  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 101  
Swrcb Tank Id: 35-031-044347-000001  
Actv Date: 07-01-85  
Capacity: 12000  
Tank Use: M.V. FUEL  
Stg: P  
Content: DIESEL  
Number Of Tanks: 2

Status: Active  
Comp Number: 44347  
Number: 9  
Board Of Equalization: 44-019687  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 102  
Swrcb Tank Id: 35-031-044347-000002  
Actv Date: 07-01-85  
Capacity: 2000  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED  
Number Of Tanks: Not reported

10

**ATLAS CONCRETE PRODUCTS**  
**1055 NASH RD**  
**HOLLISTER, CA 95023**

**LUST U001601177**  
**HIST UST N/A**

### LUST:

Region: STATE  
Global Id: T0606900042  
Latitude: 36.8399337  
Longitude: -121.4163089  
Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 12/16/1998  
Lead Agency: HOLLISTER , CITY OF  
Case Worker: UST  
Local Agency: HOLLISTER , CITY OF  
RB Case Number: 898  
LOC Case Number: Not reported  
File Location: Not reported  
Potential Media Affect: Under Investigation  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**ATLAS CONCRETE PRODUCTS (Continued)**

**U001601177**

[Click here to access the California GeoTracker records for this facility:](#)

**Contact:**

Global Id:	T0606900042
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	HOLLISTER , CITY OF
Address:	110 FIFTH STREET
City:	HOLLISTER
Email:	Not reported
Phone Number:	4086364325
Global Id:	T0606900042
Contact Type:	Regional Board Caseworker
Contact Name:	RB3 STAFF
Organization Name:	CENTRAL COAST RWQCB (REGION 3)
Address:	895 AEROVISTA PL, SUITE 101
City:	SAN LUIS OBISPO
Email:	centralcoast@waterboards.ca.gov
Phone Number:	8055493147

**Status History:**

Global Id:	T0606900042
Status:	Completed - Case Closed
Status Date:	12/16/1998
Global Id:	T0606900042
Status:	Open - Case Begin Date
Status Date:	09/11/1990

**Regulatory Activities:**

Global Id:	T0606900042
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

**HIST UST:**

Region:	STATE
Facility ID:	00000044347
Facility Type:	Other
Other Type:	CONCRETE PRODUCTS
Total Tanks:	0002
Contact Name:	MARVIN H. GRIMSLEY
Telephone:	4086375776
Owner Name:	ATLAS CONCRETE PRODUCTS
Owner Address:	1055 NASH ROAD
Owner City,St,Zip:	HOLLISTER, CA 95023
Tank Num:	001
Container Num:	101
Year Installed:	1979
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## ATLAS CONCRETE PRODUCTS (Continued)

U001601177

Tank Construction: 1/4 inches  
Leak Detection: Stock Inventor

Tank Num: 002  
Container Num: 102  
Year Installed: 1979  
Tank Capacity: 00002000  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: 3/16 inches  
Leak Detection: Stock Inventor

10

**AIELLO MASONREY  
1035 NASH RD  
HOLLISTER, CA 95023**

**HIST CORTESE S102423752  
LUST N/A**

### CORTESE:

Region: CORTESE  
Facility County Code: 35  
Reg By: LTNKA  
Reg Id: 897

### LUST:

Region: STATE  
Global Id: T0606900041  
Latitude: 36.839939  
Longitude: -121.415235  
Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 12/16/1998  
Lead Agency: HOLLISTER , CITY OF  
Case Worker: UST  
Local Agency: HOLLISTER , CITY OF  
RB Case Number: 897  
LOC Case Number: Not reported  
File Location: Not reported  
Potential Media Affect: Under Investigation  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

### Contact:

Global Id: T0606900041  
Contact Type: Local Agency Caseworker  
Contact Name: UST CASE WORKER  
Organization Name: HOLLISTER , CITY OF  
Address: 110 FIFTH STREET  
City: HOLLISTER  
Email: Not reported  
Phone Number: 4086364325

Global Id: T0606900041  
Contact Type: Regional Board Caseworker  
Contact Name: RB3 STAFF  
Organization Name: CENTRAL COAST RWQCB (REGION 3)  
Address: 895 AEROVISTA PL, SUITE 101  
City: SAN LUIS OBISPO

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## AIELLO MASONREY (Continued)

S102423752

Email: centralcoast@waterboards.ca.gov  
Phone Number: 8055493147

Status History:  
Global Id: T0606900041  
Status: Completed - Case Closed  
Status Date: 12/16/1998

Global Id: T0606900041  
Status: Open - Case Begin Date  
Status Date: 09/11/1990

Regulatory Activities:  
Global Id: T0606900041  
Action Type: Other  
Date: 01/01/1950  
Action: Leak Reported

LUST REG 3:  
Region: 3  
Regional Board: Central Coast Region  
Facility County: San Benito  
Global ID: T0606900041  
Status: Case Closed  
Case Number: 897  
Local Case Num: Not reported  
Case Type: U  
Substance: Gasoline  
Quantity: Not reported  
Abatement Method: U  
Leak Source: UNK  
Leak Cause: UNK  
How Stopped: Not reported  
How Discovered: OM  
Release Date: 09/11/1990  
Discovered Date: Not reported  
Enter Date: 09/23/1990  
Stop Date: Not reported  
Review Date: 09/20/1990  
Enforce Date: Not reported  
Close Date: 12/16/98  
Enforcement Type: Not reported  
Responsible Party: Not reported  
RP Address: Not reported  
Contact: Not reported  
Cross Street: Not reported  
Local Agency: Hollister, San Benito County  
Lead Agency: Local Agency  
Staff Initials: JHM  
Confirm Leak: Not reported  
Workplan: Not reported  
Prelim Assess: Not reported  
Pollution Char: / /  
Remedial Plan: Not reported  
Remedial Action: Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**AIELLO MASONREY (Continued)**

**S102423752**

Monitoring: / /  
Pilot Program: UST  
Interim Action: 0  
Funding: R  
MTBE Class: \*  
Max MTBE Grnd Wtr: Not reported  
Max MTBE Soil: Not reported  
Max MTBE Data: / /  
MTBE Tested: NT  
Lat/Long: 36.8385153 / -121.4169914  
Soil Qualifier: Not reported  
Grnd Wtr Qualifier: Not reported  
Mtb Concentratn: 0  
Mtb Fuel: 1  
Org Name: Not reported  
Basin Plan: 5.30  
Beneficial: Not reported  
Priority: 0  
UST Cleanup Fund ID: Not reported  
Suspended: Not reported  
Operator: Not reported  
Water System: VALENZUELA WATER SYSTEM  
Well Name: WELL 01  
Distance From Well: 0  
Assigned Name: 13S/05E-04A04 M  
Summary: LOCAL CLOSED CASE. ADMINISTRATIVELY DETERMINED CLOSURE DATE

11

**SAN BENITO HIGH SCHOOL EXPANSION**  
**581/601/661 NASH AVENUE**  
**HOLLISTER, CA 95023**

**SCH S104735514**  
**ENVIROSTOR N/A**

SCH:

Facility ID: 35010004  
Site Type: School Investigation  
Site Type Detail: School  
Site Mgmt. Req.: NONE SPECIFIED  
Acres: 75  
National Priorities List: NO  
Cleanup Oversight Agencies: SMBRP  
Lead Agency: SMBRP  
Lead Agency Description: DTSC - Site Cleanup Program  
Project Manager: Kamili Siglowide  
Supervisor: Charles Ridenour  
Division Branch: Northern California Schools & Santa Susana  
Site Code: 204035  
Assembly: 30  
Senate: 12  
Special Program Status: Not reported  
Status: No Further Action  
Status Date: 07/27/2001  
Restricted Use: NO  
Funding: School District  
Latitude: 36.83986  
Longitude: -121.4072  
APN: NONE SPECIFIED  
Past Use: AGRICULTURAL - ROW CROPS  
Potential COC: Cobalt, Cobalt, Nickel, DDT, Dioxin (as 2,3,7,8-TCDD TEQ, Zinc, DDE

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**SAN BENITO HIGH SCHOOL EXPANSION (Continued)**

**S104735514**

Confirmed COC: NONE SPECIFIED  
Potential Description: SOIL  
Alias Name: AKA MATULICH & TUBBS PROPERTY  
Alias Type: Alternate Name  
Alias Name: Proposed Nash Road School  
Alias Type: Alternate Name  
Alias Name: SAN BENITO HIGH SCHOOL DISTRICT  
Alias Type: Alternate Name  
Alias Name: SAN BENITO HIGH SCHOOL EXPANSION  
Alias Type: Alternate Name  
Alias Name: SAN BENITO HSD/EXIST. SAN BENITO HS/VCA  
Alias Type: Alternate Name  
Alias Name: 204035  
Alias Type: Project Code (Site Code)  
Alias Name: 35010004  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement  
Completed Date: 08/22/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 07/30/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 06/19/2001  
Comments: DTSC approved the PEA Report with no further action determination.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Workplan  
Completed Date: 07/12/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Inspections/Visit (Non LUR)  
Completed Date: 06/15/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 07/27/2001  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## SAN BENITO HIGH SCHOOL EXPANSION (Continued)

S104735514

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

### ENVIROSTOR:

Site Type: School Investigation  
Site Type Detailed: School  
Acres: 75  
NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Kamili Siglowide  
Supervisor: Charles Ridenour  
Division Branch: Northern California Schools & Santa Susana  
Facility ID: 35010004  
Site Code: 204035  
Assembly: 30  
Senate: 12  
Special Program: Not reported  
Status: No Further Action  
Status Date: 07/27/2001  
Restricted Use: NO  
Site Mgmt. Req.: NONE SPECIFIED  
Funding: School District  
Latitude: 36.83986  
Longitude: -121.4072  
APN: NONE SPECIFIED  
Past Use: AGRICULTURAL - ROW CROPS  
Potential COC: Cobalt, Cobalt, Nickel, DDT, Dioxin (as 2,3,7,8-TCDD TEQ, Zinc, DDE  
Confirmed COC: Cobalt, Cobalt, Nickel, DDT, Dioxin (as 2,3,7,8-TCDD TEQ, Zinc, DDE,  
NONE SPECIFIED  
Potential Description: SOIL  
Alias Name: AKA MATULICH & TUBBS PROPERTY  
Alias Type: Alternate Name  
Alias Name: Proposed Nash Road School  
Alias Type: Alternate Name  
Alias Name: SAN BENITO HIGH SCHOOL DISTRICT  
Alias Type: Alternate Name  
Alias Name: SAN BENITO HIGH SCHOOL EXPANSION  
Alias Type: Alternate Name  
Alias Name: SAN BENITO HSD/EXIST. SAN BENITO HS/VCA  
Alias Type: Alternate Name  
Alias Name: 204035  
Alias Type: Project Code (Site Code)  
Alias Name: 35010004  
Alias Type: Envirostor ID Number

### Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement  
Completed Date: 08/22/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## SAN BENITO HIGH SCHOOL EXPANSION (Continued)

S104735514

Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 07/30/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 06/19/2001  
Comments: DTSC approved the PEA Report with no further action determination.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Workplan  
Completed Date: 07/12/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Inspections/Visit (Non LUR)  
Completed Date: 06/15/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 07/27/2001  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

12

**LADD LANE ELEMENTARY SCHOOL**  
**161 LADD LANE**  
**HOLLISTER, CA 95023**

**SCH S107736581**  
**ENVIROSTOR N/A**

SCH:

Facility ID: 35010003  
Site Type: School Investigation  
Site Type Detail: School  
Site Mgmt. Req.: NONE SPECIFIED  
Acres: Not reported  
National Priorities List: NO  
Cleanup Oversight Agencies: SMBRP  
Lead Agency: SMBRP  
Lead Agency Description: DTSC - Site Cleanup Program  
Project Manager: Not reported  
Supervisor: Mark Malinowski  
Division Branch: Northern California Schools & Santa Susana  
Site Code: 204009

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## LADD LANE ELEMENTARY SCHOOL (Continued)

S107736581

Assembly: 30  
Senate: 12  
Special Program Status: Not reported  
Status: No Further Action  
Status Date: 11/17/1999  
Restricted Use: NO  
Funding: School District  
Latitude: 36.82916  
Longitude: -121.3927  
APN: NONE SPECIFIED  
Past Use: AGRICULTURAL - ROW CROPS  
Potential COC: DDE, DDE, DDT, DDD  
Confirmed COC: NONE SPECIFIED  
Potential Description: SOIL  
Alias Name: HOLLISTER ELEMENTARY SCHOOL DISTRICT  
Alias Type: Alternate Name  
Alias Name: HOLLISTER SD, LADD LANE SCHOOL  
Alias Type: Alternate Name  
Alias Name: LADD LANE ELEM SCH/VCA  
Alias Type: Alternate Name  
Alias Name: LADD LANE ELEMENTARY SCHOOL  
Alias Type: Alternate Name  
Alias Name: 110022058299  
Alias Type: EPA (FRS #)  
Alias Name: 201258  
Alias Type: Project Code (Site Code)  
Alias Name: 204009  
Alias Type: Project Code (Site Code)  
Alias Name: 35010003  
Alias Type: Envirostor ID Number

### Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 09/15/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Voluntary Cleanup Agreement  
Completed Date: 11/05/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Inspections/Visit (Non LUR)  
Completed Date: 09/08/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 11/17/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**LADD LANE ELEMENTARY SCHOOL (Continued)**

**S107736581**

Completed Document Type: Phase 1  
Completed Date: 09/13/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 11/18/1999  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**ENVIROSTOR:**

Site Type: School Investigation  
Site Type Detailed: School  
Acres: Not reported  
NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Not reported  
Supervisor: Mark Malinowski  
Division Branch: Northern California Schools & Santa Susana  
Facility ID: 35010003  
Site Code: 204009  
Assembly: 30  
Senate: 12  
Special Program: Not reported  
Status: No Further Action  
Status Date: 11/17/1999  
Restricted Use: NO  
Site Mgmt. Req.: NONE SPECIFIED  
Funding: School District  
Latitude: 36.82916  
Longitude: -121.3927  
APN: NONE SPECIFIED  
Past Use: AGRICULTURAL - ROW CROPS  
Potential COC: DDE, DDE, DDT, DDD  
Confirmed COC: DDE, DDE, DDT, DDD, NONE SPECIFIED  
Potential Description: SOIL

Alias Name: HOLLISTER ELEMENTARY SCHOOL DISTRICT  
Alias Type: Alternate Name  
Alias Name: HOLLISTER SD, LADD LANE SCHOOL  
Alias Type: Alternate Name  
Alias Name: LADD LANE ELEM SCH/VCA  
Alias Type: Alternate Name  
Alias Name: LADD LANE ELEMENTARY SCHOOL  
Alias Type: Alternate Name  
Alias Name: 110022058299  
Alias Type: EPA (FRS #)

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**LADD LANE ELEMENTARY SCHOOL (Continued)**

**S107736581**

Alias Name: 201258  
Alias Type: Project Code (Site Code)  
Alias Name: 204009  
Alias Type: Project Code (Site Code)  
Alias Name: 35010003  
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 09/15/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Voluntary Cleanup Agreement  
Completed Date: 11/05/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Inspections/Visit (Non LUR)  
Completed Date: 09/08/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 11/17/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Phase 1  
Completed Date: 09/13/1999  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 11/18/1999  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number  
EPA ID Number

Database(s)

13 KUNIGUNDI I. WUBBELS  
2790 CIENEGA RD  
HOLLISTER, CA 95023

HIST UST U001601275  
N/A

HIST UST:

Region: STATE  
Facility ID: 00000024238  
Facility Type: Other  
Other Type: FARM  
Total Tanks: 0001  
Contact Name: Not reported  
Telephone: 4086377673  
Owner Name: KUNIGUNDI I. WUBBELS  
Owner Address: 2790 CIENEGA RD  
Owner City,St,Zip: HOLLISTER, CA 95023

Tank Num: 001  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00000300  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: None

13 KUNIGUNDI I. WUBBELS  
2790 CIENEGA RD  
HOLLISTER, CA 95023

CA FID UST S101625069  
SWEEPS UST N/A

CA FID UST:

Facility ID: 35000347  
Regulated By: UTNKA  
Regulated ID: 00024238  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086377673  
Mail To: Not reported  
Mailing Address: 2790 CIENEGA RD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95023  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

SWEEPS UST:

Status: Active  
Comp Number: 24238  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-024238-000001

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**KUNIGUNDI I. WUBBELS (Continued)**

**S101625069**

Actv Date: 07-01-85  
Capacity: 300  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED  
Number Of Tanks: 1

14

**RIHCARD D. CLARK  
5921 SOUTHSIDE RD  
HOLLISTER, CA 95023**

**HIST UST U001601310  
N/A**

HIST UST:  
Region: STATE  
Facility ID: 00000044879  
Facility Type: Other  
Other Type: PRIVTE  
Total Tanks: 0001  
Contact Name: Not reported  
Telephone: 4086373954  
Owner Name: RIHCARD D. CLARK  
Owner Address: 5921 SOUTHSIDE ROAD  
Owner City,St,Zip: HOLLISTER, CA 95023

Tank Num: 001  
Container Num: 1  
Year Installed: 1984  
Tank Capacity: 00000550  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Tank Construction: 12 gauge  
Leak Detection: Stock Inventor

14

**RICHARD D. CLARK  
5921 SOUTHSIDE RD  
HOLLISTER, CA 95023**

**CA FID UST S101625101  
SWEEPS UST N/A**

CA FID UST:  
Facility ID: 35000411  
Regulated By: UTNKA  
Regulated ID: 00044879  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086373954  
Mail To: Not reported  
Mailing Address: 5921 SOUTHSIDE RD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95023  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**RICHARD D. CLARK (Continued)**

**S101625101**

**SWEEPS UST:**

Status: Active  
Comp Number: 44879  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-044879-000001  
Actv Date: 07-01-85  
Capacity: 550  
Tank Use: M.V. FUEL  
Stg: P  
Content: REG UNLEADED  
Number Of Tanks: 1

15

**SHARP RANCH  
7030 SOUTHSIDE RD  
HOLLISTER, CA 95023**

**CA FID UST S101625113  
SWEEPS UST N/A**

**CA FID UST:**

Facility ID: 35000390  
Regulated By: UTNKA  
Regulated ID: 00040352  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086373443  
Mail To: Not reported  
Mailing Address: 7030 SOUTHSIDE RD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95023  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**SWEEPS UST:**

Status: Active  
Comp Number: 40352  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-040352-000001  
Actv Date: 07-01-85  
Capacity: 250  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## SHARP RANCH (Continued)

S101625113

Number Of Tanks: 4

Status: Active  
Comp Number: 40352  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 2  
Swrcb Tank Id: 35-031-040352-000002  
Actv Date: 07-01-85  
Capacity: 650  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED  
Number Of Tanks: Not reported

Status: Active  
Comp Number: 40352  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-040352-000003  
Actv Date: 07-01-85  
Capacity: 250  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED  
Number Of Tanks: Not reported

Status: Active  
Comp Number: 40352  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 2  
Swrcb Tank Id: 35-031-040352-000004  
Actv Date: 07-01-85  
Capacity: 1000  
Tank Use: M.V. FUEL  
Stg: P  
Content: DIESEL  
Number Of Tanks: Not reported



MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

15 **SHARP RANCH**  
**7030 SOUTHSIDE RD**  
**HOLLISTER, CA 95023**

**HIST UST** **U001601325**  
**N/A**

HIST UST:

Region: STATE  
Facility ID: 00000040352  
Facility Type: Other  
Other Type: RANCH STORAGE  
Total Tanks: 0004  
Contact Name: Not reported  
Telephone: 4086373443  
Owner Name: FRED SHARP  
Owner Address: 7030 SOUTHSIDE RD.  
Owner City,St,Zip: HOLLISTER, CA 95023

Tank Num: 001  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00000250  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: Visual

Tank Num: 002  
Container Num: 2  
Year Installed: Not reported  
Tank Capacity: 00000650  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: Visual

Tank Num: 003  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00000250  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: Visual

Tank Num: 004  
Container Num: 2  
Year Installed: Not reported  
Tank Capacity: 00001000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Tank Construction: Not reported  
Leak Detection: Visual

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number  
EPA ID Number

Database(s)

15 KENNETH VINEYARD  
6821 SOUTHSIDE RD  
HOLLISTER, CA 95023

HIST UST U001601273  
N/A

HIST UST:

Region: STATE  
Facility ID: 00000047573  
Facility Type: Other  
Other Type: FARM  
Total Tanks: 0001  
Contact Name: Not reported  
Telephone: 4086371354  
Owner Name: KENNETH VINEYARD  
Owner Address: 6821 SOUTHSIDE ROAD  
Owner City,St,Zip: HOLLISTER, C. 5023

Tank Num: 001  
Container Num: 1  
Year Installed: 1978  
Tank Capacity: 00000550  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: Stock Inventor

15 KENNETH VINEYARD  
6821 SOUTHSIDE RD  
HOLLISTER, CA 95023

CA FID UST S101625067  
SWEEPS UST N/A

CA FID UST:

Facility ID: 35000422  
Regulated By: UTNKA  
Regulated ID: 00047573  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086371354  
Mail To: Not reported  
Mailing Address: 6821 SOUTHSIDE RD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95023  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

SWEEPS UST:

Status: Active  
Comp Number: 47573  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-047573-000001

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**KENNETH VINEYARD (Continued)**

**S101625067**

Actv Date: 07-01-85  
Capacity: 550  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED  
Number Of Tanks: 1

16

**MARIE MORRIS  
7996 SOUTHSIDE RD  
HOLLISTER, CA 95023**

**HIST UST U001601286  
N/A**

HIST UST:

Region: STATE  
Facility ID: 00000034429  
Facility Type: Gas Station  
Other Type: NONE  
Total Tanks: 0002  
Contact Name: TEXACO IN HOLLISTER  
Telephone: 4086283457  
Owner Name: MARIE MORRIS  
Owner Address: 7996 SOUTHSIDE ROAD  
Owner City,St,Zip: HOLLISTER, CA 95023

Tank Num: 001  
Container Num: 1  
Year Installed: 1976  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Tank Construction: Not reported  
Leak Detection: Visual, Groundwater Monitoring Well, Pressure Test

Tank Num: 002  
Container Num: 2  
Year Installed: 1976  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: None

16

**THREE PINES RANCH  
7996 SOUTHSIDE RD  
HOLLISTER, CA 95023**

**CA FID UST S101625118  
SWEEPS UST N/A**

CA FID UST:

Facility ID: 35000370  
Regulated By: UTNKA  
Regulated ID: 00031931  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086283457  
Mail To: Not reported  
Mailing Address: 7996 SOUTHSIDE RD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95023

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**THREE PINES RANCH (Continued)**

**S101625118**

Contact: Not reported  
Contact Phone: Not reported  
DUNS Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**SWEEPS UST:**

Status: Active  
Comp Number: 31931  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-031931-000001  
Actv Date: 07-01-85  
Capacity: 500  
Tank Use: M.V. FUEL  
Stg: P  
Content: LEADED  
Number Of Tanks: 2

Status: Active  
Comp Number: 31931  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 2  
Swrcb Tank Id: 35-031-031931-000002  
Actv Date: 07-01-85  
Capacity: 500  
Tank Use: M.V. FUEL  
Stg: P  
Content: DIESEL  
Number Of Tanks: Not reported

16

**THREE PINES RANCH  
7996 SOUTHSIDE RD  
HOLLISTER, CA 95023**

**HIST UST U001601333  
N/A**

**HIST UST:**

Region: STATE  
Facility ID: 00000031931  
Facility Type: Other  
Other Type: FARM  
Total Tanks: 0002  
Contact Name: MARIE MORRIS  
Telephone: 4086283457  
Owner Name: MARIE MORRIS  
Owner Address: 7996 SOUTHSIDE RD.

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## THREE PINES RANCH (Continued)

U001601333

Owner City,St,Zip: HOLLISTER, CA 95023

Tank Num: 001  
Container Num: 1  
Year Installed: 1976  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: None

Tank Num: 002  
Container Num: 2  
Year Installed: Not reported  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Tank Construction: Not reported  
Leak Detection: None

17

## PETE MATULICH RANCH 6310 SOUTHSIDE RD HOLLISTER, CA 95023

CA FID UST S101625094  
SWEEPS UST N/A

### CA FID UST:

Facility ID: 35000346  
Regulated By: UTNKA  
Regulated ID: 00022837  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4086375212  
Mail To: Not reported  
Mailing Address: 6310 SOUTHSIDE RD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: HOLLISTER 95023  
Contact: Not reported  
Contact Phone: Not reported  
DUNS Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

### SWEEPS UST:

Status: Active  
Comp Number: 22837  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Tank Status: A  
Owner Tank Id: 1  
Swrcb Tank Id: 35-031-022837-000001  
Actv Date: 07-01-85  
Capacity: 350  
Tank Use: M.V. FUEL

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**PETE MATULICH RANCH (Continued)**

**S101625094**

Stg: P  
Content: LEADED  
Number Of Tanks: 1

17

**PETE MATULICH RANCH  
6310 SOUTHSIDE RD  
HOLLISTER, CA 95023**

**HIST UST U001601302  
N/A**

HIST UST:

Region: STATE  
Facility ID: 00000022837  
Facility Type: Other  
Other Type: FARM  
Total Tanks: 0001  
Contact Name: FRANK SILVA  
Telephone: 4086375212  
Owner Name: FRANCES MATULICH  
Owner Address: 6310 SOUTHSIDE ROAD  
Owner City,St,Zip: HOLLISTER, CA 95023

Tank Num: 001  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00000350  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: 1/4 inches  
Leak Detection: None

18

**JOHN HAIN & SONS  
PO BOX 216  
TRES PINOS, CA 95075**

**HIST UST U001602133  
N/A**

HIST UST:

Region: STATE  
Facility ID: 00000008582  
Facility Type: Other  
Other Type: RANCH  
Total Tanks: 0001  
Contact Name: Not reported  
Telephone: 4086283246  
Owner Name: JOHN HAIN & SONS  
Owner Address: 608-BOLADO RD-P.O. BOX 216  
Owner City,St,Zip: TRES PINOS, CA 95075

Tank Num: 001  
Container Num: 1  
Year Installed: 1961  
Tank Capacity: 00000550  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Tank Construction: Not reported  
Leak Detection: None

## ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
GILROY	A100336997	Z-BEST COMPOSTING FACILITY	980 HY 25	95020	AST
GILROY	A100337362	UESUGI FARMS	1020 HY 25	95020	AST
GILROY	S112346456	PG&E-RUCKER SUBSTATION	BUENA VISTA AV	95020	CUPA Listings
GILROY	1003878937	PG&E GAS PLANT GILROY	SW COR 6TH & RR ST(W OF RR ROW	95020	CERC-NFRAP
GILROY	1000251101	PACIFIC BELL	L9S GREENFIELD FARMS @ HWY 101	95020	RCRA NonGen / NLR, FINDS
GILROY	S112346423	PATRIOT RESOURCES	OLD MONTEREY RD	95020	CUPA Listings
GILROY	U001601211	DENICE & FILICE PACKING CO	OLD BOLSA RD.	95023	HIST UST
GILROY	S113724441	PACHECO PASS TRUCKING INC	6560 PACHECO PASS HY	95020	HWT
GILROY	1014387059	PACHECO PASS TRUCKING INC	6560 PACHECO PASS HWY	95020	RCRA NonGen / NLR
HOLLISTER	S105024089	HOLLISTER MAINTENANCE YAR	551 EAST 1	95023	HIST CORTESE
HOLLISTER	S103843249	HOLLISTER AIRPORT	HWY 156		SLIC
HOLLISTER	S100186019	RUSCONI BROS	3RD & SW CORNER OF MCCRAY STREET	95023	ENVIROSTOR
HOLLISTER	S113459826	EL RANCHO SAN BENITO LLC	8898 BOLSA RD	95020	HAZNET
HOLLISTER	U001601298	NUTTING RANCH (KLAUMANN FLAT	END OF NUTTING RD. OFF UNION R	95023	HIST UST
HOLLISTER	S110653387	INDUSTRIAL WASTE TREATMENT FACILITY	END OF SOUTH STREET		SWF/LF
HOLLISTER	1012210427	STATE ROUTE 25	75 FEET E OF STATE ROUTE 25	95023	RCRA-SQG
HOLLISTER	1012105525	SAN BENITO FOODS / NEIL JONES FOOD CO.	110 HAWKINS, 865 EAST STREET		FINDS
HOLLISTER	S110731414	SAN BENITO COUNTY RESOURCE REC. PK PROJ	JOHN SMITH RD.		SWF/LF
HOLLISTER	1014465359	SERVANDO CASTRO CORTEZ	4281 A PACHACO HWY	95023	RCRA NonGen / NLR
HOLLISTER	S113883279	SPRINT PCS-SF33XC526	7285 PACHECO PASS HY	95023	CUPA Listings
HOLLISTER	1010314102	GEOF LANINI TRUCKING	4281 PACHECO HWY	95023	RCRA NonGen / NLR
HOLLISTER	S109466599	GEOF LANINI TRUCKING	4281 PACHECO HIGHWAY	95023	HWT
HOLLISTER	S101625108	SAN BENITO CATTLE AND FARMING	QUIEN SABE DISTRICT	95023	CA FID UST, SWEEPS UST
HOLLISTER	U001601318	SAN BENITO CATTLE AND FARMING	QUIEN SABE DISTRICT	95023	HIST UST
HOLLISTER	1000165220	US BUREAU OF LAND MGMT VALLECITOS OILFLD	T16S R11E SEC 25 - 50 MI SE OF HOLLISTER	95023	CERCLIS, FINDS
HOLLISTER	S112886511	SAN JUSTO SUBSTATION	SAN JUSTO RD W OF LUCY BROWN	95023	HAZNET
HOLLISTER	U001601203	CESARE BERTERO	SAN JUAN ROAD	95023	HIST UST
HOLLISTER	S101625086	MINISERE	5 SAN BENITA	95023	CA FID UST, SWEEPS UST
HOLLISTER	S101625009	CESARE BERTERO	SAN JUAN RD	95023	CA FID UST, SWEEPS UST
HOLLISTER	S102429035	E'S RANCH MILK	SAN BENITO ST	95023	HIST CORTESE, LUST
HOLLISTER	S105254814	HOLLISTER DOMESTIC WWTP	N SIDE HWY 156 W SAN BENITO R	95023	WDS, Cortese, ENF
PAICINES	1015732591	PINNACLES NATIONAL MONUMENT	PAICINES	95023	CERC-NFRAP, RCRA-CESQG
SAN BENITO COUNTY	M300006401	CAL ROCK PRODUCTS, LLC.	CIENEGA QUARRY		US MINES
SAN BENITO COUNTY	M300003157	HILLSDALE ROCK CO.	SAN JUAN PLANT		US MINES
SAN BENITO COUNTY	M300003162	GRANITE CONSTRUCTION CO.	SOUTHSIDE SAND & GRAVEL PIT		US MINES
SAN JUAN BAUTISTA	U001601675	CALIFORNIA HIGHWAY PATROL	9055 HWY. 101	95045	HIST UST
SAN JUAN BAUTISTA	S106933085	TRACTOR SHED	HIGHWAY 156	95045	SWEEPS UST
SAN JUAN BAUTISTA	S106934222	WAREHOUSE	3RD MONTEREY ST	95045	SWEEPS UST
SAN JUAN BAUTISTA	S111292637	SAN BENITO SUBSTATION	ANZAR ROAD AND SAN JUSTO ROAD	95045	NPDES
SAN JUAN BAUTISTA	S106905296	PRIDE OF SAN JUAN	PO BOX 218	95045	WDS
SAN JUAN BAUTISTA	S112872908	CITY OF SAN JUAN BAUTISTA	12 JEFFERSON	95045	HAZNET
SAN JUAN BAUTISTA	S112874940	PRIDE OF SAN JUAN	1275__SAN JUSTO RD	95045	HAZNET
SAN JUAN BAUTISTA	S112893036	PRIDE OF SAN JUAN INC	1275 SAN JUSTI RD	95045	HAZNET

Count: 50 records

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
SAN JUAN BAUTISTA	A100339697	DOBLER AND SONS	4651 SAN JUAN HIGHWAY	95045	AST
SAN JUAN BAUTISTA	U001601234	FREMONT PEAK COMMUNICATION FAC	6 MI SE SAN JUAN BAUTISTA,	95023	HIST UST, SWEEPS UST
SAN JUAN BAUTISTA	U001573484	WAREHOUSE	THIRD MONTEREY STREETS	95045	HIST UST
UNINCORPORATED	S106162663	KIKUNAGA NURSERY	RT. 2 BOX 542 B MIRAMONTE	95020	LUST
UNINCORPORATED	S104542013	AT&T LOMA PRIETA FACILITY	LOMA PRIETA RD	95020	LUST, HIST LUST
UNINCORPORATED	S103881473	CALTRANS GILROY MAINT. STA. #2	PACHECO PASS HWY	95020	LUST, HIST LUST
UNINCORPORATED	S110655434	BARBERI PROPERTY-UVAS CREEK	THOMAS RD	95020	LUST



# 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.

## **FEDERAL RECORDS**

### **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: 04/26/2013	Source: EPA
Date Data Arrived at EDR: 05/09/2013	Telephone: N/A
Date Made Active in Reports: 07/10/2013	Last EDR Contact: 11/11/2013
Number of Days to Update: 62	Next Scheduled EDR Contact: 01/20/2014
	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 6  
Telephone: 214-655-6659

EPA Region 3  
Telephone 215-814-5418

EPA Region 7  
Telephone: 913-551-7247

EPA Region 4  
Telephone 404-562-8033

EPA Region 8  
Telephone: 303-312-6774

EPA Region 5  
Telephone 312-886-6686

EPA Region 9  
Telephone: 415-947-4246

EPA Region 10  
Telephone 206-553-8665

### **Proposed NPL: Proposed National Priority List Sites**

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/26/2013	Source: EPA
Date Data Arrived at EDR: 05/09/2013	Telephone: N/A
Date Made Active in Reports: 07/10/2013	Last EDR Contact: 11/11/2013
Number of Days to Update: 62	Next Scheduled EDR Contact: 01/20/2014
	Data Release Frequency: Quarterly

### **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: 04/26/2013	Source: EPA
Date Data Arrived at EDR: 05/09/2013	Telephone: N/A
Date Made Active in Reports: 07/10/2013	Last EDR Contact: 11/11/2013
Number of Days to Update: 62	Next Scheduled EDR Contact: 01/20/2014
	Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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

### CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS 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). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/26/2013  
Date Data Arrived at EDR: 05/29/2013  
Date Made Active in Reports: 08/09/2013  
Number of Days to Update: 72

Source: EPA  
Telephone: 703-412-9810  
Last EDR Contact: 11/11/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Quarterly

### CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS 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 this 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. This 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 a potential NPL site.

Date of Government Version: 04/26/2013  
Date Data Arrived at EDR: 05/29/2013  
Date Made Active in Reports: 08/09/2013  
Number of Days to Update: 72

Source: EPA  
Telephone: 703-412-9810  
Last EDR Contact: 11/11/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Quarterly

### LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/06/2013  
Date Data Arrived at EDR: 04/25/2013  
Date Made Active in Reports: 05/10/2013  
Number of Days to Update: 15

Source: Environmental Protection Agency  
Telephone: 202-564-6023  
Last EDR Contact: 11/13/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Varies

### CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 07/11/2013  
Date Data Arrived at EDR: 08/08/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 36

Source: EPA  
Telephone: 800-424-9346  
Last EDR Contact: 10/02/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Quarterly

### 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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/11/2013  
Date Data Arrived at EDR: 08/08/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 36

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/02/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Quarterly

### 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: 07/11/2013  
Date Data Arrived at EDR: 08/08/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 36

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/02/2013  
Next Scheduled EDR Contact: 01/13/2014  
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: 07/11/2013  
Date Data Arrived at EDR: 08/08/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 36

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/02/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Quarterly

### RCRA-CESQG: RCRA - 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). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 07/11/2013  
Date Data Arrived at EDR: 08/08/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 36

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/02/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Varies

### RCRA NonGen / NLR: RCRA - Non 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). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 07/11/2013  
Date Data Arrived at EDR: 08/08/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 36

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/02/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 06/17/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/21/2013	Telephone: 703-603-0695
Date Made Active in Reports: 10/03/2013	Last EDR Contact: 09/10/2013
Number of Days to Update: 104	Next Scheduled EDR Contact: 12/23/2013
	Data Release Frequency: Varies

### US INST CONTROL: Sites with Institutional Controls

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: 06/17/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/21/2013	Telephone: 703-603-0695
Date Made Active in Reports: 10/03/2013	Last EDR Contact: 09/10/2013
Number of Days to Update: 104	Next Scheduled EDR Contact: 12/23/2013
	Data Release Frequency: Varies

### ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2012	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/17/2013	Telephone: 202-267-2180
Date Made Active in Reports: 02/15/2013	Last EDR Contact: 10/01/2013
Number of Days to Update: 29	Next Scheduled EDR Contact: 01/13/2014
	Data Release Frequency: Annually

### HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2012	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 01/03/2013	Telephone: 202-366-4555
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 10/01/2013
Number of Days to Update: 55	Next Scheduled EDR Contact: 01/13/2014
	Data Release Frequency: Annually

### DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 08/07/2012	Telephone: 202-366-4595
Date Made Active in Reports: 09/18/2012	Last EDR Contact: 11/06/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 02/17/2014
	Data Release Frequency: Varies

### 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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/06/2013  
Date Data Arrived at EDR: 09/11/2013  
Date Made Active in Reports: 10/03/2013  
Number of Days to Update: 22

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 09/04/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: Quarterly

### 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: 06/24/2013  
Date Data Arrived at EDR: 06/25/2013  
Date Made Active in Reports: 08/09/2013  
Number of Days to Update: 45

Source: Environmental Protection Agency  
Telephone: 202-566-2777  
Last EDR Contact: 09/24/2013  
Next Scheduled EDR Contact: 01/08/2014  
Data Release Frequency: Semi-Annually

### 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: 12/31/2005  
Date Data Arrived at EDR: 11/10/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 62

Source: USGS  
Telephone: 888-275-8747  
Last EDR Contact: 10/18/2013  
Next Scheduled EDR Contact: 01/27/2014  
Data Release Frequency: Semi-Annually

### 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: 12/31/2011  
Date Data Arrived at EDR: 02/26/2013  
Date Made Active in Reports: 03/13/2013  
Number of Days to Update: 15

Source: U.S. Army Corps of Engineers  
Telephone: 202-528-4285  
Last EDR Contact: 09/10/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Varies

### 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: 08/20/2013  
Date Data Arrived at EDR: 08/23/2013  
Date Made Active in Reports: 11/01/2013  
Number of Days to Update: 70

Source: Department of the Navy  
Telephone: 843-820-7326  
Last EDR Contact: 11/18/2013  
Next Scheduled EDR Contact: 03/03/2014  
Data Release Frequency: Varies

### 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: 06/30/2013  
Date Data Arrived at EDR: 08/07/2013  
Date Made Active in Reports: 10/03/2013  
Number of Days to Update: 57

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 04/26/2013  
Date Data Arrived at EDR: 06/11/2013  
Date Made Active in Reports: 11/01/2013  
Number of Days to Update: 143

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 09/13/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Annually

### 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: 09/14/2010  
Date Data Arrived at EDR: 10/07/2011  
Date Made Active in Reports: 03/01/2012  
Number of Days to Update: 146

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 05/28/2013  
Next Scheduled EDR Contact: 09/09/2013  
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: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: No Update Planned

### 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: 08/01/2013  
Date Data Arrived at EDR: 09/05/2013  
Date Made Active in Reports: 10/03/2013  
Number of Days to Update: 28

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 09/05/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: Semi-Annually

### 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: 12/31/2011  
Date Data Arrived at EDR: 07/31/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 44

Source: EPA  
Telephone: 202-566-0250  
Last EDR Contact: 08/30/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 12/31/2006	Source: EPA
Date Data Arrived at EDR: 09/29/2010	Telephone: 202-260-5521
Date Made Active in Reports: 12/02/2010	Last EDR Contact: 09/24/2013
Number of Days to Update: 64	Next Scheduled EDR Contact: 01/08/2014
	Data Release Frequency: Every 4 Years

### 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	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/22/2013
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/09/2013
	Data Release Frequency: Quarterly

### 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	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/22/2013
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/09/2013
	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 10/28/2013
Number of Days to Update: 77	Next Scheduled EDR Contact: 02/11/2014
	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: 07/20/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/10/2011	Telephone: 202-564-5088
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 10/09/2014
Number of Days to Update: 61	Next Scheduled EDR Contact: 01/27/2014
	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: 06/01/2013	Source: EPA
Date Data Arrived at EDR: 07/17/2013	Telephone: 202-566-0500
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 10/18/2013
Number of Days to Update: 107	Next Scheduled EDR Contact: 01/27/2014
	Data Release Frequency: Annually

### 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: 07/22/2013	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 08/02/2013	Telephone: 301-415-7169
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 09/10/2013
Number of Days to Update: 91	Next Scheduled EDR Contact: 12/23/2013
	Data Release Frequency: Quarterly

### 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: 09/30/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/09/2013	Telephone: 202-343-9775
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 10/09/2013
Number of Days to Update: 23	Next Scheduled EDR Contact: 01/20/2014
	Data Release Frequency: Quarterly

### FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/08/2013  
Date Data Arrived at EDR: 03/21/2013  
Date Made Active in Reports: 07/10/2013  
Number of Days to Update: 111

Source: EPA  
Telephone: (415) 947-8000  
Last EDR Contact: 09/11/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Quarterly

### 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

### 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: 05/08/2012  
Date Data Arrived at EDR: 05/25/2012  
Date Made Active in Reports: 07/10/2012  
Number of Days to Update: 46

Source: Environmental Protection Agency  
Telephone: 202-564-8600  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
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: 12/31/2011  
Date Data Arrived at EDR: 02/26/2013  
Date Made Active in Reports: 04/19/2013  
Number of Days to Update: 52

Source: EPA/NTIS  
Telephone: 800-424-9346  
Last EDR Contact: 08/26/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Biennially

### US HIST CDL: National Clandestine Laboratory Register

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: 09/01/2007  
Date Data Arrived at EDR: 11/19/2008  
Date Made Active in Reports: 03/30/2009  
Number of Days to Update: 131

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 03/23/2009  
Next Scheduled EDR Contact: 06/22/2009  
Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/19/2011	Telephone: 202-566-0517
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 11/01/2013
Number of Days to Update: 83	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Varies

### COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 10/15/2013
Number of Days to Update: 76	Next Scheduled EDR Contact: 01/27/2014
	Data Release Frequency: Varies

### FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010	Source: FEMA
Date Data Arrived at EDR: 02/16/2010	Telephone: 202-646-5797
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 10/17/2013
Number of Days to Update: 55	Next Scheduled EDR Contact: 01/27/2014
	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: 08/17/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/03/2011	Telephone: N/A
Date Made Active in Reports: 03/21/2011	Last EDR Contact: 09/13/2013
Number of Days to Update: 77	Next Scheduled EDR Contact: 12/23/2013
	Data Release Frequency: Varies

### 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: 07/31/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/09/2012	Telephone: 703-603-8704
Date Made Active in Reports: 12/20/2012	Last EDR Contact: 10/11/2013
Number of Days to Update: 72	Next Scheduled EDR Contact: 01/20/2014
	Data Release Frequency: Varies

### LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/29/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/14/2013	Telephone: 703-603-8787
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 09/24/2013
Number of Days to Update: 13	Next Scheduled EDR Contact: 01/20/2014
	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 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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 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: 03/04/2013  
Date Data Arrived at EDR: 03/15/2013  
Date Made Active in Reports: 05/10/2013  
Number of Days to Update: 56

Source: Environmental Protection Agency  
Telephone: 202-566-1917  
Last EDR Contact: 11/18/2013  
Next Scheduled EDR Contact: 03/03/2014  
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: 06/30/2013  
Date Data Arrived at EDR: 08/13/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 31

Source: Environmental Protection Agency  
Telephone: 617-520-3000  
Last EDR Contact: 11/15/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Quarterly

### US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 01/23/2013  
Date Data Arrived at EDR: 01/30/2013  
Date Made Active in Reports: 05/10/2013  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-5962  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Annually

### 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: 01/23/2013  
Date Data Arrived at EDR: 01/30/2013  
Date Made Active in Reports: 05/10/2013  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-5962  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Annually

### 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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/07/2011  
Date Data Arrived at EDR: 03/09/2011  
Date Made Active in Reports: 05/02/2011  
Number of Days to Update: 54

Source: Environmental Protection Agency  
Telephone: 615-532-8599  
Last EDR Contact: 11/18/2013  
Next Scheduled EDR Contact: 02/03/2014  
Data Release Frequency: Varies

### 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: 11/11/2011  
Date Data Arrived at EDR: 05/18/2012  
Date Made Active in Reports: 05/25/2012  
Number of Days to Update: 7

Source: Environmental Protection Agency  
Telephone: 703-308-4044  
Last EDR Contact: 11/15/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Varies

### PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013  
Date Data Arrived at EDR: 07/03/2013  
Date Made Active in Reports: 09/13/2013  
Number of Days to Update: 72

Source: EPA  
Telephone: 202-564-6023  
Last EDR Contact: 10/04/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Quarterly

## STATE AND LOCAL RECORDS

### 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

### 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

### 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: 09/05/2013  
Date Data Arrived at EDR: 09/05/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 35

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 11/06/2013  
Next Scheduled EDR Contact: 02/17/2014  
Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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

### SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/19/2013  
Date Data Arrived at EDR: 08/19/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 50

Source: Department of Resources Recycling and Recovery  
Telephone: 916-341-6320  
Last EDR Contact: 08/19/2013  
Next Scheduled EDR Contact: 12/02/2013  
Data Release Frequency: Quarterly

### UIC: UIC Listing

A listing of underground control injection wells.

Date of Government Version: 08/21/2013  
Date Data Arrived at EDR: 09/17/2013  
Date Made Active in Reports: 10/17/2013  
Number of Days to Update: 30

Source: Department of Conservation  
Telephone: 916-445-2408  
Last EDR Contact: 09/17/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Varies

### 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: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: No Update Planned

### 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: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Quarterly

### NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 08/19/2013  
Date Data Arrived at EDR: 08/19/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 50

Source: State Water Resources Control Board  
Telephone: 916-445-9379  
Last EDR Contact: 08/19/2013  
Next Scheduled EDR Contact: 12/02/2013  
Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 07/05/2013	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 07/05/2013	Telephone: 916-323-3400
Date Made Active in Reports: 08/26/2013	Last EDR Contact: 10/01/2013
Number of Days to Update: 52	Next Scheduled EDR Contact: 01/13/2014
	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	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

### SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 09/16/2013	Source: Department of Conservation
Date Data Arrived at EDR: 09/19/2013	Telephone: 916-323-3836
Date Made Active in Reports: 10/17/2013	Last EDR Contact: 09/16/2013
Number of Days to Update: 28	Next Scheduled EDR Contact: 12/30/2013
	Data Release Frequency: Quarterly

### 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	Source: California Regional Water Quality Control Board San Diego Region (9)
Date Data Arrived at EDR: 04/23/2001	Telephone: 858-637-5595
Date Made Active in Reports: 05/21/2001	Last EDR Contact: 09/26/2011
Number of Days to Update: 28	Next Scheduled EDR Contact: 01/09/2012
	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	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	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	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	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, Calaveras, 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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6710  
Last EDR Contact: 09/06/2011  
Next Scheduled EDR Contact: 12/19/2011  
Data Release Frequency: No Update Planned

### LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003  
Date Data Arrived at EDR: 05/19/2003  
Date Made Active in Reports: 06/02/2003  
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-542-4786  
Last EDR Contact: 07/18/2011  
Next Scheduled EDR Contact: 10/31/2011  
Data Release Frequency: No Update Planned

### LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-622-2433  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

### 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: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 09/16/2013  
Date Data Arrived at EDR: 09/17/2013  
Date Made Active in Reports: 10/16/2013  
Number of Days to Update: 29

Source: State Water Resources Control Board  
Telephone: see region list  
Last EDR Contact: 10/17/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Quarterly

### LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 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

### SLIC: Statewide SLIC Cases

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: 09/16/2013  
Date Data Arrived at EDR: 09/17/2013  
Date Made Active in Reports: 10/17/2013  
Number of Days to Update: 30

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 10/17/2013  
Next Scheduled EDR Contact: 12/30/2013  
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: Quarterly

### 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.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: Semi-Annually

### 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: Varies

### 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: Semi-Annually

### 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: Semi-Annually

### 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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: Semi-Annually

### 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: Annually

### UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/16/2013  
Date Data Arrived at EDR: 09/17/2013  
Date Made Active in Reports: 10/16/2013  
Number of Days to Update: 29

Source: SWRCB  
Telephone: 916-341-5851  
Last EDR Contact: 10/17/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Semi-Annually

### UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009  
Date Data Arrived at EDR: 09/23/2009  
Date Made Active in Reports: 10/01/2009  
Number of Days to Update: 8

Source: Department of Public Health  
Telephone: 707-463-4466  
Last EDR Contact: 09/03/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: Annually

### 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

### LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 06/14/2013  
Date Data Arrived at EDR: 06/17/2013  
Date Made Active in Reports: 08/21/2013  
Number of Days to Update: 65

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 09/23/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Varies

### 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

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 03/12/2013	Source: Office of Emergency Services
Date Data Arrived at EDR: 05/01/2013	Telephone: 916-845-8400
Date Made Active in Reports: 06/25/2013	Last EDR Contact: 10/30/2013
Number of Days to Update: 55	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Varies

### LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 09/16/2013	Source: State Water Quality Control Board
Date Data Arrived at EDR: 09/17/2013	Telephone: 866-480-1028
Date Made Active in Reports: 10/16/2013	Last EDR Contact: 10/17/2013
Number of Days to Update: 29	Next Scheduled EDR Contact: 12/30/2013
	Data Release Frequency: Quarterly

### AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 08/01/2009	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2009	Telephone: 916-327-5092
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 10/07/2013
Number of Days to Update: 21	Next Scheduled EDR Contact: 01/20/2014
	Data Release Frequency: Quarterly

### MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 09/16/2013	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/17/2013	Telephone: 866-480-1028
Date Made Active in Reports: 10/16/2013	Last EDR Contact: 10/17/2013
Number of Days to Update: 29	Next Scheduled EDR Contact: 12/30/2013
	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: 10/21/1993	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/01/1993	Telephone: 916-445-3846
Date Made Active in Reports: 11/19/1993	Last EDR Contact: 09/23/2013
Number of Days to Update: 18	Next Scheduled EDR Contact: 01/08/2014
	Data Release Frequency: No Update Planned

### DEED: Deed Restriction Listing

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 09/11/2013  
Date Data Arrived at EDR: 09/11/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 33

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 11/13/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Semi-Annually

### 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: 09/05/2013  
Date Data Arrived at EDR: 09/05/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 35

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 11/06/2013  
Next Scheduled EDR Contact: 02/17/2014  
Data Release Frequency: Quarterly

### 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: 09/10/2013  
Date Data Arrived at EDR: 09/11/2013  
Date Made Active in Reports: 10/16/2013  
Number of Days to Update: 35

Source: Department of Toxic Substance Control  
Telephone: 916-327-4498  
Last EDR Contact: 09/10/2013  
Next Scheduled EDR Contact: 12/24/2012  
Data Release Frequency: Annually

### 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: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Varies

### 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: 06/30/2013  
Date Data Arrived at EDR: 09/03/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 37

Source: Department of Toxic Substances Control  
Telephone: 916-255-6504  
Last EDR Contact: 09/03/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 08/09/2013  
Date Data Arrived at EDR: 08/13/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 56

Source: State Water Resources Control Board  
Telephone: 916-445-9379  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Varies

### 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: 09/05/2013  
Date Data Arrived at EDR: 09/05/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 35

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 11/06/2013  
Next Scheduled EDR Contact: 02/17/2014  
Data Release Frequency: Quarterly

### 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.

Date of Government Version: 12/31/2012  
Date Data Arrived at EDR: 07/16/2013  
Date Made Active in Reports: 08/26/2013  
Number of Days to Update: 41

Source: California Environmental Protection Agency  
Telephone: 916-255-1136  
Last EDR Contact: 10/15/2013  
Next Scheduled EDR Contact: 01/27/2014  
Data Release Frequency: Annually

### EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2010  
Date Data Arrived at EDR: 06/25/2013  
Date Made Active in Reports: 08/22/2013  
Number of Days to Update: 58

Source: California Air Resources Board  
Telephone: 916-322-2990  
Last EDR Contact: 09/27/2013  
Next Scheduled EDR Contact: 01/08/2014  
Data Release Frequency: Varies

### HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 04/26/2013  
Date Data Arrived at EDR: 04/26/2013  
Date Made Active in Reports: 05/16/2013  
Number of Days to Update: 20

Source: Integrated Waste Management Board  
Telephone: 916-341-6422  
Last EDR Contact: 11/18/2013  
Next Scheduled EDR Contact: 03/03/2014  
Data Release Frequency: Varies

### ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies 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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/05/2013  
Date Data Arrived at EDR: 09/05/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 35

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 11/06/2013  
Next Scheduled EDR Contact: 02/17/2014  
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: 07/15/2013  
Date Data Arrived at EDR: 07/16/2013  
Date Made Active in Reports: 08/12/2013  
Number of Days to Update: 27

Source: Department of Toxic Substances Control  
Telephone: 916-440-7145  
Last EDR Contact: 10/15/2013  
Next Scheduled EDR Contact: 01/27/2014  
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: 08/29/2013  
Date Data Arrived at EDR: 09/13/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 31

Source: Department of Public Health  
Telephone: 916-558-1784  
Last EDR Contact: 09/11/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Varies

### PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 09/16/2013  
Date Data Arrived at EDR: 09/19/2013  
Date Made Active in Reports: 10/17/2013  
Number of Days to Update: 28

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 09/16/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Quarterly

### HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/28/2013  
Date Data Arrived at EDR: 08/27/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 44

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 08/27/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Quarterly

## **TRIBAL RECORDS**

### 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: 12/31/2005  
Date Data Arrived at EDR: 12/08/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 34

Source: USGS  
Telephone: 202-208-3710  
Last EDR Contact: 10/18/2013  
Next Scheduled EDR Contact: 01/27/2014  
Data Release Frequency: Semi-Annually

### INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 11/04/2013  
Next Scheduled EDR Contact: 02/17/2014  
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: 08/27/2012  
Date Data Arrived at EDR: 08/28/2012  
Date Made Active in Reports: 10/16/2012  
Number of Days to Update: 49

Source: EPA Region 8  
Telephone: 303-312-6271  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Quarterly

### 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: 02/01/2013  
Date Data Arrived at EDR: 05/01/2013  
Date Made Active in Reports: 11/01/2013  
Number of Days to Update: 184

Source: EPA Region 1  
Telephone: 617-918-1313  
Last EDR Contact: 11/01/2013  
Next Scheduled EDR Contact: 02/11/2014  
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: 09/12/2011  
Date Data Arrived at EDR: 09/13/2011  
Date Made Active in Reports: 11/11/2011  
Number of Days to Update: 59

Source: EPA Region 6  
Telephone: 214-665-6597  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
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: 08/01/2013  
Date Data Arrived at EDR: 08/02/2013  
Date Made Active in Reports: 11/01/2013  
Number of Days to Update: 91

Source: EPA Region 4  
Telephone: 404-562-8677  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Semi-Annually

### 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: 08/20/2013  
Date Data Arrived at EDR: 08/23/2013  
Date Made Active in Reports: 11/01/2013  
Number of Days to Update: 70

Source: EPA, Region 5  
Telephone: 312-886-7439  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
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: 03/01/2013  
Date Data Arrived at EDR: 03/01/2013  
Date Made Active in Reports: 04/12/2013  
Number of Days to Update: 42

Source: Environmental Protection Agency  
Telephone: 415-972-3372  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 07/29/2013	Source: EPA Region 10
Date Data Arrived at EDR: 07/30/2013	Telephone: 206-553-2857
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 94	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 08/27/2013	Source: EPA Region 7
Date Data Arrived at EDR: 08/27/2013	Telephone: 913-551-7003
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 66	Next Scheduled EDR Contact: 02/11/2014
	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: 09/28/2012	Source: EPA, Region 1
Date Data Arrived at EDR: 11/07/2012	Telephone: 617-918-1313
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 11/01/2014
Number of Days to Update: 156	Next Scheduled EDR Contact: 02/11/2014
	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: 08/01/2013	Source: EPA Region 4
Date Data Arrived at EDR: 08/02/2013	Telephone: 404-562-9424
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 91	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Semi-Annually

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: 08/20/2013	Source: EPA Region 5
Date Data Arrived at EDR: 08/23/2013	Telephone: 312-886-6136
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 70	Next Scheduled EDR Contact: 02/11/2014
	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: 05/10/2011	Source: EPA Region 6
Date Data Arrived at EDR: 05/11/2011	Telephone: 214-665-7591
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 10/28/2013
Number of Days to Update: 34	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Semi-Annually



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 12/31/2012	Source: EPA Region 7
Date Data Arrived at EDR: 02/28/2013	Telephone: 913-551-7003
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 43	Next Scheduled EDR Contact: 02/11/2014
	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: 07/29/2013	Source: EPA Region 8
Date Data Arrived at EDR: 08/01/2013	Telephone: 303-312-6137
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 92	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Quarterly

### 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: 02/21/2013	Source: EPA Region 9
Date Data Arrived at EDR: 02/26/2013	Telephone: 415-972-3368
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 45	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Quarterly

### 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: 02/05/2013	Source: EPA Region 10
Date Data Arrived at EDR: 02/06/2013	Telephone: 206-553-2857
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 10/28/2013
Number of Days to Update: 65	Next Scheduled EDR Contact: 02/11/2014
	Data Release Frequency: Quarterly

### INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	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: 09/28/2012	Source: EPA, Region 1
Date Data Arrived at EDR: 10/02/2012	Telephone: 617-918-1102
Date Made Active in Reports: 10/16/2012	Last EDR Contact: 10/01/2013
Number of Days to Update: 14	Next Scheduled EDR Contact: 01/13/2014
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## EDR PROPRIETARY 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 US Hist Auto Stat: EDR Exclusive Historic Gas 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 US Hist Cleaners: EDR Exclusive Historic Dry 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 US Hist Cleaners: EDR Proprietary Historic Dry Cleaners - Cole

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: N/A  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

### EDR US Hist Auto Stat: EDR Proprietary Historic Gas Stations - Cole

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: N/A  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## COUNTY RECORDS

### ALAMEDA COUNTY:

#### 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: 07/25/2013  
Date Data Arrived at EDR: 07/26/2013  
Date Made Active in Reports: 08/09/2013  
Number of Days to Update: 14

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Semi-Annually

#### Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 07/25/2013  
Date Data Arrived at EDR: 07/26/2013  
Date Made Active in Reports: 08/20/2013  
Number of Days to Update: 25

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Semi-Annually

### AMADOR COUNTY:

#### CUPA Facility List

Cupa Facility List

Date of Government Version: 06/20/2013  
Date Data Arrived at EDR: 06/21/2013  
Date Made Active in Reports: 08/21/2013  
Number of Days to Update: 61

Source: Amador County Environmental Health  
Telephone: 209-223-6439  
Last EDR Contact: 09/10/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Varies

### BUTTE COUNTY:

#### CUPA Facility Listing

Cupa facility list.

Date of Government Version: 08/01/2013  
Date Data Arrived at EDR: 08/02/2013  
Date Made Active in Reports: 08/22/2013  
Number of Days to Update: 20

Source: Public Health Department  
Telephone: 530-538-7149  
Last EDR Contact: 10/09/2013  
Next Scheduled EDR Contact: 01/27/2014  
Data Release Frequency: No Update Planned

### CALVERAS COUNTY:

#### CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 06/30/2013  
Date Data Arrived at EDR: 07/24/2013  
Date Made Active in Reports: 08/09/2013  
Number of Days to Update: 16

Source: Calveras County Environmental Health  
Telephone: 209-754-6399  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Quarterly

### COLUSA COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List

Cupa facility list.

Date of Government Version: 06/20/2013

Date Data Arrived at EDR: 07/01/2013

Date Made Active in Reports: 08/09/2013

Number of Days to Update: 39

Source: Health & Human Services

Telephone: 530-458-0396

Last EDR Contact: 11/15/2013

Next Scheduled EDR Contact: 02/24/2014

Data Release Frequency: Varies

### CONTRA COSTA COUNTY:

#### Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/20/2013

Date Data Arrived at EDR: 08/23/2013

Date Made Active in Reports: 10/08/2013

Number of Days to Update: 46

Source: Contra Costa Health Services Department

Telephone: 925-646-2286

Last EDR Contact: 11/04/2013

Next Scheduled EDR Contact: 02/17/2014

Data Release Frequency: Semi-Annually

### DEL NORTE COUNTY:

#### CUPA Facility List

Cupa Facility list

Date of Government Version: 01/09/2013

Date Data Arrived at EDR: 01/10/2013

Date Made Active in Reports: 02/25/2013

Number of Days to Update: 46

Source: Del Norte County Environmental Health Division

Telephone: 707-465-0426

Last EDR Contact: 11/04/2013

Next Scheduled EDR Contact: 02/17/2014

Data Release Frequency: Varies

### EL DORADO COUNTY:

#### CUPA Facility List

CUPA facility list.

Date of Government Version: 08/20/2013

Date Data Arrived at EDR: 08/23/2013

Date Made Active in Reports: 10/08/2013

Number of Days to Update: 46

Source: El Dorado County Environmental Management Department

Telephone: 530-621-6623

Last EDR Contact: 11/04/2013

Next Scheduled EDR Contact: 02/17/2014

Data Release Frequency: Varies

### FRESNO COUNTY:

#### 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: 06/30/2013

Date Data Arrived at EDR: 07/16/2013

Date Made Active in Reports: 07/24/2013

Number of Days to Update: 8

Source: Dept. of Community Health

Telephone: 559-445-3271

Last EDR Contact: 10/09/2013

Next Scheduled EDR Contact: 01/27/2014

Data Release Frequency: Semi-Annually

### HUMBOLDT COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List CUPA facility list.

Date of Government Version: 08/09/2013  
Date Data Arrived at EDR: 08/09/2013  
Date Made Active in Reports: 08/22/2013  
Number of Days to Update: 13

Source: Humboldt County Environmental Health  
Telephone: N/A  
Last EDR Contact: 08/09/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### IMPERIAL COUNTY:

#### CUPA Facility List Cupa facility list.

Date of Government Version: 07/26/2013  
Date Data Arrived at EDR: 08/09/2013  
Date Made Active in Reports: 08/22/2013  
Number of Days to Update: 13

Source: San Diego Border Field Office  
Telephone: 760-339-2777  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Varies

### INYO COUNTY:

#### CUPA Facility List Cupa facility list.

Date of Government Version: 09/10/2013  
Date Data Arrived at EDR: 09/11/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 33

Source: Inyo County Environmental Health Services  
Telephone: 760-878-0238  
Last EDR Contact: 09/10/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### KERN COUNTY:

#### Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010  
Date Data Arrived at EDR: 09/01/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 29

Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Quarterly

### KINGS COUNTY:

#### 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: 08/22/2013  
Date Data Arrived at EDR: 08/27/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 42

Source: Kings County Department of Public Health  
Telephone: 559-584-1411  
Last EDR Contact: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### LAKE COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/23/2013  
Date Data Arrived at EDR: 01/25/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 33

Source: Lake County Environmental Health  
Telephone: 707-263-1164  
Last EDR Contact: 10/21/2013  
Next Scheduled EDR Contact: 02/03/2014  
Data Release Frequency: Varies

### LOS ANGELES COUNTY:

#### San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

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: EPA Region 9  
Telephone: 415-972-3178  
Last EDR Contact: 09/23/2013  
Next Scheduled EDR Contact: 01/08/2014  
Data Release Frequency: No Update Planned

#### HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/28/2013  
Date Data Arrived at EDR: 06/17/2013  
Date Made Active in Reports: 08/21/2013  
Number of Days to Update: 65

Source: Department of Public Works  
Telephone: 626-458-3517  
Last EDR Contact: 10/09/2013  
Next Scheduled EDR Contact: 01/27/2014  
Data Release Frequency: Semi-Annually

#### List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/22/2013  
Date Data Arrived at EDR: 07/22/2013  
Date Made Active in Reports: 08/26/2013  
Number of Days to Update: 35

Source: La County Department of Public Works  
Telephone: 818-458-5185  
Last EDR Contact: 10/22/2013  
Next Scheduled EDR Contact: 02/03/2014  
Data Release Frequency: Varies

#### City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009  
Date Data Arrived at EDR: 03/10/2009  
Date Made Active in Reports: 04/08/2009  
Number of Days to Update: 29

Source: Engineering & Construction Division  
Telephone: 213-473-7869  
Last EDR Contact: 07/17/2013  
Next Scheduled EDR Contact: 11/04/2013  
Data Release Frequency: Varies

#### Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/30/2013  
Date Data Arrived at EDR: 02/21/2013  
Date Made Active in Reports: 03/25/2013  
Number of Days to Update: 32

Source: Community Health Services  
Telephone: 323-890-7806  
Last EDR Contact: 10/21/2013  
Next Scheduled EDR Contact: 02/03/2014  
Data Release Frequency: Annually

#### City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/31/2013  
Date Data Arrived at EDR: 08/01/2013  
Date Made Active in Reports: 08/27/2013  
Number of Days to Update: 26

Source: City of El Segundo Fire Department  
Telephone: 310-524-2236  
Last EDR Contact: 10/21/2013  
Next Scheduled EDR Contact: 02/03/2014  
Data Release Frequency: Semi-Annually

### City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003  
Date Data Arrived at EDR: 10/23/2003  
Date Made Active in Reports: 11/26/2003  
Number of Days to Update: 34

Source: City of Long Beach Fire Department  
Telephone: 562-570-2563  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Annually

### City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 07/15/2013  
Date Data Arrived at EDR: 07/18/2013  
Date Made Active in Reports: 08/20/2013  
Number of Days to Update: 33

Source: City of Torrance Fire Department  
Telephone: 310-618-2973  
Last EDR Contact: 10/09/2013  
Next Scheduled EDR Contact: 01/27/2014  
Data Release Frequency: Semi-Annually

### MADERA COUNTY:

#### 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: 09/20/2013  
Date Data Arrived at EDR: 09/24/2013  
Date Made Active in Reports: 10/18/2013  
Number of Days to Update: 24

Source: Madera County Environmental Health  
Telephone: 559-675-7823  
Last EDR Contact: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### MARIN COUNTY:

#### Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 11/26/2012  
Date Data Arrived at EDR: 11/28/2012  
Date Made Active in Reports: 01/21/2013  
Number of Days to Update: 54

Source: Public Works Department Waste Management  
Telephone: 415-499-6647  
Last EDR Contact: 10/07/2013  
Next Scheduled EDR Contact: 01/20/2014  
Data Release Frequency: Semi-Annually

### MERCED COUNTY:

#### CUPA Facility List

CUPA facility list.

Date of Government Version: 08/23/2013  
Date Data Arrived at EDR: 08/27/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 42

Source: Merced County Environmental Health  
Telephone: 209-381-1094  
Last EDR Contact: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### MONO COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA Facility List CUPA Facility List

Date of Government Version: 09/04/2013  
Date Data Arrived at EDR: 09/05/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 39

Source: Mono County Health Department  
Telephone: 760-932-5580  
Last EDR Contact: 09/03/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: Varies

### MONTEREY COUNTY:

#### CUPA Facility Listing CUPA Program listing from the Environmental Health Division.

Date of Government Version: 09/11/2013  
Date Data Arrived at EDR: 09/12/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 32

Source: Monterey County Health Department  
Telephone: 831-796-1297  
Last EDR Contact: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### NAPA COUNTY:

#### Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011  
Date Data Arrived at EDR: 12/06/2011  
Date Made Active in Reports: 02/07/2012  
Number of Days to Update: 63

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 09/03/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: No Update Planned

#### Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008  
Date Data Arrived at EDR: 01/16/2008  
Date Made Active in Reports: 02/08/2008  
Number of Days to Update: 23

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 09/03/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: No Update Planned

### NEVADA COUNTY:

#### CUPA Facility List CUPA facility list.

Date of Government Version: 05/29/2013  
Date Data Arrived at EDR: 05/30/2013  
Date Made Active in Reports: 07/15/2013  
Number of Days to Update: 46

Source: Community Development Agency  
Telephone: 530-265-1467  
Last EDR Contact: 11/04/2013  
Next Scheduled EDR Contact: 02/17/2014  
Data Release Frequency: Varies

### ORANGE COUNTY:

#### List of Industrial Site Cleanups Petroleum and non-petroleum spills.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/01/2013  
Date Data Arrived at EDR: 08/13/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 56

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Annually

### List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 08/01/2013  
Date Data Arrived at EDR: 08/13/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 56

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Quarterly

### List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 08/01/2013  
Date Data Arrived at EDR: 08/13/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 56

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Quarterly

### PLACER COUNTY:

#### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 08/22/2013  
Date Data Arrived at EDR: 08/22/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 49

Source: Placer County Health and Human Services  
Telephone: 530-745-2363  
Last EDR Contact: 08/20/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Semi-Annually

### RIVERSIDE COUNTY:

#### Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/18/2013  
Date Data Arrived at EDR: 07/18/2013  
Date Made Active in Reports: 07/24/2013  
Number of Days to Update: 6

Source: Department of Environmental Health  
Telephone: 951-358-5055  
Last EDR Contact: 09/23/2013  
Next Scheduled EDR Contact: 01/08/2014  
Data Release Frequency: Quarterly

#### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 07/18/2013  
Date Data Arrived at EDR: 07/18/2013  
Date Made Active in Reports: 08/20/2013  
Number of Days to Update: 33

Source: Department of Environmental Health  
Telephone: 951-358-5055  
Last EDR Contact: 09/23/2013  
Next Scheduled EDR Contact: 01/08/2014  
Data Release Frequency: Quarterly

### SACRAMENTO COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/03/2013  
Date Data Arrived at EDR: 07/08/2013  
Date Made Active in Reports: 07/24/2013  
Number of Days to Update: 16

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 10/07/2013  
Next Scheduled EDR Contact: 01/20/2014  
Data Release Frequency: Quarterly

### 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: 05/03/2013  
Date Data Arrived at EDR: 07/08/2013  
Date Made Active in Reports: 08/23/2013  
Number of Days to Update: 46

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 10/07/2013  
Next Scheduled EDR Contact: 01/20/2014  
Data Release Frequency: Quarterly

### SAN BERNARDINO COUNTY:

#### 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: 09/03/2013  
Date Data Arrived at EDR: 09/03/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 37

Source: San Bernardino County Fire Department Hazardous Materials Division  
Telephone: 909-387-3041  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Quarterly

### SAN DIEGO COUNTY:

#### 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: 09/23/2013  
Date Data Arrived at EDR: 09/24/2013  
Date Made Active in Reports: 10/17/2013  
Number of Days to Update: 23

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268  
Last EDR Contact: 09/23/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Quarterly

#### Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2012  
Date Data Arrived at EDR: 11/06/2012  
Date Made Active in Reports: 11/30/2012  
Number of Days to Update: 24

Source: Department of Health Services  
Telephone: 619-338-2209  
Last EDR Contact: 11/18/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 09/10/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: No Update Planned

### SAN FRANCISCO COUNTY:

#### Local Oversight 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: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Quarterly

#### Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010  
Date Data Arrived at EDR: 03/10/2011  
Date Made Active in Reports: 03/15/2011  
Number of Days to Update: 5

Source: Department of Public Health  
Telephone: 415-252-3920  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Quarterly

### SAN JOAQUIN COUNTY:

#### San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 09/25/2013  
Date Data Arrived at EDR: 09/27/2013  
Date Made Active in Reports: 10/18/2013  
Number of Days to Update: 21

Source: Environmental Health Department  
Telephone: N/A  
Last EDR Contact: 09/23/2013  
Next Scheduled EDR Contact: 01/08/2014  
Data Release Frequency: Semi-Annually

### SAN LUIS OBISPO COUNTY:

#### CUPA Facility List

Cupa Facility List.

Date of Government Version: 08/26/2013  
Date Data Arrived at EDR: 08/27/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 44

Source: San Luis Obispo County Public Health Department  
Telephone: 805-781-5596  
Last EDR Contact: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### SAN MATEO COUNTY:

#### Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/02/2013  
Date Data Arrived at EDR: 07/05/2013  
Date Made Active in Reports: 08/23/2013  
Number of Days to Update: 49

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 06/13/2013  
Next Scheduled EDR Contact: 09/30/2013  
Data Release Frequency: Annually

### Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/16/2013  
Date Data Arrived at EDR: 09/17/2013  
Date Made Active in Reports: 10/16/2013  
Number of Days to Update: 29

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 09/16/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Semi-Annually

### SANTA BARBARA COUNTY:

#### 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: 09/23/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### SANTA CLARA COUNTY:

#### Cupa Facility List

Cupa facility list

Date of Government Version: 09/03/2013  
Date Data Arrived at EDR: 09/04/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 36

Source: Department of Environmental Health  
Telephone: 408-918-1973  
Last EDR Contact: 09/03/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: Varies

#### 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

#### LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 09/03/2013  
Date Data Arrived at EDR: 09/06/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 38

Source: Department of Environmental Health  
Telephone: 408-918-3417  
Last EDR Contact: 09/03/2013  
Next Scheduled EDR Contact: 12/16/2013  
Data Release Frequency: Annually

#### Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/14/2013  
Date Data Arrived at EDR: 08/16/2013  
Date Made Active in Reports: 10/08/2013  
Number of Days to Update: 53

Source: City of San Jose Fire Department  
Telephone: 408-535-7694  
Last EDR Contact: 11/08/2013  
Next Scheduled EDR Contact: 02/24/2014  
Data Release Frequency: Annually

### SANTA CRUZ COUNTY:

#### CUPA Facility List CUPA facility listing.

Date of Government Version: 08/22/2013  
Date Data Arrived at EDR: 08/27/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 44

Source: Santa Cruz County Environmental Health  
Telephone: 831-464-2761  
Last EDR Contact: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### SHASTA COUNTY:

#### CUPA Facility List Cupa Facility List.

Date of Government Version: 09/09/2013  
Date Data Arrived at EDR: 09/10/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 34

Source: Shasta County Department of Resource Management  
Telephone: 530-225-5789  
Last EDR Contact: 08/22/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Varies

### SOLANO COUNTY:

#### Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/18/2013  
Date Data Arrived at EDR: 09/20/2013  
Date Made Active in Reports: 10/17/2013  
Number of Days to Update: 27

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 09/16/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Quarterly

#### Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 09/18/2013  
Date Data Arrived at EDR: 09/24/2013  
Date Made Active in Reports: 10/18/2013  
Number of Days to Update: 24

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 09/16/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Quarterly

### SONOMA COUNTY:

#### Cupa Facility List Cupa Facility list

Date of Government Version: 07/05/2013  
Date Data Arrived at EDR: 07/05/2013  
Date Made Active in Reports: 08/21/2013  
Number of Days to Update: 47

Source: County of Sonoma Fire & Emergency Services Department  
Telephone: 707-565-1174  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/02/2013  
Date Data Arrived at EDR: 07/05/2013  
Date Made Active in Reports: 08/12/2013  
Number of Days to Update: 38

Source: Department of Health Services  
Telephone: 707-565-6565  
Last EDR Contact: 09/30/2013  
Next Scheduled EDR Contact: 01/13/2014  
Data Release Frequency: Quarterly

### SUTTER COUNTY:

#### Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 09/10/2013  
Date Data Arrived at EDR: 09/11/2013  
Date Made Active in Reports: 10/14/2013  
Number of Days to Update: 33

Source: Sutter County Department of Agriculture  
Telephone: 530-822-7500  
Last EDR Contact: 09/10/2013  
Next Scheduled EDR Contact: 12/23/2013  
Data Release Frequency: Semi-Annually

### TUOLUMNE COUNTY:

#### CUPA Facility List

Cupa facility list

Date of Government Version: 01/14/2013  
Date Data Arrived at EDR: 01/16/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 42

Source: Division of Environmental Health  
Telephone: 209-533-5633  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Varies

### VENTURA COUNTY:

#### 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: 08/19/2013  
Date Data Arrived at EDR: 08/27/2013  
Date Made Active in Reports: 10/10/2013  
Number of Days to Update: 44

Source: Ventura County Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 11/19/2013  
Next Scheduled EDR Contact: 03/03/2014  
Data Release Frequency: Quarterly

#### 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: 10/07/2013  
Next Scheduled EDR Contact: 01/20/2014  
Data Release Frequency: Annually

#### 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: 11/19/2013  
Next Scheduled EDR Contact: 03/03/2014  
Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 05/28/2013  
Date Data Arrived at EDR: 06/24/2013  
Date Made Active in Reports: 08/12/2013  
Number of Days to Update: 49

Source: Ventura County Resource Management Agency  
Telephone: 805-654-2813  
Last EDR Contact: 10/28/2013  
Next Scheduled EDR Contact: 02/11/2014  
Data Release Frequency: Quarterly

### Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/29/2013  
Date Data Arrived at EDR: 09/18/2013  
Date Made Active in Reports: 10/16/2013  
Number of Days to Update: 28

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 09/16/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Quarterly

### YOLO COUNTY:

#### Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 06/24/2013  
Date Data Arrived at EDR: 06/26/2013  
Date Made Active in Reports: 08/20/2013  
Number of Days to Update: 55

Source: Yolo County Department of Health  
Telephone: 530-666-8646  
Last EDR Contact: 09/23/2013  
Next Scheduled EDR Contact: 01/08/2014  
Data Release Frequency: Annually

### YUBA COUNTY:

#### CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 08/01/2013  
Date Data Arrived at EDR: 08/05/2013  
Date Made Active in Reports: 08/22/2013  
Number of Days to Update: 17

Source: Yuba County Environmental Health Department  
Telephone: 530-749-7523  
Last EDR Contact: 11/18/2013  
Next Scheduled EDR Contact: 02/17/2014  
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: 07/30/2013  
Date Data Arrived at EDR: 08/19/2013  
Date Made Active in Reports: 10/03/2013  
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection  
Telephone: 860-424-3375  
Last EDR Contact: 08/19/2013  
Next Scheduled EDR Contact: 12/02/2013  
Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 07/19/2012  
Date Made Active in Reports: 08/28/2012  
Number of Days to Update: 40

Source: Department of Environmental Protection  
Telephone: N/A  
Last EDR Contact: 10/18/2013  
Next Scheduled EDR Contact: 01/27/2014  
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: 11/01/2013  
Date Data Arrived at EDR: 11/07/2013  
Date Made Active in Reports: 11/18/2013  
Number of Days to Update: 11

Source: Department of Environmental Conservation  
Telephone: 518-402-8651  
Last EDR Contact: 11/07/2013  
Next Scheduled EDR Contact: 02/17/2014  
Data Release Frequency: Annually

### PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2012  
Date Data Arrived at EDR: 07/24/2013  
Date Made Active in Reports: 08/19/2013  
Number of Days to Update: 26

Source: Department of Environmental Protection  
Telephone: 717-783-8990  
Last EDR Contact: 10/21/2013  
Next Scheduled EDR Contact: 02/03/2014  
Data Release Frequency: Annually

### RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2012  
Date Data Arrived at EDR: 06/21/2013  
Date Made Active in Reports: 08/05/2013  
Number of Days to Update: 45

Source: Department of Environmental Management  
Telephone: 401-222-2797  
Last EDR Contact: 08/23/2013  
Next Scheduled EDR Contact: 12/09/2013  
Data Release Frequency: Annually

### WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2012  
Date Data Arrived at EDR: 08/09/2013  
Date Made Active in Reports: 09/27/2013  
Number of Days to Update: 49

Source: Department of Natural Resources  
Telephone: N/A  
Last EDR Contact: 09/16/2013  
Next Scheduled EDR Contact: 12/30/2013  
Data Release Frequency: Annually

**Oil/Gas Pipelines:** This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

### AHA Hospitals:

Source: American Hospital Association, Inc.  
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

### Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services  
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

### STREET AND ADDRESS INFORMATION

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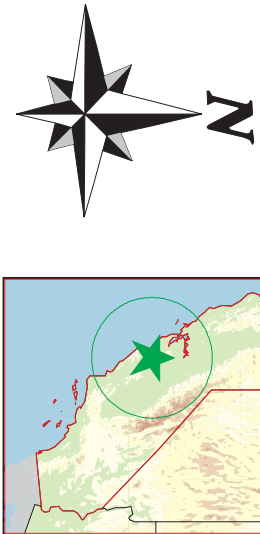


# EDR DataMap®

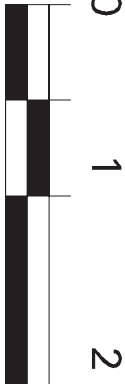
## Corridor Study

San Benito River Parkway

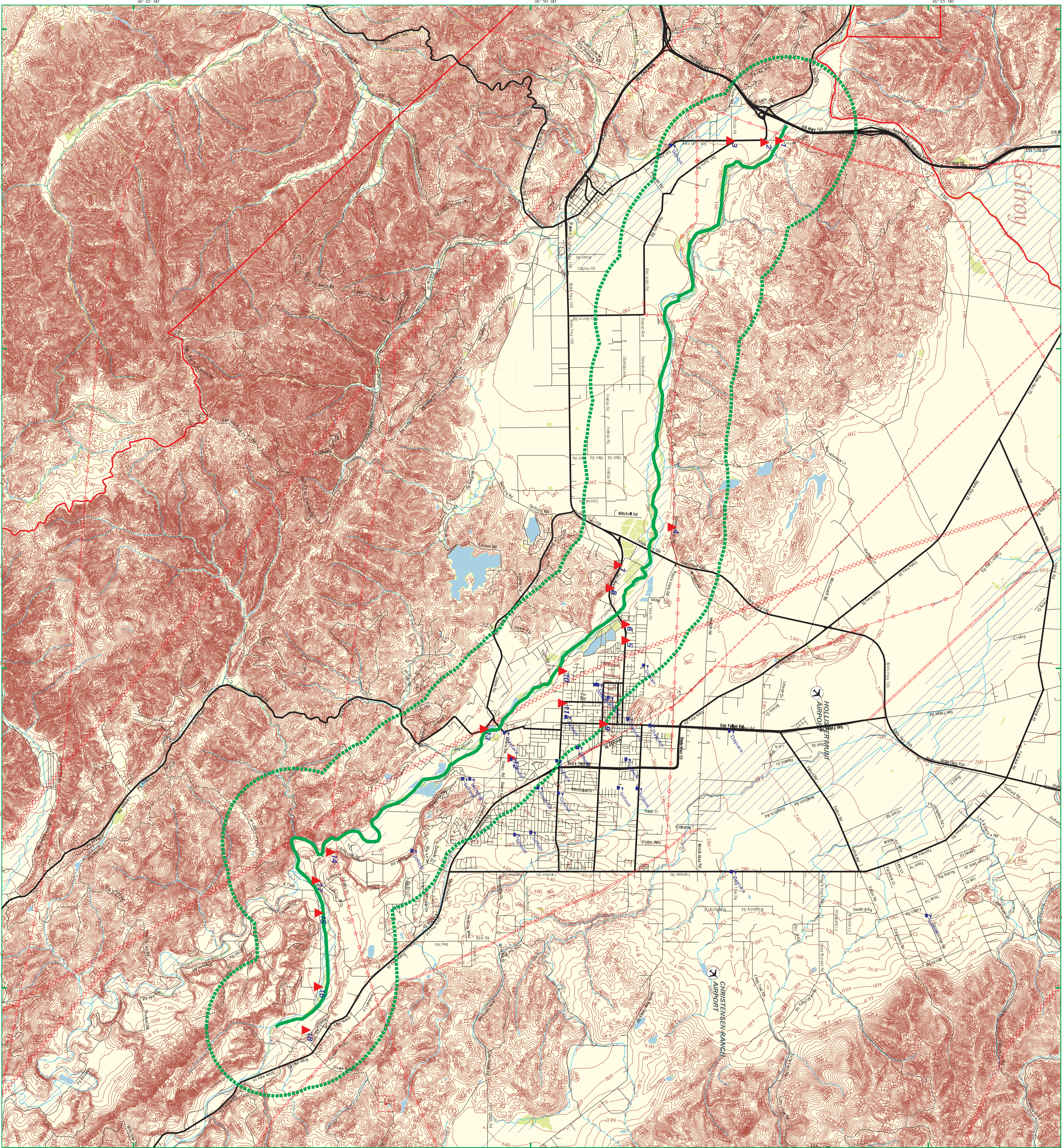
- Listed Sites
- Earthquake Epicenters (Richter 5 or greater)
- Search Boundary
- Roads
- Major Roads
- Waterways
- Railroads
- Contour Lines
- Pipelines
- Powerlines
- Fault Lines
- Water
- Superfund Sites
- Federal DOD Sites
- Indian Reservations BIA
- 100-Yr Flood Zones
- National Wetland Inventory



Hollister, CA



Scale in Miles







## Appendix D

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*Noise*

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	838.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	44.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	61.4

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	840.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	44.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	61.4

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Existing Segment 1

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	439.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	23.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	58.6

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 1 Existing Closure

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	420.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	22.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	58.4

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 1 Existing + Project

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	441.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	23.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	58.6



\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	1000.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	53.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	68.2

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	187.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	10.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	54.9

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	188.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	10.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	54.9

\*\*\*\*\* CASE INFORMATION \*\*\*\*\*

\*\*\*\*\* Results calculated with TNM Version 2.5 \*\*\*\*\*

Segment 2 Existing

\*\*\*\*\* TRAFFIC VOLUME/SPEED INFORMATION \*\*\*\*\*

Automobile volume (v/h):	571.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	31.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\*\*\*\*\* TERRAIN SURFACE INFORMATION \*\*\*\*\*

Terrain surface: soft

\*\*\*\*\* RECEIVER INFORMATION \*\*\*\*\*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	59.8

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 2 Existing Closure

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	57.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	3.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	49.7

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 2 Existing Plus Project

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	579.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	30.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	59.8

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	58.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	3.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	49.8

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Seg 3 Existing

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	614.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	32.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	60.0



\* \* \* \* CASE INFORMATION \* \* \* \*

\* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \*

Segment 3 Existing Plus Project

\* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \*

Automobile volume (v/h):	681.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	36.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \*

Terrain surface: soft

\* \* \* \* RECEIVER INFORMATION \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	60.5

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	268.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	14.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	56.4

\* \* \* \* CASE INFORMATION \* \* \* \*

\* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \*

\* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \*

Automobile volume (v/h):	268.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	14.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \*

Terrain surface: soft

\* \* \* \* RECEIVER INFORMATION \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	56.4

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 4 Existing

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	689.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	36.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	60.5

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 4 Existing Closure

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	182.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	10.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	54.8

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 4 Existing Plus Project

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	705.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	37.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	60.7

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	182.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	10.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	54.8

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	1670.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	88.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.4



\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	1690.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	89.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.4

\*\*\*\*\* CASE INFORMATION \*\*\*\*\*

\*\*\*\*\* Results calculated with TNM Version 2.5 \*\*\*\*\*

Segment 5 Existing

\*\*\*\*\* TRAFFIC VOLUME/SPEED INFORMATION \*\*\*\*\*

Automobile volume (v/h):	492.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	26.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\*\*\*\*\* TERRAIN SURFACE INFORMATION \*\*\*\*\*

Terrain surface: soft

\*\*\*\*\* RECEIVER INFORMATION \*\*\*\*\*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	65.1

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 5 Existing Closure

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	831.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	44.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.4

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

Segment 5 Existing Plus Project

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	506.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	27.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	65.2

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	852.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	45.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.5

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	857.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	45.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.5

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	804.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	43.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.2

\* \* \* \* CASE INFORMATION \* \* \* \*

\* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \*

\* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \*

Automobile volume (v/h):	808.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	42.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \*

Terrain surface: soft

\* \* \* \* RECEIVER INFORMATION \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.2



\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	993.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	52.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	62.1

\* \* \* \* CASE INFORMATION \* \* \* \*

\* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \*

\* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \*

Automobile volume (v/h):	996.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	52.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \*

Terrain surface: soft

\* \* \* \* RECEIVER INFORMATION \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	62.1

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	411.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	22.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	58.3

\* \* \* \* \* CASE INFORMATION \* \* \* \* \*

\* \* \* \* \* Results calculated with TNM Version 2.5 \* \* \* \* \*

\* \* \* \* \* TRAFFIC VOLUME/SPEED INFORMATION \* \* \* \* \*

Automobile volume (v/h):	414.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	22.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

\* \* \* \* \* TERRAIN SURFACE INFORMATION \* \* \* \* \*

Terrain surface: soft

\* \* \* \* \* RECEIVER INFORMATION \* \* \* \* \*

DESCRIPTION OF RECEIVER # 1

House

Distance from center of 12-ft wide, single lane roadway (ft):	52.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	58.4



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## **Appendix E**

*Traffic Study*

# Technical Memorandum



**To:** San Benito County  
Rincon Consultants, Inc. – Matt Maddox

**Cc:** Wood Rodgers, Inc. – Mark Rayback

**From:** Wood Rodgers, Inc. – Nawid Nessar, PE, TE

**Date:** 04/11/2016

**File:** 8553-SanBenitoCountyRegionalParkTIS\_Supplemental\_Memo.docx

**Project #:** WR #: 8553.001

**RE:** San Benito County/City of Hollister River Parkway and Regional Park  
Transportation Impact Study – Supplemental Memo

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## INTRODUCTION & BACKGROUND

A California Environmental Quality Act (CEQA) compliant Transportation Impact Study (TIS, Wood Rodgers, dated June 2014) was completed for the *San Benito County River Parkway and Regional Park Project* (Project) in support of the Project environmental document and/or processing process. As part of the current effort, this memorandum has been prepared to summarize a brief evaluation to determine if a significant change to the Project description or existing/forecasted traffic volume at the study facilities has occurred subsequent to the completion of the TIS that could require an updated traffic operations analysis. To that end, this technical memorandum has been prepared by Wood Rodgers to present the results of our review of the updated Project description and recent traffic trends. This technical memorandum is intended to serve as a supplemental memo to the TIS.

## PROJECT DESCRIPTION AND TRIP GENERATION

The proposed Project consists of two components: (1) the approximately 20-mile River Parkway, and (2) an approximately 31-acre Regional Park located along the River Parkway. The proposed San Benito County River Parkway would be constructed on an approximately 20-mile-long trail (separated into five reaches/segments) corridor in northwestern San Benito County (“River Parkway”). The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4<sup>th</sup> Street bridge. The proposed approximately 31-acre Regional Park (“Regional Park Site”) would be located between the proposed River Parkway to the south, San Benito High School to the north, and San Benito Street to the west.

Although the TIS was prepared for development of a 31-acre regional park, the TIS used a 52-acre regional park and a 15,000-square foot regional community center as land use quantities to develop conservative Project traffic trip generation volume estimates. Furthermore, the River Parkway is projected to generate only a few trips (less than 5 AM, PM, and/or weekend peak hour trips) at the existing and proposed River Parkway Parking lot locations. Therefore, the Project trip generation presented in the TIS conservatively represents transportation related Project impacts associated with both components of the proposed Project.

## TRAFFIC VOLUMES

Based on a review of the existing traffic volumes included in the TIS and traffic counts conducted as part of other studies recently prepared for San Benito County (*Sunnyside Estates Transportation Impact Study*, Wood Rodgers, Inc., October 2015), existing traffic volumes at study facilities have

remained relatively the same. Similarly, traffic volume forecasts included in the TIS are relatively higher than traffic forecasts presented in the other recently prepared studies. Thus, the existing and future traffic forecasts included in the TIS are considered to be conservative and valid.

## **RECOMMENDATION**

Based on this review, it is Wood Rodgers' general finding that the Transportation Impact Study (dated October 2015) continues to represent a reasonable and conservative evaluation of existing and forecasted traffic operations on the study facilities both with and without the proposed River Parkway and Regional Park Project. It is thus Wood Rodgers' general conclusion that the proposed Project impacts, improvements, mitigations, and recommendations included in the TIS are still valid. A comprehensive update of the TIS for the Project Report is therefore not recommended to be necessary.

# Transportation Impact Study



# Final Report

Prepared For:  
n Consultants, Inc.

June 2014

Prepared By:



WOOD RODGERS



**SAN BENITO COUNTY/CITY OF HOLLISTER REGIONAL PARK,  
SAN BENITO COUNTY, CA**

**TRANSPORTATION IMPACT STUDY**

**FINAL REPORT**

**Prepared For:  
Rincon Consultants, Inc.**

**Prepared By**



**3301 C Street, Building 100-B  
Sacramento, CA 95816  
(916) 341-7760**

**June 2014**

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**APPENDIX (SEPARATE COVER)**

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Level of Service Worksheets

California MUTCD Signal Warrant 3 Worksheets

Table 1 – Project Fair-Share Percentage Estimates for Critical Off-Site Study Intersections

# 1. INTRODUCTION AND BACKGROUND

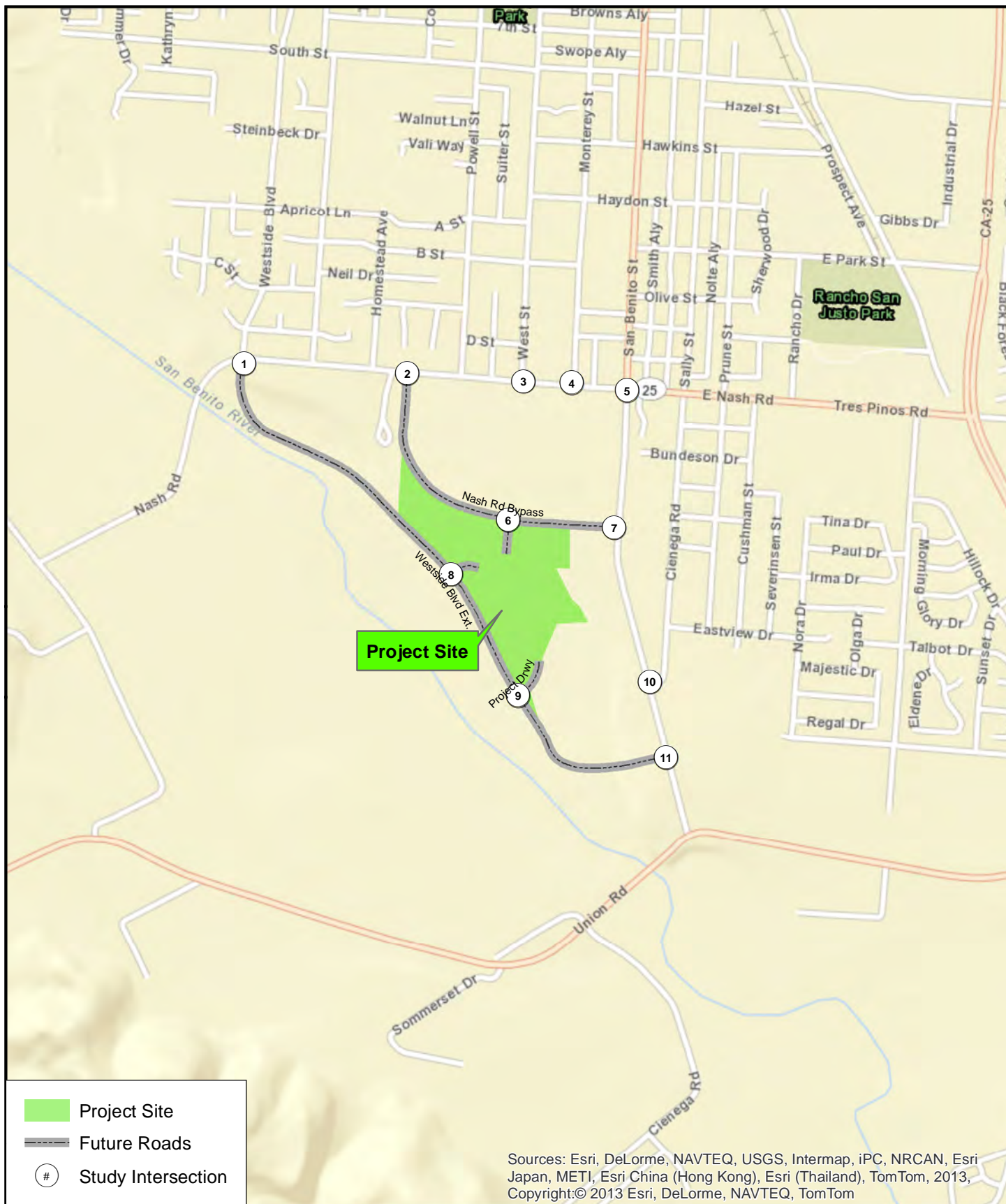
A Regional Park has been proposed by San Benito County on a site located within the southern part of the City of Hollister planning sphere of influence. Based on *San Benito County River Parkway and Regional Park Project*, (dated September 2013), the proposed Regional Park is a component of an overall Master Plan developed for a 20-mile section of the San Benito River and Tres Pinos Creek. Development of the Park requires compliance with the California Environmental Quality Act (CEQA), which among other studies, requires that a Transportation Impact Study (TIS) be prepared to assess the multi-modal transportation impact of the proposed park on local and sub-regional transportation facilities. To that end, this TIS report has been prepared.

The proposed park is located within a roughly triangular area bounded by the San Benito River on the southwest, Nash Road on the north, and San Benito Street on the east. San Benito High School is located on the southwest quadrant of Nash Road/San Benito Street intersection, and within close proximity to the proposed project. **Figure 1** illustrates project location, vicinity map, and study intersections. The term “Project”, as used in this TIS, refers to the development of the proposed San Benito County Regional Park.

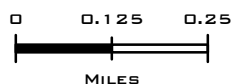
This TIS report presents an evaluation of transportation conditions under the following scenarios:

- Existing Conditions (current traffic, without project)
- Existing with Nash Road Bypass Conditions
- Existing with Nash Road Bypass and Nash Road Closure between West Street and Monterey Street
- Existing plus Project Conditions
- Existing plus Project with Nash Road Bypass Conditions
- Existing plus Project with Nash Road Bypass and Nash Road Closure between West Street and Monterey Street
- Cumulative Conditions (County/City of Hollister General Plan Buildout)
- Cumulative with Nash Road Bypass Conditions
- Cumulative with Nash Road Bypass and Nash Road Closure between West Street and Monterey Street
- Cumulative plus Project Conditions
- Cumulative plus Project with Nash Road Bypass Conditions
- Cumulative plus Project with Nash Road Bypass and Nash Road Closure between West Street and Monterey Street

Within project vicinity, the planned future Nash Road Bypass and Westside Boulevard Extension circulation improvements are also shown in **Figure 1**. Note that all of the analyzed “plus Project” scenarios assume construction of the planned Westside Boulevard Extension project. In addition to the above scenarios, a “Cumulative plus Project plus Nash Road Bypass plus River Parkway Buildout” scenario, an ultimate long-term condition, is evaluated at a programmatic level. Finally, the project impacts and recommended mitigation measures associated with the proposed project are discussed.



**Figure 01 - Project Location and Vicinity Map**  
 Regional Park Development and River Parkway  
 City of Hollister, San Benito County, CA  
 April 2014



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## 2. EXISTING AND PROPOSED TRANSPORTATION SETTING

The City of Hollister is located in San Benito County, approximately 30 miles northeast of Monterey amid the California Coast Ranges. State Route 25 (SR 25) passes through the City on a north-south axis, running along the San Juan Valley. Most regional traffic is carried past the City to the northwest on State Route 156 (SR 156), which together with State Route 152 (SR 152) connects the Central Valley with the greater Monterey area. The Project Site is located on southwestern quadrant of the Nash Road / San Benito Street intersection. **Figure 1** illustrates the project location and vicinity map. The following describes the study area roadways, transit, rail, bicycle, and pedestrian systems.

### A. ROADWAY SYSTEM

Roadways that currently provide primary transportation circulation within the immediate vicinity of the proposed project site are as follows;

**San Benito Street** is a north-south, two-lane suburban roadway, and is one of several main north-south routes through the City. San Benito Street forms a signal-controlled intersection with Nash Road. San Benito Street is the historic route of SR 25, which now bypasses the City to the east via a four-lane roadway built in 2007.

**Nash Road-Tres Pinos Road-Sunnyslope Road** forms a continuous two-lane corridor running east-west through the City, south of the downtown area. For purposes of this TIS, this corridor will be referred to as Nash Road.

San Benito High School, and associated grounds, occupies the southwest quadrant of the Nash Road / San Benito Street intersection, with approximately 1,400 feet of frontage on San Benito Street and 2,200 feet of frontage on Nash Road. Extension of San Benito High School is located along the northwest quadrant of Nash Road / West Street intersection.

**Nash Road Bypass** is the interim name given to a planned roadway skirting the west and south boundaries of San Benito High School (see **Figure 1**), intended for the purpose of improving access to/from the undeveloped southwest quadrant of school property. Nash Road Bypass would likely be a two- or three-lane roadway, with provisions for pedestrians and bikes, and use existing **Baler Alley**, suitably modified, to connect with San Benito Street. The full completion schedule of Nash Road Bypass construction is not known. As such, all scenarios in this TIS have been evaluated both without and with the construction of Nash Road Bypass. Note: Nash Road Bypass is not part of the San Benito County or City of Hollister transportation impact fee program.

**Nash Road** closure is an alternative that prohibits Nash Road vehicular traffic movement between West Street and Monterey Street to alleviate pedestrian-versus-vehicle coincidences. Based on counts conducted on March 20, 2014 (Thursday), the morning (between 7:00 AM to 9:00 AM) and afternoon (between 4:00 PM and 6:00 PM) pedestrian activity within the block of Nash Road, between West Street and Monterey Street, is approximately 2,801 and 276 pedestrians, respectively. As such, all scenarios in this TIS have been evaluated both without and with the construction of Nash Road Closure. Note: Nash Road Bypass is considered built under the Nash Road Closure scenario. The E-W Nash Road traffic between West Street and Monterey Street will be re-routed to Nash Road Bypass. The south to east and the west to north Nash Road/West Street intersection traffic movements will be re-routed to Monterey Street / Nash Road intersection. Similarly, the east to north and the south to west Nash Road/Monterey Street intersection traffic movements will be re-routed to West Street / Monterey Street intersection.



**Westside Boulevard** currently tees into Nash Road from the north leg of the Westside Boulevard / Nash Road intersection, located at the westerly limits of the City's urbanized area. The planned **Westside Boulevard Extension** would extend Westside Boulevard south from the intersection with Nash Road, undulating past the southwest boundary of the Park site, to tee into San Benito Road approximately 3,700 feet south of Nash Road intersection. Westside Boulevard Extension would provide access to the park site, and to undeveloped properties northwest and southeast of the park. Westside Boulevard Extension would likely be a 2- or 3-lane roadway, with provisions for pedestrians and bikes. Westside Boulevard Extension is part of the planned future City of Hollister's Circulation Element. Since access to/from the proposed Park depends on this roadway being built, this TIS assumes construction of the Westside Boulevard Extension under "Cumulative Base" and all "plus project" scenarios. Note that Westside Boulevard Extension is part of the *Council of San Benito County Governments 2010 Transportation Impact Mitigation Fee Study* (Project 6, and dated March 21, 2011).

**Park Driveway Access** is proposed to be from three points: two driveways on the Westside Boulevard Extension, and one driveway from the end of Baler Alley (future Nash Road Bypass).

#### **PEDESTRIAN, BICYCLE, AND PARKING FACILITIES**

Pedestrian and bike facilities in the study area are described as follows:

- **Nash Road** – At its intersection with Westside Boulevard, and looking east, Nash Road is a two lane road with centerline striping, sidewalk on the north side, and striped pavement and gravel shoulder on the south side. Parking is permitted on the south side, but prohibited on the north side via red-painted curb. East of Line Street, parking is permitted on both sides. Just east of Line Street, a sidewalk begins on the south side. North and south side sidewalks continue, with parking permitted on both sides, to Quail Run. From this point, parking is prohibited on the south side, which is mostly San Benito High School frontage, via red curb. There is a Class II striped bike lane on the south side, along the school frontage. From Powell Street on, parking is prohibited on both sides of the street.

At the intersection with Monterey Street, there are marked (school) crosswalks on the north and west legs of the intersection. The Nash Road crossing is equipped with an in-roadway light system actuated by pedestrian pushbuttons at each end of the crosswalk. San Benito High School is located on the southwest quadrant of the Nash Road/San Benito Street intersection. An extension of San Benito High School is located on the northwest quadrant of Nash Road / Monterey Street intersection. There is a high volume of pedestrians crossing Nash Road at Monterey Street, during school hours.

At the signalized intersection with San Benito Street, there are marked school (yellow) crosswalks on the west and north legs of the intersection only. Crosswalks on the south and east legs are unmarked. Pedestrians on all four legs are controlled by pedestrian pushbuttons and WALK/DON'T WALK pedestrian heads. The speed limit on Nash Road is 30 mph except at the school zones, where 25 mph school zones are posted. Nash Road is classified as a Class II Bike Route.

- **San Benito Street**—Starting at Union Road looking north, San Benito Street is a two-lane roadway with centerline striping and no frontage improvements, running through a rural area. Along the San Benito High School frontage, the west side is improved with a vertical curb and gutter section, which becomes sidewalk, curb, and gutter at the south end of the large high school parking lot. This section continues north to the signalized intersection with Nash Road. The east side of San Benito Street has paved and gravel shoulders with some edge line striping. San Benito Street is classified as a Class II Bike Route.

## **BICYCLE SYSTEM**

Based on field review and information contained in the City General Plan (GP *Figure 7-5 Existing and Proposed Bikeways*), the following are noted: The City's bicycle circulation system consists of Class II and III bike routes incorporated into the local roadway system throughout the community. By providing bike lanes or extra-wide streets with shoulders sufficient to meet the design standards, these bike trails can be provided without adding to the operations and maintenance cost burden of the City.

## **B. PUBLIC TRANSPORTATION SYSTEMS**

The City of Hollister is served by San Benito County Express bus service, operated by the San Benito Council of Governments. Service is provided during the 5-day work week on all three (red, blue, and green) lines, at roughly 30- to 60-minute headways. The Blue and Green Lines operate (in east and west directions, respectively) on Nash Road from Line Street, east through the San Benito Street intersection, and continuing east to Ladd Lane. The Red Line operates in both directions on San Benito Street north of the Nash Road intersection.

The Circulation Element of the San Benito County General Plan, last updated in 2005, notes that County Express also provides Dial-a-Ride service to the Hollister area on weekdays from 7 AM to 6 PM and weekends between 7 AM and 5 PM. County Express also provides service to Caltrain's station in Gilroy and to Gilroy's Greyhound station.

## **C. TRUCK ROUTES**

The 2005 General Plan Circulation Element states that a goal of the plan is to "Discourage or prohibit the movement and parking of large trucks within residential neighborhoods."

## **D. ON-STREET PARKING FACILITIES**

Parallel parking is in general permitted along Nash Road. There are intermittent sections of red curb and signed "No Parking" areas. Parallel parking is permitted on both sides of San Benito Street south of Baler Alley. From Baler Alley to Nash Road, parking is prohibited via signage.

## **E. EXISTING TRAFFIC VOLUMES**

Wood Rodgers conducted new AM and PM peak hour vehicular, bicycle and pedestrian traffic counts at the Nash Road intersections with West Street, Monterey Street and San Benito Street on Tuesday, March 20, 2014 (when schools were in session). Wood Rodgers also conducted new Saturday peak hour vehicular, bicycle and pedestrian traffic counts at the Nash Road intersections with West Street, Monterey Street and San Benito Street on Saturday, March 22, 2014.

As part of the recently published *Santana Ranch Specific Plan Transportation Impact Analysis* (revised 2010), the weekday AM and PM peak hour traffic counts collected in 2007 at Nash Road / Westside Boulevard intersection were reviewed and used in this TIS. Per review of 2007-2014 traffic counts and associated travel patterns, for purposes of this TIS, and as discussed with County Staff, Wood Rodgers derived the weekday AM, PM and Saturday (weekend) peak hour traffic volumes at the San Benito Street/Cienega Road intersection and Saturday (weekend) peak hour traffic volumes at the Nash Road/Westside Boulevard intersection. Based on a review and comparison of Caltrans' year 2007 counts and more recent 2012-13 traffic counts (as obtained through Caltrans' online publications and newly conducted 2014 traffic counts), it was observed that traffic volumes have generally remained steady from year 2007 through year 2012-14 within the study area (along SR 25 at Nash Road). Therefore, the 2007 ground counts are regarded as being



reasonably representative of existing (year 2014) traffic conditions and are retained for use under “existing conditions” evaluated in this TIS for the intersections that were not counted in March 2014.

The AM peak hour is defined as the highest one hour of traffic flow counted between 7:00 AM and 9:00 AM on a typical weekday, the PM peak hour is defined as the highest one hour of traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday, and the Saturday (weekend) peak hour is defined as the highest one hour of traffic flow counted between 12:00 PM and 2:00 PM on a typical Saturday. For purposes of this TIS, the Saturday peak hour counts were calculated to be approximately 95% of the weekday PM peak hour traffic counts for the intersections not counted in March 2014.

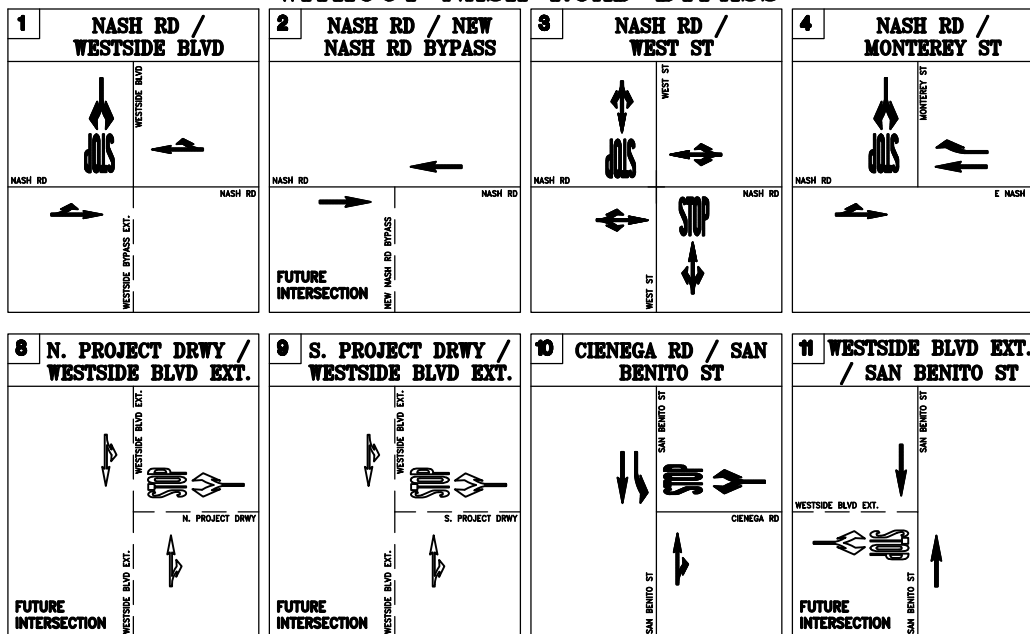
**Figure 2** illustrates the existing intersection lane geometrics and control and **Figure 3** illustrates “Existing” traffic volumes within the study area. Note: the “With Nash Road Bypass and Closure” assumes both Nash Road Bypass and vehicular Closure (prohibition) of Nash Road between West Street and Monterey Street.



# LEGEND:

- Study Intersection
- Existing Intersection Lane Striping
- Future Intersection Lane Striping
- Existing Road
- Proposed Road
- Existing Stop Controlled Movement
- Future Stop Controlled Movement
- Traffic Signal

## WITHOUT NASH ROAD BYPASS



## WITH NASH ROAD BYPASS

## WITH NASH ROAD BYPASS & CLOSURE

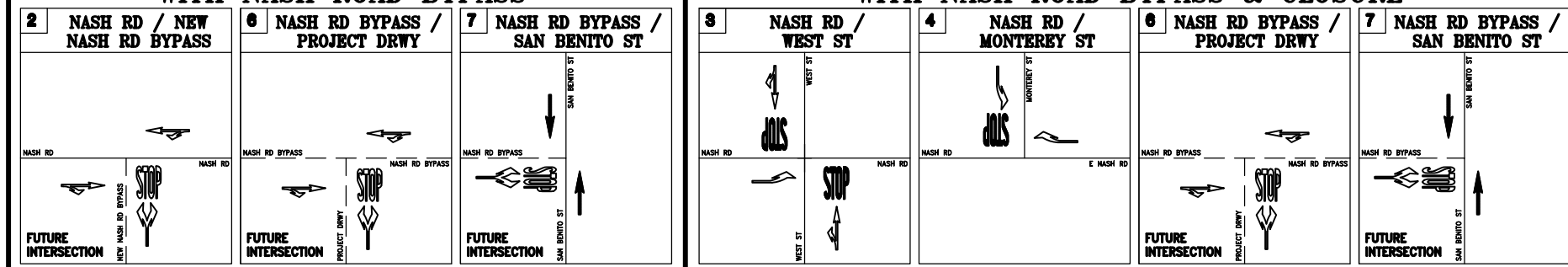
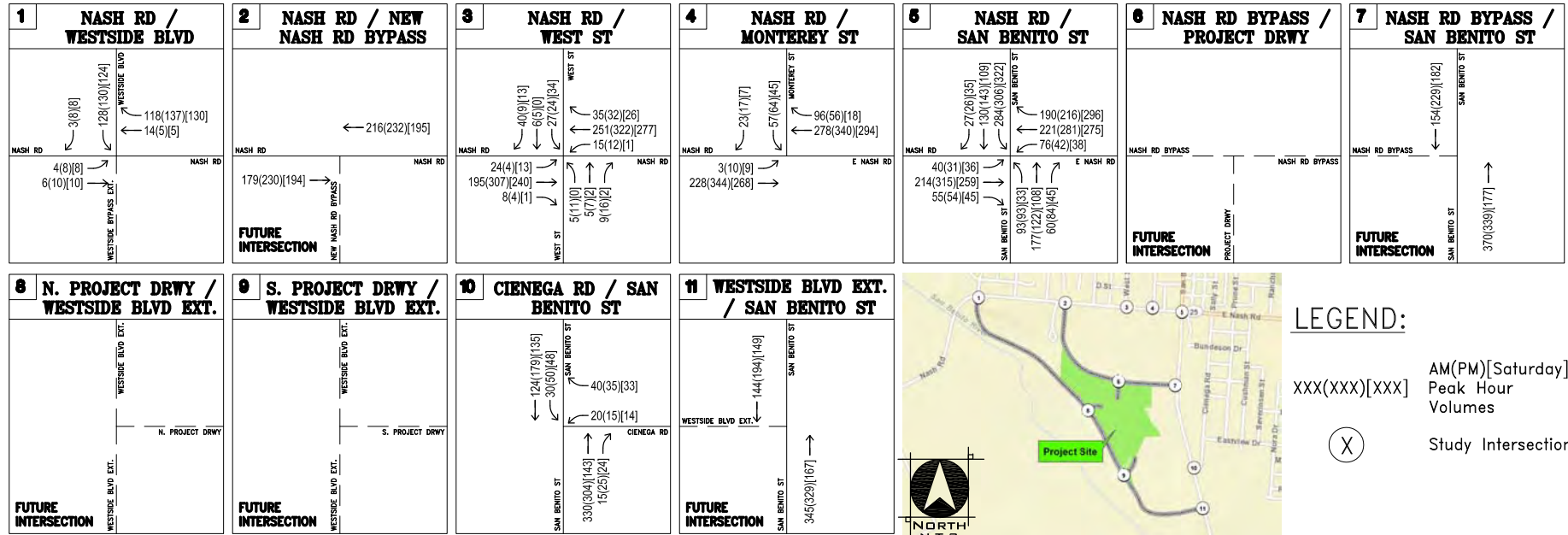


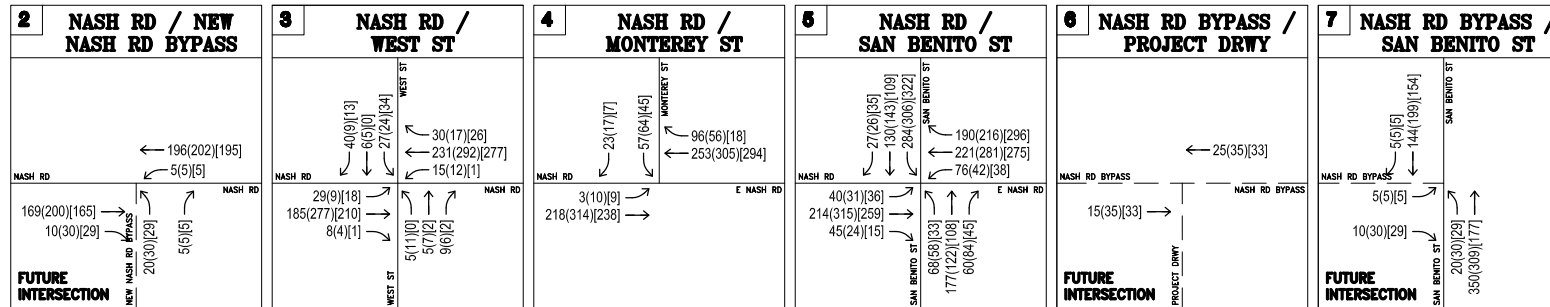
FIGURE 2

San Benito County / Hollister Regional Park TIS  
Existing Intersection Lane Geometrics And Control

# WITHOUT NASH ROAD BYPASS



# WITH NASH ROAD BYPASS



# WITH NASH ROAD BYPASS & CLOSURE

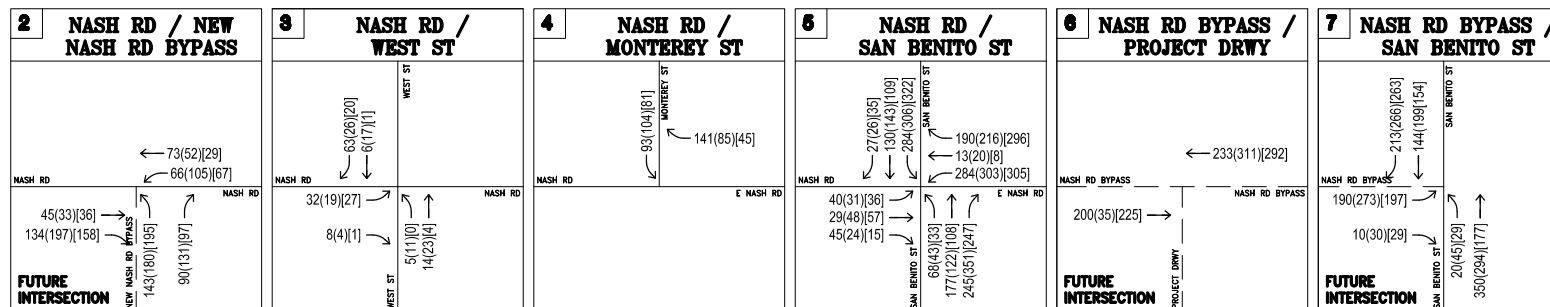


FIGURE 3

San Benito County / Hollister Regional Park TIS  
 "Existing" Traffic Volumes

### 3. ANALYSIS METHODOLOGY

#### A. "LEVEL OF SERVICE" METHODOLOGY

Traffic operations in this TIS have been quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment, representing progressively worsening traffic operations. LOS have been calculated for all intersection control types using methods documented in the Transportation Research Board (TRB) Publication *Highway Capacity Manual, Fourth Edition, 2010* (HCM-2010). For two-way-stop-controlled (TWSC) intersections, the "worst-case" movement delays and LOS are reported. For signalized and all-way-stop-controlled (AWSC) intersections, the intersection delays and LOS reported are the "average" values for the whole intersection. The delay-based HCM-2010 LOS criteria for different types of intersection controls are outlined in Table 1.

**Table 1. HCM-2010 Based Level-of-Service (LOS) Definitions and Criteria for Intersections**

Level of Service	Flow Type	Operational Characteristics	Intersection Control Delay (seconds/vehicle)	
			Signal Control	Two-Way-Stop or All-Way Stop Control
"A"	Stable Flow	Free-flow conditions with negligible to minimal delays. Excellent progression with most vehicles arriving during the green phase and not having to stop at all. Nearly all drivers find freedom of operation.	$\leq 10$	0 – 10
"B"	Stable Flow	Good progression with slight delays. Short cycle-lengths typical. Relatively more vehicles stop than under LOS "A". Vehicle platoons are formed. Drivers begin to feel somewhat restricted within groups of vehicles.	> 10 – 20	> 10 – 15
"C"	Stable Flow	Relatively higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, although many still pass through without stopping. Most drivers feel somewhat restricted.	> 20 – 35	> 15 – 25
"D"	Approaching Unstable Flow	Somewhat congested conditions. Longer but tolerable delays may result from unfavorable progression, long cycle lengths, and/or high volume-to-capacity ratios. Many vehicles are stopped. Individual cycle failures may be noticeable. Drivers feel restricted during short periods due to temporary back-ups.	> 35 – 55	> 25 – 35
"E"	Unstable Flow	Congested conditions. Significant delays result from poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures occur frequently. There are typically long queues of vehicles waiting upstream of the intersection. Driver maneuverability is very restricted.	> 55 – 80	> 35 – 50
"F"	Forced Flow	Jammed or grid-lock type operating conditions. Generally considered to be unacceptable for most drivers. Zero or very poor progression, with over-saturation or high volume-to-capacity ratios. Several individual cycle failures occur. Queue spillovers from other locations restrict or prevent movement.	> 80	> 50

Source: HCM-2010, Exhibits 18-4, 19-1 and 20-2.

In this TIS, a "Peak Hour Factor" (PHF) of 0.86-0.98, and a 2% heavy vehicle composition have been specified for each intersection movement under existing and future analysis conditions peak hour analysis. Generally, the HCM-2010 recommended suburban traffic signal default cycle length of 100 seconds was used, with 4 seconds of "lost time" per critical signal phase. *Synchro/SimTraffic*, and *Vistro* operations analysis software were used to complete the LOS analysis procedures for intersections.

## B. TRAFFIC SIGNAL WARRANT EVALUATION METHODS

In order to determine whether “significance” should be associated with unsignalized intersection operating conditions, a supplemental *California Manual on Uniform Traffic Control Devices*, dated January 13, 2012 (*CA-MUTCD 2012*) traffic signal warrant analysis was also completed. The term “signal warrants” refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an unsignalized intersection location. The CA-MUTCD 2012 signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, location of school areas, frequency and type of collisions, etc. This TIS evaluated CA-MUTCD 2012 based Peak-Hour-Volume-based Warrant 3 (Urban Areas) as a representative type of warrant analysis. CA-MUTCD 2012 indicates that “the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.”

## 4. REGULATORY SETTING

### A. SAN BENITO COUNTY POLICY

The San Benito County General Plan Circulation Element (dated October 2012) states the following:

***Policy C-1.12 Level of Service (LOS) Standard*** – *The County shall endeavor to maintain a General Plan target goal of LOS D at all locations. If a transportation facility is already operating at an LOS D or E, the existing LOS should be maintained. Exceptions should be considered where achievement of these levels of service would cause unacceptable impacts to other modes of transportation, the environment, or private property.*

***Program C-B: Monitor Intersections*** – *The County shall monitor unsignalized intersections for the potential need for signalization or other improvements to maintain LOS C.*

### B. CITY OF HOLLISTER POLICY

The City of Hollister General Plan (GP) 2005-2025 Circulation Element (dated July 2005) states the following:

#### **ROADWAYS AND INTERSECTIONS**

***Policy C1.12 –LOS C or Better Arterial Roads*** – *Ensure, to the maximum extent feasible, that the designated arterial roadway system is planned to operate at Level of Service (LOS) C or better during peak and off-peak hours as of the horizon year of the adopted General Plan. (RDR)*

The term “arterial” does not appear in the functional classification of roadways elsewhere in the 2005 General Plan document. San Benito Street and Nash Road are classified as “major collectors” (Map 12). *Note:* All study intersections are located within the City of Hollister planning sphere of influence. Therefore, Level of Service “C” is regarded as the minimum acceptable criteria for all segments and intersections evaluated in this TIS.

#### **BICYCLE FACILITIES**

The City of Hollister General Plan (GP) 2005-2025 Circulation Element (dated July 2005) states the following:

***Policy C2.1 –Bicycle Facilities*** – *Cooperatively work with COG, Caltrans, and San Benito County to develop, implement, and maintain bicycle facilities providing direct*

*access to major public facilities, schools, and employment centers as described in the San Benito County Bicycle Master Plan...*

### **Bicycle Trail Classifications**

**Class I Bike Route (Bike Path, Bike Trail)** – A bike path is completely separated from vehicular traffic for the exclusive use of bicycles. It is separated from vehicular facilities by space, plant materials, or physical barriers such as guardrails or curbing. This class of bicycle trail is often located in parks, schools or areas of scenic interest.

**Class II Bike Route (Bike Lane)** – A bike lane is a lane on the paved area of a road reserved for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by “Bike Lane” or “Bike Route” guide signs and marked by special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share it with motor vehicles and pedestrians at crossings. Class II Bike Routes are often preferred where pavement width is adequate to accommodate a separate lane, or where speeds of auto traffic are in excess of 30 mph. Some controversy exists over the need for striping bike-lanes on a street, as opposed to simply identifying a route along an existing street with adequate lane widths. Before a route is striped, careful consideration should be given to simply designating the street as a bike route with just directional and destination signs. The decision regarding whether or not to stripe the bike lane must be made in cooperation with the traffic engineers of the jurisdiction involved.

**Class III Bike Route (Shared Route)** – A shared bike route is a street identified as a bicycle facility by “Bike Route” signing only. A white shoulder line may or may not be provided. There are no special lane markings, and bicycles share the roadway with motor vehicles. The local circulation system will consist of Class II and III bike routes incorporated into the local roadway system throughout the community. By providing bike lanes or extra-wide streets with shoulders sufficient to meet the design standards, these trails can be provided without adding to the operations and maintenance cost burden of the City. In areas where the roadway may be unsafe, 8-foot wide sidewalks are used as local Class I routes.

### **PUBLIC TRANSPORTATION**

The City of Hollister General Plan (GP) 2005-2025 Circulation Element (dated July 2005) states the following:

***Policy C4.2 –Public Transit** – Cooperatively work with COG, Caltrans, and San Benito County to develop, implement, and maintain Public Transit Services.*

### **TRUCK ROUTE POLICY**

The City of Hollister General Plan (GP) 2005-2025 Circulation Element (dated July 2005) states the following:

***Policy C4.1 –Trucks to Avoid Residential Areas** – Discourage or prohibit the movement and parking of large trucks within residential neighborhoods.*

## **5. “EXISTING” CONDITIONS**

### **A. INTERSECTIONS OPERATIONS**

Table 2 presents existing study intersection traffic operations under current intersection geometrics and control (illustrated in **Figure 2**), existing intersection volumes (illustrated in **Figure 3**), and without Nash Road Bypass, with Nash Road Bypass, and with Nash Road Bypass and Nash Road Closure.



**Table 2. "Existing" Conditions' Intersection Traffic Operations**

#	Intersection	Control Type	Without Nash Rd Bypass									With Nash Rd Bypass									With Nash Road Bypass and Closure <sup>3</sup>								
			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour		
			Delay (S/V)	LOS	Wrrnt Met? <sup>2</sup>	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?
1	Nash Rd / Westside Blvd	TWSC <sup>1</sup>	10.3	B	N	10.5	B	N	10.4	B	N	10.3	B	N	10.5	B	N	10.4	B	N	10.3	B	N	10.5	B	N	10.4	B	N
2	Nash Rd / Nash Rd Bypass	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.6	B	N	17.8	C	N	14.4	B	N
3	Nash Rd / West St	TWSC	20.0	C	N	18.9	C	N	14.5	C	N	19.4	C	N	17.7	C	N	14.2	B	N	11.3	B	N	9.9	A	N	9.5	A	N
4	Nash Rd / Monterey St	TWSC	13.7	B	N	8.9	A	N	14.3	B	N	13.7	B	N	8.9	A	N	13.9	B	N	13.7	B	N	8.9	A	N	8.9	A	N
5	Nash Rd / San Benito St	Signal	30.3	C	-	24.9	C	-	25.9	C	-	30.1	C	-	24.6	C	-	26.1	C	-	28.7	C	-	30.3	31.1	-	23.9	C	-
6	Nash Rd Bypass (Baler Alley) / Project Drwy	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Nash Rd Bypass (Baler Alley) / San Benito St	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23.8	C	N	<b>62.6</b>	<b>F</b>	<b>Y</b>	19.7	C	N
8	N. Park Drwy / Westside Blvd Extn	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	S. Park Drwy / Westside Blvd Extn	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Cienega Rd / San Benito St	TWSC	13.4	B	N	14.3	B	N	11.7	B	N	13.4	B	N	14.3	B	N	11.7	B	N	13.4	B	N	14.3	B	N	11.7	B	N
11	Westside Blvd Extn / San Benito St	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes: 1. For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated. "Average" control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.  
2. Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Urban Areas), N = No, Y = Yes  
3. Assumes vehicular closure (prohibition) on Nash Road, between West Street and Monterey Street

As shown in Table 2, the unsignalized Nash Road (Baler Alley) / San Benito Street intersection is projected to operate at weekday PM peak hour LOS “F” conditions, with the Nash Road Bypass and Closure between West Street and Monterey Street. All of the remaining study intersections are currently operating as well as projected to operate at acceptable LOS “C” or better conditions during weekday AM, weekday PM and Saturday peak hour periods, under all analyzed scenarios. California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at the unsignalized Nash Road (Baler Alley) / San Benito Street intersection, under the “Existing” conditions with Nash Road Bypass and Closure.

All recommended improvements and mitigation measures are discussed in a subsequent section of this TIS report.



## 6. PROJECT DESCRIPTION

The proposed Regional Park will be developed on approximately 31 acres of vacant property located southwest of the San Benito High School campus, within the southwest portion of the City of Hollister planning sphere of influence. The project site is located on County lands, however falls entirely within the City of Hollister Planning Area limits and Sphere of Influence limits. The project site is located immediately south of San Benito High School and Nash Road, west of San Benito Street and northeast of the proposed San Benito River Parkway project.

### A. PROJECT LAND USES

Per the *San Benito County General Plan Land Use Map* (dated 2009), the project site is currently designated for agricultural, and parks/resource management use. Per the *City of Hollister General Plan Land Use Map* (dated 2009), a majority of the proposed project site is designated as Open Space use. A portion of the site, immediately southwest of school, is designated for School use. A parcel directly south of the existing school and west of the existing residential parcel is identified as Low-Density Residential. **Figure 4** shows the proposed Regional Park project's conceptual site plan (SSA Landscape Architects, 2013). The Regional Park would include the following uses/facilities:

- Four adult softball fields with fences, dugouts, and electronic score boards;
- Two basketball courts, two bocce courts, a sand volleyball court, a climbing wall, and an asphalt multiuse court for roller hockey, pickle ball, and other sports;
- A BMX pump track and possible small skate park;
- Children's play and exploration areas and lawn play areas;
- Community gardens/'life labs';
- A 'soft' trail looping around the site, including through oak woodland;
- Group picnic areas with shelters and built-in barbeques;
- A concession and restroom building;
- A 15,000 square-foot community center with indoor recreation rooms and kitchen facility;
- An outdoor amphitheater with seating for 200 and lawn seating beyond;
- A recreation center with swimming pool, wading pool, equipment building, lawn, shade trellis and perimeter fencing; and
- Three parking lots.

Access to the Regional Park would be provided via a planned future extension of Westside Boulevard from Nash Road, looping around the Park on the southwest side, and connecting with San Benito Street to the south. A planned future extension of Baler Alley ("Nash Road Bypass") between Nash Road and San Benito Street provides access to the north side of the Park.

The Regional Park project in itself is part of a larger multi-use regional trail project referred to as the *San Benito River Parkway and Regional Park Project* (dated September 2013) which is a part of the larger conceptual *San Benito River Parkway Master Plan*. The ongoing River Parkway Master Plan document defines River Parkway as a 20-mile multi-use recreational trail parkway extending along the northern San Benito River and a segment of Tres Pinos Creek. The River Parkway project stretches in five "reaches" or segments, starting from San Benito River near Old San Juan Highway to the north and extending south to Tres Pinos Creek at/near the County Historical Park. The proposed Regional Park project is located within "Reach Three" of the River Parkway project. As discussed in the September 2013 study, Reach Three also includes a new pedestrian/bicycle bridge crossing the San Benito River, connecting Riverside Park to the City of Hollister industrial Wastewater Treatment Plant as well as a direct pedestrian/bicycle connection from the multi-use trail

to the proposed Regional Park site. This connection may require crossing the planned Westside Boulevard extension.

## B. PROJECT TRIP GENERATION

The proposed Regional Park project site trip generation was estimated utilizing trip generation rates for “Regional Park’s” uses described above and as contained in the *Institute of Transportation Engineers* (ITE) Publication *Trip Generation* (9th Edition). ITE Trip Generation describes “Regional Park” use (Use Code 417) as “...owned and operated by a regional park authority. Regional parks use ...[include]...hiking trails, lakes, pools, ball fields, soccer fields, camp sites, picnic facilities and general office space.” For the recreational community center, ITE’s Regional Community Center use (Use Code 495) was utilized.

*Note:* While the Regional Park could eventually be approximately 52 acres in size (with the addition of the 21-acre adjacent site that was recently developed with solar panels), for purposes of this TIS Report, it is assumed that the Regional Park would only involve development of recreational facilities on the remaining 31 acres of the Park site. The draft conceptual plan of the Regional Park (as shown in **Figure 4**) includes the 21-acre parcel as part of the Park and thus shows all components of the project (listed above) distributed over 52 acres. However, because the 21-acre solar site is not owned by the County and is expected to be used for solar energy generation for the foreseeable future (approximately 20 to 30 years), it is not reasonably foreseeable that the parcel would be used as a Regional Park. Nevertheless, compared to the 52-acre regional park conceptual plan, it is assumed that the proposed 31-acre Regional Park would reduce the amount of natural open space on-site but accommodate all the elements of the 52-acre Regional Park (i.e., central hub, softball complex) as listed above and as shown on **Figure 4** within a smaller, 31-acre footprint. Therefore, in order to develop conservative estimates of project site trip generation for this TIS, 52-acre Regional Park use is still used as the land use quantity descriptor for trip generation volume estimation purposes.

The project trip generation rates are summarized in Table 3. Table 4 summarizes the project trip generation volume estimates.

**Table 3. Project Trip Generation Rates**

Land Use Category	ITE Code	Rate Unit	Weekday Daily Trip Rate/Unit <sup>1</sup>	Saturday Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit			Saturday Peak Hour Rate/Unit		
					Total <sup>1</sup>	In%	Out%	Total	In%	Out%	Total	In%	Out%
Regional Park	417	Acre	4.57	5.65	0.15	57%	43%	0.20	45%	55%	0.34	48%	52%
Recreational Community Center	495	KSF	22.88	9.10	1.62	61%	39%	1.45	37%	63%	9.10	54%	46%

Notes: <sup>1</sup>The trips rates illustrated in this table are based on actual ITE Trip Generation (9<sup>th</sup> Edition) average trip rates.

**Table 4. Project Trip Generation Volumes**

Land Use	Units	Quantity	Weekday Daily Trips	Saturday Trips	Weekday AM Peak Hour Trips <sup>1</sup>			Weekday PM Peak Hour Trips			Saturday Peak Hour Trips		
					Total	In	Out	Total	In	Out	Total	In	Out
Regional Park	Acres	52.0 <sup>3</sup>	238	294	8	4	4	10	5	5	18	8	10
Recreational Community Center	KSF <sup>2</sup>	15.0	343	137	24	15	9	22	8	14	56	30	26
<b>Total</b>			<b>581</b>	<b>430</b>	<b>32</b>	<b>19</b>	<b>13</b>	<b>32</b>	<b>13</b>	<b>19</b>	<b>73</b>	<b>38</b>	<b>35</b>

Notes: <sup>1</sup>The trips illustrated in this table are based on actual ITE Trip Generation (9<sup>th</sup> Edition) average trip rates.  
<sup>2</sup>KSF = 1,000 square feet  
<sup>3</sup>52.0 acres of Regional Park uses/facilities are planned to be accommodated within a 31-acre footprint. Therefore 52.0 acres is still used as the land use quantity descriptor to develop conservative trip generation estimates for the proposed project.

As illustrated in Table 4, the proposed project is anticipated to generate a total of 581 weekday daily trips, 430 Saturday daily trips, 32 weekday AM peak hour trips (19 inbound, 13 outbound), 32 weekday PM peak hour trips (13 inbound, 19 outbound) and 73 Saturday peak hour trips (38 inbound, 35 outbound) under typical “annual average” traffic demand conditions. These trips would be considered “new” (or incremental) trips on the City/County’s immediate local circulation system, including Nash Road and San Benito Street. This TIS considers no trip reduction for diverted-linked trips attracted from regional highway (SR 152) or other local arterial corridors. Note that some trip internalization may occur between school and park uses, but in order to be conservative, such trip interaction (reduction) factors were not used.

It is important to note that during certain “special” events (i.e. outdoor amphitheater event, community events, regional sports events, weddings, private parties, etc.), the project site may generate substantially higher levels of trip generation, during arrival/departure peak hours of such events. However at this time, no information is available on the type or frequency of such special events, and this TIS only focuses on project traffic impacts under typical (i.e. annualized average) weekday/weekend operating conditions.



## PROGRAM ELEMENTS

21-acre parcel that is not currently available for park development

### CENTRAL HUB KEY ELEMENTS

- (2) Baseball fields
- Boulder ring area and climbing wall
- Arabian theme playground
- Outdoor amphitheater for 500 people
- Community center building with 10,000 sq ft, kitchen, theater, and possibly administrative offices
- Public swimming pool and wading pool with small cafe building/restaurant
- Educational garden/wildlife lab
- Soccer ball courts
- Demonstration orchard with smaller for-profit building
- Parking lot (approx. 100 spaces)

### SOFTBALL COMPLEX KEY ELEMENTS

- (4) Adult fields with dugouts, lights and electronic score boards
- Concession/restaurant building
- Small playground
- Park office and rest room building
- Parking lot (approx. 100-150 spaces)

### ADDITIONAL PARK KEY ELEMENTS

- Asphalt multi-use trail
- BMX pump track
- Picnic pavilions (optional)
- Picnic shelters (non-removable)
- Sand/volleyball court
- Hiking trails through oak woodland
- Parking lot with a shade house with approx. 100-150 spaces

FIGURE 4

San Benito County / Hollister Regional Park TIS  
Project Site Plan  
(Source: SSA Landscape Architects, 2013)

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## C. PROJECT ACCESS AND CIRCULATION

It is anticipated that the proposed San Benito Regional Park would obtain regional, local and emergency access as follows:

- **Regional Access** to/from the Park site will be primarily obtained via the State Highway system as follows:
  - From the Central Valley and other locations northeast of Hollister, via SR 156 through Pacheco Pass.
  - From Gilroy and the San Jose/South Bay Area region northwest of Hollister, via SR 25 and US Highway 101.
  - From the Salinas/Monterey Bay area to the southwest, via SR 156.
  - From the Upper San Benito River area (sparsely populated) via SR 25.
- **Local Access** to/from the Park site would be directly via the Westside Boulevard Extension and the Nash Road Bypass. These would be accessed from San Benito Street and Nash Road, which connect via local road systems to the State Highway system referenced above via local roads, chiefly San Felipe Road, San Juan Road, and Union Road.
  - **Westside Boulevard Extension** – Two full-access driveways on the extension of Westside Boulevard are proposed to directly access two parking lots for the Park. These driveways would likely be single lane in single lane out and stop-controlled, with Westside Boulevard traffic having the right-of-way by default.
  - **Nash Road Bypass** – A full-access driveway on the Nash Road Bypass, located in line with West Street, is proposed to directly access the third parking lot. Like the Westside Boulevard Extension driveways, this driveway would likely be single lane in single lane out and stop-controlled, with Nash Road traffic having the right-of-way by default.
- **Emergency Vehicle Access (EVA)** is provided via the proposed project access driveways intersecting with Westside Boulevard and the Nash Road Bypass.

## D. PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The proposed project trip distribution and assignment patterns were estimated utilizing a review of existing and anticipated future traffic flows and travel patterns within the vicinity of the project, distribution of local and regional residential population, and prior traffic studies prepared for the City/County. The following project trip distribution was estimated for the proposed project, based on discussion with County Staff:

- 5% to/from Nash Road, west of Westside Boulevard
- 45% to/from development north of Nash Road / Tres Pinos Road
- 40% to/from development east of Nash Road / San Benito Street
- 5% to/from development southeast of Nash Road / San Benito Street
- 5% to/from Union Road

Of the project generated trips, it is estimated that approximately 80% would be characterized as local (i.e. originating within City/County lands located within a 5-mile radius from the project site), and the remaining 20% would be characterized as regional trips (that originate from outside of a 5-mile radius that could potentially utilize State roadway facilities such as SR 152). It is also important to note that the aforementioned trip distribution is representative of annualized average usage of the proposed Park, and that special event trip distribution patterns may be substantially different or unique to the nature of the special event.

**Figure 5** illustrates the estimated Project directional trip distribution and assignment patterns projected to be generally applicable under short-term as well as long-term conditions, on an annualized average usage basis. **Figure 5** also illustrates the estimated “Project Only” traffic volumes projected to be applicable under baseline as well as cumulative conditions.

## 7. “EXISTING PLUS PROJECT” CONDITIONS

In order to estimate the “Existing plus Project” traffic volumes, the “Project-Only” traffic volumes (illustrated in **Figure 5** were superimposed on top of “Existing” traffic volumes (illustrated in **Figure 3**). The resulting “Existing plus Project” traffic volumes are illustrated in **Figure 6**. Note: the “With Nash Road Bypass and Closure” assumes both Nash Road Bypass and vehicular Closure (prohibition) of Nash Road between West Street and Monterey Street.

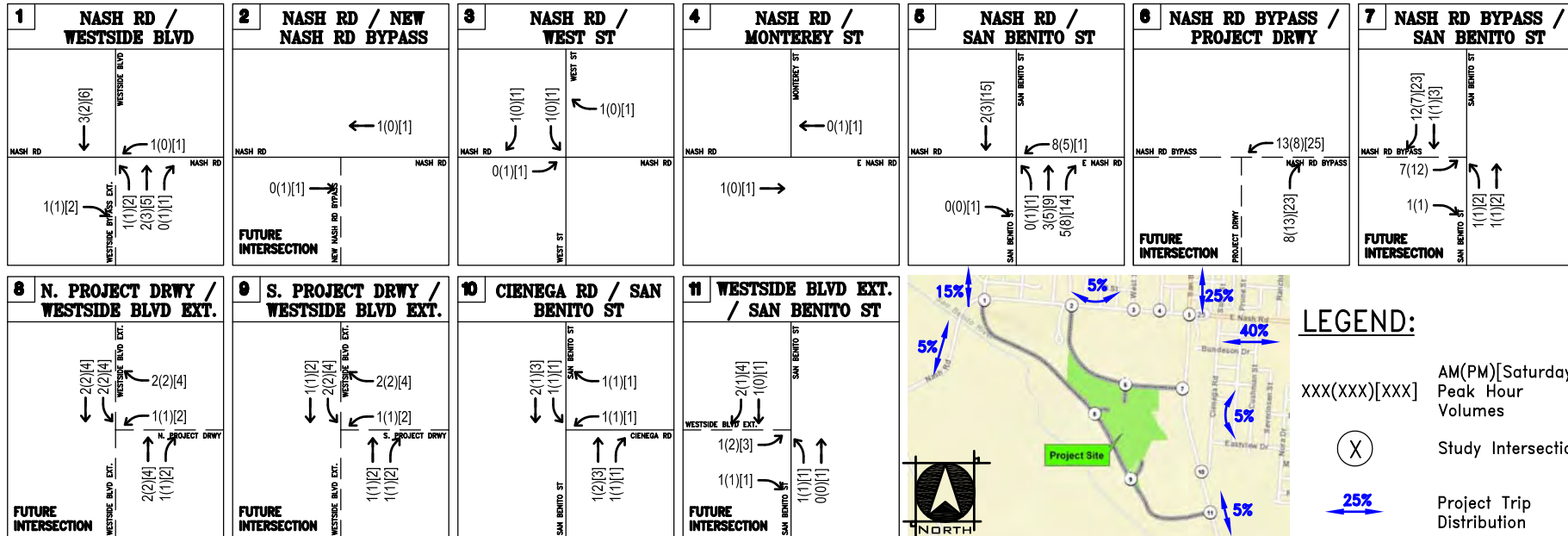
### A. INTERSECTIONS OPERATIONS

Table 5 presents “Existing plus Project” study intersection traffic operations under “Existing plus Project” conditions intersection volumes (illustrated in **Figure 6**) and existing intersection lane geometrics and control (illustrated in **Figure 2**).

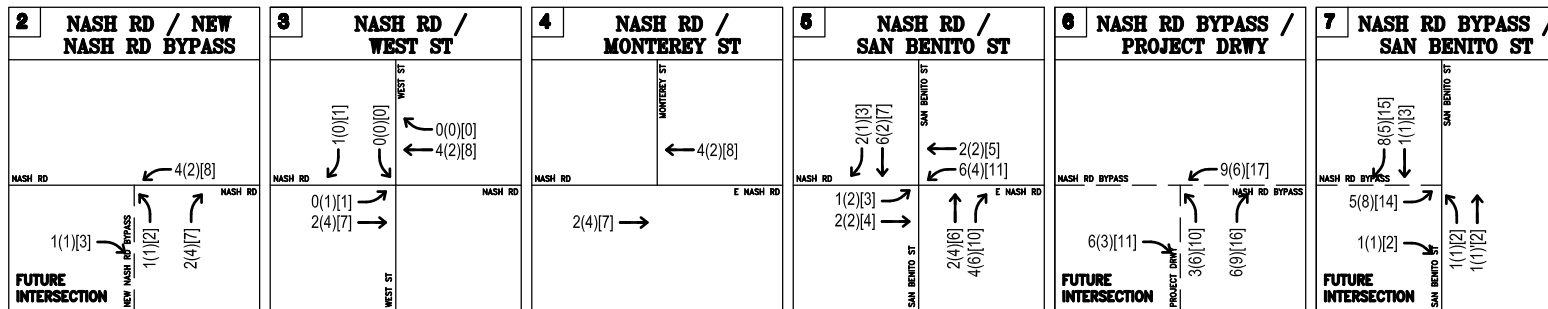
As shown in Table 5, the unsignalized Nash Road (Baler Alley) / San Benito Street intersection is projected to operate at “Existing plus Project” weekday AM peak hour LOS “D” and PM peak hour LOS “F” conditions, with the Nash Road Bypass and Closure between West Street and Monterey Street. The remaining study intersections are projected to operate at “Existing plus Project” LOS “C” or better conditions during weekday AM, weekday PM and Saturday peak hour periods, under all analyzed scenarios. California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at the unsignalized Nash Road (Baler Alley) / San Benito Street intersection under the “Existing” conditions with Nash Road Bypass and Closure.

All recommended improvement and mitigation measures are discussed in a subsequent section of this TIS report.

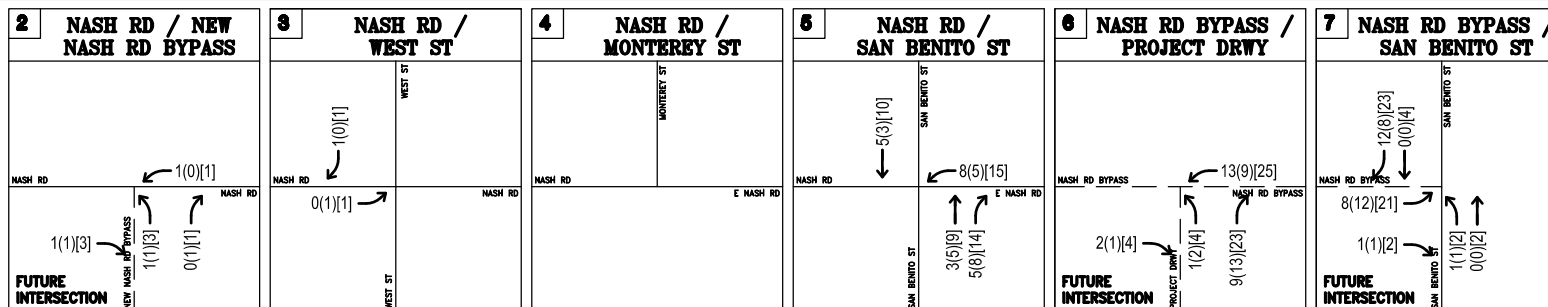
**WITHOUT NASH ROAD BYPASS**



**WITH NASH ROAD BYPASS**



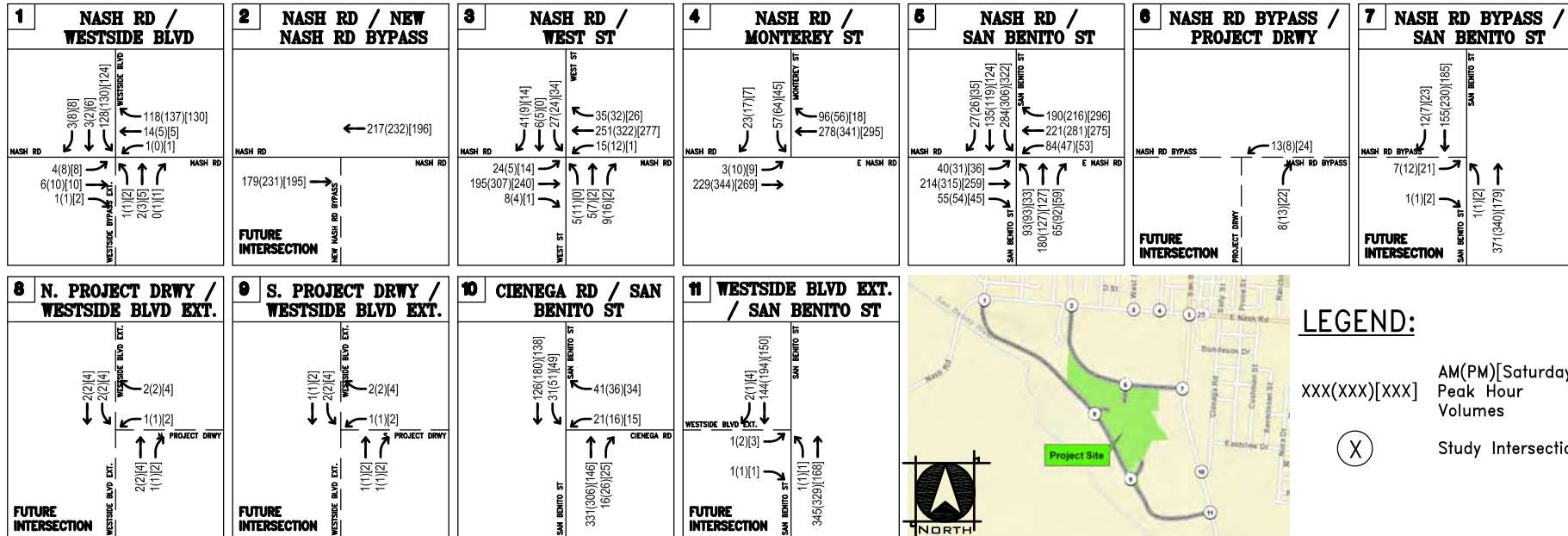
**WITH NASH ROAD BYPASS & CLOSURE**



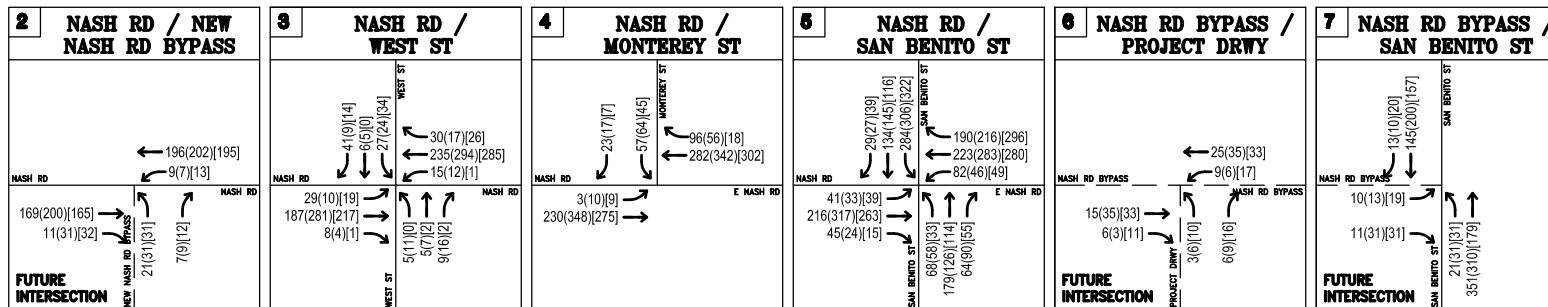
**FIGURE 5**

San Benito County / Hollister Regional Park TIS  
Project Trip Distribution & Assignment  
And "Project Only" Traffic Volumes

WITHOUT NASH ROAD BYPASS



WITH NASH ROAD BYPASS



WITH NASH ROAD BYPASS & CLOSURE

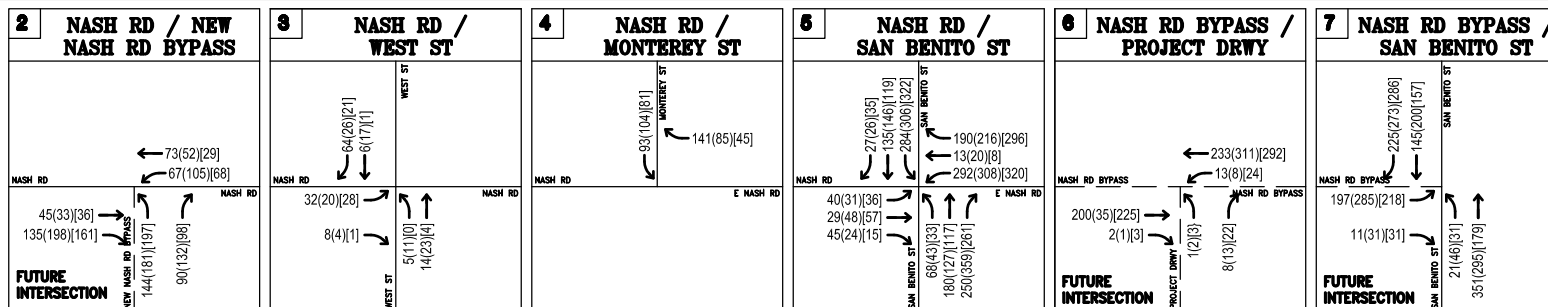


FIGURE 6

San Benito County / Hollister Regional Park TIS  
 "Existing plus Project" Traffic Volumes



**Table 5. “Existing plus Project” Conditions’ Intersection Traffic Operations**

#	Intersection	Control Type	Without Nash Rd Bypass									With Nash Rd Bypass									With Nash Road Bypass and Closure <sup>3</sup>								
			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour		
			Delay (S/V)	LOS	Wrnt Met? <sup>2</sup>	Delay (S/V)	LOS	Wrnt Met?	Delay (S/V)	LOS	Wrnt Met?	Delay (S/V)	LOS	Delay (S/V)	Delay (S/V)	LOS	Wrnt Met?	Delay (S/V)	LOS	Wrnt Met?	Delay (S/V)	LOS	Wrnt Met?	Delay (S/V)	LOS	Wrnt Met?	Delay (S/V)	LOS	Wrnt Met?
1	Nash Rd / Westside Blvd	TWSC <sup>1</sup>	10.4	B	N	10.5	B	N	10.5	B	N	10.3	B	N	10.5	B	N	10.5	B	N	10.3	B	N	10.5	B	N	10.5	B	N
2	Nash Rd / Nash Rd Bypass	TWSC (Future)	11.2	B	N	11.8	B	N	11.1	B	N	11.5	B	N	12.1	B	N	11.8	B	N	13.7	B	N	17.9	C	N	14.5	B	N
3	Nash Rd / West St	TWSC	20.0	C	N	18.9	C	N	14.5	C	N	19.5	C	N	17.9	C	N	14.5	B	N	11.4	B	N	9.9	A	N	9.5	A	N
4	Nash Rd / Monterey St	TWSC	13.7	B	N	8.9	A	N	14.3	B	N	13.7	B	N	9.0	A	N	14.1	B	N	13.7	B	N	8.9	A	N	8.9	A	N
5	Nash Rd / San Benito St	Signal	30.5	C	-	25.3	C	-	26.8	C	-	30.4	C	-	25.1	C	-	27.2	C	-	29.5	C	-	32.3	C	N	24.6	C	-
6	Nash Rd Bypass (Baler Alley) / Project Drwy	TWSC (Future)	8.7	A	N	8.7	A	N	8.9	A	N	8.9	A	N	9.0	A	N	9.2	A	N	11.9	B	N	11.0	B	N	13.3	B	N
7	Nash Rd Bypass (Baler Alley) / San Benito St	TWSC (Future)	12.7	B	N	13.3	B	N	11.3	B	N	13.1	B	N	13.8	B	N	11.9	B	N	<b>25.2</b>	<b>D</b>	N	<b>79.9</b>	<b>F</b>	<b>Y</b>	22.5	C	N
8	N. Park Drwy / Westside Blvd Extn	TWSC (Future)	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N
9	S. Park Drwy / Westside Blvd Extn	TWSC (Future)	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N	8.6	A	N
10	Cienega Rd / San Benito St	TWSC	13.5	A	N	14.5	B	N	11.8	B	N	13.5	B	N	14.5	B	N	11.8	B	N	13.5	B	N	14.5	B	N	11.8	B	N
11	Westside Blvd Extn / San Benito St	TWSC (Future)	12.1	B	N	12.5	B	N	10.6	B	N	12.1	B	N	12.5	B	N	10.6	B	N	12.1	B	N	12.5	B	N	10.6	B	N
Notes: 1. For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated. “Average” control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections. 2. Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Urban Areas), N = No, Y = Yes 3. Assumes vehicular closure (prohibition) on Nash Road, between West Street and Monterey Street																													

## 8. “CUMULATIVE BASE” CONDITIONS

Consistent with prior studies prepared for the City, such as *Fairview Corners Residential TIA* (dated July 21, 2010), *Santana Ranch Specific Plan Transportation Impact Analysis* (dated March 3, 2010) and *City of Hollister Circulation Element* (dated December 2005), cumulative conditions are defined as the General Plan (GP) buildout of the City of Hollister and San Benito County (year 2023). Cumulative Base (“No Project”) traffic volumes were obtained from the studies listed above, consistent with the City’s year 2023 travel demand model. Conservatively, the cumulative baseline conditions evaluated in this TIS assume no development of the project site (i.e. project site remains in its existing undeveloped condition).

Note that due to the recent downturn of the economy and the ongoing slow recovery process, the City of Hollister and San Benito County GP buildout have not been as rapid as originally projected; and as such, the Year 2023 General Plan buildout conditions could occur further into the future in year 2030-35, and therefore the cumulative volumes presented in this TIS report may be regarded as the year 2030-35 traffic volumes.

### A. INTERSECTIONS OPERATIONS

“Cumulative Base” intersection operations were quantified under “Cumulative Base” traffic volumes (shown in **Figure 7**). Note: the “With Nash Road Bypass and Closure” assumes both Nash Road Bypass and vehicular Closure (prohibition) of Nash Road between West Street and Monterey Street. Table 6 illustrates the resulting study intersection LOS operations.

As shown in Table 6, the Nash Road intersections with Westside Boulevard, West Street, Monterey Street and San Benito Street are projected to operate at “Cumulative Base” weekday AM, weekday PM and/or Saturday peak hour LOS “D” or worse conditions, without and with the Nash Road Bypass.

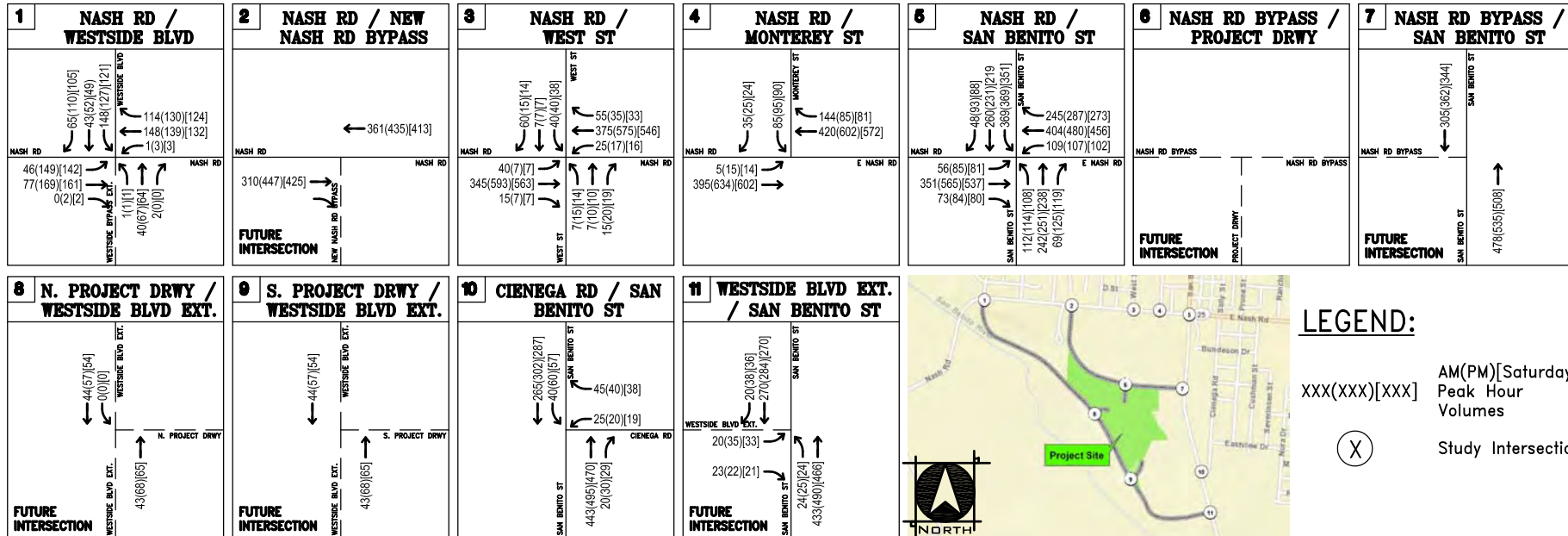
As shown in Table 6, the following intersections are projected to operate at “Cumulative Base” weekday AM, weekday PM and/or Saturday peak hour LOS “D” or worse conditions, with the Nash Road Bypass and Closure between West Street and Monterey Street;

- Nash Road / Westside Boulevard
- Nash Road / Nash Road Bypass
- Nash Road / San Benito Street
- Nash Road Bypass (Baler Alley) / San Benito Street

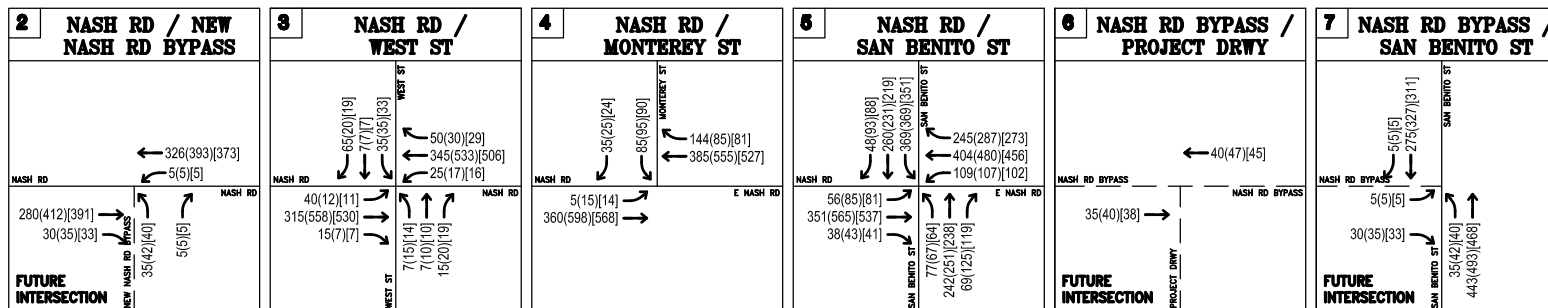
The remaining study intersections are projected to operate at “Cumulative Base” acceptable LOS “C” or better conditions during weekday AM, weekday PM and Saturday peak hour periods. The California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at the unsignalized Nash Road intersections with Westside Boulevard and Monterey Street under the “Cumulative Base” PM peak hour conditions, without and with the Nash Road Bypass. The California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at the unsignalized Nash Road / Westside Boulevard, Nash Road / Nash Road Bypass and Nash Road Bypass (Baler Alley) / San Benito Street intersections, under the “Cumulative Base” PM peak hour conditions, without and with the Nash Road Bypass.

All recommended improvement and mitigation measures are discussed in a subsequent section of this report.

# WITHOUT NASH ROAD BYPASS



# WITH NASH ROAD BYPASS



# WITH NASH ROAD BYPASS & CLOSURE

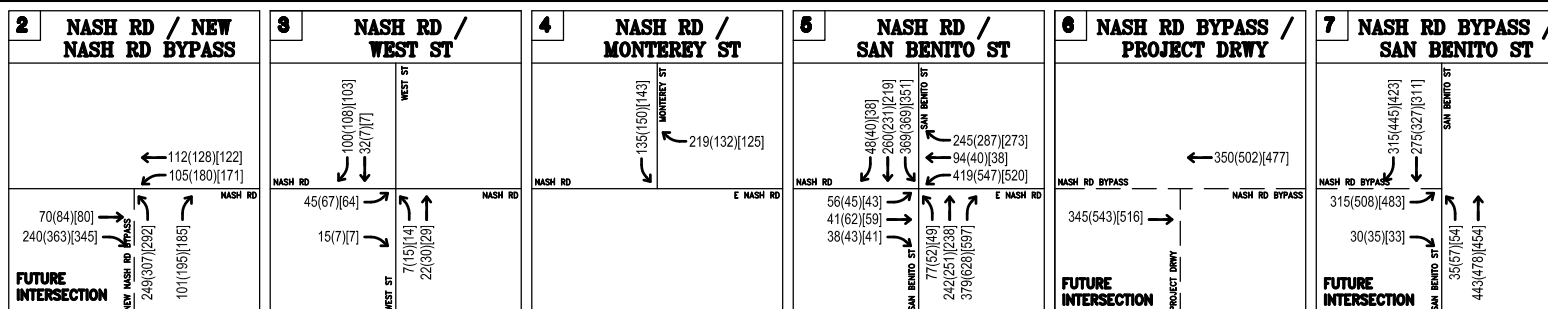


FIGURE 7

San Benito County / Hollister Regional Park TIS  
 "Cumulative Base" Traffic Volumes

**Table 6. “Cumulative Base” Conditions’ Intersection Traffic Operations**

#	Intersection	Control Type	Without Nash Rd Bypass									With Nash Rd Bypass									With Nash Road Bypass and Closure <sup>3</sup>								
			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour		
			Delay (S/V)	LOS	Wrrnt Met? <sup>2</sup>	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Delay (S/V)	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?
1	Nash Rd / Westside Blvd	TWSC <sup>1</sup>	19.3	C	N	>80	F	Y	56.3	F	N	19.3	C	N	>80	F	Y	56.3	F	N	19.3	C	N	>80	F	Y	56.3	F	N
2	Nash Rd / Nash Rd Bypass	TWSC (Future)	-	-	-	-	-	-	-	-	-	14.7	B	N	18.9	C	N	17.8	C	N	30.9	D	N	>80	F	Y	>80	F	Y
3	Nash Rd / West St	TWSC	34.0	D	N	64.4	F	N	47.5	E	N	31.0	D	N	50.6	F	N	39.7	E	N	12.6	B	N	12.0	B	N	11.0	B	N
4	Nash Rd / Monterey St	TWSC	>80	F	Y	>80	F	Y	52.8	F	Y	>80	F	N	65.9	F	Y	42.6	E	Y	19.9	C	N	9.8	A	N	9.2	A	N
5	Nash Rd / San Benito St	Signal	59.4	E	-	>80	F	-	>80	F	-	59.4	E	-	>80	F	-	75.0	E	-	54.6	D	-	>80	F	-	>80	F	-
6	Nash Rd Bypass (Baler Alley) / Project Drwy	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Nash Rd Bypass (Baler Alley) / San Benito St	TWSC (Future)	-	-	-	-	-	-	-	-	-	16.9	C	N	19.4	C	N	18.3	C	N	>80	F	Y	>80	F	Y	>80	F	Y
8	N. Park Drwy / Westside Blvd Extn	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	S. Park Drwy / Westside Blvd Extn	TWSC (Future)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Cienega Rd / San Benito St	TWSC	18.2	C	N	21.7	C	N	20.3	C	N	18.2	C	N	21.7	C	N	20.3	C	N	18.2	C	N	21.7	C	N	20.3	C	N
11	Westside Blvd Extn / San Benito St	TWSC (Future)	16.7	C	N	19.2	C	N	18.1	C	N	16.7	C	N	19.2	C	N	18.1	C	N	16.7	C	N	19.2	C	N	18.1	C	N

Notes: 1. For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated. “Average” control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.

2. Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Urban Areas), N = No, Y = Yes

3. Assumes vehicular closure (prohibition) on Nash Road, between West Street and Monterey Street

## 9. “CUMULATIVE PLUS PROJECT” CONDITIONS

To simulate “Cumulative plus Project” conditions’ traffic volumes, the “Project Only” volumes illustrated in **Figure 5** were superimposed on top of “Cumulative Base” traffic volumes, illustrated in **Figure 7**. The resulting “Cumulative plus Project” traffic volumes are presented in **Figure 8**. Note: the “With Nash Road Bypass and Closure” assumes both Nash Road Bypass and vehicular Closure (prohibition) of Nash Road between West Street and Monterey Street.

### A. INTERSECTIONS OPERATIONS

“Cumulative plus Project” intersection operations were quantified under “Cumulative plus Project” traffic volumes (shown in **Figure 8**) and “Existing” intersection lane geometrics and control (shown **Figure 2**). Table 7 illustrates the resulting study intersection LOS operations

As shown in Table 7, the Nash Road intersections with Westside Boulevard, West Street, Monterey Street and San Benito Street are projected to operate at “Cumulative Base plus Project” weekday AM, weekday PM and/or Saturday peak hour LOS “D” or worse conditions, without and with the Nash Road Bypass.

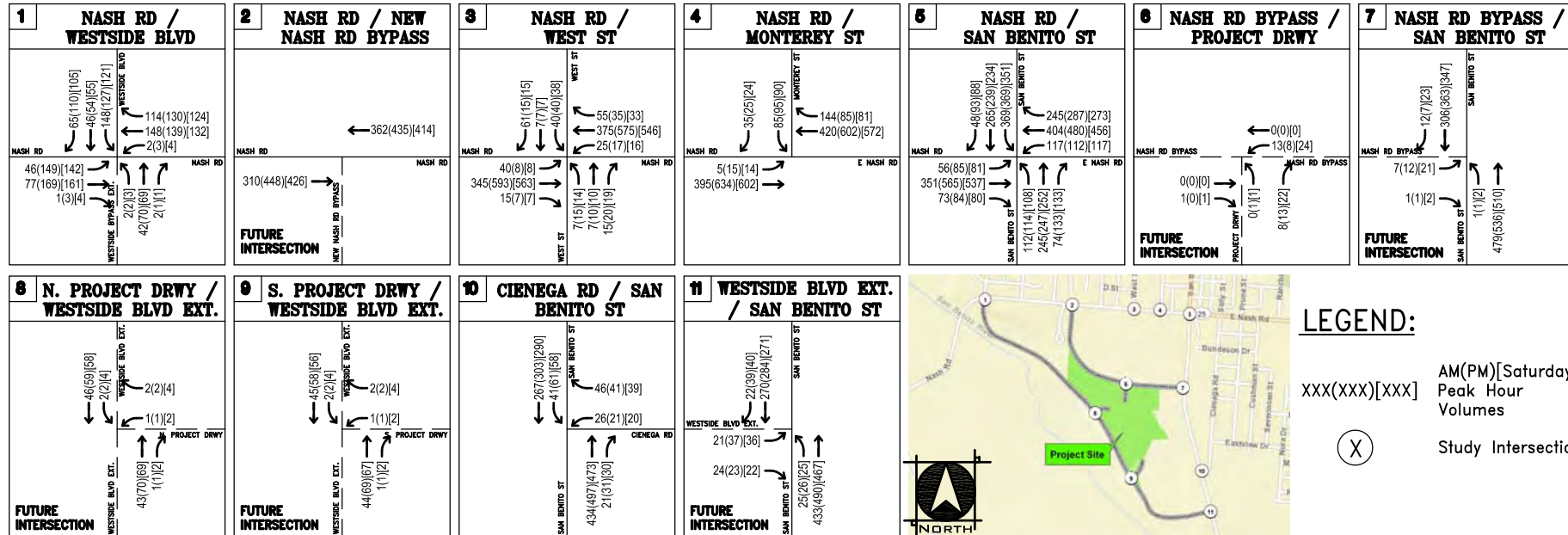
As shown in Table 7, the following intersections are projected to operate at “Cumulative Base plus Project” weekday AM, weekday PM and/or Saturday peak hour LOS “D” or worse conditions, with the Nash Road Bypass and Closure between West Street and Monterey Street;

- Nash Road / Westside Boulevard
- Nash Road / Nash Road Bypass
- Nash Road / San Benito Street
- Nash Road Bypass (Baler Alley) / San Benito Street

The remaining study intersections are projected to operate at “Cumulative Base plus Project” acceptable LOS “C” or better conditions during weekday AM, weekday PM and Saturday peak hour periods. The California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at the unsignalized Nash Road intersections with Westside Boulevard and Monterey Street under the “Cumulative Base plus Project” PM peak hour conditions, without and with the Nash Road Bypass. The California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at the unsignalized Nash Road / Westside Boulevard, Nash Road / Nash Road Bypass and Nash Road Bypass (Baler Alley) / San Benito Street intersections under the “Cumulative Base plus Project” PM peak hour conditions, without and with the Nash Road Bypass.

All recommended improvement and mitigation measures are discussed in a subsequent section of this report.

WITHOUT NASH ROAD BYPASS



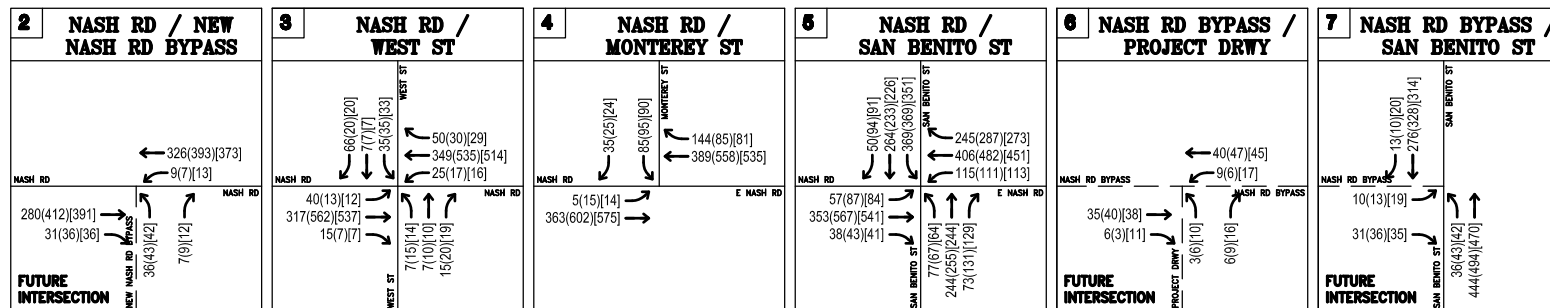
LEGEND:

xxx(xxx)[xxx] AM(PM)[Saturday]  
Peak Hour  
Volumes

(X) Study Intersection



WITH NASH ROAD BYPASS



WITH NASH ROAD BYPASS & CLOSURE

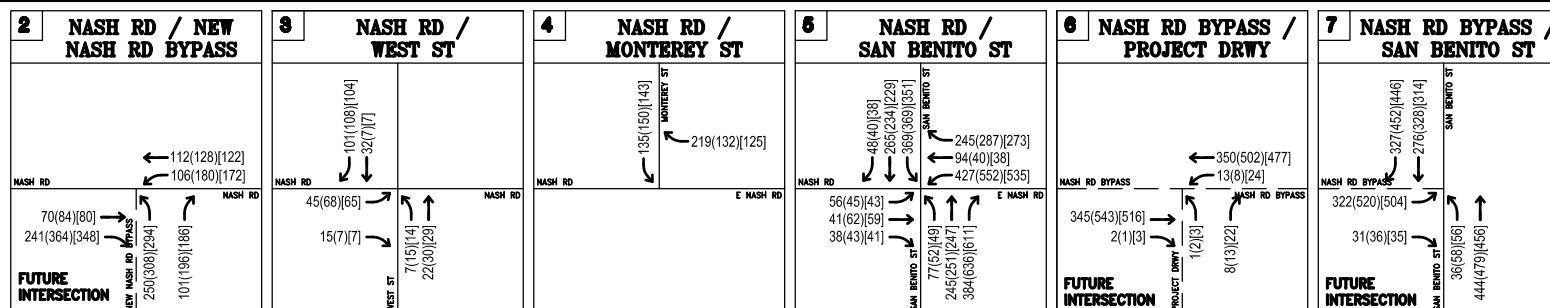


FIGURE 8

San Benito County / Hollister Regional Park TIS  
"Cumulative Base plus Project" Traffic Volumes



**Table 7. “Cumulative plus Project” Conditions’ Intersection Traffic Operations**

#	Intersection	Control Type	Without Nash Rd Bypass									With Nash Rd Bypass									With Nash Road Bypass and Closure <sup>3</sup>								
			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour			AM Peak Hour			PM Peak Hour			Sat Peak Hour		
			Delay (S/V)	LOS	Wrrnt Met? <sup>2</sup>	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Delay (S/V)	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?	Delay (S/V)	LOS	Wrrnt Met?
1	Nash Rd / Westside Blvd	TWSC <sup>1</sup>	19.8	C	N	>80	F	Y	63.7	F	Y	19.6	C	N	>80	F	Y	63.3	F	Y	19.6	C	N	>80	F	Y	63.3	F	N
2	Nash Rd / Nash Rd Bypass	TWSC (Future)	14.2	B	N	17.6	C	N	16.9	C	N	14.9	C	N	19.2	C	N	18.5	C	N	31.4	D	N	>80	F	Y	>80	F	Y
3	Nash Rd / West St	TWSC	34.1	D	N	64.9	F	N	47.8	E	N	31.4	D	N	51.7	F	N	41.3	E	N	12.7	B	N	12.0	B	N	11.0	B	N
4	Nash Rd / Monterey St	TWSC	>80	F	Y	>80	F	Y	52.8	F	Y	>80	F	N	67.5	F	Y	44.3	E	Y	19.9	C	N	9.8	A	N	9.2	A	N
5	Nash Rd / San Benito St	Signal	59.7	E	-	>80	F	-	>80	F	-	60.0	E	-	>80	F	-	78.2	E	-	56.5	E	-	>80	F	-	>80	F	-
6	Nash Rd Bypass (Baler Alley) / Project Drwy	TWSC (Future)	8.7	A	N	8.7	A	N	8.9	A	N	9.1	A	N	9.1	A	N	9.3	A	N	15.2	C	N	22.1	C	N	22.2	C	N
7	Nash Rd Bypass (Baler Alley) / San Benito St	TWSC (Future)	16.4	C	N	18.7	A	N	18.5	C	N	17.2	C	N	20.0	C	N	19.5	C	N	>80	F	Y	>80	F	Y	>80	F	Y
8	N. Park Drwy / Westside Blvd Extn	TWSC (Future)	9.0	A	N	9.3	A	N	9.3	A	N	9.0	A	N	9.2	A	N	9.3	A	N	9.0	A	N	9.2	A	N	9.3	A	N
9	S. Park Drwy / Westside Blvd Extn	TWSC (Future)	9.0	A	N	9.3	A	N	9.3	A	N	9.0	A	N	9.2	A	N	9.3	A	N	9.0	A	N	9.2	A	N	9.3	A	N
10	Cienega Rd / San Benito St	TWSC	18.4	C	N	22.0	C	N	20.6	C	N	18.4	C	N	22.0	C	N	20.6	C	N	18.4	C	N	22.0	C	N	20.6	C	N
11	Westside Blvd Extn / San Benito St	TWSC (Future)	16.8	C	N	19.4	C	N	18.4	C	N	16.8	C	N	19.4	C	N	18.4	C	N	16.8	C	N	19.4	C	N	18.4	C	N

Notes: 1. For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated. “Average” control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.

2. Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Urban Areas), N = No, Y = Yes

3. Assumes vehicular closure (prohibition) on Nash Road, between West Street and Monterey Street

## **10. “CUMULATIVE PLUS PROJECT PLUS NASH ROAD BYPASS PLUS RIVER PARKWAY BUILDOUT” CONDITIONS**

A programmatic level evaluation of long-term conditions representative of buildout of the City/County General Plan, the proposed Regional Park, River Parkway and construction of Nash Road Bypass improvements was completed as part of this TIS. Under this scenario, it is anticipated that pedestrian and bike traffic demands, vehicular traffic and parking demands generated by the multi-use trail, will generate vehicular and non-vehicular conflict with Regional Park generated traffic along Westside Boulevard Extension, and some incremental parking demands will be generated by the River Parkway trail users.

Based on the *San Benito River Parkway and Regional Park Project* (document dated September 2013) which is a part of the larger *San Benito River Parkway Master Plan*, within the Regional Park limits (Reach Three) a new pedestrian/bicycle bridge crossing the San Benito River, connecting Riverside Park to the City of Hollister industrial Wastewater Treatment Plant as well as a direct pedestrian/bicycle connection from the multi-use trail to the proposed Regional Park site is proposed. This connection may require a crossing of the planned Westside Boulevard extension. Other controlled and/or uncontrolled pedestrian and/or bicycle crossings may be constructed along Westside Boulevard Extension as part of the River Parkway Master Plan.

As proposed with Reach Three of the River Parkway Master Plan, a parking lot will be constructed across the South Regional Park Driveway / Westside Boulevard Extension intersection. Traffic generated by the River Parkway is not anticipated to generate additional parking demands that may overflow onto the Regional Park. Nonetheless, the Regional Park is proposing approximately 80 parking spaces more than required during special events that can be used by the River Parkway users' special events. During such certain River Parkway special events, the San Benito County Regional Park authority should use special signage and traffic handling plans/strategy that may involve programs such as traffic control personnel directing pedestrians crossing Westside Boulevard Extension, as well as vehicles getting in/out of the River Parkway before/after the event, and signage/directions to on-site overflow parking spaces.



## 11. PROJECT IMPACTS AND MITIGATION MEASURES

This section summarizes recommended base improvements (without project) and project-specific impacts and mitigation measures at study transportation facilities, identified based on the analysis results presented in the preceding section of this TIS report. It should be noted that all improvement/mitigation recommendations contained herein are conceptual planning/program level recommendations only. Safety enhancements such as street lighting, signage, etc. may also become necessary and such measures may be conditioned by the responsible/affected agencies subsequently during the design/approval stages of the proposed project.

### “EXISTING PLUS PROJECT” CONDITIONS

#### Nash Road Bypass (Baler Alley) / San Benito Street Intersection

**Impact** – This TWSC intersection is projected to operate at “Existing” PM peak hour LOS “F” conditions with the Nash Road Bypass and Closure (vehicle prohibition on Nash Road, between West Street and Monterey Street). This TWSC intersection is projected to operate at “Existing plus Project” weekday AM peak hour LOS “D” and PM peak hour LOS “F” conditions. Based on City LOS policy standard, the minimum acceptable standard for this intersection is LOS “C”. Since this intersection is projected to operate at unacceptable PM peak hour LOS “F” without the addition of project trips, the project’s incremental impacts at this intersection may be considered “**significant**” until mitigation, under the Nash Road Bypass and Closure scenario only.

**Mitigation** – California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at this intersection, with the construction of Nash Road Bypass and Closure, under the “Existing” and “Existing plus Project” PM peak hour traffic volumes. A feasible improvement measure for this intersection is to modify San Benito Street through this intersection to include a two-way-left-turn (TWLT) median-lane. With the above improvement, this intersection is projected to provide acceptable “Existing” and “Existing plus Project” PM peak hour LOS “C” operations, under the Nash Road Bypass and Closure.

Note that there are currently no programmed improvements in the City or County transportation impact fee programs for improvements to this intersection. The project impact at this intersection will remain “significant and unavoidable” until the mitigation is implemented, under the Nash Road Bypass and Closure scenario only.

### “CUMULATIVE PLUS PROJECT” CONDITIONS

#### Nash Road / Westside Boulevard Intersection

**Impact** – This TWSC intersection is projected to operate at “Cumulative Base” weekday PM and Saturday peak hour LOS “F” conditions under all analyzed scenarios. This intersection is projected to operate at “Cumulative plus Project” weekday PM and Saturday peak hour LOS “F” conditions under all analyzed scenarios. Based on City LOS policy standard, the minimum acceptable standard for this intersection is LOS “C”. Since this intersection is projected to operate at PM and Saturday peak hour LOS “F” conditions without the addition of project trips, the project impact may be considered “**significant**” until mitigation, under all analyzed scenarios.

**Mitigation** – California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at this intersection under “Cumulative Base” conditions under all analyzed scenarios. A feasible improvement measure for this intersection is to convert this intersection to an All-Way-Stop-Controlled (AWSC) intersection. With installation of an AWSC, this intersection is

projected to provide acceptable “Cumulative Base” as well as “Cumulative plus Project” LOS “C” or better operations under all analyzed scenarios.

Note that there are currently no programmed improvements in the City or County transportation impact fee programs for improvements to this intersection. The project impact at this intersection will remain “significant and unavoidable” until the mitigation is implemented, under all analyzed scenarios.

#### **Nash Road / Nash Road Bypass Intersection**

**Impact** – This TWSC intersection is projected to operate at “Cumulative Base” AM, PM and Saturday peak hour LOS “F” conditions with the Nash Road Bypass and Closure (vehicle prohibition on Nash Road between West Street and Monterey Street). This TWSC intersection is projected to operate at “Cumulative plus Project” AM, PM and Saturday peak hour LOS “F” conditions both without and with Nash Road Bypass. Based on City LOS policy standard, the minimum acceptable standard for this intersection is LOS “C”. Since this intersection is projected to operate at all peak hour LOS “F” conditions even without the addition of project trips, the project impact is considered “**significant**” until mitigation, under the Nash Road Bypass and Closure scenario only.

**Mitigation** – California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at this intersection under “Cumulative Base” PM and Saturday peak hour conditions, with Nash Road Bypass and Closure. A feasible improvement measure for this intersection is to convert this intersection to an All-Way-Stop-Controlled (AWSC) intersection and add northbound and eastbound right-turn lanes. An alternative feasible improvement measure for this intersection is to convert this intersection to a Roundabout/Traffic Circle yield controlled intersection. With either alternative (AWSC or Roundabout/Traffic Circle), the Nash Road/Nash Road Bypass intersection is projected to operate at “Cumulative Base” and “Cumulative Base plus Project” weekday AM, weekday PM and Saturday peak hour LOS “C” or better operations under the Nash Road Bypass and Closure scenario.

Note that there are currently no programmed improvements in the City or County transportation impact fee programs for improvements to this intersection. The project impact at this intersection will remain “significant and unavoidable” until the mitigation is implemented, under the Nash Road Bypass and Closure scenario only.

#### **Nash Road / West Street Intersection**

**Impact** – This TWSC intersection is projected to operate at “Cumulative Base” AM, PM and Saturday peak hour LOS “D” or worse conditions, Without and With the Nash Road Bypass. This TWSC intersection is projected to operate at “Cumulative plus Project” AM, PM and Saturday peak hour LOS “D” or worse conditions both without and with Nash Road Bypass. Based on City LOS policy standard, the minimum acceptable standard for this intersection is LOS “C”. Since this intersection is projected to operate at peak hour LOS “D” or worse conditions even without the addition of project trips, the project impact is considered “**significant**” until mitigation, under Without and With Nash Road Bypass Scenarios only.

**Mitigation** – California MUTCD based peak hour signal warrant-3 (urban areas) criteria is not projected to be met at this intersection under “Cumulative Base” PM and Saturday peak hour conditions under any of the analyzed scenarios. A feasible improvement for this intersection is to stripe/modify Nash Road through this intersection to include a two-way-left-turn (TWLT) median-lane. There is approximately 40’ of pavement from curb-to-curb on Nash Road. The improvement would stripe Nash Road as two 11’ travel lanes, an 11’ TWLT, and a 4’ bike lane. An alternate improvement measure would be to signalize this intersection, with permissive east-west and

north-south left-turn phasing. *Note:* Since this is a closely spaced intersection relative to Nash Road / San Benito Street intersection, these two intersections may need to be interconnected if signalized. With either alternative (TWLT or traffic signal installation), the Nash Road/West Street intersection is projected to operate at “Cumulative Base” and “Cumulative Base plus Project” weekday AM, weekday PM and Saturday peak hour LOS “C” or better operations, under Without and With Nash Road Bypass Scenarios only.

The project impact at this intersection will remain “significant and unavoidable” until the mitigation is implemented, under Without and With Nash Road Bypass Scenarios only.

#### **Nash Road / Monterey Street Intersection**

**Impact** – This TWSC intersection is projected to operate at “Cumulative Base” AM, PM and Saturday peak hour LOS “E” or worse conditions, Without and With the Nash Road Bypass. This TWSC intersection is projected to operate at “Cumulative plus Project” AM, PM and Saturday peak hour LOS “E” or worse conditions both without and with Nash Road Bypass. Based on City LOS policy standard, the minimum acceptable standard for this intersection is LOS “C”. Since this intersection is projected to operate at peak hour LOS “E” or worse conditions even without the addition of project trips, the project impact is considered “**significant**” until mitigation, under Without and With Nash Road Bypass scenarios only.

**Mitigation** – California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at this intersection under “Cumulative Base” PM and Saturday peak hour conditions under all analyzed scenarios. A feasible improvement for this intersection is to stripe/modify Nash Road through this intersection to include a two-way-left-turn (TWLT) median-lane. There is approximately 40’ of pavement from curb-to-curb on Nash Road. The improvement would stripe Nash Road as two 11’ travel lanes, an 11’ TWLT, and a 4’ bike lane. An alternate improvement measure would be to signalize this intersection, with permissive east-west and south phasing.

*Note:* Since this is a closely spaced intersection relative to Nash Road / San Benito Street intersection, these two intersections may need to be interconnected if signalized. With either alternative (TWLT or traffic signal installation), the Nash Road/Monterey Street intersection is projected to operate at “Cumulative Base” and “Cumulative Base plus Project” weekday AM, weekday PM and Saturday peak hour LOS “C” or better operations, under Without and With Nash Road Bypass scenarios.

The project impact at this intersection will remain “significant and unavoidable” until the mitigation is implemented, under Without and With Nash Road Bypass scenarios.

#### **Nash Road / San Benito Street Intersection**

**Impact** – This signalized intersection is projected to operate at “Cumulative Base” AM, PM and Saturday peak hour LOS “D” or worse conditions under all analyzed scenarios. This intersection is projected to operate at “Cumulative plus Project” AM and PM peak hour LOS “E” or worse conditions under all analyzed scenarios. Based on City LOS policy standard, the minimum acceptable standard for this intersection is LOS “C”. Since this intersection is projected to operate at peak hour LOS “D” or worse conditions even without the addition of project trips, the project impact is considered “**significant**” until mitigation under all analyzed scenarios.

**Mitigation** – This intersection is projected to provide acceptable “Cumulative Base” AM, PM and Saturday peak hour LOS “C” or better operations with addition of a westbound right-turn and a second eastbound through lane. Since all quadrants of this intersection are built-out and occupied, the above improvements may require substantial right-of-way acquisition and may not be feasible. Alternative solutions (traffic re-routing) to improve transportation mobility through this intersection

should be further investigated. With the recommended addition of a westbound right-turn and an eastbound through lane, this intersection is projected to operate at acceptable “Cumulative Base” and “Cumulative plus Project” AM, PM and Saturday peak hour LOS “C” conditions under all analyzed scenarios.

Note that there are currently no programmed improvements in the City or County transportation impact fee programs for improvements to this intersection. Since no feasible improvements are known at this time, project impacts at this intersection are considered **“Significant and unavoidable”** under all analyzed scenario.

#### **Nash Road Bypass (Baler Alley) / San Benito Street Intersection**

**Impact** – This TWSC intersection is projected to operate at “Cumulative Base” AM, PM and Saturday peak hour LOS “F” conditions with the Nash Road Bypass and Closure (vehicle prohibition on Nash Road, between West Street and Monterey Street). This TWSC intersection is projected to operate at “Cumulative Base plus Project” weekday AM, PM and Saturday peak hour LOS “F” conditions, with the Nash Road Bypass and Closure. Based on City LOS policy standard, the minimum acceptable standard for this intersection is LOS “C”. Since this intersection is projected to operate at unacceptable PM peak hour LOS “F” without the addition of project trips, the project’s incremental impacts at this intersection may be considered **“significant”** until mitigation, under the Nash Road Bypass and Closure scenario only.

**Mitigation** – California MUTCD based peak hour signal warrant-3 (urban areas) criteria is projected to be met at this intersection, with the construction of Nash Road Bypass and Closure, under the “Cumulative Base” and “Cumulative Base plus Project” AM, PM and Saturday peak hour traffic volumes. A feasible improvement measure for this intersection is to signalize this intersection and add a northbound left-turn and southbound right-turn lane. With the above improvement, this intersection is projected to provide acceptable “Cumulative Base” and “Cumulative Base plus Project” AM, PM, and Saturday peak hour LOS “C” operations under the Nash Road Bypass and Closure Scenario.

Note that there are currently no programmed improvements in the City or County transportation impact fee programs for improvements to this intersection. The project impact at this intersection will remain “significant and unavoidable” until the mitigation is implemented, under the Nash Road Bypass and Closure scenario only.

### **PROJECT DRIVEWAY IMPACTS**

All project driveway intersections are projected to operate at acceptable peak hour levels of service with the following improvements proposed as part of the project.

- Nash Road Bypass (Baler Alley) / Project Driveway: This project driveway intersection is planned to operate as a full-access intersection under all “plus Project” scenarios, and without/with the Nash Road Bypass. A minimum of two vehicle storage length (or 50 feet) should be provided for the northbound Project Driveway approach.
- North Project Driveway / Westside Boulevard Extension: This project driveway intersection is planned to operate as a full-access intersection under all “plus Project” scenarios, and without/with the Nash Road Bypass. A minimum of two vehicle storage length (or 50 feet) should be provided for the westbound Project Driveway approach.
- South Project Driveway / Westside Boulevard Extension: This project driveway intersection is planned to operate as a full-access intersection under all “plus Project” scenarios and

without/with the Nash Road Bypass. A minimum of two vehicle storage length (or 50 feet) should be provided for the westbound Project Driveway approach.

Project driveway impacts (including queuing impacts) are considered “**less than significant**” with the above improvements in place.

## **BICYCLE AND PEDESTRIAN FACILITIES**

**Impact** – Without adequate improvement in bikeway and pedestrian facilities to/from the Regional Park project site, project impacts on bikeways/pedestrian circulation would be considered “**significant**”.

**Mitigation** – With the development of the proposed project, the following are recommended:

- Nash Road has Class II bike route signing and striping across the San Benito High School frontage only. The remainder of Nash Road within the study limits has either striped, narrow (less than 4-foot) shoulders, or curbs and gutters with parking permitted, but no bike lane striping. The project proposes no changes for bike lane or pedestrian sidewalk status on Nash Road.
- San Benito Street is striped with 4- to 6-foot shoulders, but no explicit bike lane or pedestrian signage or pavement markings are proposed. It is recommended that as part of the Regional Park Project, the striping on San Benito Street be renewed on its existing alignment from Union Road to Nash Road, and Class II bike lane signage and pavement markings be provided from Cienega Road to Nash Road.
- Westside Boulevard Extension will have fully improved frontage treatment (curbs, gutters, sidewalks, and street lights) on the regional park frontage. The rest of this roadway will have a 6-foot multi-purpose shoulder, functioning as a pedestrian route, Class II bike lane, and emergency parking area.
- Nash Road Bypass will have fully improved frontage treatments (curbs, gutters, sidewalks, and street lights) on both sides of the road, from Nash Road to San Benito Street. There will be pavement width adequate for a motor vehicle lane, bike lane, and on-street parking lane, in each direction.
- The Regional Park Conceptual Plan calls for a Pedestrian Tunnel under the Westside Boulevard Extension, near the westerly boundary of the park, connecting the Regional Park with the greater San Benito Parkway lands lying along the San Benito River.

As part of the planned roadway extensions within the project vicinity, bicycle lanes/facilities will be provided along the roadways fronting the project site. As part of the roadway improvements fronting the project site, pedestrian sidewalk facilities will be provided consistent with the GP-based planned cross-section for the roadways or as requested by the City Engineer. With the provision of these recommended bikeway/pedestrian improvements, project impact is considered “**less than significant**”.

## **PUBLIC TRANSPORTATION**

**Impact** – Without adequate improvement in transit service to/from the Regional Park project site, project impacts on public transit would be considered “**significant**”.

**Mitigation** – The City of Hollister is served by San Benito County Express bus service, operated by the San Benito Council of Governments. Service is provided during the 5-day work week on all three (red, blue, and green) lines, on roughly 30 to 60 minute headways. The Blue and Green Lines



operate (in east and west directions, respectively) on Nash Road from Line Street, east through the San Benito Street intersection, and continuing east to Ladd Lane. The Red Line operates in both directions on San Benito Street north of the Nash Road intersection.

Due to the relative lack of transit destinations on San Benito Street south of Nash Road, it is likely the existing transit routes will remain as is, rather than, for example, a rerouting of one or more of these lines along the Westside Boulevard extension or the Nash Road Bypass. However, discussions with San Benito County Express should be initiated to investigate the possibility of any rerouting of bus routes. The project should initiate appropriate coordination with the County Express system and provide additional transit services such as a transit stop/shelter and park-and-ride services in order to accommodate potential increase in transit demands triggered by the proposed project. With the provision of these recommended transit improvements, project impact is considered “**less than significant**”.

## **PARKING IMPACTS**

**Impact** – Without adequate on-site parking facilities on the project site, project parking impacts are considered “**significant**”.

**Mitigation** – The selected “Regional Park Conceptual Plan” for the project shows three parking areas. One, with approximately 100 to 120 spaces, will be located near the park’s softball diamonds and is accessed directly from the southerly park entrance driveway on the Westside Boulevard Extension. A second lot, with approximately 100 spaces, will be accessed directly from the Central Hub northerly park entrance on the Westside Boulevard Extension. A third parking lot with approximately 100 to 120 spaces will be accessed via the Nash Road Bypass. Since the project site provides more than the required maximum demand for parking (on an annualized average usage basis), project parking impacts are considered “**less than significant**”.

Note, however, that during certain special events (i.e. outdoor amphitheater event, community events, regional sport events, private events, etc.) the project site may require excess parking spaces as described below;

- 0.38 vehicles per amphitheater seat = 76 parking spaces
- 3.2 vehicles per 1,000 ksf of Recreational Community Center = 48 parking spaces
- 2.6 vehicles per acre of Park = 135 parking spaces

During such special events, the San Benito County Regional Park authority should use special signage and traffic handling plans/strategy that may involve programs such as – traffic control personnel directing pedestrians crossing Westside Boulevard Extension, as well as vehicles getting in/out before/after the event, and signage/directions to on-site/overflow parking spaces. The proposed project plans to construct a total of 300-340 on-site parking spaces ultimately. With these improvements and special traffic handling plans during special events, it is anticipated that the Project will be able to provide adequate parking spaces for typical as well as special event conditions, and project parking impacts would be considered “**less than significant**”.

Project fair-share percentage estimates for critical off-site study intersections (based on Caltrans fair-share formulas) are illustrated in Appendix Table 1.

## **APPENDIX (SEPARATE COVER)**

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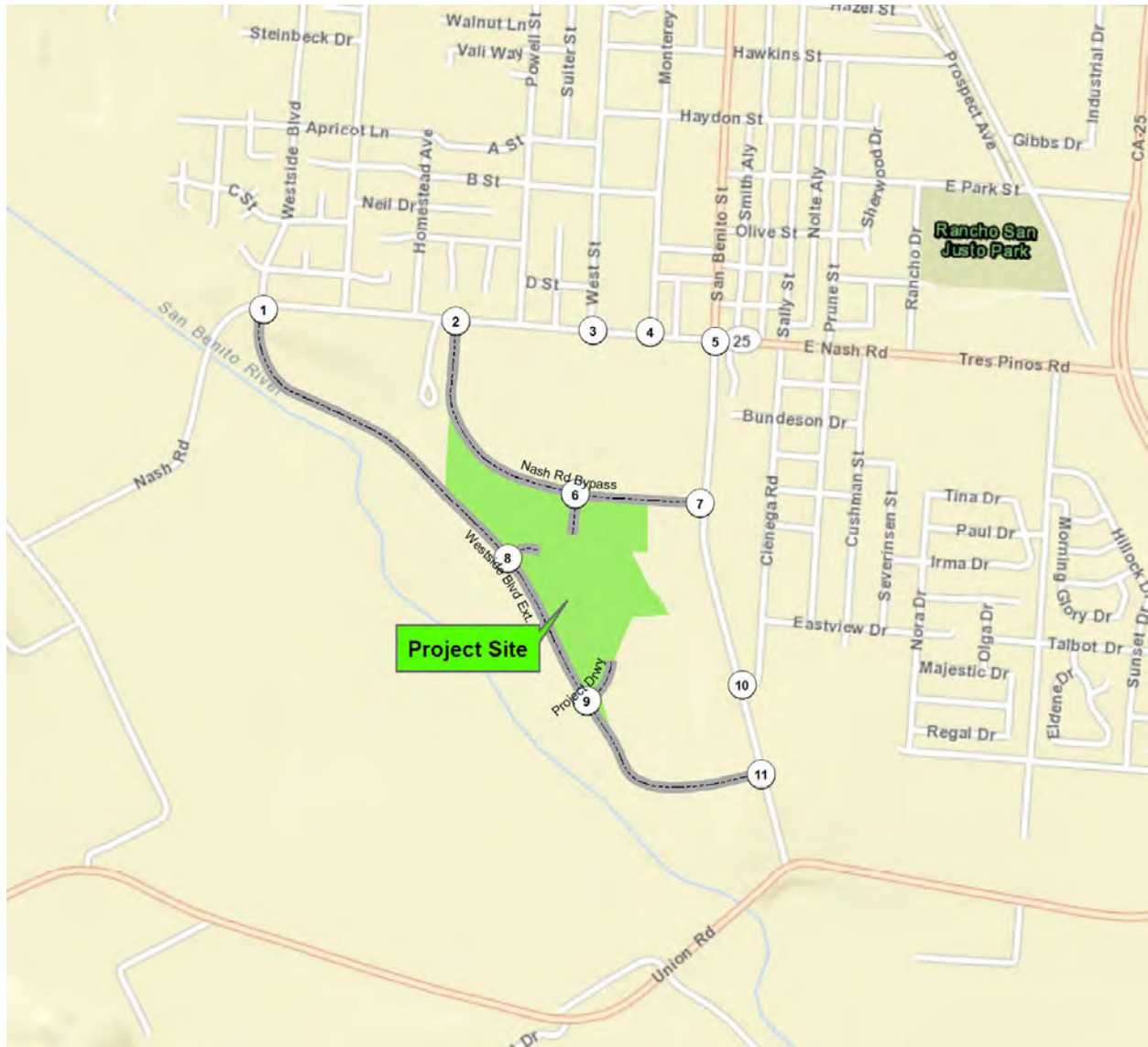
Level of Service Worksheets

California MUTCD Signal Warrant 3 Worksheets

Table 1 – Project Fair-Share Percentage Estimates for Critical Off-Site Study Intersections

# San Benito County/City of Hollister Regional Park, San Benito County, CA

## Transportation Impact Study



### Draft Report – Appendices

Prepared For:  
Rincon Consultants, Inc.

April 2014

Prepared By:



**WOOD RODGERS**



San Benito County Regional Park

Vistro File:

Scenario 1: 2014 AM Peak Hour

Report File: J:\...\2014 AM Peak Hour.pdf

4/8/2014

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.000	10.3	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.000	11.2	B
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.024	20.0	C
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBR	0.000	13.7	B
5	Nash Rd / San Benito St	Signalized	HCM2010	WBL	0.657	30.3	C
6	Baler Alley / Project Drwy	Two-way stop	HCM2010	NBL	0.000	8.5	A
7	Baler Alley / San Benito St	Two-way stop	HCM2010	EBL	0.000	12.4	B
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.047	13.4	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.000	12.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

### Intersection Level Of Service Report #1: Nash Rd / Westside Blvd

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 10.3  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

#### Volumes

Name												
Base Volume Input [veh/h]	0	0	0	128	0	3	4	6	0	0	14	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	128	0	3	4	6	0	0	14	118
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	35	0	1	1	2	0	0	4	32
Total Analysis Volume [veh/h]	0	0	0	139	0	3	4	7	0	0	15	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.08	9.92	8.35	9.82	10.30	9.44	7.51	0.00	0.00	7.23	0.00	0.00
Movement LOS	A	A	A	A	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.39	0.39	0.39	0.02	0.02	0.02	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	9.68	9.68	9.68	0.57	0.57	0.57	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.57	0.57	0.57	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	14.17	14.17	14.17	0.58	0.58	0.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.11			9.82			2.73			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.81											
Intersection LOS	B											

### Intersection Level Of Service Report #2: Nash Rd / Nash Rd Bypass

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 11.2  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	179	0	0	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	179	0	0	216
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	49	0	0	59
Total Analysis Volume [veh/h]	0	0	195	0	0	235
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.18	9.25	0.00	0.00	7.61	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.22		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

**Intersection Level Of Service Report****#3: Nash Rd / West St**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 20.0  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.024

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

**Volumes**

Name												
Base Volume Input [veh/h]	5	5	9	27	6	40	24	195	8	15	251	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	9	27	6	40	24	195	8	15	251	35
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	3	8	2	12	7	57	2	4	73	10
Total Analysis Volume [veh/h]	6	6	10	31	7	47	28	227	9	17	292	41
Pedestrian Volume [ped/h]	25			9			84			16		
Bicycle Volume [bicycles/h]	0			0			1			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.02	0.02	0.01	0.09	0.02	0.08	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	19.96	16.06	10.38	17.32	17.19	13.00	8.05	0.00	0.00	7.87	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.09	0.09	0.09	0.35	0.35	0.35	0.59	0.59	0.59	0.76	0.76	0.76
50th-Percentile Queue Length [ft]	2.22	2.22	2.22	8.81	8.81	8.81	14.77	14.77	14.77	19.12	19.12	19.12
95th-Percentile Queue Length [veh]	0.17	0.17	0.17	0.69	0.69	0.69	0.83	0.83	0.83	1.13	1.13	1.13
95th-Percentile Queue Length [ft]	4.36	4.36	4.36	17.32	17.32	17.32	20.86	20.86	20.86	28.18	28.18	28.18
d_A, Approach Delay [s/veh]	14.55			14.92			0.85			0.38		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.70											
Intersection LOS	C											

**Intersection Level Of Service Report****#4: Nash Rd / Monterey St**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 13.7  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.000

**Intersection Setup**

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

**Volumes**

Name						
Base Volume Input [veh/h]	57	23	3	228	278	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	314		75		0	
Bicycle Volume [bicycles/h]	0		1		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.57	13.67	9.12	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.12		4.56		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.89					
Intersection LOS	B					





## Intersection Level Of Service Report

## #5: Nash Rd / San Benito St

Control Type: Signalized  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 30.3  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.657

## Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

## Volumes

Name												
Base Volume Input [veh/h]	93	177	60	284	130	27	40	214	55	76	221	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	177	60	284	130	27	40	214	55	76	221	190
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	56	19	90	41	9	13	68	17	24	70	60
Total Analysis Volume [veh/h]	118	224	76	359	165	34	51	271	70	96	280	241
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	4			13			81			46		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	19	21	0	29	31	0	9	37	0	13	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Calculations**

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	13	13	17	24	4	23	5	24
g / C, Green / Cycle	0.09	0.18	0.18	0.23	0.33	0.05	0.31	0.07	0.34
(v / s)_i Volume / Saturation Flow Rate	0.07	0.12	0.05	0.20	0.11	0.03	0.19	0.05	0.31
s, saturation flow rate [veh/h]	1774	1863	1386	1774	1760	1774	1795	1774	1705
c, Capacity [veh/h]	157	344	256	416	582	91	565	129	573
d1, Uniform Delay [s]	32.17	27.30	25.41	26.56	18.25	33.46	20.96	32.83	22.95
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.25
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.12	2.08	0.64	5.45	0.35	5.23	1.04	8.14	12.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

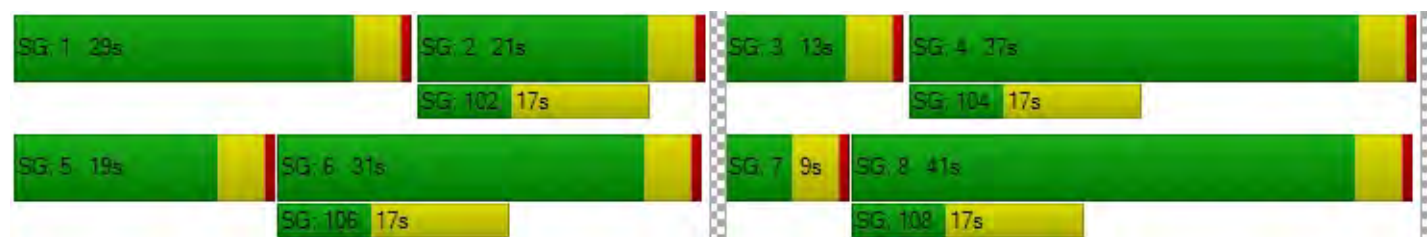
X, volume / capacity	0.75	0.65	0.30	0.86	0.34	0.56	0.60	0.74	0.91
d, Delay for Lane Group [s/veh]	39.28	29.39	26.05	32.01	18.60	38.69	22.00	40.98	35.09
Lane Group LOS	D	C	C	C	B	D	C	D	D
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	2.28	3.68	1.14	6.33	2.47	0.99	4.82	1.91	9.91
50th-Percentile Queue Length [ft]	57.02	91.94	28.60	158.32	61.66	24.75	120.54	47.65	247.84
95th-Percentile Queue Length [veh]	4.11	6.62	2.06	10.46	4.44	1.78	8.42	3.43	15.08
95th-Percentile Queue Length [ft]	102.63	165.49	51.48	261.50	110.98	44.55	210.56	85.77	376.94

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	39.28	29.39	26.05	32.01	18.60	18.60	38.69	22.00	22.00	40.98	35.09	35.09
Movement LOS	D	C	C	C	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	31.57			27.22			24.17			36.00		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	30.27											
Intersection LOS	C											
Intersection V/C	0.657											

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






### Intersection Level Of Service Report #6: Baler Alley / Project Drwy

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
Level Of Service: A  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.42		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

**Intersection Level Of Service Report****#7: Baler Alley / San Benito St**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 12.4  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.000

**Intersection Setup**

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

**Volumes**

Name						
Base Volume Input [veh/h]	0	370	154	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	370	154	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	101	42	0	0	0
Total Analysis Volume [veh/h]	0	402	167	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	0.00	12.44	9.10
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.77	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

### Intersection Level Of Service Report #8: N. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
Level Of Service: A  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

### Intersection Level Of Service Report #9: S. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
Level Of Service: A  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

### Intersection Level Of Service Report #10: Sally St / San Benito St

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 13.4  
Level Of Service: B  
Volume to Capacity (v/c): 0.047

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	330	15	30	124	20	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	330	15	30	124	20	40
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	4	8	34	5	11
Total Analysis Volume [veh/h]	359	16	33	135	22	43
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.05	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	8.13	0.00	13.42	11.06
Movement LOS	A	A	A	A	B	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.38	0.38	0.21	0.21
50th-Percentile Queue Length [ft]	0.00	0.00	9.48	9.48	5.35	5.35
95th-Percentile Queue Length [veh]	0.00	0.00	0.49	0.49	0.37	0.37
95th-Percentile Queue Length [ft]	0.00	0.00	12.36	12.36	9.24	9.24
d_A, Approach Delay [s/veh]	0.00		1.60		11.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.71					
Intersection LOS	B					

### Intersection Level Of Service Report #11: Westside Blvd Ext. / Nash Rd

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 12.1  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	345	144	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	345	144	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	94	39	0	0	0
Total Analysis Volume [veh/h]	0	375	157	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.53	0.00	0.00	0.00	12.08	9.05
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

## San Benito County Regional Park

Vistro File:

Scenario 1: 2014 AM Peak Hour

Report File: J:\...\2014 AM Peak Hour.pdf

4/8/2014

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	0	0	0	128	0	3	4	6	0	0	14	118	273

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	0	0	179	0	0	216	395

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	5	5	9	27	6	40	24	195	8	15	251	35	620

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	0	0	0	0	0	0	0

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	93	177	60	284	130	27	40	214	55	76	221	190	1567

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	0	370	154	0	0	0	524

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	330	15	30	124	20	40	559

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	0	345	144	0	0	0	489

## San Benito County Regional Park

Vistro File:

Scenario 1: 2014 AM Peak Hour

Report File: J:\...\2014 AM Peak Hour.pdf

4/8/2014

## Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	128	0	3	4	6	0	0	14	118	273
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>118</b>	<b>273</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	0	0	179	0	0	216	395
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>179</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>395</b>

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	5	5	9	27	6	40	24	195	8	15	251	35	620
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>27</b>	<b>6</b>	<b>40</b>	<b>24</b>	<b>195</b>	<b>8</b>	<b>15</b>	<b>251</b>	<b>35</b>	<b>620</b>

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	57	23	3	228	278	96	685
		Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	93	177	60	284	130	27	40	214	55	76	221	190	1567
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>93</b>	<b>177</b>	<b>60</b>	<b>284</b>	<b>130</b>	<b>27</b>	<b>40</b>	<b>214</b>	<b>55</b>	<b>76</b>	<b>221</b>	<b>190</b>	<b>1567</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Baler Alley / Project Drwy	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Baler Alley / San Benito St	Final Base	0	370	154	0	0	0	524
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>370</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>524</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	330	15	30	124	20	40	559
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>330</b>	<b>15</b>	<b>30</b>	<b>124</b>	<b>20</b>	<b>40</b>	<b>559</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	345	144	0	0	0	489
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>345</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>489</b>

## Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	0	0	4
4	4	0	0	4
5	5	0	0	5
6	13	1	0	13
7	15	1	0	14
8	26	2	0	26
9	46	4	0	46
10	48	4	0	47
11	48	4	0	47
12	51	4	0	51
13	57	4	0	56
14	59	5	0	59
15	59	5	0	59
16	63	5	0	63
17	79	6	0	79
18	83	6	0	83
19	90	7	0	89
20	100	8	0	100
21	106	8	0	105
22	124	9	0	123
23	127	10	0	126
24	132	10	0	131

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	4	2	4	No	No	No	No	No	No	No	No	No	No
4	2	4	2	4	No	No	No	No	No	No	No	No	No	No
5	2	5	2	5	No	No	No	No	No	No	No	No	No	No
6	2	14	2	13	No	No	No	No	No	No	No	No	No	No
7	2	16	2	14	No	No	No	No	No	No	No	No	No	No
8	2	28	2	26	No	No	No	No	No	No	No	No	No	No
9	2	50	2	46	No	No	No	No	No	No	No	No	No	No
10	2	52	2	47	No	No	No	No	No	No	No	No	No	No
11	2	52	2	47	No	No	No	No	No	No	No	No	No	No
12	2	55	2	51	No	No	No	No	No	No	No	No	No	No
13	2	61	2	56	No	No	No	No	No	No	No	No	No	No
14	2	64	2	59	No	No	No	No	No	No	No	No	No	No
15	2	64	2	59	No	No	No	No	No	No	No	No	No	No
16	2	68	2	63	No	No	No	No	No	No	No	No	No	No
17	2	85	2	79	No	No	No	No	No	No	No	No	No	No
18	2	89	2	83	No	No	No	No	No	No	No	No	No	No
19	2	97	2	89	No	No	No	No	No	No	No	No	No	No
20	2	108	2	100	No	No	No	No	No	No	No	No	No	No
21	2	114	2	105	No	No	No	No	No	No	No	No	No	No
22	2	133	2	123	No	No	No	No	No	No	No	No	No	No
23	2	137	2	126	No	No	No	No	No	No	No	No	No	No
24	2	142	2	131	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1	9.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:21
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	131
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	273	273
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	



## Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	216	179	0
2	207	172	0
3	203	168	0
4	173	143	0
5	164	136	0
6	147	122	0
7	136	113	0
8	130	107	0
9	104	86	0
10	97	81	0
11	97	81	0
12	93	77	0
13	84	70	0
14	78	64	0
15	78	64	0
16	76	63	0
17	43	36	0
18	24	20	0
19	22	18	0
20	9	7	0
21	6	5	0
22	6	5	0
23	4	4	0
24	4	4	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	395	1	0	No	No	No	No	No	No	No	No	No	No
2	2	379	1	0	No	No	No	No	No	No	No	No	No	No
3	2	371	1	0	No	No	No	No	No	No	No	No	No	No
4	2	316	1	0	No	No	No	No	No	No	No	No	No	No
5	2	300	1	0	No	No	No	No	No	No	No	No	No	No
6	2	269	1	0	No	No	No	No	No	No	No	No	No	No
7	2	249	1	0	No	No	No	No	No	No	No	No	No	No
8	2	237	1	0	No	No	No	No	No	No	No	No	No	No
9	2	190	1	0	No	No	No	No	No	No	No	No	No	No
10	2	178	1	0	No	No	No	No	No	No	No	No	No	No
11	2	178	1	0	No	No	No	No	No	No	No	No	No	No
12	2	170	1	0	No	No	No	No	No	No	No	No	No	No
13	2	154	1	0	No	No	No	No	No	No	No	No	No	No
14	2	142	1	0	No	No	No	No	No	No	No	No	No	No
15	2	142	1	0	No	No	No	No	No	No	No	No	No	No
16	2	139	1	0	No	No	No	No	No	No	No	No	No	No
17	2	79	1	0	No	No	No	No	No	No	No	No	No	No
18	2	44	1	0	No	No	No	No	No	No	No	No	No	No
19	2	40	1	0	No	No	No	No	No	No	No	No	No	No
20	2	16	1	0	No	No	No	No	No	No	No	No	No	No
21	2	11	1	0	No	No	No	No	No	No	No	No	No	No
22	2	11	1	0	No	No	No	No	No	No	No	No	No	No
23	2	8	1	0	No	No	No	No	No	No	No	No	No	No
24	2	8	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	395
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #3: Nash Rd / West St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	301	227	73	19
2	289	218	70	18
3	283	213	69	18
4	241	182	58	15
5	229	173	55	14
6	205	154	50	13
7	190	143	46	12
8	181	136	44	11
9	144	109	35	9
10	135	102	33	9
11	135	102	33	9
12	129	98	31	8
13	117	89	28	7
14	108	82	26	7
15	108	82	26	7
16	105	79	26	7
17	60	45	15	4
18	33	25	8	2
19	30	23	7	2
20	12	9	3	1
21	9	7	2	1
22	9	7	2	1
23	6	5	1	0
24	6	5	1	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	528	2	92	No	No	No	No	No	No	No	Yes	No	No
2	2	507	2	88	No	No	No	No	No	No	No	Yes	No	No
3	2	496	2	87	No	No	No	No	No	No	No	No	No	No
4	2	423	2	73	No	No	No	No	No	No	No	No	No	No
5	2	402	2	69	No	No	No	No	No	No	No	No	No	No
6	2	359	2	63	No	No	No	No	No	No	No	No	No	No
7	2	333	2	58	No	No	No	No	No	No	No	No	No	No
8	2	317	2	55	No	No	No	No	No	No	No	No	No	No
9	2	253	2	44	No	No	No	No	No	No	No	No	No	No
10	2	237	2	42	No	No	No	No	No	No	No	No	No	No
11	2	237	2	42	No	No	No	No	No	No	No	No	No	No
12	2	227	2	39	No	No	No	No	No	No	No	No	No	No
13	2	206	2	35	No	No	No	No	No	No	No	No	No	No
14	2	190	2	33	No	No	No	No	No	No	No	No	No	No
15	2	190	2	33	No	No	No	No	No	No	No	No	No	No
16	2	184	2	33	No	No	No	No	No	No	No	No	No	No
17	2	105	2	19	No	No	No	No	No	No	No	No	No	No
18	2	58	2	10	No	No	No	No	No	No	No	No	No	No
19	2	53	2	9	No	No	No	No	No	No	No	No	No	No
20	2	21	2	4	No	No	No	No	No	No	No	No	No	No
21	2	16	2	3	No	No	No	No	No	No	No	No	No	No
22	2	16	2	3	No	No	No	No	No	No	No	No	No	No
23	2	11	2	1	No	No	No	No	No	No	No	No	No	No
24	2	11	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	2	0	0

## Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.9	14.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:18	0:04
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	73	19
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	620	620
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection #4: Nash Rd / Monterey St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	0	1	0	No	No	No	No	No	No	No	No	No	No
2	3	0	1	0	No	No	No	No	No	No	No	No	No	No
3	3	0	1	0	No	No	No	No	No	No	No	No	No	No
4	3	0	1	0	No	No	No	No	No	No	No	No	No	No
5	3	0	1	0	No	No	No	No	No	No	No	No	No	No
6	3	0	1	0	No	No	No	No	No	No	No	No	No	No
7	3	0	1	0	No	No	No	No	No	No	No	No	No	No
8	3	0	1	0	No	No	No	No	No	No	No	No	No	No
9	3	0	1	0	No	No	No	No	No	No	No	No	No	No
10	3	0	1	0	No	No	No	No	No	No	No	No	No	No
11	3	0	1	0	No	No	No	No	No	No	No	No	No	No
12	3	0	1	0	No	No	No	No	No	No	No	No	No	No
13	3	0	1	0	No	No	No	No	No	No	No	No	No	No
14	3	0	1	0	No	No	No	No	No	No	No	No	No	No
15	3	0	1	0	No	No	No	No	No	No	No	No	No	No
16	3	0	1	0	No	No	No	No	No	No	No	No	No	No
17	3	0	1	0	No	No	No	No	No	No	No	No	No	No
18	3	0	1	0	No	No	No	No	No	No	No	No	No	No
19	3	0	1	0	No	No	No	No	No	No	No	No	No	No
20	3	0	1	0	No	No	No	No	No	No	No	No	No	No
21	3	0	1	0	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #6: Baler Alley / Project Drwy

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>



## Signal Warrants Report For Intersection #7: Baler Alleyt / San Benito St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	154	370	0
2	148	355	0
3	145	348	0
4	123	296	0
5	117	281	0
6	105	252	0
7	97	233	0
8	92	222	0
9	74	178	0
10	69	167	0
11	69	167	0
12	66	159	0
13	60	144	0
14	55	133	0
15	55	133	0
16	54	130	0
17	31	74	0
18	17	41	0
19	15	37	0
20	6	15	0
21	5	11	0
22	5	11	0
23	3	7	0
24	3	7	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	524	1	0	No	No	No	No	No	No	No	No	No	No
2	2	503	1	0	No	No	No	No	No	No	No	No	No	No
3	2	493	1	0	No	No	No	No	No	No	No	No	No	No
4	2	419	1	0	No	No	No	No	No	No	No	No	No	No
5	2	398	1	0	No	No	No	No	No	No	No	No	No	No
6	2	357	1	0	No	No	No	No	No	No	No	No	No	No
7	2	330	1	0	No	No	No	No	No	No	No	No	No	No
8	2	314	1	0	No	No	No	No	No	No	No	No	No	No
9	2	252	1	0	No	No	No	No	No	No	No	No	No	No
10	2	236	1	0	No	No	No	No	No	No	No	No	No	No
11	2	236	1	0	No	No	No	No	No	No	No	No	No	No
12	2	225	1	0	No	No	No	No	No	No	No	No	No	No
13	2	204	1	0	No	No	No	No	No	No	No	No	No	No
14	2	188	1	0	No	No	No	No	No	No	No	No	No	No
15	2	188	1	0	No	No	No	No	No	No	No	No	No	No
16	2	184	1	0	No	No	No	No	No	No	No	No	No	No
17	2	105	1	0	No	No	No	No	No	No	No	No	No	No
18	2	58	1	0	No	No	No	No	No	No	No	No	No	No
19	2	52	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	16	1	0	No	No	No	No	No	No	No	No	No	No
22	2	16	1	0	No	No	No	No	No	No	No	No	No	No
23	2	10	1	0	No	No	No	No	No	No	No	No	No	No
24	2	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	524
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #10: Sally St / San Benito St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	345	154	60
2	331	148	58
3	324	145	56
4	276	123	48
5	262	117	46
6	235	105	41
7	217	97	38
8	207	92	36
9	166	74	29
10	155	69	27
11	155	69	27
12	148	66	26
13	135	60	23
14	124	55	22
15	124	55	22
16	121	54	21
17	69	31	12
18	38	17	7
19	35	15	6
20	14	6	2
21	10	5	2
22	10	5	2
23	7	3	1
24	7	3	1

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	499	1	60	No	No	No	No	No	No	No	No	No	No
2	2	479	1	58	No	No	No	No	No	No	No	No	No	No
3	2	469	1	56	No	No	No	No	No	No	No	No	No	No
4	2	399	1	48	No	No	No	No	No	No	No	No	No	No
5	2	379	1	46	No	No	No	No	No	No	No	No	No	No
6	2	340	1	41	No	No	No	No	No	No	No	No	No	No
7	2	314	1	38	No	No	No	No	No	No	No	No	No	No
8	2	299	1	36	No	No	No	No	No	No	No	No	No	No
9	2	240	1	29	No	No	No	No	No	No	No	No	No	No
10	2	224	1	27	No	No	No	No	No	No	No	No	No	No
11	2	224	1	27	No	No	No	No	No	No	No	No	No	No
12	2	214	1	26	No	No	No	No	No	No	No	No	No	No
13	2	195	1	23	No	No	No	No	No	No	No	No	No	No
14	2	179	1	22	No	No	No	No	No	No	No	No	No	No
15	2	179	1	22	No	No	No	No	No	No	No	No	No	No
16	2	175	1	21	No	No	No	No	No	No	No	No	No	No
17	2	100	1	12	No	No	No	No	No	No	No	No	No	No
18	2	55	1	7	No	No	No	No	No	No	No	No	No	No
19	2	50	1	6	No	No	No	No	No	No	No	No	No	No
20	2	20	1	2	No	No	No	No	No	No	No	No	No	No
21	2	15	1	2	No	No	No	No	No	No	No	No	No	No
22	2	15	1	2	No	No	No	No	No	No	No	No	No	No
23	2	10	1	1	No	No	No	No	No	No	No	No	No	No
24	2	10	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:11
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	60
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	559
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>



## Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	345	144	0
2	331	138	0
3	324	135	0
4	276	115	0
5	262	109	0
6	235	98	0
7	217	91	0
8	207	86	0
9	166	69	0
10	155	65	0
11	155	65	0
12	148	62	0
13	135	56	0
14	124	52	0
15	124	52	0
16	121	50	0
17	69	29	0
18	38	16	0
19	35	14	0
20	14	6	0
21	10	4	0
22	10	4	0
23	7	3	0
24	7	3	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	489	1	0	No	No	No	No	No	No	No	No	No	No
2	2	469	1	0	No	No	No	No	No	No	No	No	No	No
3	2	459	1	0	No	No	No	No	No	No	No	No	No	No
4	2	391	1	0	No	No	No	No	No	No	No	No	No	No
5	2	371	1	0	No	No	No	No	No	No	No	No	No	No
6	2	333	1	0	No	No	No	No	No	No	No	No	No	No
7	2	308	1	0	No	No	No	No	No	No	No	No	No	No
8	2	293	1	0	No	No	No	No	No	No	No	No	No	No
9	2	235	1	0	No	No	No	No	No	No	No	No	No	No
10	2	220	1	0	No	No	No	No	No	No	No	No	No	No
11	2	220	1	0	No	No	No	No	No	No	No	No	No	No
12	2	210	1	0	No	No	No	No	No	No	No	No	No	No
13	2	191	1	0	No	No	No	No	No	No	No	No	No	No
14	2	176	1	0	No	No	No	No	No	No	No	No	No	No
15	2	176	1	0	No	No	No	No	No	No	No	No	No	No
16	2	171	1	0	No	No	No	No	No	No	No	No	No	No
17	2	98	1	0	No	No	No	No	No	No	No	No	No	No
18	2	54	1	0	No	No	No	No	No	No	No	No	No	No
19	2	49	1	0	No	No	No	No	No	No	No	No	No	No
20	2	20	1	0	No	No	No	No	No	No	No	No	No	No
21	2	14	1	0	No	No	No	No	No	No	No	No	No	No
22	2	14	1	0	No	No	No	No	No	No	No	No	No	No
23	2	10	1	0	No	No	No	No	No	No	No	No	No	No
24	2	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

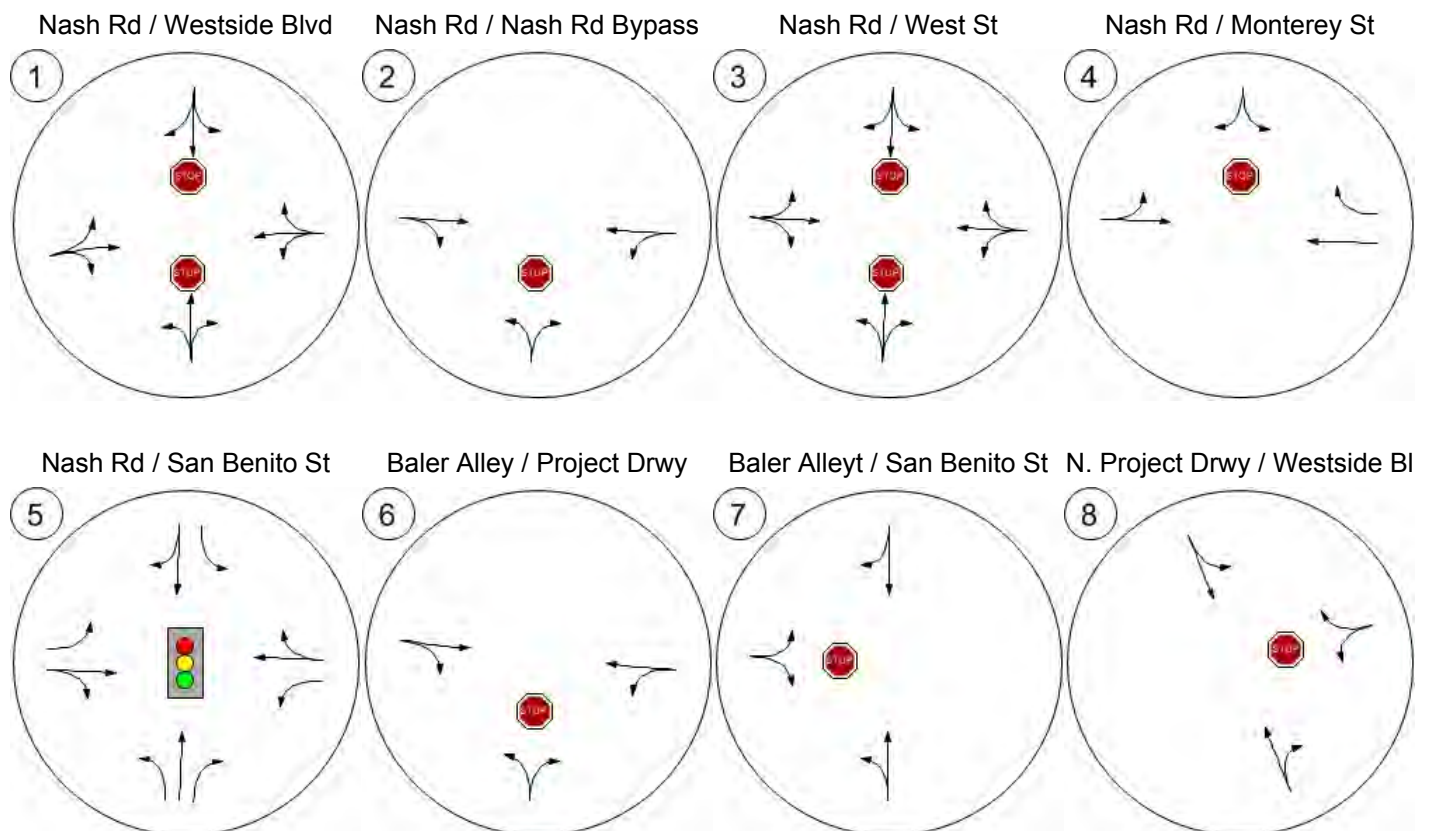
Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	489
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

Report Figure 1: Study Intersections





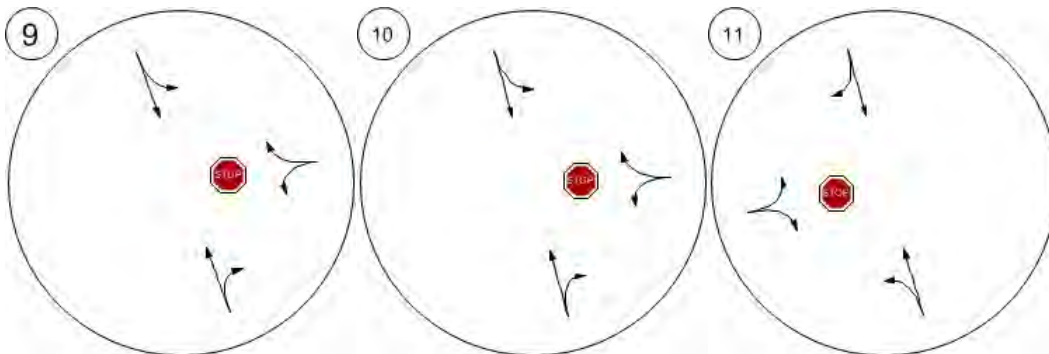
Report Figure 2: Lane Configuration and Traffic Control



Report Figure 2: Lane Configuration and Traffic Control

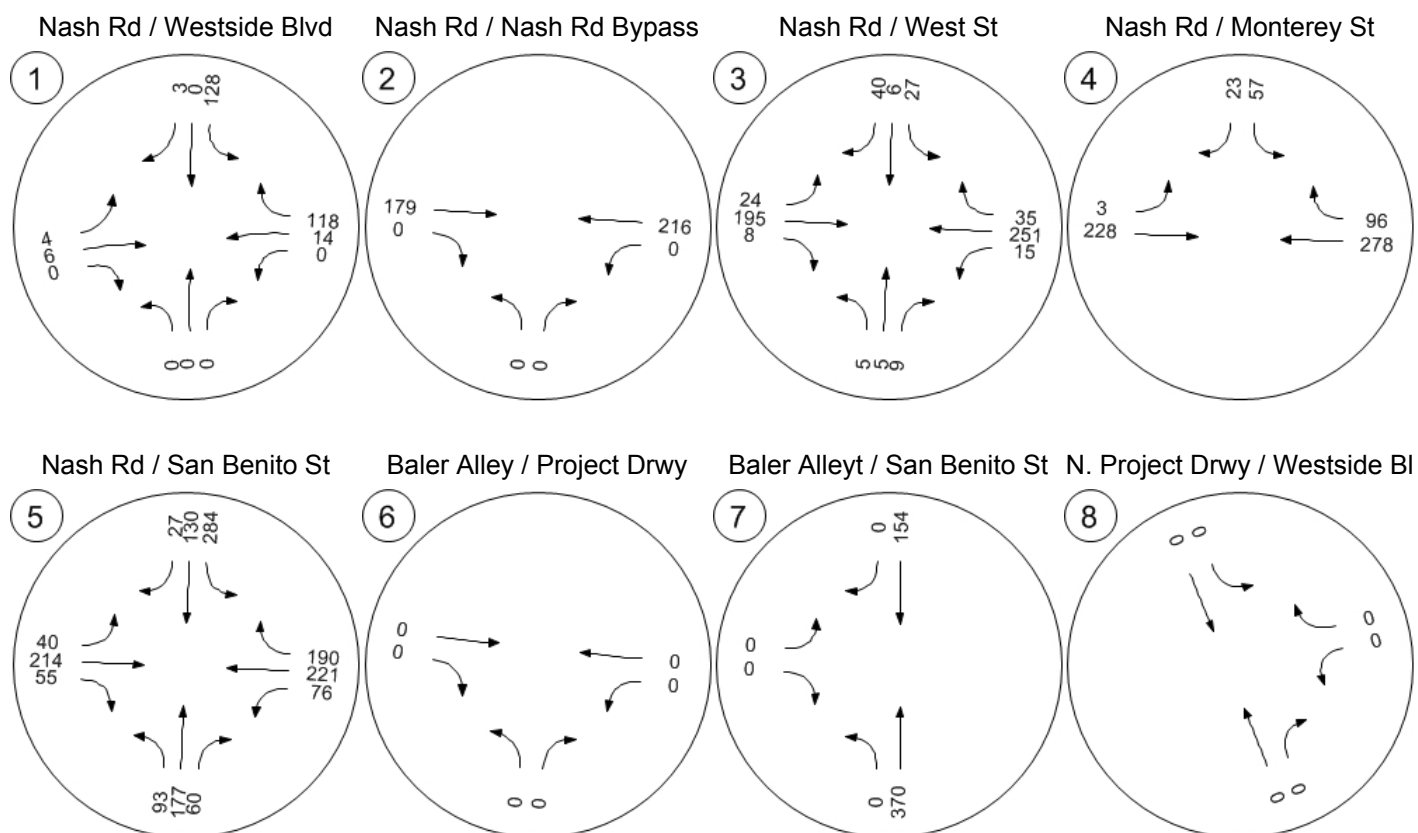


S. Project Drwy / Westside Bl    Sally St / San Benito St    Westside Blvd Ext. / Nash Rd





Report Figure 3a: Traffic Volume - Base Volume



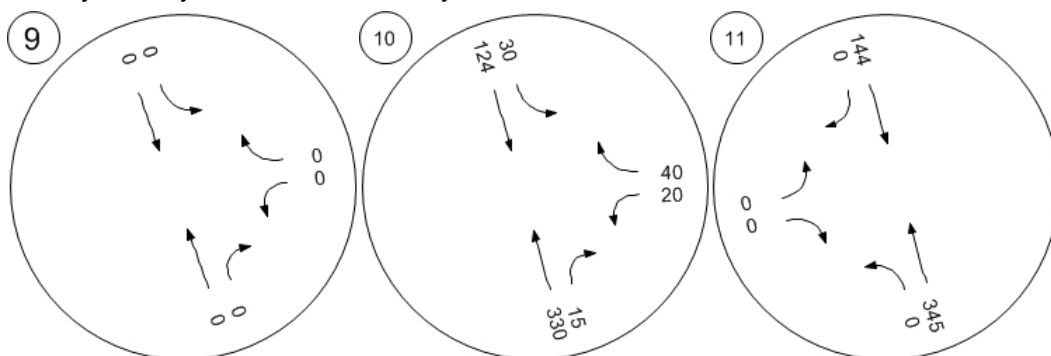
Report Figure 3a: Traffic Volume - Base Volume



S. Project Drwy / Westside Bl

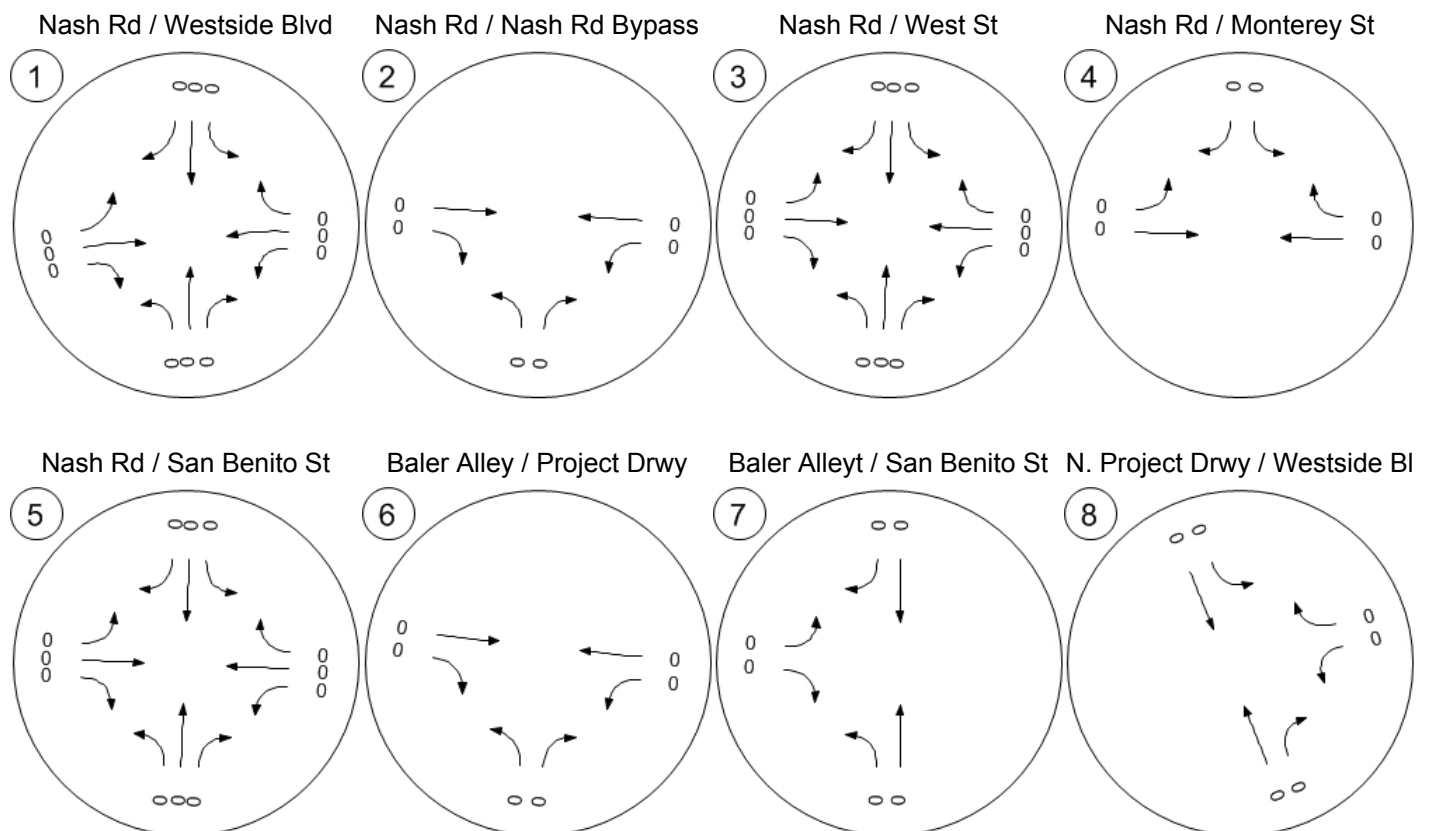
Sally St / San Benito St

Westside Blvd Ext. / Nash Rd





Report Figure 3b: Traffic Volume - In-Process Volume





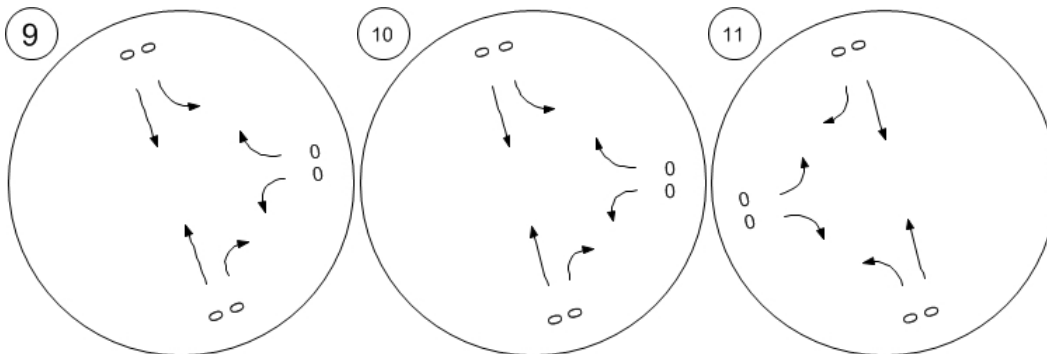
Report Figure 3b: Traffic Volume - In-Process Volume



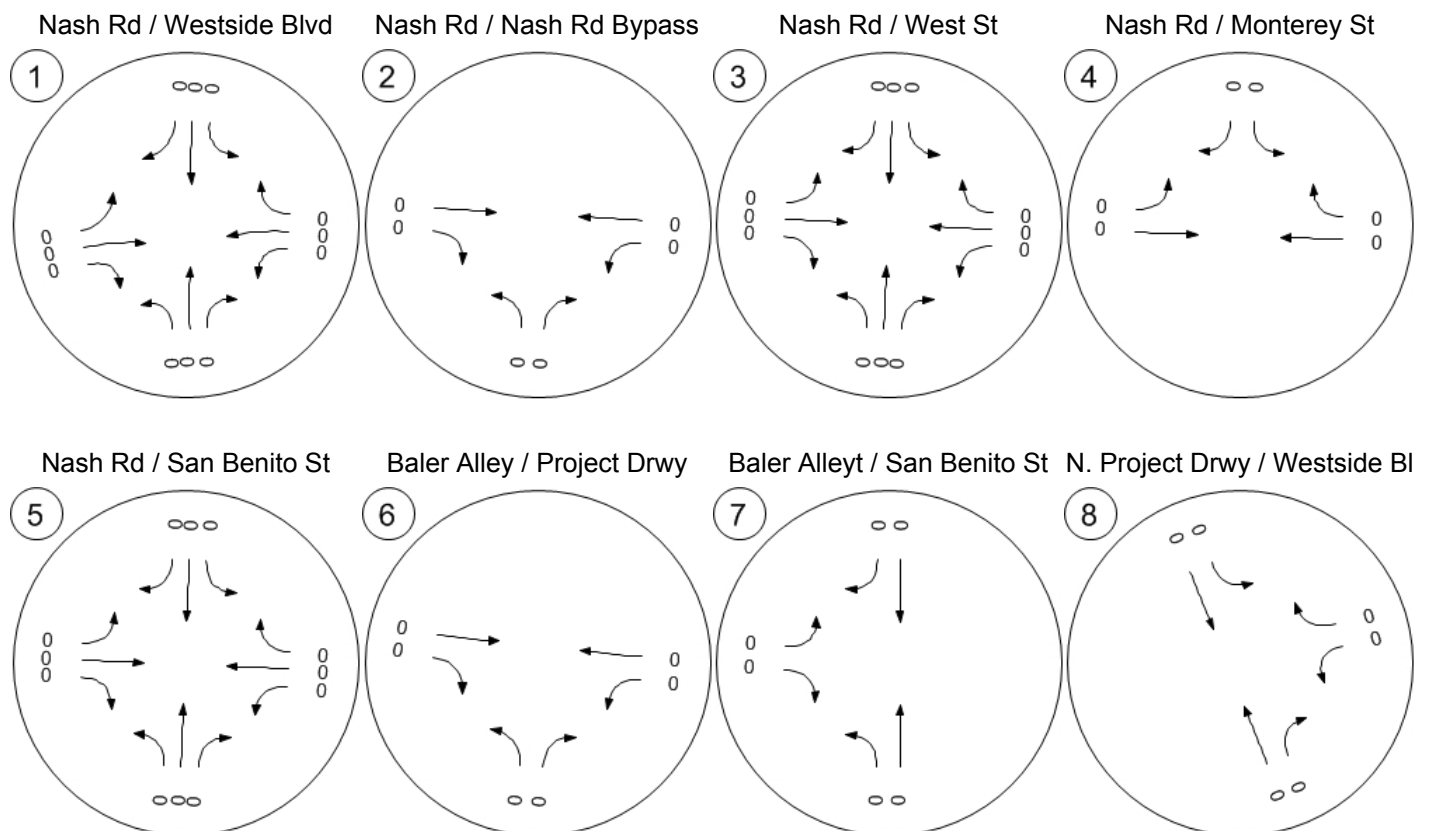
S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



Report Figure 3c: Traffic Volume - Net New Site Trips



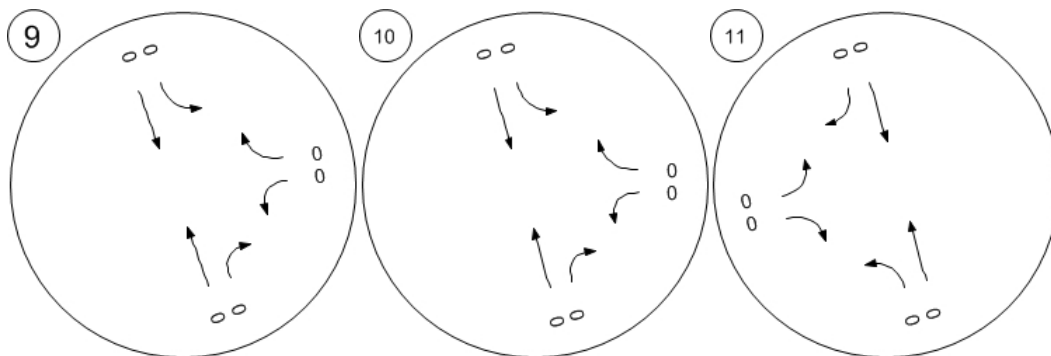
Report Figure 3c: Traffic Volume - Net New Site Trips



S. Project Drwy / Westside Bl

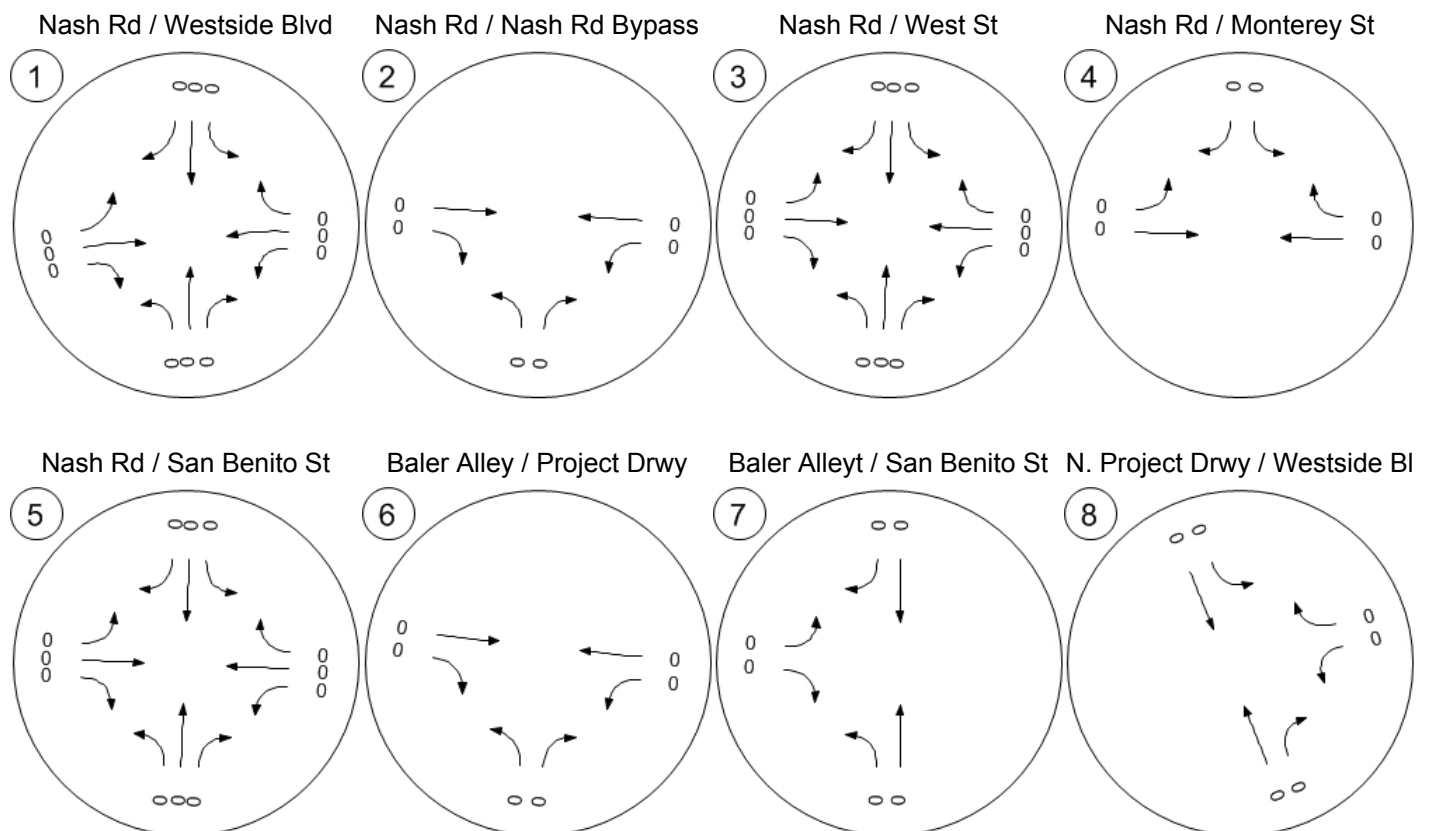
Sally St / San Benito St

Westside Blvd Ext. / Nash Rd





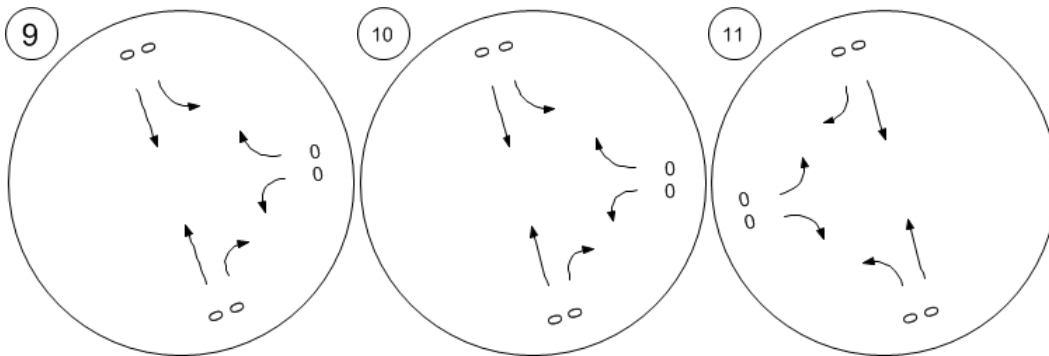
Report Figure 3d: Traffic Volume - Other Volume



Report Figure 3d: Traffic Volume - Other Volume

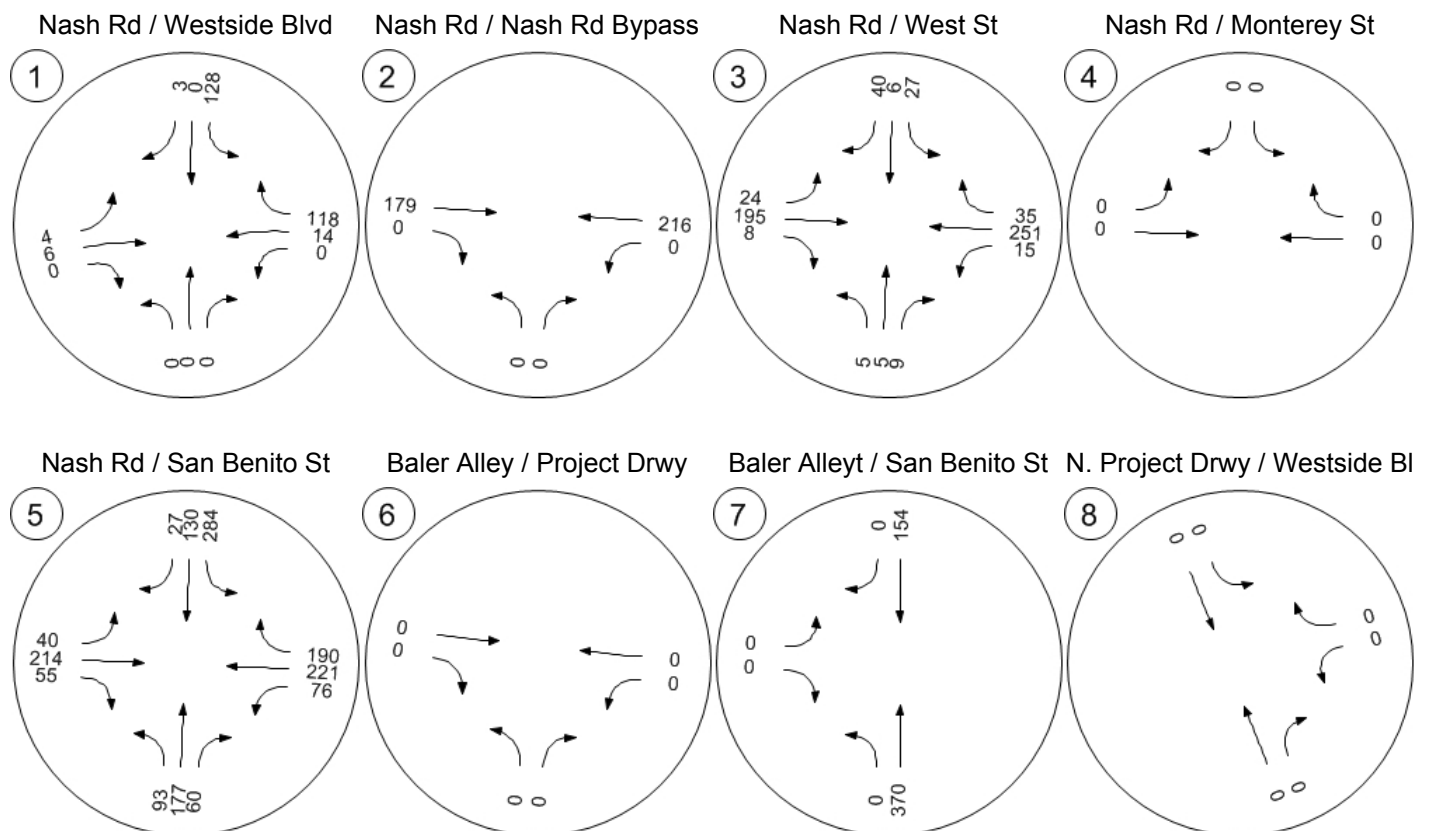


S. Project Drwy / Westside Bl    Sally St / San Benito St    Westside Blvd Ext. / Nash Rd





Report Figure 3e: Traffic Volume - Future Total Volume



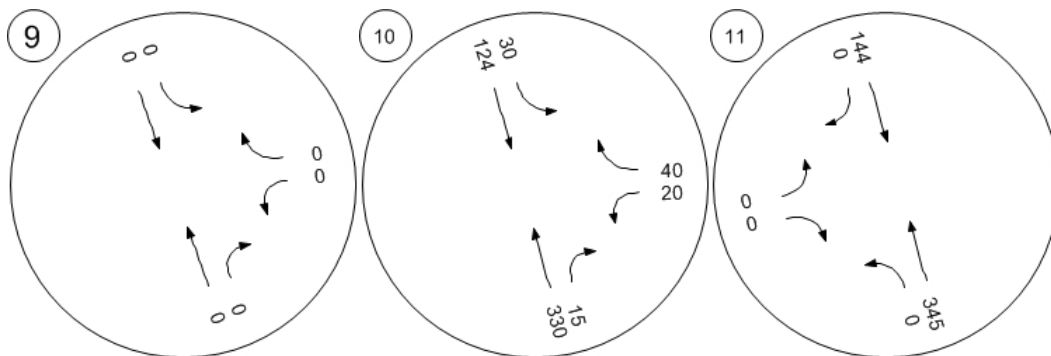
Report Figure 3e: Traffic Volume - Future Total Volume



S. Project Drwy / Westside Bl

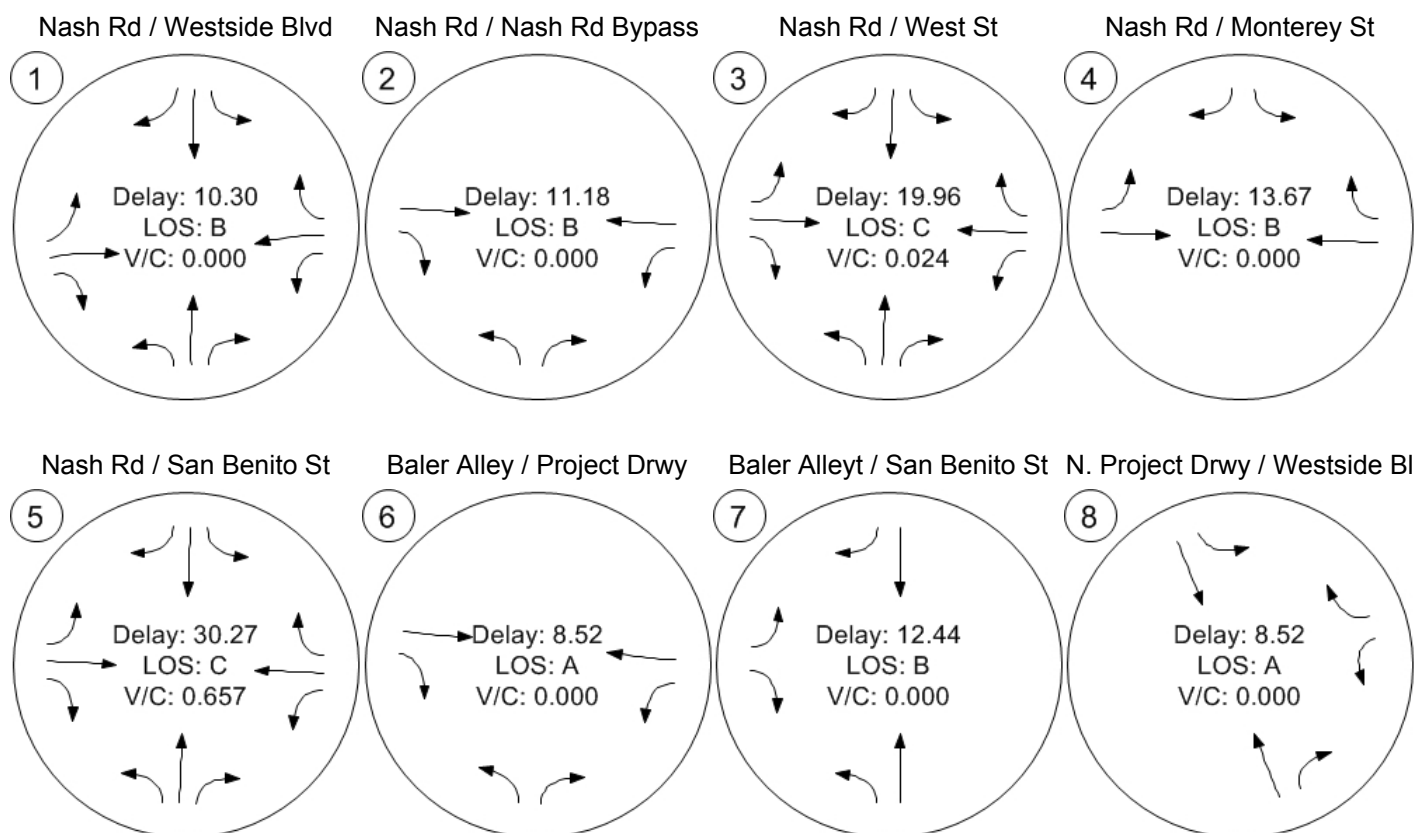
Sally St / San Benito St

Westside Blvd Ext. / Nash Rd





Report Figure 4: Traffic Conditions





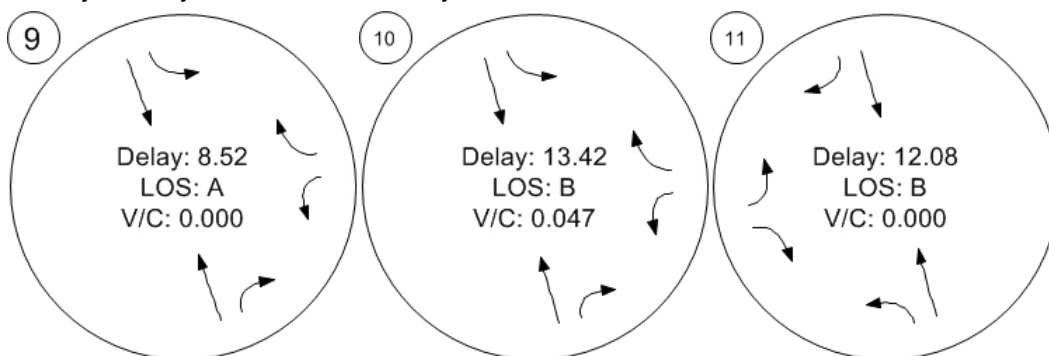
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 2: 2014 PM Peak Hour

Report File: J:\...\2014 PM Peak Hour.pdf

4/8/2014

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.000	10.5	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.000	11.8	B
3	Nash Rd / West St	Two-way stop	HCM2010	NBL	0.043	18.9	C
4	Nash Rd / Monterey St	Two-way stop	HCM2010	SBL	0.000	8.9	A
5	Nash Rd / San Benito St	Signalized	HCM2010	WBL	0.628	24.9	C
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.000	8.5	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.000	12.9	B
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.039	14.3	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.000	12.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

### Intersection Level Of Service Report #1: Nash Rd / Westside Blvd

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 10.5  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

#### Volumes

Name												
Base Volume Input [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	35	0	2	2	3	0	0	1	37
Total Analysis Volume [veh/h]	0	0	0	141	0	9	9	11	0	0	5	149
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.16	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.22	10.09	8.36	10.01	10.49	9.53	7.54	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	B	A	B	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.42	0.42	0.42	0.04	0.04	0.04	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	10.40	10.40	10.40	1.05	1.05	1.05	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.62	0.62	0.62	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	15.47	15.47	15.47	1.07	1.07	1.07	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.23			9.98			3.39			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.83											
Intersection LOS	B											

### Intersection Level Of Service Report #2: Nash Rd / Nash Rd Bypass

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 11.8  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	230	0	0	232
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	230	0	0	232
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	63	0	0	63
Total Analysis Volume [veh/h]	0	0	250	0	0	252
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.81	9.56	0.00	0.00	7.74	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.69		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

**Intersection Level Of Service Report****#3: Nash Rd / West St**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 18.9  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.043

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

**Volumes**

Name												
Base Volume Input [veh/h]	11	7	16	24	5	9	4	307	4	12	322	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	7	16	24	5	9	4	307	4	12	322	22
Peak Hour Factor	0.9200	0.9200	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	4	6	1	2	1	83	1	3	88	6
Total Analysis Volume [veh/h]	12	8	16	24	5	10	4	334	4	13	350	24
Pedestrian Volume [ped/h]	28			0			25			28		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	3	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.03	0.03	0.08	0.02	0.02	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.86	17.38	11.72	18.63	17.59	11.91	8.05	0.00	0.00	8.14	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.15	0.15	0.15	0.18	0.18	0.18	0.76	0.76	0.76	0.87	0.87	0.87
50th-Percentile Queue Length [ft]	3.84	3.84	3.84	4.54	4.54	4.54	19.12	19.12	19.12	21.87	21.87	21.87
95th-Percentile Queue Length [veh]	0.31	0.31	0.31	0.38	0.38	0.38	1.20	1.20	1.20	1.48	1.48	1.48
95th-Percentile Queue Length [ft]	7.72	7.72	7.72	9.48	9.48	9.48	30.10	30.10	30.10	36.95	36.95	36.95
d_A, Approach Delay [s/veh]	15.36			16.78			0.09			0.27		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	1.67											
Intersection LOS	C											






**Intersection Level Of Service Report****#4: Nash Rd / Monterey St**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.000

**Intersection Setup**

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

**Volumes**

Name						
Base Volume Input [veh/h]	64	17	10	344	340	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	41		0		6	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.91	8.64	7.39	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.78		3.69		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.16					
Intersection LOS	A					

**Intersection Level Of Service Report****#5: Nash Rd / San Benito St**

Control Type: Signalized  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 24.9  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.628

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

**Volumes**

Name												
Base Volume Input [veh/h]	93	122	84	306	143	26	31	315	54	42	281	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	122	84	306	143	26	31	315	54	42	281	216
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	35	24	88	41	7	9	91	16	12	81	62
Total Analysis Volume [veh/h]	107	140	97	352	164	30	36	362	62	48	323	248
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			3			33			10		
Bicycle Volume [bicycles/h]	2			0			4			3		

**Intersection Settings**

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	4	5	0	4	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	18	21	0	27	30	0	8	44	0	8	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Calculations**

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	8	8	14	17	2	22	3	23
g / C, Green / Cycle	0.08	0.13	0.13	0.24	0.28	0.04	0.36	0.04	0.37
(v / s)_i Volume / Saturation Flow Rate	0.06	0.08	0.07	0.20	0.11	0.02	0.23	0.03	0.33
s, saturation flow rate [veh/h]	1774	1863	1481	1774	1793	1774	1808	1774	1708
c, Capacity [veh/h]	145	235	187	419	503	68	659	80	634
d1, Uniform Delay [s]	27.52	25.31	25.05	22.33	17.80	28.95	16.17	28.75	18.21
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.21
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.12	2.40	2.22	4.62	0.48	6.26	1.06	7.15	9.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.74	0.60	0.52	0.84	0.39	0.53	0.64	0.60	0.90
d, Delay for Lane Group [s/veh]	34.64	27.71	27.27	26.95	18.29	35.21	17.22	35.90	27.25
Lane Group LOS	C	C	C	C	B	D	B	D	C
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	1.76	2.00	1.38	5.07	2.15	0.62	4.70	0.83	8.48
50th-Percentile Queue Length [ft]	44.01	50.03	34.50	126.76	53.72	15.52	117.53	20.68	211.91
95th-Percentile Queue Length [veh]	3.17	3.60	2.48	8.76	3.87	1.12	8.26	1.49	13.25
95th-Percentile Queue Length [ft]	79.23	90.05	62.10	219.09	96.69	27.94	206.42	37.22	331.28

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	34.64	27.71	27.27	26.95	18.29	18.29	35.21	17.22	17.22	35.90	27.25	27.25
Movement LOS	C	C	C	C	B	B	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	29.74			23.87			18.63			27.92		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	24.94											
Intersection LOS	C											
Intersection V/C	0.628											

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






**Intersection Level Of Service Report  
#6: Nash Rd Bypass / Project Drwy**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.000

**Intersection Setup**

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

**Volumes**

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.42		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					






### Intersection Level Of Service Report #7: Nash Rd Bypass / San Benito St

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 12.9  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	339	229	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	339	229	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	92	62	0	0	0
Total Analysis Volume [veh/h]	0	368	249	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.73	0.00	0.00	0.00	12.94	9.56
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		11.25	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

### Intersection Level Of Service Report #8: N. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
Level Of Service: A  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

### Intersection Level Of Service Report #9: S. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
Level Of Service: A  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

### Intersection Level Of Service Report #10: Sally St / San Benito St

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 14.3  
Level Of Service: B  
Volume to Capacity (v/c): 0.039

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	304	25	50	179	15	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	25	50	179	15	35
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	7	14	49	4	10
Total Analysis Volume [veh/h]	330	27	54	195	16	38
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.04	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	8.14	0.00	14.34	10.78
Movement LOS	A	A	A	A	B	B
50th-Percentile Queue Length [veh]	0.00	0.00	0.56	0.56	0.18	0.18
50th-Percentile Queue Length [ft]	0.00	0.00	14.07	14.07	4.44	4.44
95th-Percentile Queue Length [veh]	0.00	0.00	0.78	0.78	0.31	0.31
95th-Percentile Queue Length [ft]	0.00	0.00	19.48	19.48	7.66	7.66
d_A, Approach Delay [s/veh]	0.00		1.76		11.84	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.63					
Intersection LOS	B					






### Intersection Level Of Service Report #11: Westside Blvd Ext. / Nash Rd

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 12.4  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	329	194	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	329	194	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	89	53	0	0	0
Total Analysis Volume [veh/h]	0	358	211	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	0.00	12.44	9.34
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

## San Benito County Regional Park

Vistro File:

Scenario 2: 2014 PM Peak Hour

Report File: J:\...\2014 PM Peak Hour.pdf

4/8/2014

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	0	0	0	130	0	8	8	10	0	0	5	137	298

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	0	0	230	0	0	232	462

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	11	7	16	24	5	9	4	307	4	12	322	22	743

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	0	0	0	0	0	0	0

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	93	122	84	306	143	26	31	315	54	42	281	216	1713

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	0	339	229	0	0	0	568

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	304	25	50	179	15	35	608

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	0	329	194	0	0	0	523

## San Benito County Regional Park

Vistro File:

Scenario 2: 2014 PM Peak Hour

Report File: J:\...\2014 PM Peak Hour.pdf

4/8/2014

## Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	130	0	8	8	10	0	0	5	137	298
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>137</b>	<b>298</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	0	0	230	0	0	232	462
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>230</b>	<b>0</b>	<b>0</b>	<b>232</b>	<b>462</b>

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	11	7	16	24	5	9	4	307	4	12	322	22	743
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>11</b>	<b>7</b>	<b>16</b>	<b>24</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>307</b>	<b>4</b>	<b>12</b>	<b>322</b>	<b>22</b>	<b>743</b>

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Nash Rd / Monterey St	Final Base	64	17	10	344	340	56	831
		Growth Rate	0.00	0.00	0.00	0.00	0.00	0.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	93	122	84	306	143	26	31	315	54	42	281	216	1713
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>93</b>	<b>122</b>	<b>84</b>	<b>306</b>	<b>143</b>	<b>26</b>	<b>31</b>	<b>315</b>	<b>54</b>	<b>42</b>	<b>281</b>	<b>216</b>	<b>1713</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	Final Base	0	339	229	0	0	0	568
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>339</b>	<b>229</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>568</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	304	25	50	179	15	35	608
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>304</b>	<b>25</b>	<b>50</b>	<b>179</b>	<b>15</b>	<b>35</b>	<b>608</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	329	194	0	0	0	523
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>329</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>523</b>

## Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	1	0	4
4	4	1	0	4
5	6	1	0	6
6	14	2	0	14
7	16	2	0	15
8	28	4	0	28
9	50	6	0	48
10	51	6	0	50
11	51	6	0	50
12	55	7	0	54
13	61	8	0	59
14	64	8	0	62
15	64	8	0	62
16	68	9	0	66
17	85	11	0	83
18	89	11	0	87
19	97	12	0	94
20	108	14	0	105
21	114	14	0	110
22	133	17	0	130
23	136	17	0	132
24	142	18	0	138



## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	5	2	4	No	No	No	No	No	No	No	No	No	No
4	2	5	2	4	No	No	No	No	No	No	No	No	No	No
5	2	7	2	6	No	No	No	No	No	No	No	No	No	No
6	2	16	2	14	No	No	No	No	No	No	No	No	No	No
7	2	18	2	15	No	No	No	No	No	No	No	No	No	No
8	2	32	2	28	No	No	No	No	No	No	No	No	No	No
9	2	56	2	48	No	No	No	No	No	No	No	No	No	No
10	2	57	2	50	No	No	No	No	No	No	No	No	No	No
11	2	57	2	50	No	No	No	No	No	No	No	No	No	No
12	2	62	2	54	No	No	No	No	No	No	No	No	No	No
13	2	69	2	59	No	No	No	No	No	No	No	No	No	No
14	2	72	2	62	No	No	No	No	No	No	No	No	No	No
15	2	72	2	62	No	No	No	No	No	No	No	No	No	No
16	2	77	2	66	No	No	No	No	No	No	No	No	No	No
17	2	96	2	83	No	No	No	No	No	No	No	No	No	No
18	2	100	2	87	No	No	No	No	No	No	No	No	No	No
19	2	109	2	94	No	No	No	No	No	No	No	No	No	No
20	2	122	2	105	No	No	No	No	No	No	No	No	No	No
21	2	128	2	110	No	No	No	No	No	No	No	No	No	No
22	2	150	2	130	No	No	No	No	No	No	No	No	No	No
23	2	153	2	132	No	No	No	No	No	No	No	No	No	No
24	2	160	2	138	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2	10
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:22
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	138
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	298	298
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	232	230	0
2	223	221	0
3	218	216	0
4	186	184	0
5	176	175	0
6	158	156	0
7	146	145	0
8	139	138	0
9	111	110	0
10	104	104	0
11	104	104	0
12	100	99	0
13	90	90	0
14	84	83	0
15	84	83	0
16	81	81	0
17	46	46	0
18	26	25	0
19	23	23	0
20	9	9	0
21	7	7	0
22	7	7	0
23	5	5	0
24	5	5	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	462	1	0	No	No	No	No	No	No	No	No	No	No
2	2	444	1	0	No	No	No	No	No	No	No	No	No	No
3	2	434	1	0	No	No	No	No	No	No	No	No	No	No
4	2	370	1	0	No	No	No	No	No	No	No	No	No	No
5	2	351	1	0	No	No	No	No	No	No	No	No	No	No
6	2	314	1	0	No	No	No	No	No	No	No	No	No	No
7	2	291	1	0	No	No	No	No	No	No	No	No	No	No
8	2	277	1	0	No	No	No	No	No	No	No	No	No	No
9	2	221	1	0	No	No	No	No	No	No	No	No	No	No
10	2	208	1	0	No	No	No	No	No	No	No	No	No	No
11	2	208	1	0	No	No	No	No	No	No	No	No	No	No
12	2	199	1	0	No	No	No	No	No	No	No	No	No	No
13	2	180	1	0	No	No	No	No	No	No	No	No	No	No
14	2	167	1	0	No	No	No	No	No	No	No	No	No	No
15	2	167	1	0	No	No	No	No	No	No	No	No	No	No
16	2	162	1	0	No	No	No	No	No	No	No	No	No	No
17	2	92	1	0	No	No	No	No	No	No	No	No	No	No
18	2	51	1	0	No	No	No	No	No	No	No	No	No	No
19	2	46	1	0	No	No	No	No	No	No	No	No	No	No
20	2	18	1	0	No	No	No	No	No	No	No	No	No	No
21	2	14	1	0	No	No	No	No	No	No	No	No	No	No
22	2	14	1	0	No	No	No	No	No	No	No	No	No	No
23	2	10	1	0	No	No	No	No	No	No	No	No	No	No
24	2	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	462
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #3: Nash Rd / West St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	356	315	38	34
2	342	302	36	33
3	335	296	36	32
4	285	252	30	27
5	271	239	29	26
6	242	214	26	23
7	224	198	24	21
8	214	189	23	20
9	171	151	18	16
10	160	142	17	15
11	160	142	17	15
12	153	135	16	15
13	139	123	15	13
14	128	113	14	12
15	128	113	14	12
16	125	110	13	12
17	71	63	8	7
18	39	35	4	4
19	36	32	4	3
20	14	13	2	1
21	11	9	1	1
22	11	9	1	1
23	7	6	1	1
24	7	6	1	1

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	671	2	72	No	No	No	No	No	No	No	No	No	No
2	2	644	2	69	No	No	No	No	No	No	No	No	No	No
3	2	631	2	68	No	No	No	No	No	No	No	No	No	No
4	2	537	2	57	No	No	No	No	No	No	No	No	No	No
5	2	510	2	55	No	No	No	No	No	No	No	No	No	No
6	2	456	2	49	No	No	No	No	No	No	No	No	No	No
7	2	422	2	45	No	No	No	No	No	No	No	No	No	No
8	2	403	2	43	No	No	No	No	No	No	No	No	No	No
9	2	322	2	34	No	No	No	No	No	No	No	No	No	No
10	2	302	2	32	No	No	No	No	No	No	No	No	No	No
11	2	302	2	32	No	No	No	No	No	No	No	No	No	No
12	2	288	2	31	No	No	No	No	No	No	No	No	No	No
13	2	262	2	28	No	No	No	No	No	No	No	No	No	No
14	2	241	2	26	No	No	No	No	No	No	No	No	No	No
15	2	241	2	26	No	No	No	No	No	No	No	No	No	No
16	2	235	2	25	No	No	No	No	No	No	No	No	No	No
17	2	134	2	15	No	No	No	No	No	No	No	No	No	No
18	2	74	2	8	No	No	No	No	No	No	No	No	No	No
19	2	68	2	7	No	No	No	No	No	No	No	No	No	No
20	2	27	2	3	No	No	No	No	No	No	No	No	No	No
21	2	20	2	2	No	No	No	No	No	No	No	No	No	No
22	2	20	2	2	No	No	No	No	No	No	No	No	No	No
23	2	13	2	2	No	No	No	No	No	No	No	No	No	No
24	2	13	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.8	15.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10	0:08
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	38	34
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	743	743
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection #4: Nash Rd / Monterey St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	0	1	0	No	No	No	No	No	No	No	No	No	No
2	3	0	1	0	No	No	No	No	No	No	No	No	No	No
3	3	0	1	0	No	No	No	No	No	No	No	No	No	No
4	3	0	1	0	No	No	No	No	No	No	No	No	No	No
5	3	0	1	0	No	No	No	No	No	No	No	No	No	No
6	3	0	1	0	No	No	No	No	No	No	No	No	No	No
7	3	0	1	0	No	No	No	No	No	No	No	No	No	No
8	3	0	1	0	No	No	No	No	No	No	No	No	No	No
9	3	0	1	0	No	No	No	No	No	No	No	No	No	No
10	3	0	1	0	No	No	No	No	No	No	No	No	No	No
11	3	0	1	0	No	No	No	No	No	No	No	No	No	No
12	3	0	1	0	No	No	No	No	No	No	No	No	No	No
13	3	0	1	0	No	No	No	No	No	No	No	No	No	No
14	3	0	1	0	No	No	No	No	No	No	No	No	No	No
15	3	0	1	0	No	No	No	No	No	No	No	No	No	No
16	3	0	1	0	No	No	No	No	No	No	No	No	No	No
17	3	0	1	0	No	No	No	No	No	No	No	No	No	No
18	3	0	1	0	No	No	No	No	No	No	No	No	No	No
19	3	0	1	0	No	No	No	No	No	No	No	No	No	No
20	3	0	1	0	No	No	No	No	No	No	No	No	No	No
21	3	0	1	0	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #6: Nash Rd Bypass / Project Drwy

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0



## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #7: Nash Rd Bypass / San Benito St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	229	339	0
2	220	325	0
3	215	319	0
4	183	271	0
5	174	258	0
6	156	231	0
7	144	214	0
8	137	203	0
9	110	163	0
10	103	153	0
11	103	153	0
12	98	146	0
13	89	132	0
14	82	122	0
15	82	122	0
16	80	119	0
17	46	68	0
18	25	37	0
19	23	34	0
20	9	14	0
21	7	10	0
22	7	10	0
23	5	7	0
24	5	7	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	568	1	0	No	No	No	No	No	No	No	No	No	No
2	2	545	1	0	No	No	No	No	No	No	No	No	No	No
3	2	534	1	0	No	No	No	No	No	No	No	No	No	No
4	2	454	1	0	No	No	No	No	No	No	No	No	No	No
5	2	432	1	0	No	No	No	No	No	No	No	No	No	No
6	2	387	1	0	No	No	No	No	No	No	No	No	No	No
7	2	358	1	0	No	No	No	No	No	No	No	No	No	No
8	2	340	1	0	No	No	No	No	No	No	No	No	No	No
9	2	273	1	0	No	No	No	No	No	No	No	No	No	No
10	2	256	1	0	No	No	No	No	No	No	No	No	No	No
11	2	256	1	0	No	No	No	No	No	No	No	No	No	No
12	2	244	1	0	No	No	No	No	No	No	No	No	No	No
13	2	221	1	0	No	No	No	No	No	No	No	No	No	No
14	2	204	1	0	No	No	No	No	No	No	No	No	No	No
15	2	204	1	0	No	No	No	No	No	No	No	No	No	No
16	2	199	1	0	No	No	No	No	No	No	No	No	No	No
17	2	114	1	0	No	No	No	No	No	No	No	No	No	No
18	2	62	1	0	No	No	No	No	No	No	No	No	No	No
19	2	57	1	0	No	No	No	No	No	No	No	No	No	No
20	2	23	1	0	No	No	No	No	No	No	No	No	No	No
21	2	17	1	0	No	No	No	No	No	No	No	No	No	No
22	2	17	1	0	No	No	No	No	No	No	No	No	No	No
23	2	12	1	0	No	No	No	No	No	No	No	No	No	No
24	2	12	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	568
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #8: N. Project Drwy / Westside Blvd Ext.

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #9: S. Project Drwy / Westside Blvd Ext.

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	0	No	No	No	No	No	No	No	No	No	No
2	2	0	1	0	No	No	No	No	No	No	No	No	No	No
3	2	0	1	0	No	No	No	No	No	No	No	No	No	No
4	2	0	1	0	No	No	No	No	No	No	No	No	No	No
5	2	0	1	0	No	No	No	No	No	No	No	No	No	No
6	2	0	1	0	No	No	No	No	No	No	No	No	No	No
7	2	0	1	0	No	No	No	No	No	No	No	No	No	No
8	2	0	1	0	No	No	No	No	No	No	No	No	No	No
9	2	0	1	0	No	No	No	No	No	No	No	No	No	No
10	2	0	1	0	No	No	No	No	No	No	No	No	No	No
11	2	0	1	0	No	No	No	No	No	No	No	No	No	No
12	2	0	1	0	No	No	No	No	No	No	No	No	No	No
13	2	0	1	0	No	No	No	No	No	No	No	No	No	No
14	2	0	1	0	No	No	No	No	No	No	No	No	No	No
15	2	0	1	0	No	No	No	No	No	No	No	No	No	No
16	2	0	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	0
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #10: Sally St / San Benito St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	329	229	50
2	316	220	48
3	309	215	47
4	263	183	40
5	250	174	38
6	224	156	34
7	207	144	32
8	197	137	30
9	158	110	24
10	148	103	23
11	148	103	23
12	141	98	22
13	128	89	20
14	118	82	18
15	118	82	18
16	115	80	18
17	66	46	10
18	36	25	6
19	33	23	5
20	13	9	2
21	10	7	2
22	10	7	2
23	7	5	1
24	7	5	1



## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	558	1	50	No	No	No	No	No	No	No	Yes	No	No
2	2	536	1	48	No	No	No	No	No	No	No	Yes	No	No
3	2	524	1	47	No	No	No	No	No	No	No	Yes	No	No
4	2	446	1	40	No	No	No	No	No	No	No	No	No	No
5	2	424	1	38	No	No	No	No	No	No	No	No	No	No
6	2	380	1	34	No	No	No	No	No	No	No	No	No	No
7	2	351	1	32	No	No	No	No	No	No	No	No	No	No
8	2	334	1	30	No	No	No	No	No	No	No	No	No	No
9	2	268	1	24	No	No	No	No	No	No	No	No	No	No
10	2	251	1	23	No	No	No	No	No	No	No	No	No	No
11	2	251	1	23	No	No	No	No	No	No	No	No	No	No
12	2	239	1	22	No	No	No	No	No	No	No	No	No	No
13	2	217	1	20	No	No	No	No	No	No	No	No	No	No
14	2	200	1	18	No	No	No	No	No	No	No	No	No	No
15	2	200	1	18	No	No	No	No	No	No	No	No	No	No
16	2	195	1	18	No	No	No	No	No	No	No	No	No	No
17	2	112	1	10	No	No	No	No	No	No	No	No	No	No
18	2	61	1	6	No	No	No	No	No	No	No	No	No	No
19	2	56	1	5	No	No	No	No	No	No	No	No	No	No
20	2	22	1	2	No	No	No	No	No	No	No	No	No	No
21	2	17	1	2	No	No	No	No	No	No	No	No	No	No
22	2	17	1	2	No	No	No	No	No	No	No	No	No	No
23	2	12	1	1	No	No	No	No	No	No	No	No	No	No
24	2	12	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

## Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:09
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	50
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	608
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #11: Westside Blvd Ext. / Nash Rd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	329	194	0
2	316	186	0
3	309	182	0
4	263	155	0
5	250	147	0
6	224	132	0
7	207	122	0
8	197	116	0
9	158	93	0
10	148	87	0
11	148	87	0
12	141	83	0
13	128	76	0
14	118	70	0
15	118	70	0
16	115	68	0
17	66	39	0
18	36	21	0
19	33	19	0
20	13	8	0
21	10	6	0
22	10	6	0
23	7	4	0
24	7	4	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	523	1	0	No	No	No	No	No	No	No	No	No	No
2	2	502	1	0	No	No	No	No	No	No	No	No	No	No
3	2	491	1	0	No	No	No	No	No	No	No	No	No	No
4	2	418	1	0	No	No	No	No	No	No	No	No	No	No
5	2	397	1	0	No	No	No	No	No	No	No	No	No	No
6	2	356	1	0	No	No	No	No	No	No	No	No	No	No
7	2	329	1	0	No	No	No	No	No	No	No	No	No	No
8	2	313	1	0	No	No	No	No	No	No	No	No	No	No
9	2	251	1	0	No	No	No	No	No	No	No	No	No	No
10	2	235	1	0	No	No	No	No	No	No	No	No	No	No
11	2	235	1	0	No	No	No	No	No	No	No	No	No	No
12	2	224	1	0	No	No	No	No	No	No	No	No	No	No
13	2	204	1	0	No	No	No	No	No	No	No	No	No	No
14	2	188	1	0	No	No	No	No	No	No	No	No	No	No
15	2	188	1	0	No	No	No	No	No	No	No	No	No	No
16	2	183	1	0	No	No	No	No	No	No	No	No	No	No
17	2	105	1	0	No	No	No	No	No	No	No	No	No	No
18	2	57	1	0	No	No	No	No	No	No	No	No	No	No
19	2	52	1	0	No	No	No	No	No	No	No	No	No	No
20	2	21	1	0	No	No	No	No	No	No	No	No	No	No
21	2	16	1	0	No	No	No	No	No	No	No	No	No	No
22	2	16	1	0	No	No	No	No	No	No	No	No	No	No
23	2	11	1	0	No	No	No	No	No	No	No	No	No	No
24	2	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

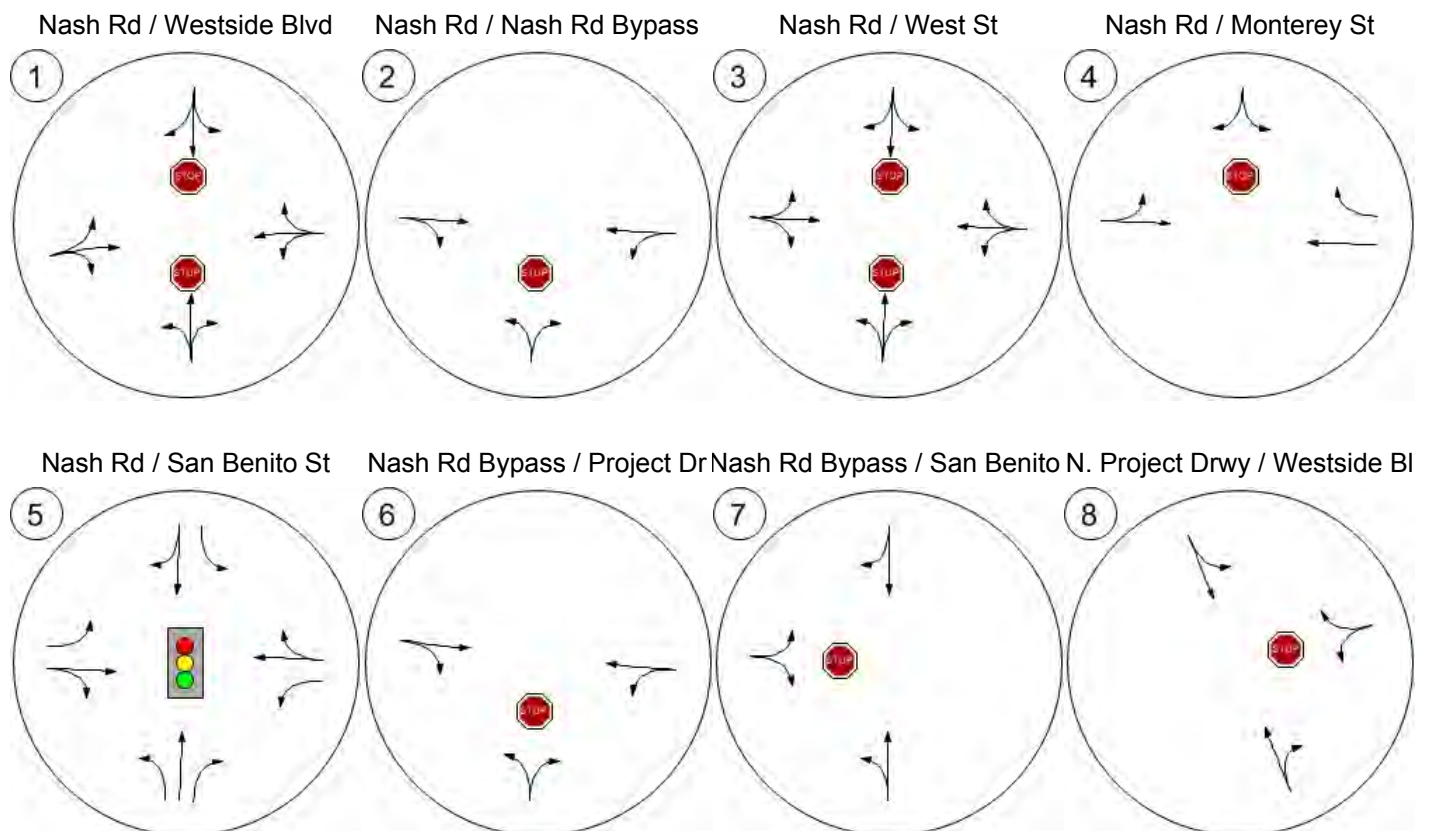
Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	523
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

Report Figure 1: Study Intersections





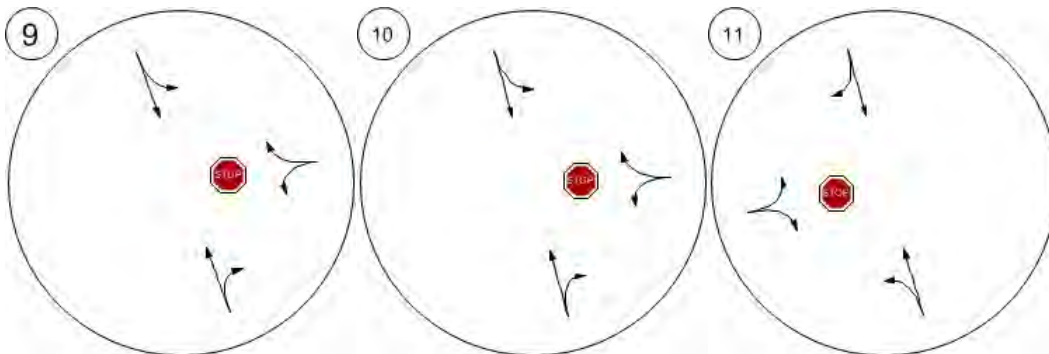
Report Figure 2: Lane Configuration and Traffic Control



Report Figure 2: Lane Configuration and Traffic Control

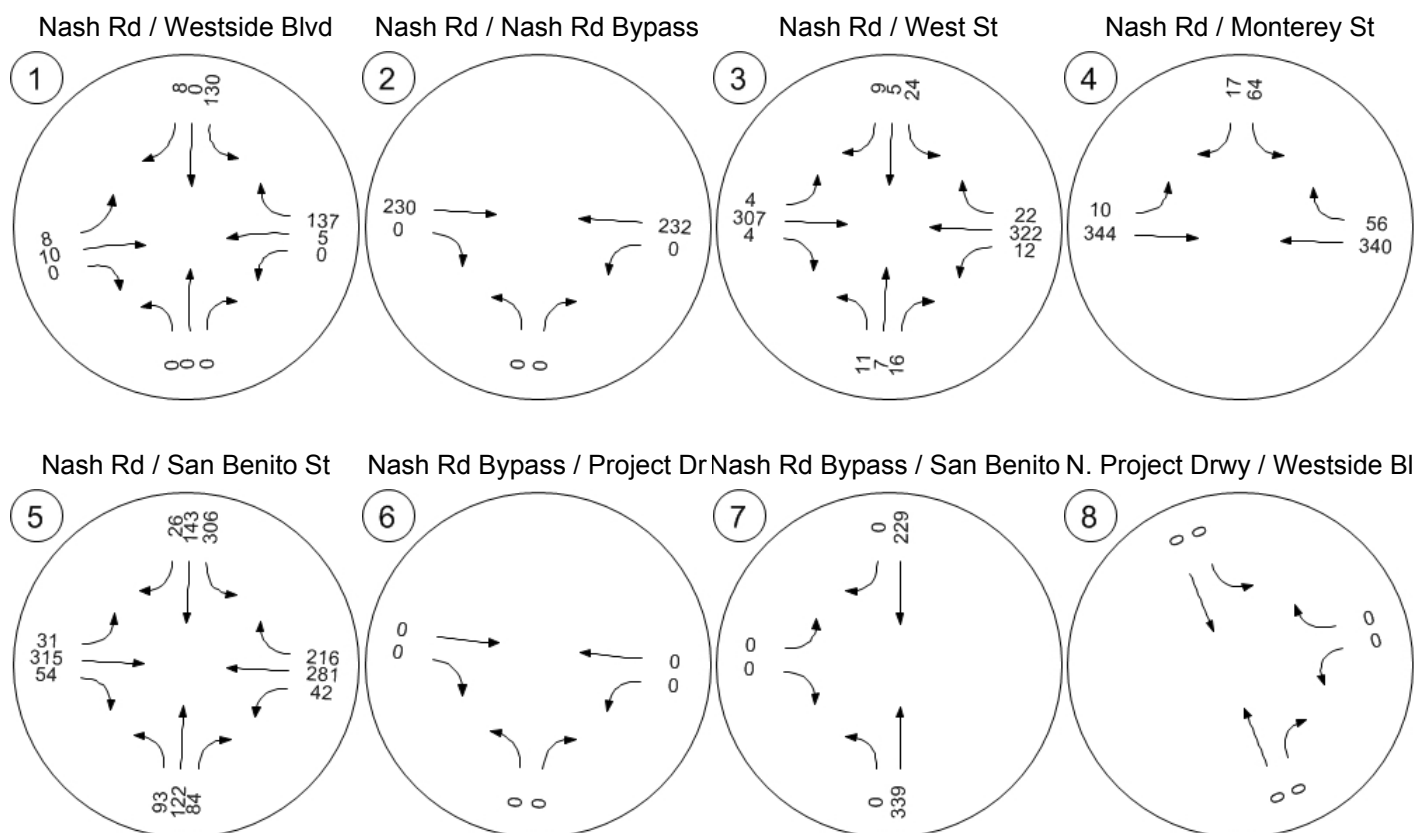


S. Project Drwy / Westside Bl    Sally St / San Benito St    Westside Blvd Ext. / Nash Rd





Report Figure 3a: Traffic Volume - Base Volume



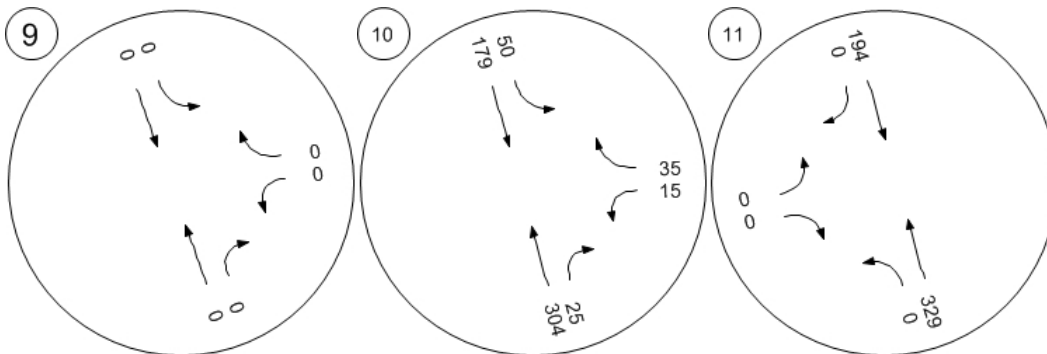
Report Figure 3a: Traffic Volume - Base Volume



S. Project Drwy / Westside Bl

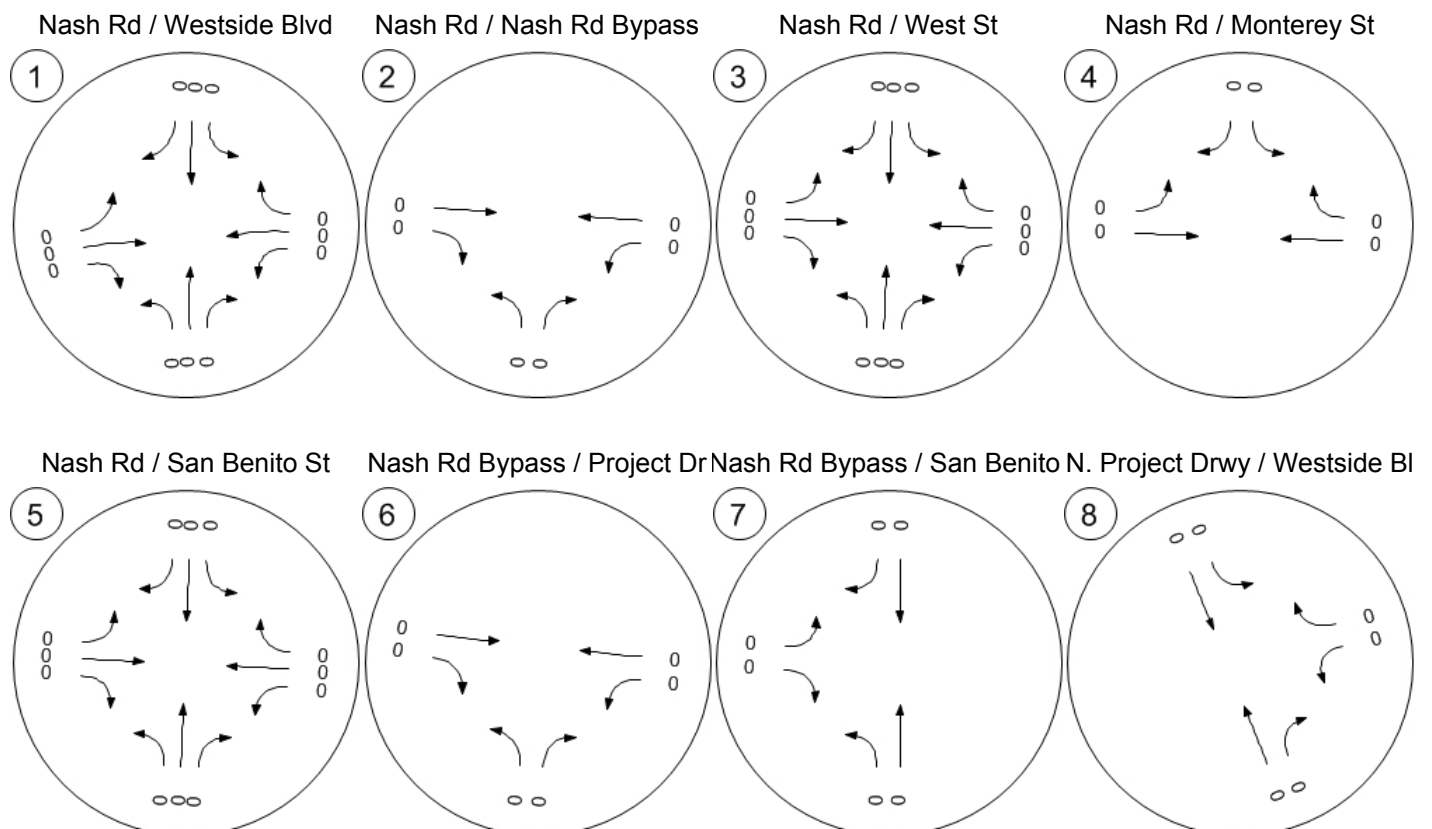
Sally St / San Benito St

Westside Blvd Ext. / Nash Rd





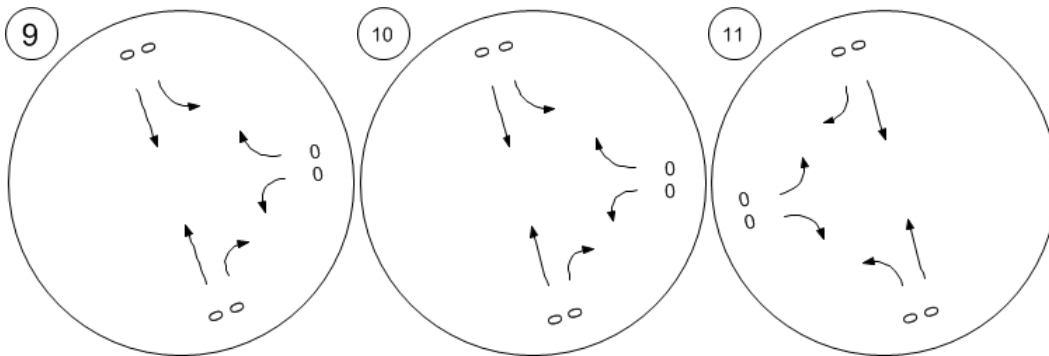
Report Figure 3b: Traffic Volume - In-Process Volume



Report Figure 3b: Traffic Volume - In-Process Volume

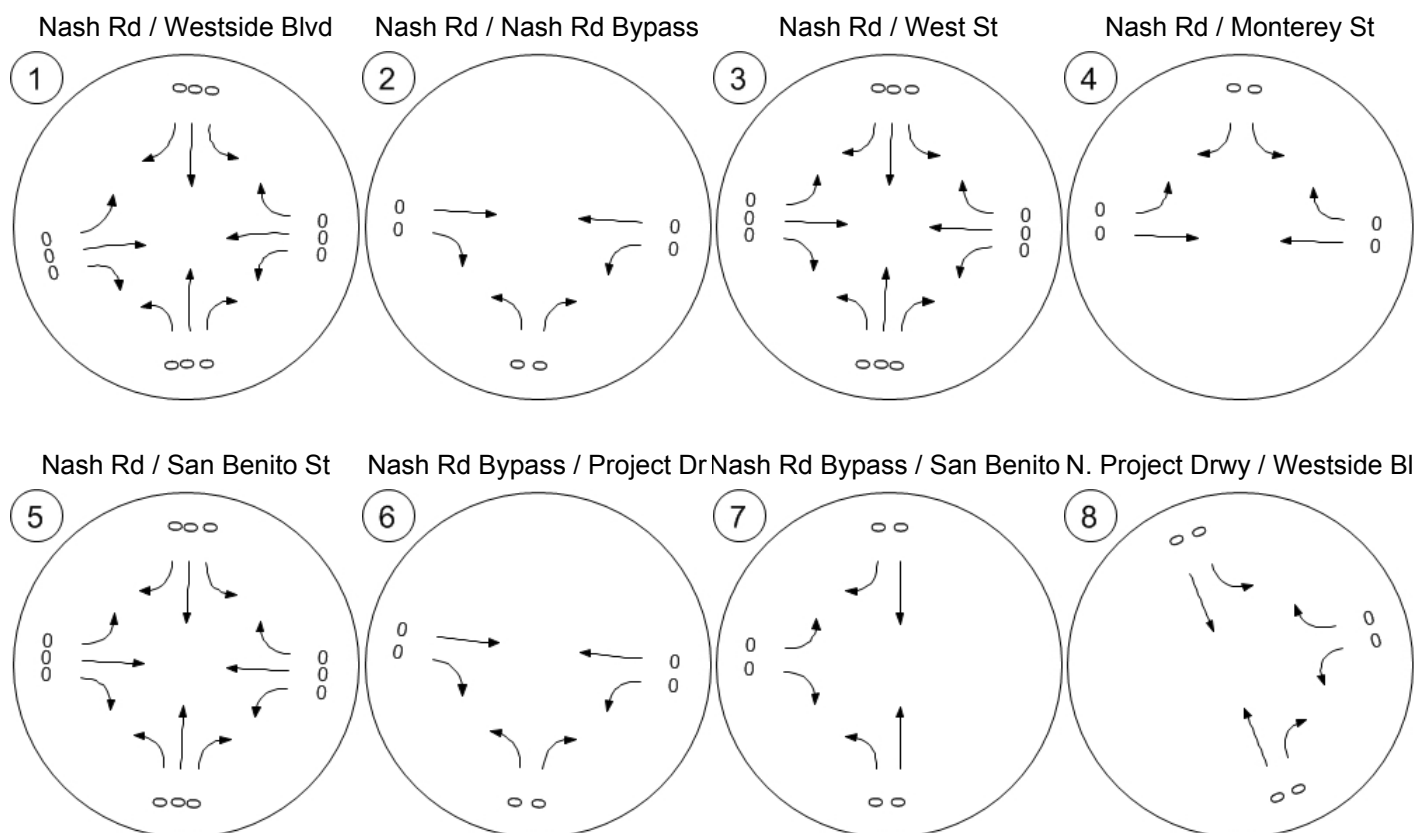


S. Project Drwy / Westside Bl    Sally St / San Benito St    Westside Blvd Ext. / Nash Rd





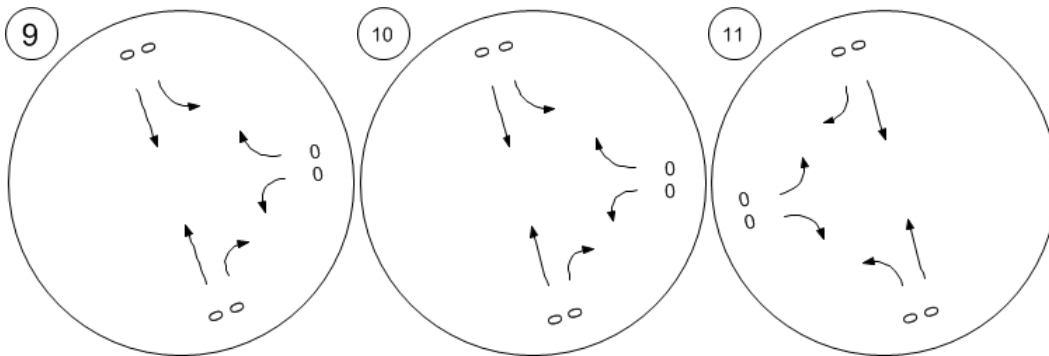
Report Figure 3c: Traffic Volume - Net New Site Trips



Report Figure 3c: Traffic Volume - Net New Site Trips

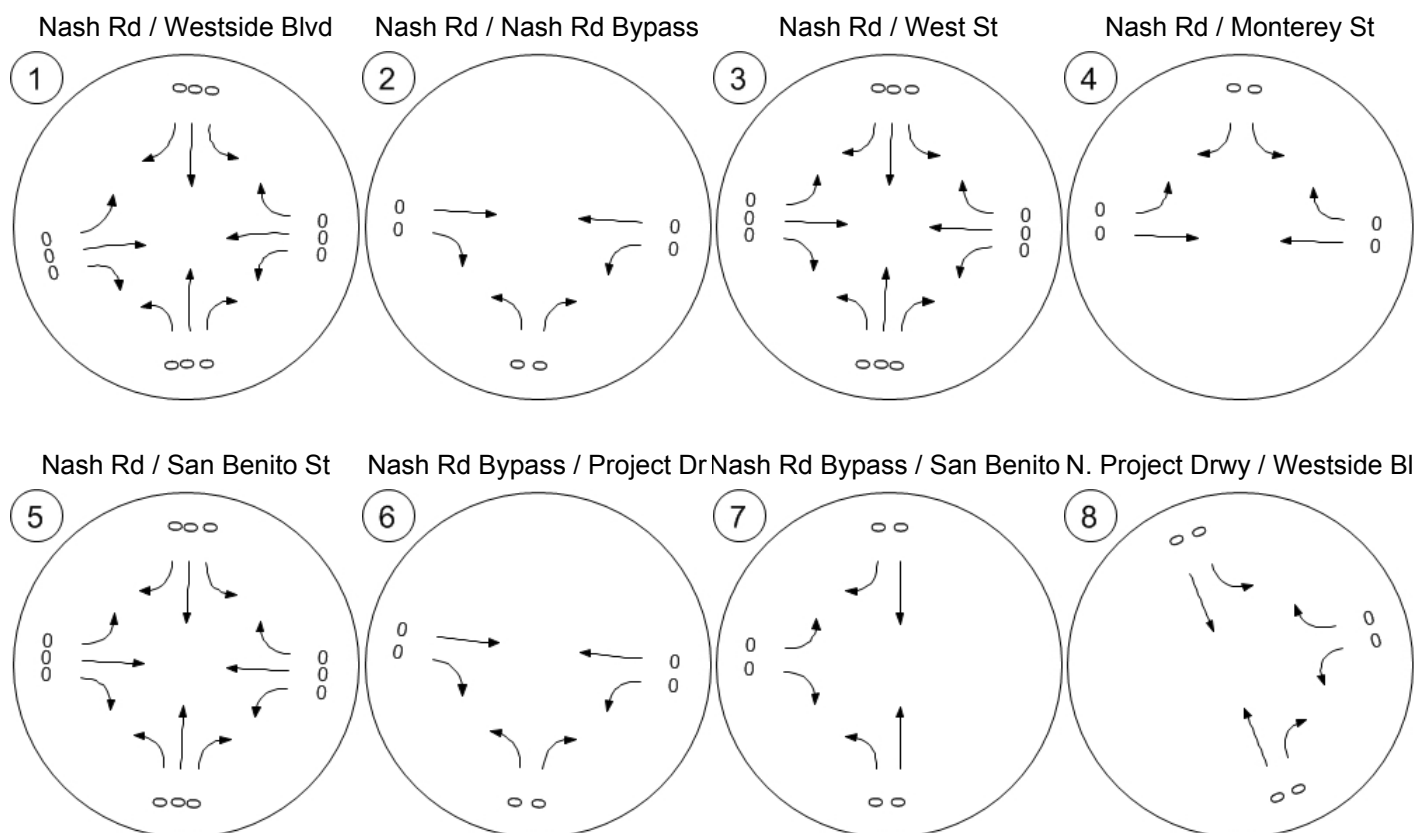


S. Project Drwy / Westside Bl      Sally St / San Benito St      Westside Blvd Ext. / Nash Rd





Report Figure 3d: Traffic Volume - Other Volume



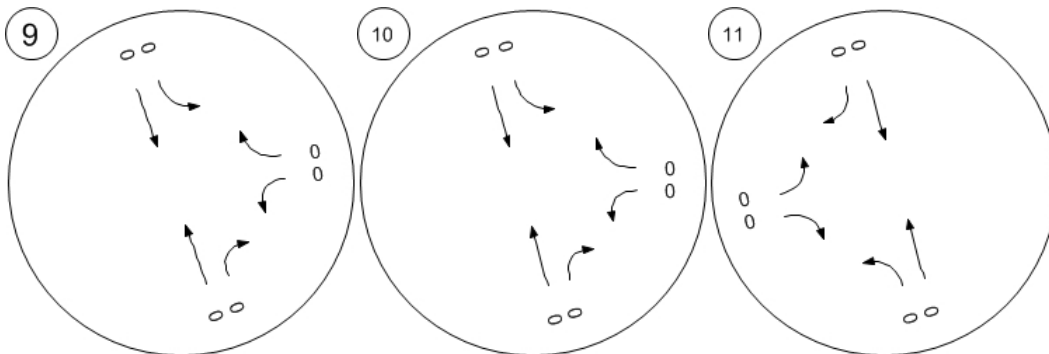
Report Figure 3d: Traffic Volume - Other Volume



S. Project Drwy / Westside Bl

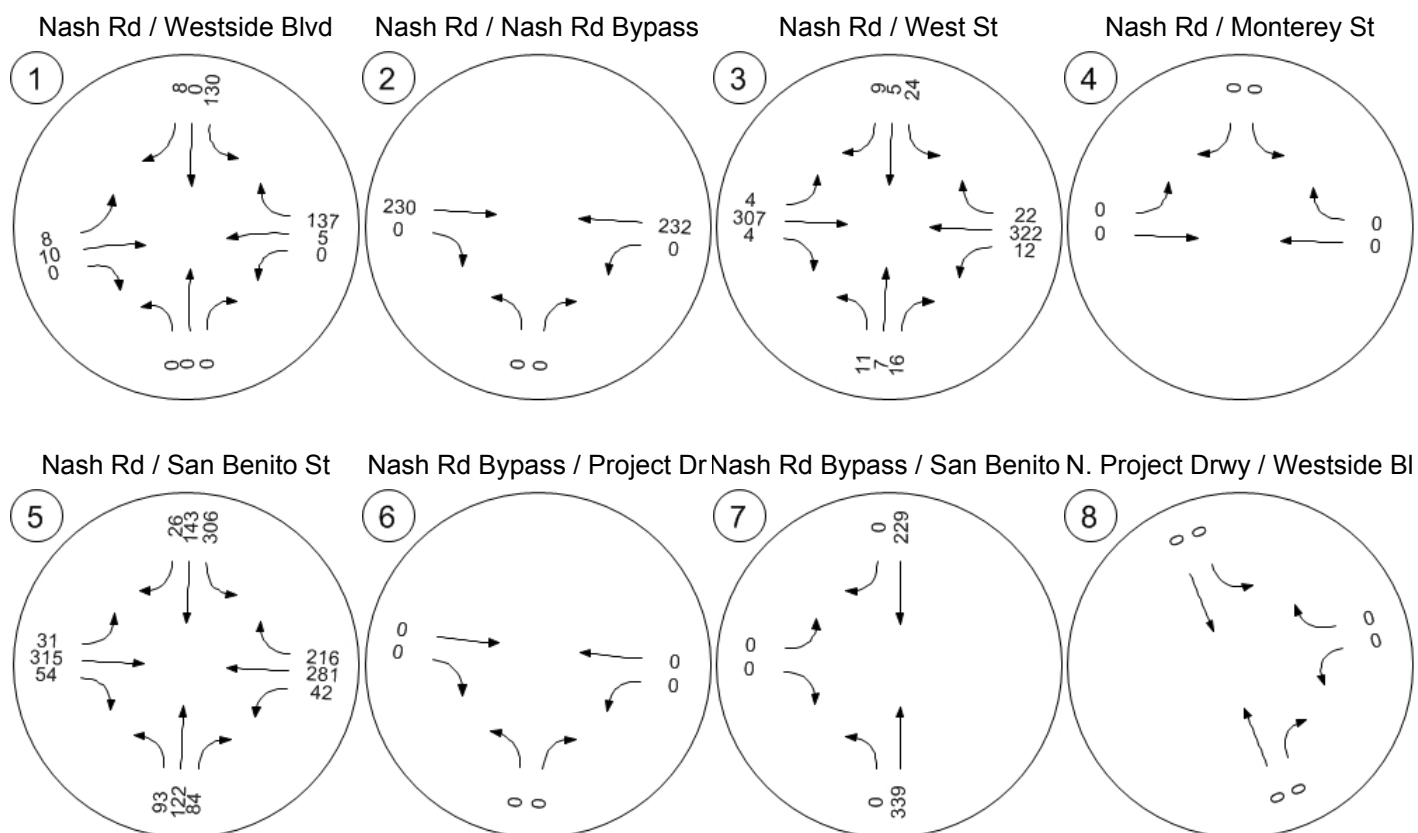
Sally St / San Benito St

Westside Blvd Ext. / Nash Rd





Report Figure 3e: Traffic Volume - Future Total Volume



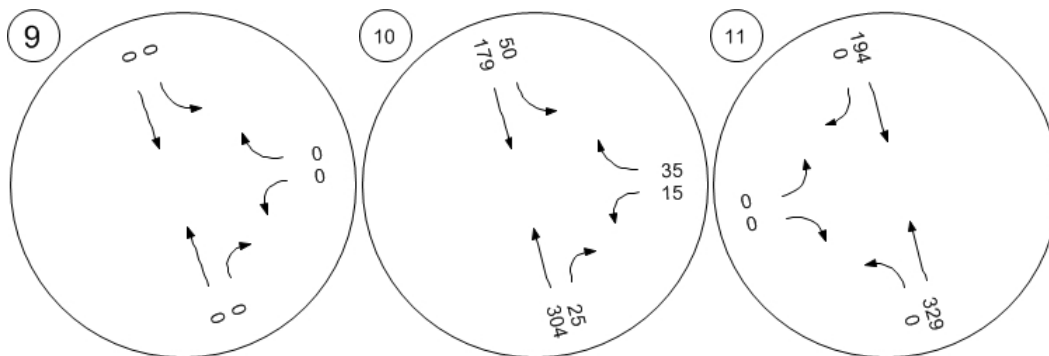
Report Figure 3e: Traffic Volume - Future Total Volume



S. Project Drwy / Westside Bl

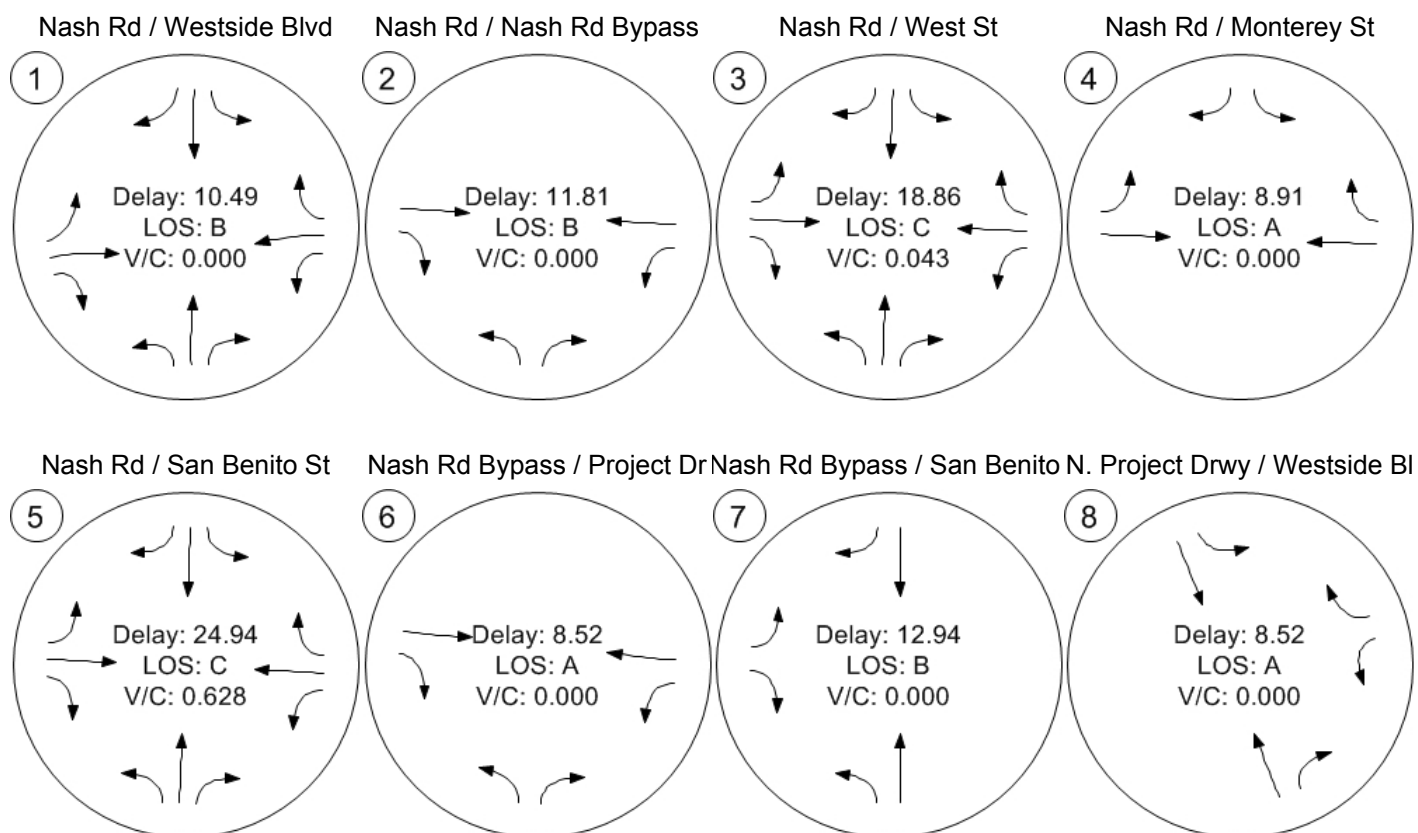
Sally St / San Benito St

Westside Blvd Ext. / Nash Rd





Report Figure 4: Traffic Conditions



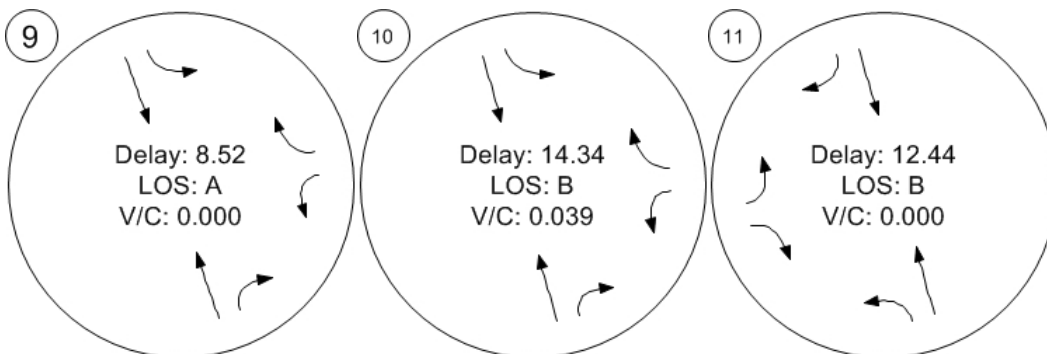
Report Figure 4: Traffic Conditions



S. Project Drwy / Westside Bl

Sally St / San Benito St

Westside Blvd Ext. / Nash Rd



San Benito County Regional Park

Vistro File:

Scenario 3: 2014 Sat Peak Hour

Report File: J:\...\2014 Sat Peak Hour.pdf

4/8/2014

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Nash Rd / Westside Blvd	Two-way stop	HCM2010	SBT	0.000	10.4	B
2	Nash Rd / Nash Rd Bypass	Two-way stop	HCM2010	NBL	0.000	11.1	B
3	Nash Rd / West St	Two-way stop	HCM2010	SBL	0.084	14.5	B
4	New Intersection	Two-way stop	HCM2010	SBL	0.112	14.3	B
5	Nash Rd / San Benito St	Signalized	HCM2010	NBL	0.647	25.9	C
6	Nash Rd Bypass / Project Drwy	Two-way stop	HCM2010	NBL	0.000	8.5	A
7	Nash Rd Bypass / San Benito St	Two-way stop	HCM2010	EBL	0.000	10.9	B
8	N. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
9	S. Project Drwy / Westside Blvd Ext.	Two-way stop	HCM2010	WBL	0.000	8.5	A
10	Sally St / San Benito St	Two-way stop	HCM2010	WBL	0.026	11.7	B
11	Westside Blvd Ext. / Nash Rd	Two-way stop	HCM2010	EBL	0.000	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

### Intersection Level Of Service Report #1: Nash Rd / Westside Blvd

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 10.4  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			no			no		

#### Volumes

Name												
Base Volume Input [veh/h]	0	0	0	130	0	8	8	10	0	0	5	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	124	0	8	8	10	0	0	5	130
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	34	0	2	2	3	0	0	1	35
Total Analysis Volume [veh/h]	0	0	0	135	0	9	9	11	0	0	5	141
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.15	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.20	10.04	8.36	9.94	10.42	9.46	7.52	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.40	0.40	0.40	0.04	0.04	0.04	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	9.91	9.91	9.91	1.04	1.04	1.04	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.59	0.59	0.59	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	14.63	14.63	14.63	1.06	1.06	1.06	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.20			9.91			3.39			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.82											
Intersection LOS	B											

### Intersection Level Of Service Report #2: Nash Rd / Nash Rd Bypass

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 11.1  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	204	0	0	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	194	0	0	195
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	53	0	0	53
Total Analysis Volume [veh/h]	0	0	211	0	0	212
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.13	9.34	0.00	0.00	7.65	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.23		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

**Intersection Level Of Service Report****#3: Nash Rd / West St**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 14.5  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.084

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

**Volumes**

Name												
Base Volume Input [veh/h]	0	2	2	34	0	13	13	240	1	1	277	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	2	34	0	13	13	240	1	1	277	26
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	9	0	3	3	62	0	0	71	7
Total Analysis Volume [veh/h]	0	2	2	35	0	13	13	247	1	1	286	27
Pedestrian Volume [ped/h]	1			0			3			5		
Bicycle Volume [bicycles/h]	0			0			1			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	no	no		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	no	no		
Number of Storage Spaces in Median	3	3	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.85	13.73	9.63	14.46	14.39	10.75	7.92	0.00	0.00	7.74	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.01	0.01	0.01	0.18	0.18	0.18	0.57	0.57	0.57	0.68	0.68	0.68
50th-Percentile Queue Length [ft]	0.32	0.32	0.32	4.48	4.48	4.48	14.35	14.35	14.35	16.88	16.88	16.88
95th-Percentile Queue Length [veh]	0.02	0.02	0.02	0.34	0.34	0.34	0.79	0.79	0.79	0.93	0.93	0.93
95th-Percentile Queue Length [ft]	0.56	0.56	0.56	8.40	8.40	8.40	19.72	19.72	19.72	23.34	23.34	23.34
d_A, Approach Delay [s/veh]	11.68			13.45			0.39			0.02		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.28											
Intersection LOS	B											

### Intersection Level Of Service Report #4: New Intersection

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 14.3  
Level Of Service: B  
Volume to Capacity (v/c): 0.112

#### Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	85.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	45	7	9	268	294	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	7	9	268	294	18
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	2	2	73	80	5
Total Analysis Volume [veh/h]	49	8	10	291	320	20
Pedestrian Volume [ped/h]	2		1		0	
Bicycle Volume [bicycles/h]	0		1		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.29	11.11	7.99	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
50th-Percentile Queue Length [veh]	0.22	0.22	0.67	0.67	0.00	0.00
50th-Percentile Queue Length [ft]	5.48	5.48	16.70	16.70	0.00	0.00
95th-Percentile Queue Length [veh]	0.42	0.42	0.98	0.98	0.00	0.00
95th-Percentile Queue Length [ft]	10.42	10.42	24.50	24.50	0.00	0.00
d_A, Approach Delay [s/veh]	13.85		0.27		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.25					
Intersection LOS	B					

### Intersection Level Of Service Report #5: Nash Rd / San Benito St

Control Type: Signalized  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 25.9  
Level Of Service: C  
Volume to Capacity (v/c): 0.647

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	180.00	100.00	180.00	160.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

#### Volumes

Name												
Base Volume Input [veh/h]	33	108	45	322	109	35	36	259	45	38	275	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	108	45	322	109	35	36	259	45	38	275	296
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	29	12	88	30	10	10	70	12	10	75	80
Total Analysis Volume [veh/h]	36	117	49	350	118	38	39	282	49	41	299	322
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			4			5			5		
Bicycle Volume [bicycles/h]	0			0			1			0		

**Intersection Settings**

Located in CBD	no
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0	3.5	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	10	21	0	26	37	0	9	43	0	10	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	no	no		no	no		no	no		no	no	
Maximum Recall	no	no		no	no		no	no		no	no	
Pedestrian Recall	no	no		no	no		no	no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Calculations**

Lane Group	L	C	R	L	C	L	C	L	C
L, Total Lost Time per Cycle [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	6	6	15	18	3	25	3	25
g / C, Green / Cycle	0.05	0.10	0.10	0.23	0.29	0.05	0.40	0.05	0.40
(v / s)_i Volume / Saturation Flow Rate	0.02	0.06	0.03	0.20	0.09	0.02	0.18	0.02	0.36
s, saturation flow rate [veh/h]	1774	1863	1544	1774	1782	1774	1809	1774	1702
c, Capacity [veh/h]	80	189	156	414	516	84	717	86	677
d1, Uniform Delay [s]	29.58	27.40	26.52	23.28	17.59	29.50	14.17	29.45	18.14
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.28
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.91	3.31	1.13	4.81	0.33	3.96	0.46	4.01	12.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.62	0.31	0.85	0.30	0.46	0.46	0.47	0.92
d, Delay for Lane Group [s/veh]	33.49	30.70	27.65	28.09	17.92	33.46	14.63	33.46	30.34
Lane Group LOS	C	C	C	C	B	C	B	C	C
Critical Lane Group	no	yes	no	yes	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	0.61	1.82	0.72	5.28	1.73	0.66	3.32	0.69	10.07
50th-Percentile Queue Length [ft]	15.18	45.45	17.90	132.10	43.33	16.39	83.08	17.20	251.72
95th-Percentile Queue Length [veh]	1.09	3.27	1.29	9.05	3.12	1.18	5.98	1.24	15.27
95th-Percentile Queue Length [ft]	27.33	81.80	32.21	226.35	77.99	29.50	149.54	30.95	381.82

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	33.49	30.70	27.65	28.09	17.92	17.92	33.46	14.63	14.63	33.46	30.34	30.34
Movement LOS	C	C	C	C	B	B	C	B	B	C	C	C
d_A, Approach Delay [s/veh]	30.46			24.95			16.61			30.53		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	25.94											
Intersection LOS	C											
Intersection V/C	0.647											

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






**Intersection Level Of Service Report  
#6: Nash Rd Bypass / Project Drwy**

Control Type: Two-way stop  
 Analysis Method: HCM2010  
 Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.000

**Intersection Setup**

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

**Volumes**

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.42		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

### Intersection Level Of Service Report #7: Nash Rd Bypass / San Benito St

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 10.9  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	186	192	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	177	182	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	48	49	0	0	0
Total Analysis Volume [veh/h]	0	192	198	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.62	0.00	0.00	0.00	10.86	9.27
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.07	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

### Intersection Level Of Service Report #8: N. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
Level Of Service: A  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

### Intersection Level Of Service Report #9: S. Project Drwy / Westside Blvd Ext.

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 8.5  
Level Of Service: A  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.22	0.00	8.52	8.32
Movement LOS	A	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		3.61		8.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					

### Intersection Level Of Service Report #10: Sally St / San Benito St

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 11.7  
Level Of Service: B  
Volume to Capacity (v/c): 0.026

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	151	25	50	142	15	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	24	48	135	14	33
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	7	13	37	4	9
Total Analysis Volume [veh/h]	155	26	52	147	15	36
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.03	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.68	0.00	11.70	9.45
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.42	0.42	0.14	0.14
50th-Percentile Queue Length [ft]	0.00	0.00	10.62	10.62	3.58	3.58
95th-Percentile Queue Length [veh]	0.00	0.00	0.50	0.50	0.22	0.22
95th-Percentile Queue Length [ft]	0.00	0.00	12.44	12.44	5.42	5.42
d_A, Approach Delay [s/veh]	0.00		2.01		10.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.12					
Intersection LOS	B					

### Intersection Level Of Service Report #11: Westside Blvd Ext. / Nash Rd

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 10.5  
Level Of Service: B  
Volume to Capacity (v/c): 0.000

#### Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name						
Base Volume Input [veh/h]	0	176	157	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	167	149	0	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	45	40	0	0	0
Total Analysis Volume [veh/h]	0	182	162	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	0.00	10.52	9.08
Movement LOS	A	A	A	A	B	A
50th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

## San Benito County Regional Park

Vistro File:

Scenario 3: 2014 Sat Peak Hour

Report File: J:\...\2014 Sat Peak Hour.pdf

4/8/2014

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	0	0	0	124	0	8	8	10	0	0	5	130	285

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	0	0	194	0	0	195	389

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	0	2	2	34	0	13	13	240	1	1	277	26	609

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	New Intersection	45	7	9	268	294	18	641

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	33	108	45	322	109	35	36	259	45	38	275	296	1601

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	0	177	182	0	0	0	359

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	0	0	0	0	0	0	0

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	143	24	48	135	14	33	397

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	0	167	149	0	0	0	316

## San Benito County Regional Park

Vistro File:

Scenario 3: 2014 Sat Peak Hour

Report File: J:\...\2014 Sat Peak Hour.pdf

4/8/2014

## Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Nash Rd / Westside Blvd	Final Base	0	0	0	130	0	8	8	10	0	0	5	137	298
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>130</b>	<b>285</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	Nash Rd / Nash Rd Bypass	Final Base	0	0	204	0	0	205	409
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>389</b>

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Nash Rd / West St	Final Base	0	2	2	34	0	13	13	240	1	1	277	26	609
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>240</b>	<b>1</b>	<b>1</b>	<b>277</b>	<b>26</b>	<b>609</b>

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	New Intersection	Final Base	45	7	9	268	294	18	641
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>45</b>	<b>7</b>	<b>9</b>	<b>268</b>	<b>294</b>	<b>18</b>	<b>641</b>

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Nash Rd / San Benito St	Final Base	33	108	45	322	109	35	36	259	45	38	275	296	1601
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>33</b>	<b>108</b>	<b>45</b>	<b>322</b>	<b>109</b>	<b>35</b>	<b>36</b>	<b>259</b>	<b>45</b>	<b>38</b>	<b>275</b>	<b>296</b>	<b>1601</b>

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
6	Nash Rd Bypass / Project Drwy	Final Base	0	0	0	0	0	0	0
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
7	Nash Rd Bypass / San Benito St	Final Base	0	186	192	0	0	0	378
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>177</b>	<b>182</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>359</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
8	N. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
9	S. Project Drwy / Westside Blvd Ext.	Final Base	0	0	0	0	0	0	0
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
10	Sally St / San Benito St	Final Base	151	25	50	142	15	35	418
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>143</b>	<b>24</b>	<b>48</b>	<b>135</b>	<b>14</b>	<b>33</b>	<b>397</b>

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11	Westside Blvd Ext. / Nash Rd	Final Base	0	176	157	0	0	0	333
		Growth Rate	0.95	0.95	0.95	0.95	0.95	0.95	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Future Total</b>	<b>0</b>	<b>167</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>316</b>



## Signal Warrants Report For Intersection #1: Nash Rd / Westside Blvd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	3	0	0	3
2	3	0	0	3
3	4	1	0	4
4	4	1	0	4
5	5	1	0	5
6	14	2	0	13
7	15	2	0	15
8	27	4	0	26
9	47	6	0	46
10	49	6	0	48
11	49	6	0	48
12	53	7	0	51
13	58	8	0	57
14	61	8	0	59
15	61	8	0	59
16	65	9	0	63
17	81	11	0	79
18	85	11	0	83
19	92	12	0	90
20	103	14	0	100
21	108	14	0	106
22	127	17	0	124
23	130	17	0	127
24	135	18	0	132

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	3	2	3	No	No	No	No	No	No	No	No	No	No
2	2	3	2	3	No	No	No	No	No	No	No	No	No	No
3	2	5	2	4	No	No	No	No	No	No	No	No	No	No
4	2	5	2	4	No	No	No	No	No	No	No	No	No	No
5	2	6	2	5	No	No	No	No	No	No	No	No	No	No
6	2	16	2	13	No	No	No	No	No	No	No	No	No	No
7	2	17	2	15	No	No	No	No	No	No	No	No	No	No
8	2	31	2	26	No	No	No	No	No	No	No	No	No	No
9	2	53	2	46	No	No	No	No	No	No	No	No	No	No
10	2	55	2	48	No	No	No	No	No	No	No	No	No	No
11	2	55	2	48	No	No	No	No	No	No	No	No	No	No
12	2	60	2	51	No	No	No	No	No	No	No	No	No	No
13	2	66	2	57	No	No	No	No	No	No	No	No	No	No
14	2	69	2	59	No	No	No	No	No	No	No	No	No	No
15	2	69	2	59	No	No	No	No	No	No	No	No	No	No
16	2	74	2	63	No	No	No	No	No	No	No	No	No	No
17	2	92	2	79	No	No	No	No	No	No	No	No	No	No
18	2	96	2	83	No	No	No	No	No	No	No	No	No	No
19	2	104	2	90	No	No	No	No	No	No	No	No	No	No
20	2	117	2	100	No	No	No	No	No	No	No	No	No	No
21	2	122	2	106	No	No	No	No	No	No	No	No	No	No
22	2	144	2	124	No	No	No	No	No	No	No	No	No	No
23	2	147	2	127	No	No	No	No	No	No	No	No	No	No
24	2	153	2	132	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2	9.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:21
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	132
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	285	285
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection #2: Nash Rd / Nash Rd Bypass

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	195	194	0
2	187	186	0
3	183	182	0
4	156	155	0
5	148	147	0
6	133	132	0
7	123	122	0
8	117	116	0
9	94	93	0
10	88	87	0
11	88	87	0
12	84	83	0
13	76	76	0
14	70	70	0
15	70	70	0
16	68	68	0
17	39	39	0
18	21	21	0
19	20	19	0
20	8	8	0
21	6	6	0
22	6	6	0
23	4	4	0
24	4	4	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	389	1	0	No	No	No	No	No	No	No	No	No	No
2	2	373	1	0	No	No	No	No	No	No	No	No	No	No
3	2	365	1	0	No	No	No	No	No	No	No	No	No	No
4	2	311	1	0	No	No	No	No	No	No	No	No	No	No
5	2	295	1	0	No	No	No	No	No	No	No	No	No	No
6	2	265	1	0	No	No	No	No	No	No	No	No	No	No
7	2	245	1	0	No	No	No	No	No	No	No	No	No	No
8	2	233	1	0	No	No	No	No	No	No	No	No	No	No
9	2	187	1	0	No	No	No	No	No	No	No	No	No	No
10	2	175	1	0	No	No	No	No	No	No	No	No	No	No
11	2	175	1	0	No	No	No	No	No	No	No	No	No	No
12	2	167	1	0	No	No	No	No	No	No	No	No	No	No
13	2	152	1	0	No	No	No	No	No	No	No	No	No	No
14	2	140	1	0	No	No	No	No	No	No	No	No	No	No
15	2	140	1	0	No	No	No	No	No	No	No	No	No	No
16	2	136	1	0	No	No	No	No	No	No	No	No	No	No
17	2	78	1	0	No	No	No	No	No	No	No	No	No	No
18	2	42	1	0	No	No	No	No	No	No	No	No	No	No
19	2	39	1	0	No	No	No	No	No	No	No	No	No	No
20	2	16	1	0	No	No	No	No	No	No	No	No	No	No
21	2	12	1	0	No	No	No	No	No	No	No	No	No	No
22	2	12	1	0	No	No	No	No	No	No	No	No	No	No
23	2	8	1	0	No	No	No	No	No	No	No	No	No	No
24	2	8	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	389
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection #3: Nash Rd / West St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	304	254	47	4
2	292	244	45	4
3	286	239	44	4
4	243	203	38	3
5	231	193	36	3
6	207	173	32	3
7	192	160	30	3
8	182	152	28	2
9	146	122	23	2
10	137	114	21	2
11	137	114	21	2
12	131	109	20	2
13	119	99	18	2
14	109	91	17	1
15	109	91	17	1
16	106	89	16	1
17	61	51	9	1
18	33	28	5	0
19	30	25	5	0
20	12	10	2	0
21	9	8	1	0
22	9	8	1	0
23	6	5	1	0
24	6	5	1	0

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	558	2	51	No	No	No	No	No	No	No	Yes	No	No
2	2	536	2	49	No	No	No	No	No	No	No	Yes	No	No
3	2	525	2	48	No	No	No	No	No	No	No	Yes	No	No
4	2	446	2	41	No	No	No	No	No	No	No	No	No	No
5	2	424	2	39	No	No	No	No	No	No	No	No	No	No
6	2	380	2	35	No	No	No	No	No	No	No	No	No	No
7	2	352	2	33	No	No	No	No	No	No	No	No	No	No
8	2	334	2	30	No	No	No	No	No	No	No	No	No	No
9	2	268	2	25	No	No	No	No	No	No	No	No	No	No
10	2	251	2	23	No	No	No	No	No	No	No	No	No	No
11	2	251	2	23	No	No	No	No	No	No	No	No	No	No
12	2	240	2	22	No	No	No	No	No	No	No	No	No	No
13	2	218	2	20	No	No	No	No	No	No	No	No	No	No
14	2	200	2	18	No	No	No	No	No	No	No	No	No	No
15	2	200	2	18	No	No	No	No	No	No	No	No	No	No
16	2	195	2	17	No	No	No	No	No	No	No	No	No	No
17	2	112	2	10	No	No	No	No	No	No	No	No	No	No
18	2	61	2	5	No	No	No	No	No	No	No	No	No	No
19	2	55	2	5	No	No	No	No	No	No	No	No	No	No
20	2	22	2	2	No	No	No	No	No	No	No	No	No	No
21	2	17	2	1	No	No	No	No	No	No	No	No	No	No
22	2	17	2	1	No	No	No	No	No	No	No	No	No	No
23	2	11	2	1	No	No	No	No	No	No	No	No	No	No
24	2	11	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

## Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.5	11.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:10	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	47	4
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	609	609
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection #4: New Intersection

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	312	277	52
2	300	266	50
3	293	260	49
4	250	222	42
5	237	211	40
6	212	188	35
7	197	175	33
8	187	166	31
9	150	133	25
10	140	125	23
11	140	125	23
12	134	119	22
13	122	108	20
14	112	100	19
15	112	100	19
16	109	97	18
17	62	55	10
18	34	30	6
19	31	28	5
20	12	11	2
21	9	8	2
22	9	8	2
23	6	6	1
24	6	6	1

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	589	1	52	No	No	No	No	No	No	No	Yes	No	No
2	3	566	1	50	No	No	No	No	No	No	No	Yes	No	No
3	3	553	1	49	No	No	No	No	No	No	No	Yes	No	No
4	3	472	1	42	No	No	No	No	No	No	No	No	No	No
5	3	448	1	40	No	No	No	No	No	No	No	No	No	No
6	3	400	1	35	No	No	No	No	No	No	No	No	No	No
7	3	372	1	33	No	No	No	No	No	No	No	No	No	No
8	3	353	1	31	No	No	No	No	No	No	No	No	No	No
9	3	283	1	25	No	No	No	No	No	No	No	No	No	No
10	3	265	1	23	No	No	No	No	No	No	No	No	No	No
11	3	265	1	23	No	No	No	No	No	No	No	No	No	No
12	3	253	1	22	No	No	No	No	No	No	No	No	No	No
13	3	230	1	20	No	No	No	No	No	No	No	No	No	No
14	3	212	1	19	No	No	No	No	No	No	No	No	No	No
15	3	212	1	19	No	No	No	No	No	No	No	No	No	No
16	3	206	1	18	No	No	No	No	No	No	No	No	No	No
17	3	117	1	10	No	No	No	No	No	No	No	No	No	No
18	3	64	1	6	No	No	No	No	No	No	No	No	No	No
19	3	59	1	5	No	No	No	No	No	No	No	No	No	No
20	3	23	1	2	No	No	No	No	No	No	No	No	No	No
21	3	17	1	2	No	No	No	No	No	No	No	No	No	No
22	3	17	1	2	No	No	No	No	No	No	No	No	No	No
23	3	12	1	1	No	No	No	No	No	No	No	No	No	No
24	3	12	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

## Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:12
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	52
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	641
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>