

PROJECT REPORT

TO: ENVIRONMENTAL EVALUATION
COMMITTEE

AGENDA DATE: January 13, 2022

FROM: PLANNING & DEVELOPMENT SERVICES

AGENDA TIME 1:30 PM/ No. x

CUP #19-0014
PROJECT TYPE: Xpress Enterprises, LLC SUPERVISOR DISTRICT #5

LOCATION: 486 E. Chick Rd. APN: 054-080-038-000

El Centro, CA PARCEL SIZE: +/- 30.56 Acres

GENERAL PLAN (existing) Agriculture GENERAL PLAN (proposed) N/A

ZONE (existing) M-1 (Light Industrial) ZONE (proposed) N/A

GENERAL PLAN FINDINGS CONSISTENT INCONSISTENT MAY BE/FINDINGS

PLANNING COMMISSION DECISION: HEARING DATE: _____

APPROVED DENIED OTHER

PLANNING DIRECTORS DECISION: HEARING DATE: _____

APPROVED DENIED OTHER

ENVIRONMENTAL EVALUATION COMMITTEE DECISION: HEARING DATE: 01/13/2022

INITIAL STUDY: #19-0016

NEGATIVE DECLARATION MITIGATED NEG. DECLARATION EIR

DEPARTMENTAL REPORTS / APPROVALS:

PUBLIC WORKS	<input type="checkbox"/>	NONE	<input checked="" type="checkbox"/>	ATTACHED
AG	<input type="checkbox"/>	NONE	<input checked="" type="checkbox"/>	ATTACHED
APCD	<input type="checkbox"/>	NONE	<input checked="" type="checkbox"/>	ATTACHED
E.H.S.	<input type="checkbox"/>	NONE	<input checked="" type="checkbox"/>	ATTACHED
FIRE / OES	<input type="checkbox"/>	NONE	<input checked="" type="checkbox"/>	ATTACHED
SHERIFF.	<input type="checkbox"/>	NONE	<input type="checkbox"/>	ATTACHED
OTHER	<input checked="" type="checkbox"/>	NONE		

IID, Fort Yuma Quechan Indian Tribe, Caltrans

REQUESTED ACTION:

(See Attached)

Planning & Development Services
801 MAIN ST., EL CENTRO, CA 92243 442-265-1736
(Jim Minnick, Director)

S:\AllUsers\APN\054\080\038\CUP19-0014\EEC\CUP19-0014 EEC PROJREP.docx

- NEGATIVE DECLARATION**
 MITIGATED NEGATIVE DECLARATION

*Initial Study & Environmental Analysis
For:*

**Conditional Use Permit #19-0014
Initial Study #19-0016
Xpress Enterprises LLC.**



Prepared By:

COUNTY OF IMPERIAL
Planning & Development Services Department
801 Main Street
El Centro, CA 92243
(442) 265-1736
www.icpds.com

January 2022

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SECTION 1 INTRODUCTION

A. PURPOSE

This document is a policy-level, project level Initial Study for evaluation of potential environmental impacts resulting with the proposed Conditional Use Permit #19-0014, where the intent of the project is to operate two trucking terminal businesses (McKinney Trailer Rentals and Abba International Transportation) from the property. (Refer to Exhibit "A" & "B").

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS AND THE IMPERIAL COUNTY'S GUIDELINES FOR IMPLEMENTING CEQA

As defined by Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines and Section 7 of the County's "CEQA Regulations Guidelines for the Implementation of CEQA, as amended", an **Initial Study** is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation and clearance for any proposed project.

According to Section 15065, an **EIR** is deemed appropriate for a particular proposal if the following conditions occur:

- The proposal has the potential to substantially degrade quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects that are individually limited but cumulatively considerable.
- The proposal could cause direct or indirect adverse effects on human beings.

According to Section 15070(a), a **Negative Declaration** is deemed appropriate if the proposal would not result in any significant effect on the environment.

According to Section 15070(b), a **Mitigated Negative Declaration** is deemed appropriate if it is determined that though a proposal could result in a significant effect, mitigation measures are available to reduce these significant effects to insignificant levels.

This Initial Study has determined that the proposed applications will not result in any potentially significant environmental impacts and therefore, a Negative Declaration is deemed as the appropriate document to provide necessary environmental evaluations and clearance as identified hereinafter.

This Initial Study and Negative Declaration are prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.); Section 15070 of the State & County of Imperial's Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.); applicable requirements of the County of Imperial; and the regulations, requirements, and procedures of any other responsible public agency or an agency with jurisdiction by law.

Pursuant to the County of Imperial Guidelines for Implementing CEQA, depending on the project scope, the County

of Imperial Board of Supervisors, Planning Commission and/or Planning Director is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for approving the necessary environmental clearances and analyses for any project in the County.

C. INTENDED USES OF INITIAL STUDY AND NEGATIVE DECLARATION

This Initial Study and Negative Declaration are informational documents which are intended to inform County of Imperial decision makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed applications. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The Initial Study and Negative Declaration, prepared for the project will be circulated for a period of 20 days (*30-days if submitted to the State Clearinghouse for a project of area-wide significance*) for public and agency review and comments. At the conclusion, if comments are received, the County Planning & Development Services Department will prepare a document entitled "Responses to Comments" which will be forwarded to any commenting entity and be made part of the record within 10-days of any project consideration.

D. CONTENTS OF INITIAL STUDY & NEGATIVE DECLARATION

This Initial Study is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed applications.

SECTION 1

I. INTRODUCTION presents an introduction to the entire report. This section discusses the environmental process, scope of environmental review, and incorporation by reference documents.

SECTION 2

II. ENVIRONMENTAL CHECKLIST FORM contains the County's Environmental Checklist Form. The checklist form presents results of the environmental evaluation for the proposed applications and those issue areas that would have either a significant impact, potentially significant impact, or no impact.

PROJECT SUMMARY, LOCATION AND ENVIRONMENTAL SETTINGS describes the proposed project entitlements and required applications. A description of discretionary approvals and permits required for project implementation is also included. It also identifies the location of the project and a general description of the surrounding environmental settings.

ENVIRONMENTAL ANALYSIS evaluates each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis as necessary. As appropriate, each response discussion describes and identifies specific impacts anticipated with project implementation.

SECTION 3

III. MANDATORY FINDINGS presents Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

IV. PERSONS AND ORGANIZATIONS CONSULTED identifies those persons consulted and involved in preparation of this Initial Study and Negative Declaration.

V. REFERENCES lists bibliographical materials used in preparation of this document.

VI. NEGATIVE DECLARATION – COUNTY OF IMPERIAL

VII. FINDINGS

SECTION 4

VIII. RESPONSE TO COMMENTS (IF ANY)

IX. MITIGATION MONITORING & REPORTING PROGRAM (MMRP) (IF ANY)

E. SCOPE OF ENVIRONMENTAL ANALYSIS

For evaluation of environmental impacts, each question from the Environmental Checklist Form is summarized and responses are provided according to the analysis undertaken as part of the Initial Study. Impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, including:

1. **No Impact:** A "No Impact" response is adequately supported if the impact simply does not apply to the proposed applications.
2. **Less Than Significant Impact:** The proposed applications will have the potential to impact the environment. These impacts, however, will be less than significant; no additional analysis is required.
3. **Less Than Significant With Mitigation Incorporated:** This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact".
4. **Potentially Significant Impact:** The proposed applications could have impacts that are considered significant. Additional analyses and possibly an EIR could be required to identify mitigation measures that could reduce these impacts to less than significant levels.

F. POLICY-LEVEL or PROJECT LEVEL ENVIRONMENTAL ANALYSIS

This Initial Study and Negative Declaration will be conducted under a policy-level, project level analysis. Regarding mitigation measures, it is not the intent of this document to "overlap" or restate conditions of approval that are commonly established for future known projects or the proposed applications. Additionally, those other standard requirements and regulations that any development must comply with, that are outside the County's jurisdiction, are also not considered mitigation measures and therefore, will not be identified in this document.

G. TIERED DOCUMENTS AND INCORPORATION BY REFERENCE

Information, findings, and conclusions contained in this document are based on incorporation by reference of tiered documentation, which are discussed in the following section.

1. Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

Tiering also allows this document to comply with Section 15152(b) of the CEQA Guidelines, which discourages redundant analyses, as follows:

"Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration."

Further, Section 15152(d) of the CEQA Guidelines states:

"Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

- (1) Were not examined as significant effects on the environment in the prior EIR; or
- (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means."

2. Incorporation By Reference

Incorporation by reference is a procedure for reducing the size of EIRs/MND and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]). This document incorporates by reference appropriate information from the "Final Environmental Impact Report and Environmental Assessment for the "County of Imperial General Plan EIR" prepared by Brian F. Mooney Associates in 1993 and updates.

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150[a]). The General Plan EIR and updates are available, along with this document, at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 Ph. (760) 482-4236.
- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). These documents are available at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 Ph. (760) 482-4236.

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- These documents must summarize the portion of the document being incorporated by reference or briefly describe information that cannot be summarized. Furthermore, these documents must describe the relationship between the incorporated information and the analysis in the tiered documents (CEQA Guidelines Section 15150[c]). As discussed above, the tiered EIRs address the entire project site and provide background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.
 - These documents must include the State identification number of the incorporated documents (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the County of Imperial General Plan EIR is SCH #93011023.
 - The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]). This has been previously discussed in this document.

II. *Environmental Checklist*

1. **Project Title:** Conditional Use Permit #19-0014 for Xpress Enterprises LLC / Initial Study #19-0016
2. **Lead Agency:** Imperial County Planning & Development Services Department
3. **Contact person and phone number:** Mariela Moran, Planner III, (442) 265-1736, ext. 1747
4. **Address:** 801 Main Street, El Centro CA, 92243
5. **E-mail:** marielamorán@co.imperial.ca.us
6. **Project location:** The project site is located at 486 E. Chick Road, El Centro. The parcel is identified as Assessor's Parcel Number (APN) 054-080-038-000 and is legally described as being a Tract 122, Section 11, Township 16 South, Range 14 East, S.B.B.M and, in an unincorporated area of the County of Imperial.
7. **Project sponsor's name and address:** Lorena Guillen, 6903 Cactus Court, San Diego CA 92154
8. **General Plan designation:** Agriculture
9. **Zoning:** M-1 (Light Industrial)
10. **Description of project:** The applicant, Lorena Guillen, proposes to operate two trucking terminal businesses (McKinney Trailer Rentals and Abba International Transportation) from the property. They also are proposing to develop 300 new parking spaces and add a new guard shack. The proposed project would include the development of a 20-acre portion of the 30.56 acres; it is anticipated that the project would be developed in three phases of construction.
11. **Surrounding land uses and setting:** The project site is bounded on all sides by agricultural fields zoned A-2 and A-3 and with an AM-1 zoned property located just west of the project site. The project site is located 0.40 miles west of Highway 111 and 0.42 miles south of Interstate 8.
12. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement.): Planning Commission.
13. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**
Native American Heritage Commission (NAHC), Quechan Indian Tribe and Torres-Martinez Indian Tribe were contacted and invited to participate in the Request for Review and Comments as part of the Initial Study review process. An AB52 letter was also sent out to the Quechan Indian Tribe for a 30 day consultation period for review and comment. No other comments were received.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code, Section 21080.3.2). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code, Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code, Section 21082.3 (c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

ENVIRONMENTAL EVALUATION COMMITTEE (EEC) DETERMINATION

After Review of the Initial Study, the Environmental Evaluation Committee has:

Found that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

Found 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.

Found that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Found that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Found that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE DE MINIMIS IMPACT FINDING: Yes No

<u>EEC VOTES</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
PUBLIC WORKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENVIRONMENTAL HEALTH SVCS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OFFICE EMERGENCY SERVICES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
APCD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHERIFF DEPARTMENT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ICPDS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

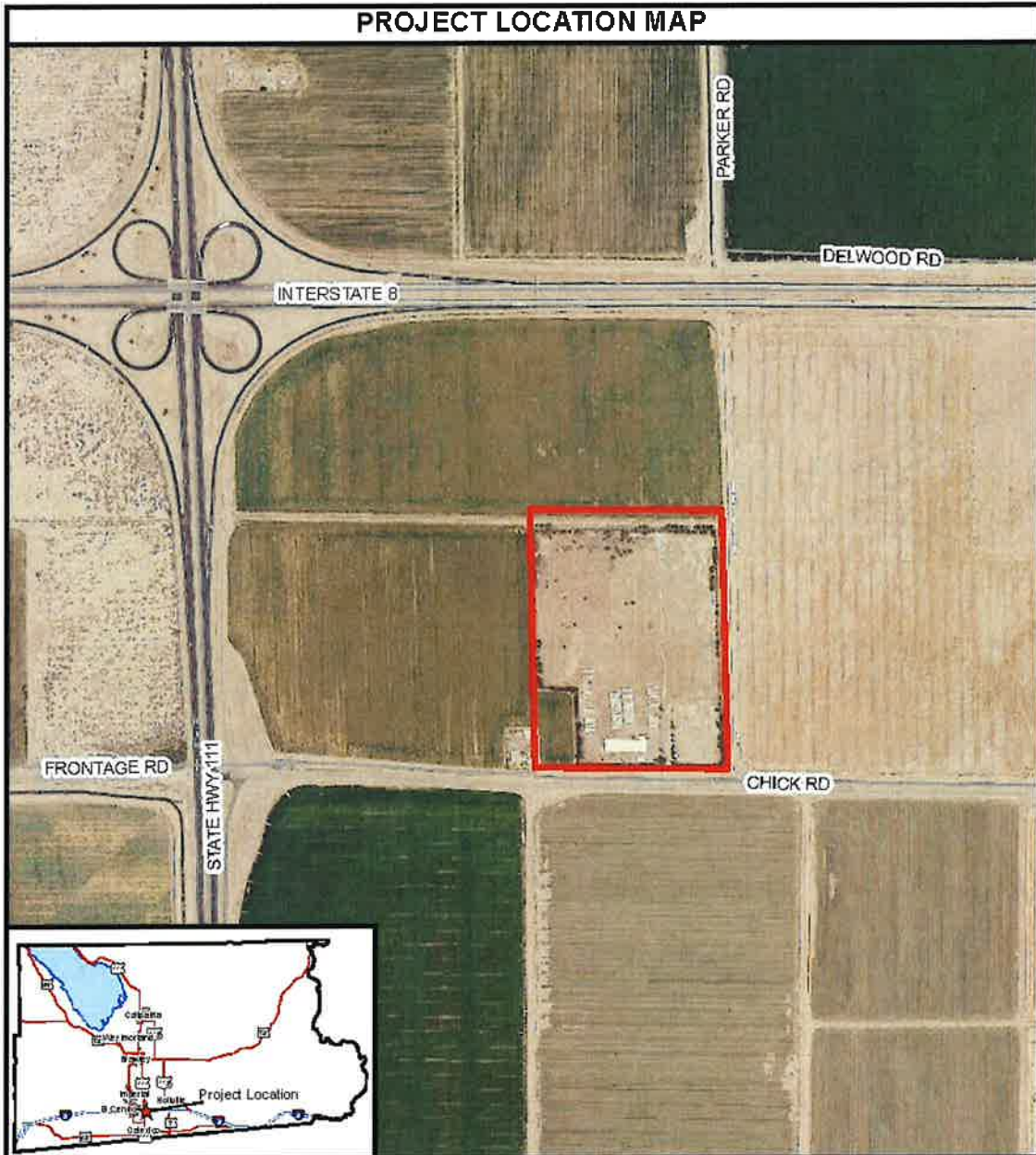
Jim Minnick, Director of Planning/EEC Chairman

Date:

PROJECT SUMMARY

- A. **Project Location:** The project site is located at 486 E. Chick Road, El Centro CA. The parcel is identified as Assessor's Parcel Number (APN) 054-080-038-000 and is legally described as being a Portion of Tract 122, Section 11, Township 16 South, Range 14 East, S.B.B.M and, in an unincorporated area of the County of Imperial.
- B. **Project Summary:** The applicant, Lorena Guillen, proposes to operate two trucking terminal businesses (McKinney Trailer Rentals and Abba International Transportation) from the property. They also are proposing to develop 300 new parking spaces and add a new guard shack. The proposed project would include the development of a 20-acre portion of the 30.56 acres; it is anticipated that the project would be developed in three phases.
- C. **Environmental Setting:** The existing land uses surrounding the project site consist primarily of agricultural fields zoned A-2 and A-3 on all sides and with an AM-1 zoned property located just west of the project site. The project site is located 0.40 miles west of Highway 111 and 0.42 miles south of Interstate 8. The property itself is currently being used as a trucking business (McKinney) on the southern portion of the property; the northern half of the property is vacant dirt land.
- D. **Analysis:** The project site is designated Agriculture under the Land Use Element of the Imperial County General Plan. The site is zoned "M-1" (Light Industrial) per Zoning Map #15 under Title 9 Land Use Ordinance. The proposed conditional use permit would be to operate 2 trucking terminal businesses that meets Imperial County Title 9 Ordinance, Chapter 15, Section 90515.02 (zz), which allows for a trucking services and terminals; trucking firms with a conditional use permit.
- E. **General Plan Consistency:** As previously mentioned, the project application is found to be consistent with the Imperial County General Plan.

Exhibit "A" Vicinity Map

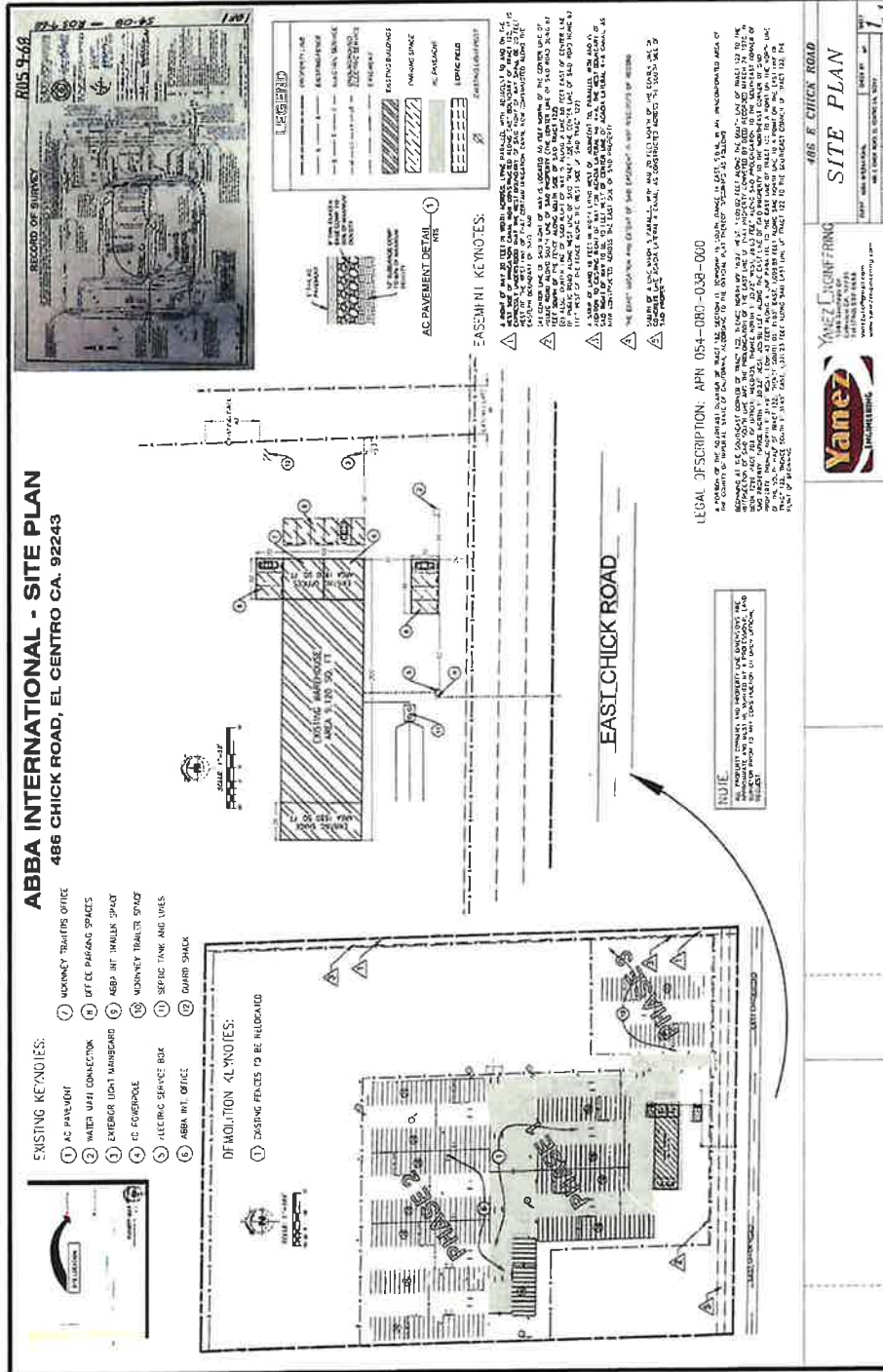


XPRESS ENTERPRISES, LLC
CUP #19-0014
APN #054-080-038-000

 Project Location
 Centerline



Exhibit "B" Site Plan



EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

- a) Have a substantial adverse effect on a scenic vista or scenic highway?

a) According to the Imperial County General Plan Figure 9, Circulation and Scenic Highways Element¹, the project site is not located on or near the scenic vista or scenic highway. Accordingly, implementation of the proposed project would not have an adverse effect on the scenic vista as there is already is an existing non-conforming tucking terminal operating from the project site and therefore no impacts are expected.
- b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

b) There are no scenic resources such as trees, rock outcroppings or historic buildings surrounding the project site; therefore, no impacts are expected.
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surrounding? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

c) The proposed project will not further degrade the existing visual character or quality of public views of the site and its surrounding. Staff research shows that a non-conforming use (trucking terminal) has been operating from the project site for at least 17 years. The project will also not conflict with applicable zoning and other regulations governing scenic quality; therefore, less than significant impacts are expected.
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

d) The proposed project would create an additional source of light or glare for security purposes; however, the additional lighting would not adversely affect day or nighttime views in the area. Therefore, less than significant impacts are expected.

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

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

a) According to the California Department of Conservation Farmland Mapping and Monitoring Program (2016)², the project site's Farmland Type is designated as "Other Land" which is land that is not included in any other mapping category. Therefore, no impacts are expected.
- b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

b) The project site is not under the Williamson Act contract; therefore no impacts are expected.
- 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

¹ [http://www.icpds.com/CMS/Media/Circulation-Scenic-Highway-Element-\(2008\).pdf](http://www.icpds.com/CMS/Media/Circulation-Scenic-Highway-Element-(2008).pdf). Page 13

² <https://maps.conservation.ca.gov/DLRP/CIFF/>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? c) The proposed project is located within existing farmland and will not conflict with existing zoning or cause rezoning of forest land, timberland or timberland zoned Timberland Production. Therefore, no impacts are expected.				
d) Result in the loss of forest land or conversion of forest land to non-forest use? d) As previously stated, the proposed project is located within existing farmland and will not result in the loss of forest land or conversion of forest land to non-forest use; therefore, no impacts would occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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? e) The proposed project will not convert existing farmland to non-agricultural use or convert forest land to non-forest use as the site would be considered existing built up land. Therefore, no impacts are expected to occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. **AIR QUALITY**

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

a) Conflict with or obstruct implementation of the applicable air quality plan? a) The proposed project includes an asphaltic concrete paved parking area and does not seem to conflict or obstruct implementation of the applicable air quality plan. Upon review of the Preliminary Air Quality Analysis, the Air District has no additional comments other than requesting a copy of the Draft CUP prior to recording; therefore, less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? b) The proposed project is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutants concentrations? c) The proposed project does not seem to expose sensitive receptors to substantial pollutants concentrations; less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)? d) The proposed project is a remote location and it is not expected to result in other emissions, such as those leading to odors adversely affecting a substantial number of people. Less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. **BIOLOGICAL RESOURCES** *Would the project:*

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? a) The proposed project site is not located within a designated sensitive habitat nor an agency-designated habitat area, but is within the "Burrowing Owl Species Distribution Model" according to the Imperial County General Plan's Conservation and Open Space Element, Figure 2³. The proposed project is not expected to have adverse impact on any species or their habitats; therefore, less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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³ <http://www.icpds.com/CMS/Media/Conservation-&-Open-Space-Element-2016.pdf>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p> <p>b) According to the Imperial County General Plan's Conservation and Open Space Element, the project site is not located within a sensitive or riparian habitat, nor within a sensitive natural community. Less than significant impacts are expected to occur regarding adverse effects on the above habitats.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p> <p>c) The proposed project will not have a substantial adverse effect on state or federally protected wetlands as the project site is not located near a protected wetland. Less than significant impacts are expected.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d) Interfere substantially with the movement of any 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?</p> <p>d) The project site is not located on or near a body of water and no fish or wildlife species would be affected by the proposed project. In addition, it would not impede the use of native wildlife nursery sites since there are none immediately surrounding the project site; therefore, no impacts are expected.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Conflict with any local policies or ordinance protecting biological resource, such as a tree preservation policy or ordinance?</p> <p>e) The proposed project does not conflict with any local policies or ordinances protecting biological resources. Therefore, less than significant impacts are expected.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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?</p> <p>f) Imperial County does not have a Habitat Conservation Plan (HCP). Thus, with regards to the HCP, no impacts would occur. Some lands in the County under the jurisdiction of the Bureau of Land Management (BLM) are covered by the California Desert Conservation Area (CDCA) Plan which includes Areas of Critical Environmental Concern (ACEC). The project site is not within or immediately adjacent to an ACEC of the CDCA. Therefore, less than significant impacts would occur.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

V. **CULTURAL RESOURCES** *Would the project:*

<p>a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</p> <p>a) As depicted on Imperial County's General Plan Figure 6, <i>Conservation and Open Space Element</i>, the project site was not identified as containing a historic resource. Accordingly, the project would not appear to impact a historical resource as defined by CEQA. Less than significant impacts are anticipated.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</p> <p>b) The project site is not located within an archeological site of significance as shown in the Conservation and Open Space Element. Less than significant impacts are anticipated.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Disturb any human remains, including those interred outside of dedicated cemeteries?</p> <p>c) There are no known cemeteries on or surrounding the project site. The project site is not known to have been a formal or informal cemetery. Therefore, the proposed project is not expected to disturb any human remains and less than significant impacts are anticipated.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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VI. **ENERGY** *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
a) The proposed project is not expected to result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Applicant will be required to comply with IID requirements per comment letter dated September 26, 2019. However, less than significant impacts are expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
(b) The proposed project is not expected to conflict with or obstruct state or local plan for renewable energy or energy efficiency. Less than significant impacts are expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

VII. **GEOLOGY AND SOILS** *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving:
a) The proposed project does not appear to directly or indirectly cause potential adverse effects, including risk of loss, injury, or death; therefore, less than significant impacts are expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 1) 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?
1) The proposed project is not located within a known fault zone. Less than significant impacts are anticipated. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2) Strong Seismic ground shaking?
2) Ground shaking is expected to occur being that the project site is located in the seismically active Imperial Valley, with numerous mapped faults of the San Andreas Fault System traversing the region. No new structures are proposed as part of the project; therefore less than significant impacts are anticipated. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3) Seismic-related ground failure, including liquefaction and seiche/tsunami?
3) The project site does not appear to be located on geological units or soil that is unstable or that would become unstable as a result of seismic activities, including liquefaction and seiche/ tsunami. Less than significant impacts are anticipated. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4) Landslides?
4) According to the Imperial County General Plan Landslide Activity Map, Figure 2⁴, Seismic and Public Safety Element, the project site does not lie within a landslide activity area and therefore, no impacts are anticipated. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil?
b) The proposed project would be subject to a grading permit to be reviewed and approved by Imperial County Public Works Department per comment letter dated September 29, 2020: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Developer shall furnish a Drainage and Grading Plan to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. Said plan shall be completed per the Engineering Design Guidelines Manual for the Preparation and Checking of Street Improvement, Drainage, and Grading Plans within Imperial County. The Drainage and Grading Plan shall be submitted to this department for review and approval. The developer shall implement the approved plan. Employment of the appropriate Best Management Practices (BMP's) shall be included. It is expected that such compliance would bring impacts to less than significant levels.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

⁴ <http://www.icpds.com/CMS/Media/Seismic-and-Public-Safety-Element.pdf>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse? c) The project site is not known to be located on unstable geological units and/or soil, and the conditions for lateral spreading, subsidence, liquefaction and collapse are not present; therefore, less than significant impacts are expected.				
d) Be located on expansive soil, as defined in the latest Uniform Building Code, creating substantial direct or indirect risk to life or property? d) The proposed project site would be subject to a grading permit as mentioned above under item b), the grading permit would need to be in compliance with the latest California Building Code edition; therefore, such compliance is expected to bring any impacts to less than significant levels.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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? e) No additional septic tanks or other alternative waste water disposal systems are being proposed as part of the application. Less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? f) The proposed project does not appear to directly or indirectly destroy any unique paleontological resources. Less than significant impacts are anticipated.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. **GREENHOUSE GAS EMISSION** *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
a) The proposed project is not expected to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts are considered less than significant. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan or policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
b) The proposed project is not expected to conflict with an applicable plan or policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; therefore, less than significant impacts are expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IX. **HAZARDS AND HAZARDOUS MATERIALS** *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
a) Per Imperial County Fire Department comment letter dated September 19, 2019, a Hazardous Waste Material Plan shall be submitted to Certified Unified Program Agency (CUPA) for their review and approval. All hazardous materials shall be handled, store, and disposed as per the approved Hazardous Waste Materials Plan. All spills shall be documented and reported to Imperial County Fire Department and CUPA as required by the Hazardous Waste Material Plan. All storage and handling of flammable and combustible liquids shall be in accordance with the California Fire Code and all federal, state, and local regulations, codes, and ordinances. Compliance with CUPA and Fire Department requirements would bring impacts to less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
b) As per item a) above, the proposed project shall comply with CUPA and Imperial County Fire Department requirements, such compliance is expected to bring any impacts to less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? c) The proposed project is not located within on-quarter miles of an existing or proposed school; therefore, less than significant impacts are anticipated.				
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? d) Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) the DTSC EnviroStor Database⁵ to compile and update a list of hazardous waste and substances sites. After review, it was found that the project site was not located under a listed hazardous and substances site; therefore, less than significant impacts are anticipated.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 or excessive noise for people residing or working in the project area? e) The project site is not located within a runway protected zone or approach/departure zone of a local airport. There are no nearby public airports as shown in the Airport Land Use Compatibility Plan (Figure 1A)⁶. No Impacts are anticipated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? f) The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? g) The proposed project is not expected to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires as the project needs to comply with Imperial County Fire Department requirements; therefore, impacts are considered less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

X. **HYDROLOGY AND WATER QUALITY** *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
a) The proposed project does not appear to cause violations on any water standards nor on wastewater discharge requirements. Therefore, less than significant impacts are anticipated. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
b) The existing operation on the parcel currently receives IID water, the new operation configuration will maintain the State of California Safe Drinking Water Act Guidelines as well and would not require the usage of groundwater or would interfere substantially with groundwater recharge. There are no known water wells within the project site; therefore, less than significant impacts are anticipated. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 or through the addition of impervious surfaces, in a manner which would:
(i) result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

⁵ EnviroStor Database <http://www.envirostor.dtsc.ca.gov/public/>

⁶ <http://www.icpds.com/CMS/Media/Airport-Locations.pdf>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
(i) The proposed project will not alter the environment or any existing drainage patterns on site, however, any Grading Permits will have to be reviewed by Imperial County Public Works. Any alteration to drainage patterns will not alter any existing nearby streams or rivers that would result in substantial erosion or siltation on or off-site. According to the Imperial County General Plan Erosion Activity Map, Figure 2, Seismic and Public Safety Element, the area is designated low activity. Therefore, less than significant impacts are anticipated.				
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) The proposed project will be subject to a grading permit to be reviewed by Imperial County Public Works, therefore, it is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Less than significant impacts are expected.				
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Per Imperial Irrigation District (IID) comment letter dated September 16, 2019, to insure that there are no impacts to IID water facilities, the project's design, grading/drainage and fencing plans should be submitted along with a copy of the project's Storm Water Pollution Prevention Plan to IID Water Department Engineering Services prior to finalization. Compliance with IID requirements is expected to bring impacts to less than significant levels.				
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) The project site is located on Zone X, which is "Area of Minimal Flood Hazard" under FEMA Flood Map 06025C1400C; therefore, less than significant impacts are expected.				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) According to the California Emergency Management Agency and the Department of Conservation ⁷ , the project site is not located within a Tsunami Inundation Area for Emergency Planning; therefore, no impacts are expected.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) As mentioned above under item (iii), the proposed project would need to comply with IID requirements and be subject to a Grading Permit, such compliance is expected to bring impacts to less than significant levels related to groundwater management.				

XI. **LAND USE AND PLANNING** *Would the project:*

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) The project site would not isolate any established communities. The proposed project site is surrounded by agricultural land and therefore, no impacts can be expected. | | | | |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) The proposed project would not conflict with the County's General Plan or Land Use Ordinance and meets the requirements for a permitted use with a conditional use permit. Also, in accordance with the Imperial County General Plan-Conservation and Open Space Element, Figure 1- Sensitive Habitats, the proposed project site is not located within a habitat conservation plan or natural community conservation plan area. Less than significant impacts are anticipated. | | | | |

XII. **MINERAL RESOURCES** *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

⁷ Department of Conservation Tsunami Inundation Maps <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=tsunami>

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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state?

a) In accordance with the California Department of Conservation- Mineral Land Classification Map⁸, the project site in not located within an area known to be underlain by regionally important mineral resources or within an area that has the potential to be underlain by regionally mineral resources. Accordingly, implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region of the residents of the State of California. Less than significant impacts are anticipated.

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?

b) In accordance with the Imperial County General Plan- Conservation and Open Space Element- Figure 8- Existing Mineral Resources, the project site in not located within an area known to be underlain by regionally important mineral resources or within an area that has the potential to be underlain by regionally mineral resources. Accordingly, implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on the local general plan, specific plan or other land use plans. Less than significant impacts are anticipated.

XIII. **NOISE** *Would the project result in:*

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

a) The proposed project is zoned industrial and it is adjacent to agricultural fields, the Imperial County General Plan's Noise Element table 8 "Noise Compatibility Criteria" establish a 60-65 CNEL as an acceptable noise label light industrial uses.

The proposed project includes the grading and construction of 300 truck parking spaces and converting approximately 900 square feet (sf) of the existing building for office space. Construction equipment operation shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, and 9 a.m. to 5 p.m. Saturday. No commercial construction operations are permitted on Sunday or holidays. Per the I. C. General Plan's Noise Element, construction noise, from a single piece of equipment or a combination of equipment, shall not exceed 75 dB Leq, when averaged over an eight (8) hour period, and measured at the nearest sensitive receptor. This standard assumes a construction period, relative to an individual sensitive receptor of days or weeks. In cases of extended length construction times, the standard may be tightened so as not to exceed 75 dB Leq when averaged over a one (1) hour period. Applicant shall comply with the standards set on the I. C. Noise Element, such compliance would ensure that impacts are less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

b) Substantial groundborne vibration or groundborne noise levels are typically generated by construction activities that include include deep excavation and pile driving, however no deep excavation or pile driving are anticipated. Groundborne vibration may be generated during grading activities but is not expected that to be excessive. As previously stated, grading activities will be subject to the Imperial County Noise Element. Impacts are considered less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

c) The project site is not located within a runway protected zone or approach/departure zone of a local airport. There are no nearby public airports as shown in the Airport Land Use Compatibility Plan (Figure 1A). No impacts are anticipated.

XIV. **POPULATION AND HOUSING** *Would the project:*

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

a) The proposed project does not include any residential projects nor any physical changes to the agricultural land.

⁸ <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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Therefore, no impacts are expected.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

b) Implementation of the project would not displace substantial numbers of existing housing and would not necessitate the construction of replacement housing elsewhere. No impacts are anticipated.

XV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) The proposed project will not result in any adverse physical impacts associated with any new or altered governmental facilities or require the need for new or altered governmental facilities. Impacts are expected to be less than significant.

- 1) Fire Protection?

1) Imperial County Planning Department Fire Department Comment letter dated September 19, 2019 and email dated November 21, 2019 stated the following comments/ and or requirements:

- An approved water supply capable of supplying the required amount determined by Imperial County Fire Department fire code official. Storage of water and connections shall be in accordance with the California Fire Code and Imperial County Fire Department Rural Water Requirements for Firefighting.

- Fire department access roads shall be a width of a least 20 feet and all weather surface capable of supporting fire apparatus. Fire department access roads will be provided with approved turn around approved by Imperial County Fire Department. Gates will be in accordance with the current adapted fire code and the facility will maintain a Knox Box/lock for access on site.

- Compliance with all required sections of the fire code.

- Any modification of the entrance shall require Imperial County Fire Department review before any modification are conducted.

- 2) Police Protection?

2) The County Sheriff's office provides police protection to the area. No impacts are anticipated due to the proposed project.

- 3) Schools?

3) The proposed project is not expected to directly or indirectly draw a substantial number of new residents to the region that would generate school-aged students requiring public education. As the project would not cause or contribute a need to construct new or physically altered public school facilities, no impacts are anticipated.

- 4) Parks?

4) The proposed project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the proposed project would not adversely affect any park facility and no impacts would be anticipated.

- 5) Other Public Facilities?

5) The proposed project is not expected to result in a demand for other public facilities services. As such, implementation of the proposed project would not adversely affect other public facilities or require the construction of new or modified public facilities. Less than significant impacts are anticipated.

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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XVI. RECREATION

- a) Would the project increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- a) The proposed project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Therefore, no impacts are anticipated.**
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?
- b) The proposed project does not propose to construct any new on or off-site recreational facilities. Additionally, the project would not expand any existing on or off-site recreational facilities. Thus, environmental effects related to the construction or expansion of recreational facilities would not occur with implementation of the proposed project. Therefore, no impacts are anticipated.**

XVII. TRANSPORTATION *Would the project:*

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- a) Applicant shall comply with Imperial County Public Works Department comment letter dated September 29, 2020, in order to bring any impact to less than significant level:**
- **Chick Road is classified as Major Collector - Collector, four (4) lanes, requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline. It is required that sufficient right of way be provided to meet this road classification. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).**
 - **Land use patterns disclose that the Southwest portion of the property does not have legal or physical access. The Southwest portion of the property appears to be combined with adjoining property for fanning activity and is only accessible by crossing the land of the adjoining property. To protect a future purchaser from liability, legal and physical access shall be provided to the Southwest portion of the property.**
 - **A legal description for the dedication of right-of-way shall be submitted to this department with an application for a legal description review (LOR). The LOR application must be accompanied by a graphic exhibit, deed, and current preliminary title report. The graphic exhibit shall show relationship between the physical centerline of Chick Road and adjacent property line.**
 - **The dedicated right-of-way shall be monumented with permanent and durable monuments by a person authorized to practice land surveying and shall bear their certificate number.**
 - **Per Section 12.10.020 - Street Improvement Requirements of Imperial County Ordinance:**
 - a. **Street improvements shall be required in conjunction with, but not limited to, any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any county street or on property utilizing any county street for ingress and egress. Street improvements shall include but not be limited to streets, curbs, gutters, driveways, sidewalks, and asphalt paving between the curb and gutter and edge of existing paved road.**
 - b. **For the purpose of establishing proper standards, specification and directions for design and construction of any road, or other land division improvements required to be constructed in the unincorporated territory of Imperial County, the document entitled "Engineering Design Guidelines Manual for the Preparation and checking of Street Improvement, Drainage, and Grading Plans within Imperial County" revision dated September 15, 2008, is hereby adopted and made a part of this division by reference, three copies of which are on file in the office of the clerk of the board of supervisors and for use and examination by the public. Copies of the manual can also be found at the Imperial County Department of Public Works.**

- **Primary access driveway along Chick Road shall be constructed of asphalt concrete pavement per County of Imperial Department of Public Works Engineering Design Guidelines Manual - Detail of Commercial Driveway to Connection Rural Road Connection-Dwg. No. 410B.**
- **All on-site traffic areas shall be asphalt pavement as required by this department.**
- **An encroachment permit shall be secured from this department for any construction and/or construction related activities within County Right-of-Way. Activities to be covered under an encroachment permit shall include the installation of, but not be limited to, stabilized construction entrances, driveways, road improvements, temporary traffic control devices, etc.**
- **Prior to the issuance grading and building permits, a stabilized construction entrance shall be installed under an encroachment permit from this department.**
- **Prior to the issuance of any grading and/or building permits, the Developer shall be procure an encroachment permit from this department for any off-site improvements required for this project.**
- **Prior to closure of any grading and building permits and/or issuance of certificate of occupancy, the Developer shall be repair any damage caused to County Roads during construction and maintain such roads in safe conditions as determined by the Imperial County Road Commissioner. Said road repairs shall be completed under an encroachment permit from this department.**
- **Developer shall furnish a Traffic Study per the County of Imperial Department of Public Works Traffic Study and Report Policy. The Traffic Study shall analyze project impacts to County roads, including but not limited to, level of service, intersection delays, traffic delays at site access point (need for tum lanes), etc. The Traffic Study shall be submitted to this department review and approval. The Traffic Study shall include exiting traffic counts (obtained within a year of the preparation of the study) along roads between origin and destination routes. Any measures identified on the Traffic Study shall be approved by this department and become part of these Conditions of Approval.**
- **Developer will be responsible for any impact measures identified on the Traffic Study, including but not limited to, road improvements, intersection improvements, right/left tum lanes for site access, fair share costs, etc.**

Per ABBA International Traffic Study dated October 2021, findings of the proposed project include:

- **The Project will construct an eastbound left-turn lane and a westbound right-turn lane at the Project driveway.**
- **The Project will install signs along Chick Road, Yourman Road, and McCabe Road as detailed in the approved Truck Route and Crossing plans.**

It is expected that compliance with Imperial County Public Works requirements and Traffic Study findings would bring impacts to less than significant levels.

- b) Would the project conflict or be inconsistent with the CEQA Guidelines section 15064.3, subdivision (b)?

b) According to ABBA International Traffic Study dated October 2021, all intersections, roadway segments, and the project driveway in the study area are expected to operate at an acceptable LOS B or better under all scenarios. Therefore, impacts are considered less than significant.

- c) Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

c) As stated above under item a), per ABBA International Traffic Study, due to turn restrictions at the SR-111 & Chick Road intersection, there would be some out-of-directions travel. Therefore, Truck drivers will be notified with signs installed along Chick Road, McCabe Road and Yourman Road for the designated truck route, signs would also warn motorist of trucks crossing at MacCabe Road, signs will be installed as detailed in the approved Truck Route and Crossing plans. It is expected that implementation of such measures as Conditions of Approval would bring impacts to less than significant levels.

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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- d) Result in inadequate emergency access?
- d) Per Imperial County Public Works Department comment letter dated September 29, 2020, a Secondary Emergency Access Driveway shall be constructed for the project site. Said driveway shall be constructed of asphalt concrete pavement. It is expected that compliance with I. C. Public Works would bring impacts to less than significant levels.**

XVIII. TRIBAL CULTURAL RESOURCES

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:
-

a) Assembly Bill 52 was passed in 2014 and took effect July 1, 2015. It established a new category of environmental resources that must be considered under CEQA called tribal cultural resources (Public Resources Code 21074) and established a process for consulting with Native American tribes and groups regarding those resources. Assembly Bill 52 requires a lead agency to begin consultation with California Native American tribe that is traditionally and culturally affiliated with geographic area of the proposed project. Imperial County has consulted with appropriate tribes with the potential for interest in the region. Based on this consultation, the project site is not located in an area identified as having the potential for a tribal cultural resource; therefore less than significant impacts are expected.

- (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k), or
-

(i) The proposed site was not listed under the California Historical Resources in County of Imperial⁹ nor does it appear to be eligible under Public Resources Code Section 21074 or 5020.1 (k); therefore, less than significant impacts are expected.

- (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth is subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.
-

(ii) There appears to be no history or association in the past with any evidence of historical resources for the property to be either identified as of significance or as candidate for listing in the California Register; therefore, less than significant impacts are expected.

XIX. UTILITIES AND SERVICE SYSTEMS *Would the project:*

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

a) As commented above under Section X Hydrology and Water Quality, per Imperial Irrigation District (IID) comment letter dated September 16, 2019, to insure that there are no impacts to IID water facilities, the project's design, grading/drainage and fencing plans should be submitted along with a copy of the project's Storm Water Pollution Prevention Plan to IID Water

⁹ Office of Historic Preservation <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=13>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
Department Engineering Services prior to finalization. Additionally, the proposed project is not expected to result the relocation or construction of new electric power, natural gas, or telecommunication facilities. Compliance with IID requirements is expected to bring impacts to less than significant levels.				
b) Have sufficient water supplies available to serve the project from existing and reasonably foreseeable future development during normal, dry and multiple dry years? b) As commented above under Section X Hydrology and Water Quality, the existing operation on the parcel currently receives IID water, the new operation configuration will maintain the State of California Safe Drinking Water Act Guidelines as well. Impacts are expected to be less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? c) The proposed project utilizes a septic system and it is not expected to cause an impact to the wastewater treatment provider. Less than significant impacts are anticipated.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? d) The proposed project will not generate any additional solid waste that would be in excess of State or local standards or in excess of the capacity of local infrastructure or impair the attainment of solid waste reduction goals. Less than significant impact is expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? e) The proposed project does not require a solid waste plan and appears to comply with all federal, state and local statutes and regulations related to solid waste; therefore, less than significant impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XX. **WILDFIRE**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
a) The proposed project site not classified under a Fire Hazard Severity Zone in the State Responsibility Area. The site is under the Unincorporated Local Responsibility Area (LRA) per the Fire Hazard Severity Zones in SRA Map adopted by CAL FIRE on November 7, 2007. The LRA classifies the site as LRA Unzoned, therefore, it is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan. Any impacts are expected to be less than significant. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
b) The proposed project is surrounded by agricultural land, however, impacts are expected to be less than significant. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
c) Per Imperial County Fire Department comment letter dated September 19, 2019, an approved water supply capable of supplying the required amount determined by Imperial County Fire Department fire code official will be require; additionally, storage of water and connections shall be in accordance with the California Fire Code and Imperial County Fire. Compliance with Imperial County Fire Department requirements is expected to bring any impacts to less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) The proposed project will not expose people or structures to significant risks by flooding or landslips as a result of runoff, post-fire slope instability or drainage changes. The proposed project is located on flat terrain and impacts are expected to be less than significant.				

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Aramador Waterways v. Aramador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2009- CEQA
 Revised 2011- ICPDS
 Revised 2016 – ICPDS
 Revised 2017 – ICPDS
 Revised 2019 – ICPDS

SECTION 3
III. MANDATORY FINDINGS OF SIGNIFICANCE

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| <p>a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, eliminate tribal cultural resources or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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.)</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

IV. PERSONS AND ORGANIZATIONS CONSULTED

This section identifies those persons who prepared or contributed to preparation of this document. This section is prepared in accordance with Section 15129 of the CEQA Guidelines.

A. COUNTY OF IMPERIAL

- Jim Minnick, Director of Planning & Development Services
- Michael Abraham, AICP, Assistant Director of Planning & Development Services
- Mariela Moran, Project Planner III
- Imperial County Air Pollution Control District
- Ag Commissioner
- Imperial County Public Works
- Imperial County Environmental Health Department

B. OTHER AGENCIES/ORGANIZATIONS

- Imperial Irrigation District
- Fort Yuma Quechan Indian Tribe
- Caltrans

(Written or oral comments received on the checklist prior to circulation)

V. REFERENCES

1. Imperial County General Circulation and Scenic Highways Element
[http://www.icpds.com/CMS/Media/Circulation-Scenic-Highway-Element-\(2008\).pdf](http://www.icpds.com/CMS/Media/Circulation-Scenic-Highway-Element-(2008).pdf). Page 13
2. California Department of Conservation (DOC). 2017. Imperial County Important Farmland 2016.
<https://maps.conservation.ca.gov/DLRP/CIFF/>
3. Imperial County General Conservation and Open Space Element
<http://www.icpds.com/CMS/Media/Conservation-&-Open-Space-Element-2016.pdf>
4. Imperial County General Seismic and Public Safety Element
<http://www.icpds.com/CMS/Media/Seismic-and-Public-Safety-Element.pdf>
5. EnviroStor Database
<http://www.envirostor.dtsc.ca.gov/public/>
6. Imperial County Airport Land Use Compatibility Plan
<http://www.icpds.com/CMS/Media/Airport-Locations.pdf>
7. Department of Conservation Tsunami Inundation Maps
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=tsunami>
8. California Department of Conservation- Mineral Land Classification Map
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>
9. Office of Historic Preservation
<http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=13>

VI. NEGATIVE DECLARATION – County of Imperial

The following Negative Declaration is being circulated for public review in accordance with the California Environmental Quality Act Section 21091 and 21092 of the Public Resources Code.

Project Name: Conditional Use Permit #19-0014 / Initial Study #19-0016

Project Applicant: Lorena Guillen on behalf of Xpress Enterprises, LLC.

Project Location: The project site is located at 486 E. Chick Road, El Centro. The parcel is identified as Assessor's Parcel Number (APN) 054-080-038-000 and is legally described as being a Tract 122, Section 11, Township 16 South, Range 14 East, S.B.B.M and, in an unincorporated area of the County of Imperial.

Description of Project:

The applicant, Lorena Guillen, proposes to operate two trucking terminal businesses (McKinney Trailer Rentals and Abba International Transportation) from the property. They also are proposing to develop 300 new parking spaces and add a new guard shack. The proposed project would include the development of a 20-acre portion of the 30.56 acres, the project would be developed in three phases.

VII. FINDINGS

This is to advise that the County of Imperial, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environmental and is proposing this Negative Declaration based upon the following findings:

The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

The Initial Study identifies potentially significant effects but:

- (1) Proposals made or agreed to by the applicant before this proposed Mitigated Negative Declaration was released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.
- (2) There is no substantial evidence before the agency that the project may have a significant effect on the environment.
- (3) Mitigation measures are required to ensure all potentially significant impacts are reduced to levels of insignificance.

A NEGATIVE DECLARATION will be prepared.

If adopted, the Negative Declaration means that an Environmental Impact Report will not be required. Reasons to support this finding are included in the attached Initial Study. The project file and all related documents are available for review at the County of Imperial, Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 (442) 265-1736.

NOTICE

The public is invited to comment on the proposed Negative Declaration during the review period.

Date of Determination Jim Minnick, Director of Planning & Development Services

The Applicant hereby acknowledges and accepts the results of the Environmental Evaluation Committee (EEC) and hereby agrees to implement all Mitigation Measures, if applicable, as outlined in the MMRP.

Applicant Signature

Date

SECTION 4

VIII. RESPONSE TO COMMENTS

(ATTACH DOCUMENTS, IF ANY, HERE)

IX. MITIGATION MONITORING & REPORTING PROGRAM (MMRP)

(ATTACH DOCUMENTS, IF ANY, HERE)

S:\AllUsers\APN\054\080\038\CUP19-0014\CUP19-0014 INITIAL STUDY FINAL.docx

CONDITIONAL USE PERMIT

I.C. PLANNING & DEVELOPMENT SERVICES DEPT.
801 Main Street, El Centro, CA 92243 (760) 482-4236

- APPLICANT MUST COMPLETE ALL NUMBERED (black) SPACES - Please type or print -

1. PROPERTY OWNER'S NAME <i>Xpress Enterprises LLC</i>	EMAIL ADDRESS <i>Lguillen@crownt.com</i>	
2. MAILING ADDRESS (Street / P O Box, City, State) <i>6903 Cactus Ct. San Diego, CA</i>	ZIP CODE <i>92154</i>	PHONE NUMBER <i>619-671-9611 x310</i>
3. APPLICANT'S NAME <i>Lorena Guillen</i>	EMAIL ADDRESS <i>Lguillen@crownt.com</i>	
4. MAILING ADDRESS (Street / P O Box, City, State) <i>6903 Cactus Ct. San Diego, CA. 92154</i>	ZIP CODE <i>92154</i>	PHONE NUMBER <i>619-671-9611 x310</i>
4. ENGINEER'S NAME <i>Manuel Yanez</i>	CA. LICENSE NO.	EMAIL ADDRESS <i>YANEZVSC@gmail.com</i>
5. MAILING ADDRESS (Street / P O Box, City, State) <i>1089 Santiago Dr. Calexico, CA.</i>	ZIP CODE <i>92231</i>	PHONE NUMBER
6. ASSESSOR'S PARCEL NO. <i>054080 038 000</i>	SIZE OF PROPERTY (in acres or square foot) <i>30.56</i>	ZONING (existing) <i>M1</i>
7. PROPERTY (site) ADDRESS <i>4816 E. Chick Road, El Centro, CA. 92243</i>		
8. GENERAL LOCATION (i.e. city, town, cross street) <i>El Centro, California</i>		
9. LEGAL DESCRIPTION <i>TRACT T 122, SECTION 11, Township 16 South Range 14 East S.B.M. in the Incorporated Area of the County of Imperial State of California</i>		

PLEASE PROVIDE CLEAR & CONCISE INFORMATION (ATTACH SEPARATE SHEET IF NEEDED)

10. DESCRIBE PROPOSED USE OF PROPERTY (list and describe in detail) <i>Abba International Transportation Propose to be add as a second bussiness together with McKinney Trailer Leasing And use portion of the existing building facility And also develop a total of 300 truck & trailer transportation.</i>	
11. DESCRIBE CURRENT USE OF PROPERTY <i>Company. currently is McKinney Trailer with about 35-40 trailer parking.</i>	
12. DESCRIBE PROPOSED SEWER SYSTEM	
13. DESCRIBE PROPOSED WATER SYSTEM	
14. DESCRIBE PROPOSED FIRE PROTECTION SYSTEM	
15. IS PROPOSED USE A BUSINESS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	IF YES, HOW MANY EMPLOYEES WILL BE AT THIS SITE? <i>4 = 3 (ABBA) + 1 (MCKINNEY)</i>

I / WE THE LEGAL OWNER (S) OF THE ABOVE PROPERTY CERTIFY THAT THE INFORMATION SHOWN OR STATED HEREIN IS TRUE AND CORRECT.

Lorena Guillen
Print Name: _____ Date: *2-17-19*
Signature: _____
Print Name: _____ Date: _____
Signature: _____

REQUIRED SUPPORT DOCUMENTS

A. SITE PLAN	_____
B. FEE	_____
C. OTHER	_____
D. OTHER	_____

APPLICATION RECEIVED BY: _____	DATE: <i>8/15/19</i>	REVIEW / APPROVAL BY OTHER DEPT'S required.
APPLICATION DEEMED COMPLETE BY: _____	DATE: _____	<input type="checkbox"/> P. W.
APPLICATION REJECTED BY: _____	DATE: _____	<input type="checkbox"/> E. H. S.
TENTATIVE HEARING BY: _____	DATE: _____	<input type="checkbox"/> A. P. C. D.
FINAL ACTION: <input type="checkbox"/> APPROVED <input type="checkbox"/> DENIED	DATE: _____	<input type="checkbox"/> O. E. S.
	DATE: _____	<input type="checkbox"/> _____

CUP #
19-001A

RECEIVED

AUG 25 2020

**IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES**



May 29, 2019

**County of Imperial
Planning & Development Services
801 Main Street
El Centro, CA 92243**

**Re: Abba International Transportation CUP Application
Assessor's Parcel # 054-080-038-000**

ABBA International Transportation proposes to develop a 300 truck/trailer space parking facility. The property is currently occupied by a business named McKinney Trailer Rentals as primary business. McKinney Trailer Rentals have an average of 35 trailers in and out monthly, some trailers come and some trailers go out and so on, every trailer stays a month at the most.

ABBA International Transportation proposes to use a portion of the existing building facility for office to start a second business.

The new business will use approximate 900 sq ft of the existing building facility and use the existing automobile parking spaces. No additional automobile parking space is plan to be provided because will not be any increase on office area. There will be approximately 20 truck parking spaces and 280 Trailer Parking in addition to existing business. These parking spaces will be used by Trucks and Trailers coming in and out and will stay in the yard for 1 or 2 days until ready to be delivered to customers. The Truck/Trailer parking area will have same surface treatment conditions as it's now or any other County of Imperial approved surface.

The mention above 300 parking spaces will be done in 3 phases as mention below.

- PHASE I **97** parking spaces
- PHASE II **168** parking spaces
- PHASE III **35** parking spaces

As complement to its new office building use, the property owner intends to use a portion of the existing parcel for truck parking area and semi-trailers traveling into and from Mexico as well as a new prefabricated trailer for In/Out guard.

Owner intends to hire approximately up to 3 employees for the second business. Hours of operation will be from 8:00 a.m. to 5:00 p.m. Monday thru Fridays. The proposed second business will continue using the existing entrance from Chick Road.

The project proposed to develop 20 acres out of the 30.56 as may be approved by the Imperial County. There is no proposed outside storage of freight or development of on-site freight warehouse structure.

The attached proposed site plan shows the proposed area to be use as truck/trailer parking facility for ABBA International Transportation, and the area that will be used for McKinney Trailer Rentals. Also, the attached site plan complies as possible, with the CUP site plan requirements and the information available to today's date.

If additional information is required please feel free to let us know.

Sincerely,


Lorena Guillen
619-666-1680

ABBA INTERNATIONAL - SITE PLAN

486 CHICK ROAD, EL CENTRO CA. 92243

EXISTING KEYNOTES:

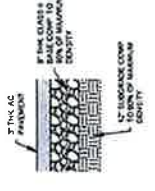
- 1 AC PAVEMENT
- 2 WATER MAIN CONNECTION
- 3 EXTERIOR LIGHT MAINBOARD
- 4 80' POWERPOLE
- 5 ELECTRIC SERVICE BOX
- 6 ABBA INT. OFFICE
- 7 MCKINNEY TRAILERS OFFICE
- 8 OFFICE PARKING SPACES
- 9 ABBA INT TRAILER SPACE
- 10 MCKINNEY TRAILER SPACE
- 11 SEPTIC TANK AND LINES
- 12 GUARD SHACK

DEMOLITION KEYNOTES:

- 1 EXISTING FENCES TO BE RELOCATED

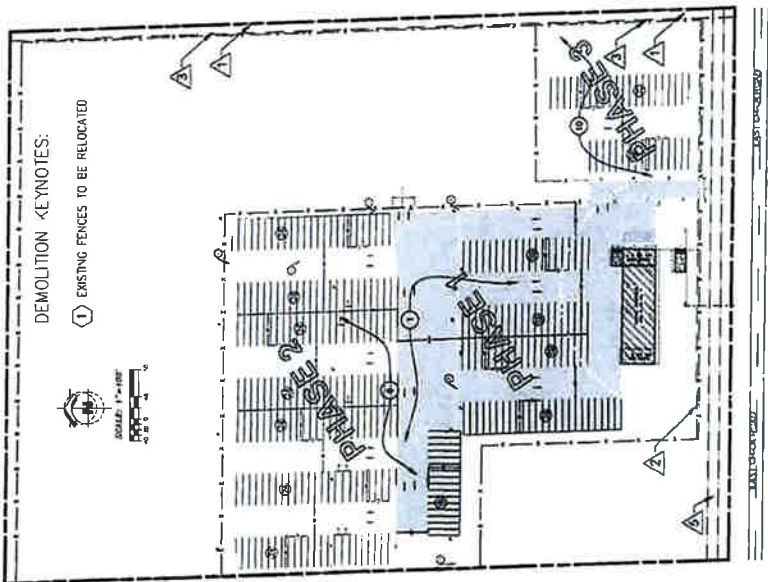


LEGEND	
	INCONSPICUOUS LINE
	EXISTING FENCE
	ELECTRIC SERVICE
	UTILITY MAINBOARD
	EASEMENT
	EXISTING BUILDINGS
	PARKING SPACE
	AC PAVEMENT
	SPRINKLER FIELD
	EXISTING LIGHT POST



EASEMENT KEYNOTES:

- 1 A ROAD OF 20 FEET IN WIDTH ADJACENT TO THE PARALLEL WITH ADJACENT TO AND ON THE WEST SIDE OF MAINWAY CANAL, NOW CONSTRUCTED ALONG EAST BOUNDARY OF TRACT 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



NOTE:
 ALL PROPERTY CORNERS AND PROPERTY LINE DIMENSIONS ARE APPROXIMATE AND MUST BE VERIFIED BY A PROFESSIONAL LAND SURVEYOR PRIOR TO ANY CONSTRUCTION OR OFFICIAL REQUEST.

LEGAL DESCRIPTION: APN 054-080 038-000

THE PROPERTY DESCRIBED IN THIS SITE PLAN IS PART OF TRACT 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

486 E CHICK ROAD

SITE PLAN

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DATE: 10/1/2011 BY: JLT APP: 054-080-038-000-1

ABBA International

Traffic Study
CUP 19-0014

Prepared for:

Crown Express Transport
9931 Via De La Amistad
San Diego, CA 92154

Prepared by:

Marc Mizuta, PE, TE, PTOE



5694 Mission Center Road, #602-121
San Diego, CA 92108

10/12/21

October 2021

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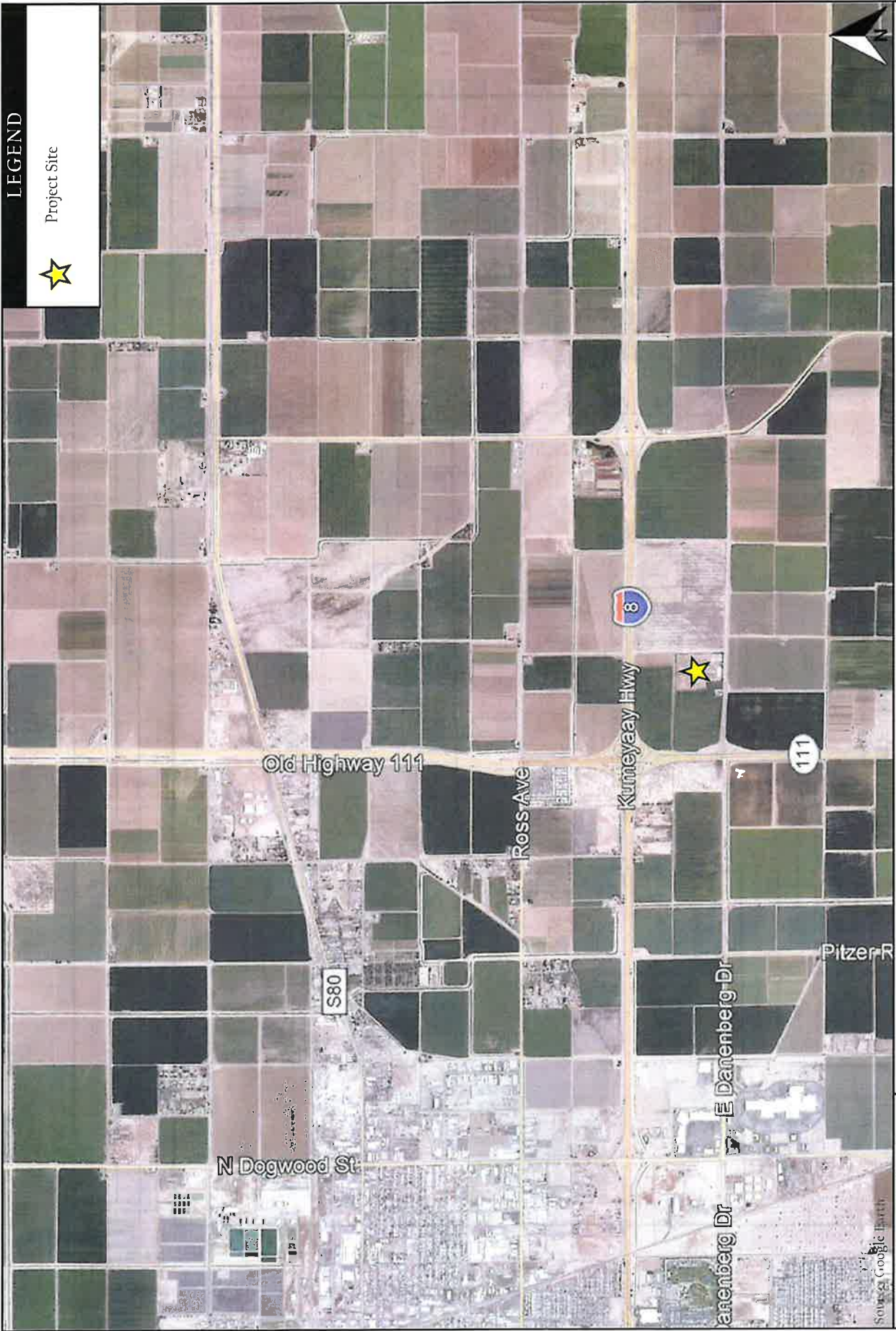
1 INTRODUCTION

This traffic study evaluates the traffic conditions associated with the proposed ABBA International project (herein referred to as “the Project”) located at 486 E Chick Road (APN 054-080-038) in El Centro, CA. Figure I-1 shows the location of the project site within the study area. The traffic analyses have been prepared in accordance with the *County of Imperial Department of Public Works Traffic Study and Report Policy, June 29, 2007 (County Guidelines)* and consistent with the countywide goals toward the Congestion Management Program (CMP) in Imperial County.

1.1 Project Description

The proposed project consists of constructing 300 additional parking spaces for truck and trailers and converting approximately 900 square feet (sf) of the existing building for office space. The existing site is currently operated by McKinney Trailer Rentals. The project will be completed over three phases with an anticipated opening date of 2022.

Access to the site will be provided at the existing driveway located off of Chick Road. Figure I-2 illustrates the Project site plan.



LEGEND

Project Site



ABBA International

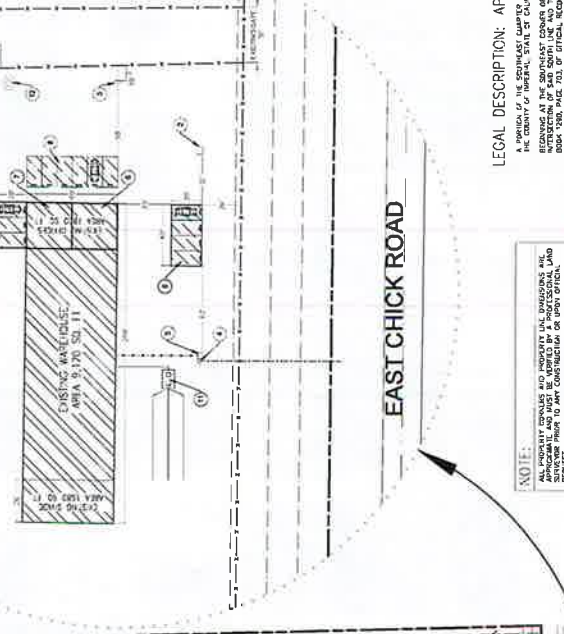


Figure 1-1
Project Vicinity Map

ABBA INTERNATIONAL - SITE PLAN 486 CHICK ROAD, EL CENTRO CA. 92243

- EXISTING KEYNOTES:**
- (7) UCKINNEY TRAILERS OFFICE
 - (8) OFFICE PARKING SPACES
 - (9) ABBA INT TRAILER SPACE
 - (10) UCKINNEY TRAILER SPACE
 - (11) SEPTIC TANK AND LINES
 - (12) GUARD SHACK

- DEMOLITION KEYNOTES:**
- (1) EXISTING BUNDLES TO BE RELOCATED



LEGEND

	PROPERTY LINE
	EASEMENT FENCE
	ELECTRIC SERVICE
	WATER SERVICE
	SEWER SERVICE
	EASEMENT
	EXISTING BUILDING
	PROPOSED SPACE
	AS PAVED
	SEPTIC FIELD
	EXISTING LIGHT FEET

EASEMENT KEYNOTES:

- (1) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET NORTH OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.
- (2) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET SOUTH OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.
- (3) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET WEST OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.
- (4) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET EAST OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.
- (5) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET WEST OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.
- (6) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET EAST OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.
- (7) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET WEST OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.
- (8) ALL AC PAVEMENT SHALL BE PARALLEL WITH AND 20 FEET EAST OF THE CENTER LINE OF EAST CHICK ROAD AS SHOWN ON THE RECORD OF SURVEY.

LEGAL DESCRIPTION: APN 054-080-038-000

A PORTION OF THE SEQUENTIAL MAP OF "PHASE 123, SECTION 13, TOWNSHIP 14 NORTH, RANGE 14 EAST, SERIAL 18, AN UNINCORPORATED AREA OF THE COUNTY OF CALIFORNIA, ACCORDING TO THE PLANS FOR THAT PROJECT RECORDED AS FOLLOWS:

THE CENTER LINE OF THE EAST LINE OF THE TRACT 123 TO THE APPROXIMATE CENTER LINE OF THE EAST LINE OF THE TRACT 124 TO BE IDENTIFIED BY THE RECORDS OF THE COUNTY OF CALIFORNIA AND THE TRACT 123 TO BE IDENTIFIED BY THE RECORDS OF THE COUNTY OF CALIFORNIA.

THE CENTER LINE OF THE EAST LINE OF THE TRACT 123 TO BE IDENTIFIED BY THE RECORDS OF THE COUNTY OF CALIFORNIA AND THE TRACT 124 TO BE IDENTIFIED BY THE RECORDS OF THE COUNTY OF CALIFORNIA.



NOTE:

ALL PROPERTY DECREASE AND PROPERTY USE, UNLESS OTHERWISE SPECIFIED, IS SUBJECT TO ANY CONDITIONS OR RESTRICTIONS ON THE RECORD OF SURVEY.

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YANEZ
 EXCAVATING

486 E CHICK ROAD
SITE PLAN

DRAWN BY: J. M. MATHIAS
 CHECKED BY: J. M. MATHIAS
 DATE: 11/14/12



Figure 1-2
Site Plan

2 ANALYSIS APPROACH AND METHODOLOGY

This section summarizes the analysis approach and methodology used to evaluate the study intersections and roadway segments associated with the Project.

2.1 Study Area

This traffic study addresses potential operational impacts that could result from the addition of the Project traffic to the local circulation system.

The following intersections and roadway segments are included as part of the study area since they will carry majority of the project traffic:

Intersections

1. SR-111 & Chick Road
2. Bowker Road & Chick Road
3. Project Driveway & Chick Road

Segments

1. SR-111 between Interstate 8 and Chick Road
2. Bowker Road between Interstate 8 and Chick Road
3. Chick Road between SR-111 and Bowker Road

2.2 Analysis Scenarios

The following scenarios were evaluated as part of the project:

- Existing Conditions: This scenario represents the conditions of a typical weekday. Due to the COVID-19 pandemic, new traffic counts obtained in December 2020 were adjusted upwards to reflect normal conditions based on historical traffic count data.
- Opening Year 2022 Baseline: This scenario represents the conditions on the anticipated year of opening for the Project, which is assumed to occur in 2022. This scenario also includes traffic from other approved and reasonably foreseeable pending projects that are expected to influence the study area.
- Opening Year 2022 Plus Project: This scenario represents the conditions on the anticipated year of opening for the Project and includes the Project traffic.

The traditional weekday peak-hour coinciding with the highest volume of traffic between 7:00 and 9:00 AM and between 4:00 and 6:00 PM was evaluated for each analysis scenario.

2.3 Methodology

2.3.1 Intersection Level of Service Analysis

Signalized and unsignalized intersection operations were analyzed with Synchro 10 software (Trafficware), using the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM6)*. The HCM methodology calculates delay, which corresponds to a particular LOS, to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turns from the minor street approach. The criteria for the LOS grade designations are provided in Table 2-1.

Within the County of Imperial, the threshold for acceptable operating conditions for signalized and unsignalized intersections is LOS C or better.

Table 2-1
LOS Criteria for Intersections

LOS	LOS Criteria (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	EXCELLENT. Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	VERY GOOD. Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	GOOD. Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	FAIR. Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	POOR. Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	FAILURE. Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: *Highway Capacity Manual 6th Edition*

2.3.2 Roadway Segment Analysis

Roadway segment LOS standards and thresholds provide the basis for analysis of arterial roadway segment performance. This analysis is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and the daily traffic volumes.

Table 2-2 summarizes the capacities for the various roadway classifications with the County of Imperial for each respective LOS.

Table 2-2
LOS Criteria for Roadway Segments

Facility Type	X-Section	LOS		
		C or Better	D	E
Expressway	154/210	< 60,000	< 70,000	< 80,000
Prime Arterial	106/136	< 44,600	< 50,000	< 57,000
Minor Arterial	82/102	< 29,600	< 33,400	< 37,000
Major Collector (Collector)	64/84	< 27,400	< 30,800	< 34,200
Minor Collector (Local Collector)	40/70	< 7,100	< 10,900	< 16,200
Local County (Residential)	40/60	< 1,500	*	*
Local County (Residential Cul-de-Sac or Loop Street)	40/60	< 200	*	*
Major Industrial Collector (Industrial)	76/96	< 14,000	< 17,000	< 20,000
Industrial Local	44/64	< 7,000	< 8,500	< 10,000

Source: *Imperial County General Plan, Circulation and Scenic Highway Element, 2008*

* Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors

2.4 Improvement Criteria

Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). Automobile delay resulting in a level of service (LOS) is no longer considered a significant impact under CEQA. However, the County of Imperial Department of Public Works requires transportation analyses to review roadway capacity in terms of LOS to identify deficiencies and require improvements to the circulation system outside of CEQA.

Based on the County General Plan, the LOS goal for intersections and roadway segments is to operate at LOS C or better. As a result, if an intersection or roadway segment degrades from LOS C or better to LOS D or worse with the addition of project traffic, improvements would be required.

3 EXISTING CONDITIONS

This section describes the existing roadway network, peak hour traffic volumes, and operations at the study area intersections and roadway segments.

3.1 Roadway Network

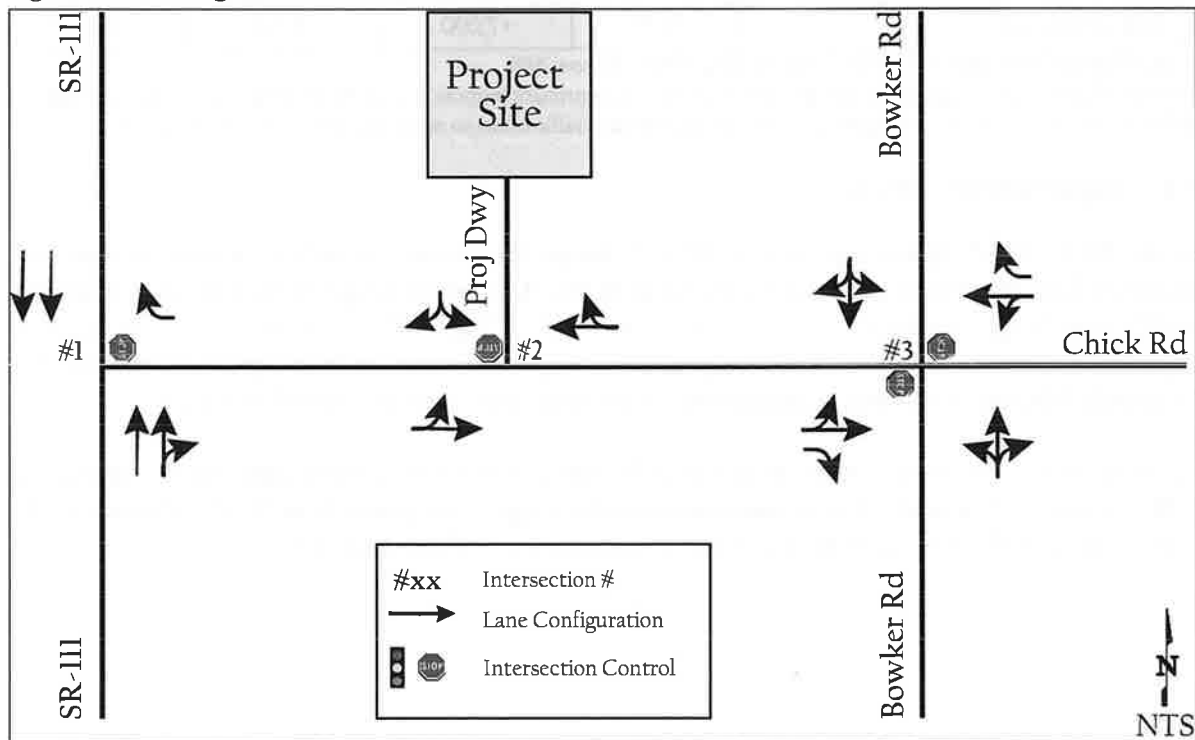
State Route III (SR-III) is a north-south divided roadway with 2 lanes of travel provided in each direction. According to the *County's Circulation and Scenic Highway Element*, SR-III is classified as an Expressway. Parking is prohibited on both sides of the roadway. The posted speed limit is 55 miles per hour (mph).

Bowker Road is a north-south roadway with 1 lane of travel provided in each direction between I-8 and Chick Road. According to the *County's Circulation and Scenic Highway Element*, Bowker Road is classified as a Major Collector - Collector. Parking is prohibited on both sides of the road. There are no posted speed limit signs within the study area.

Chick Road is an east-west roadway with 1 lane of travel provided in each direction between SR-III and Bowker Road. According to the *County's Circulation and Scenic Highway Element*, Chick Road is classified as a Major Collector - Collector. Parking is prohibited on both sides of the road. There are no posted speed limit signs within the study area.

Figure 3-1 illustrates the intersection geometrics at the study area intersections.

Figure 3-1 Existing Intersection Geometrics

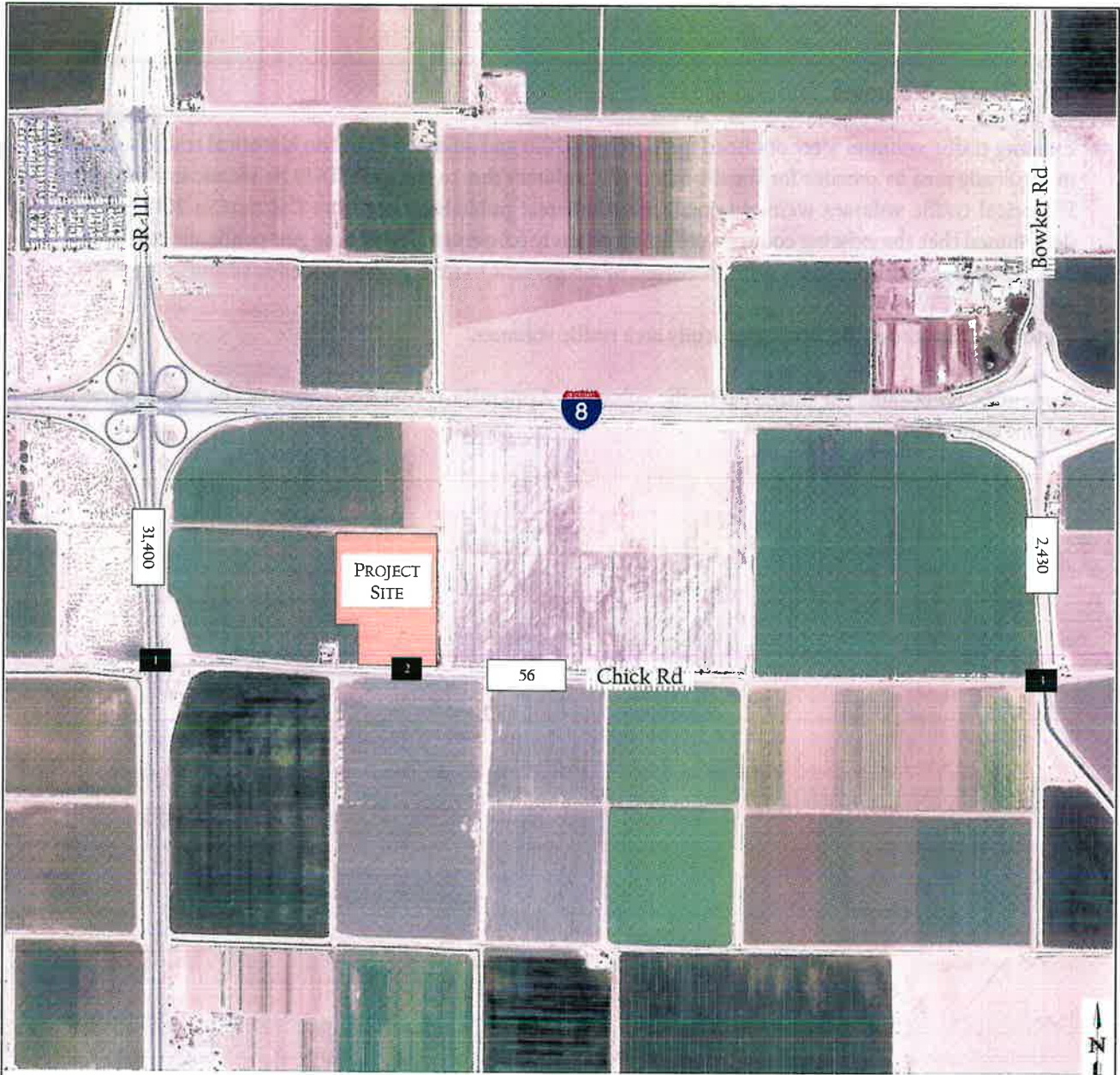


3.2 Traffic Volumes

Existing traffic volumes were obtained on March 23, 2021 and adjusted based on historical traffic volumes in the study area to account for the drop in traffic volumes due to the COVID-19 pandemic in the region. Historical traffic volumes were obtained from the latest published data from Caltrans in 2019. It was determined that the existing counts were approximately 6.8 percent lower than pre-pandemic conditions. As a result, the traffic volumes were increased by 6.8 percent to reflect non-pandemic conditions.

Figure 3-2 illustrates the developed study area traffic volumes.

Appendix A contains the historical traffic volumes. Appendix B contains a copy of the existing traffic volume data sheets.



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT

SR 111 & Chick Rd	Proj Dwy & Chick Rd	Bowker Rd & Chick Rd
<p>Northbound: 666 / 1566 Southbound: 999 / 970 Eastbound: 5 / 3 Westbound: 0 / 2</p>	<p>Northbound: 1 / 0 Southbound: 0 / 1 Eastbound: 0 / 1 Westbound: 0 / 1</p>	<p>Northbound: 1 / 2 Southbound: 46 / 126 Eastbound: 2 / 0 Westbound: 0 / 1 0 / 2 0 / 1 0 / 1 1 / 1 2 / 2 68 / 151 0 / 1</p>



ABBA International
 Developed Existing 2021 Traffic Volumes

Figure 3-2

3.3 Intersection Analysis

Table 3-1 summarizes the LOS analysis results for the study area intersections under Existing Conditions. As shown in the table, all intersections and project driveways operate at LOS B or better during the weekday peak-hours.

Appendix C contains the intersection LOS worksheets.

**Table 3-1
Existing Peak Hour Intersection LOS Summary**

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay ¹	LOS ²
1	SR-111 & Chick Rd	OWSC	AM	13.2	B
			PM	12.0	B
2	Proj Dwy & Chick Rd	OWSC	AM	8.3	A
			PM	8.6	A
3	Bowker Rd & Chick Rd	TWSC	AM	9.2	A
			PM	10.1	B

Notes:

OWSC: One-Way Stopped Control, TWSC: Two-Way Stopped Control

- Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
- LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 10.

3.4 Roadway Segment Analysis

Table 3-2 summarizes the LOS analysis results for the study area roadway segments under Existing Conditions. As shown in the table, all roadway segments function at LOS B or better.

**Table 3-2
Existing Roadway Segment LOS Summary**

Roadway Segment	Functional Classification ¹	Capacity (LOS E)	ADT	v/c Ratio	LOS
SR-111					
I-8 to Chick Rd	Prime Arterial	57,000	31,400	0.55	B
Bowker Rd					
I-8 to Chick Rd	Minor Collector (Collector)	16,200	2,430	0.15	B
Chick Rd					
SR-111 to Bowker Rd	Minor Collector (Collector)	16,200	56	0.00	A

Notes:

- The roadway functional classification is based off of the number of lanes that currently exist.

4 PROJECT TRAFFIC

This section describes the estimated trip generation, trip distribution, and assignment of trips to the adjacent roadway network. It should be noted that although the project contains three phases, all analyses will include the full buildout of the Project with 300 parking spaces.

4.1 Trip Generation

Trip generation rates for the project were developed utilizing a combination of rates published by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* and developed rates from the existing truck rental use and other sites for the projected use.

For the proposed truck/trailer space parking facility, there are no land uses in the *ITE Trip Generation Manual* that would accurately forecast the projected trips. It is understood that truck and trailers will be arriving at the site throughout the week and remain parked for a few days until it is ready to be delivered to a customer. A driver would enter the facility and check-in with the front office and be directed to park the trailer in a vacant parking stall. The driver will detach the trailer from the truck and exit the site. On average, this process takes approximately one hour.

The project applicant provided weekly data at their San Diego site located at 6903 Cactus Court. The data provided was for all vehicles entering and exiting the site between March 22, 2021 and March 26, 2021. At the San Diego site, there are 150 available parking spaces. The entering and exiting traffic was averaged over the week and resulted in a daily rate of 0.38 trips per parking space, 1.16 trips per parking space during the AM peak-hour, and 1.15 trips per parking spaces during the PM peak-hour. It should be noted that the San Diego operations is one of the busiest amongst their sites and the proposed Project should not be as busy. However, the developed rates for the truck/trailer space parking facility would be used for the Project. Appendix D contains a copy of the existing truck/trailer trip data from the San Diego site.

The existing site is currently operated by McKinney Trailer Rentals. There are no set delivery and pick-up dates for the trailer rentals, but on average, there are 40 trailers that are rented for pick-up and returned each month resulting in an average of 10 truck trips per week. On average, there would be two trucks per day (10 trucks / 5 days) or four trips per day (2 in, 2 out). The existing site currently has 35 parking spaces for trailers. As such, the existing daily rate was calculated to be 0.11 trips per parking space (4 trips / 35 parking spaces).

The AM and PM peak-hour trip rates were estimated by assuming that half of the trips would occur during the AM peak-hour and the other half would occur during the PM peak-hour. This is extremely conservative since trips would most likely occur outside of the peak-hours between 9 AM and 4 PM, but was not assumed as a conservative estimate.

Based on discussions with the project applicant, approximately half of the parking spaces would be used by the existing business for truck rental and the other half would be used for truck/trailer parking. As a result, the trailer rental parking rate would be applied to 150 parking spaces and the truck/trailer parking rate would be applied to the remaining 150 parking spaces.

Additionally, the truck traffic was converted to passenger cars by utilizing a passenger car equivalent (PCE) factor, which accounts for the fact that trucks utilize more capacity on the roadway than a passenger car due to its large size and slower acceleration. A PCE factor of 3.0 was used for 4+ axle trucks.

The trips generated by the 900 sf office space was based on the trip rates for a General Office land use contained in the *ITE Trip Generation Manual*.

Table 4-1 summarizes the weekday trip generation rates and calculations. As shown in the table, the Project is estimated to generate 237 daily trips with 56 AM peak-hour trips and 56 PM peak-hour trips at the project driveways.

4.2 Trip Distribution and Assignment

The Project trip distribution was estimated based on existing travel patterns, input from the project applicant on origins/destinations of customers, and/or on logical routes to regional facilities. The following list summarizes the proposed trip distribution:

- 30 percent to/from the north via SR-111
- 30 percent to/from the south via SR-111
- 20 percent to/from the east via I-8
- 20 percent to/from the west via I-8

Due to the turn restrictions at the SR-111 & Chick Road intersection, there would be some out-of-direction travel. For example, entering traffic from the north and west was assumed to be distributed and assigned onto Bowker Road. Also, exiting traffic to the south would use Heber Road (approximately 2.5 miles to the south) via Yourman Road to access SR-111. Signs will be installed along Chick Road, Yourman Road, and McCabe Road to notify truck drivers of the designated route and to warn motorists in the area of trucks crossing at McCabe Road. Appendix E provides additional details on the actual sign placement.

Figure 4-1 displays the assumed Project trip distribution through the study intersections and project driveway. Based on the Project trip generation and distribution, the Project trips were assigned to the study area. Figure 4-2 illustrates the Project trip assignment.

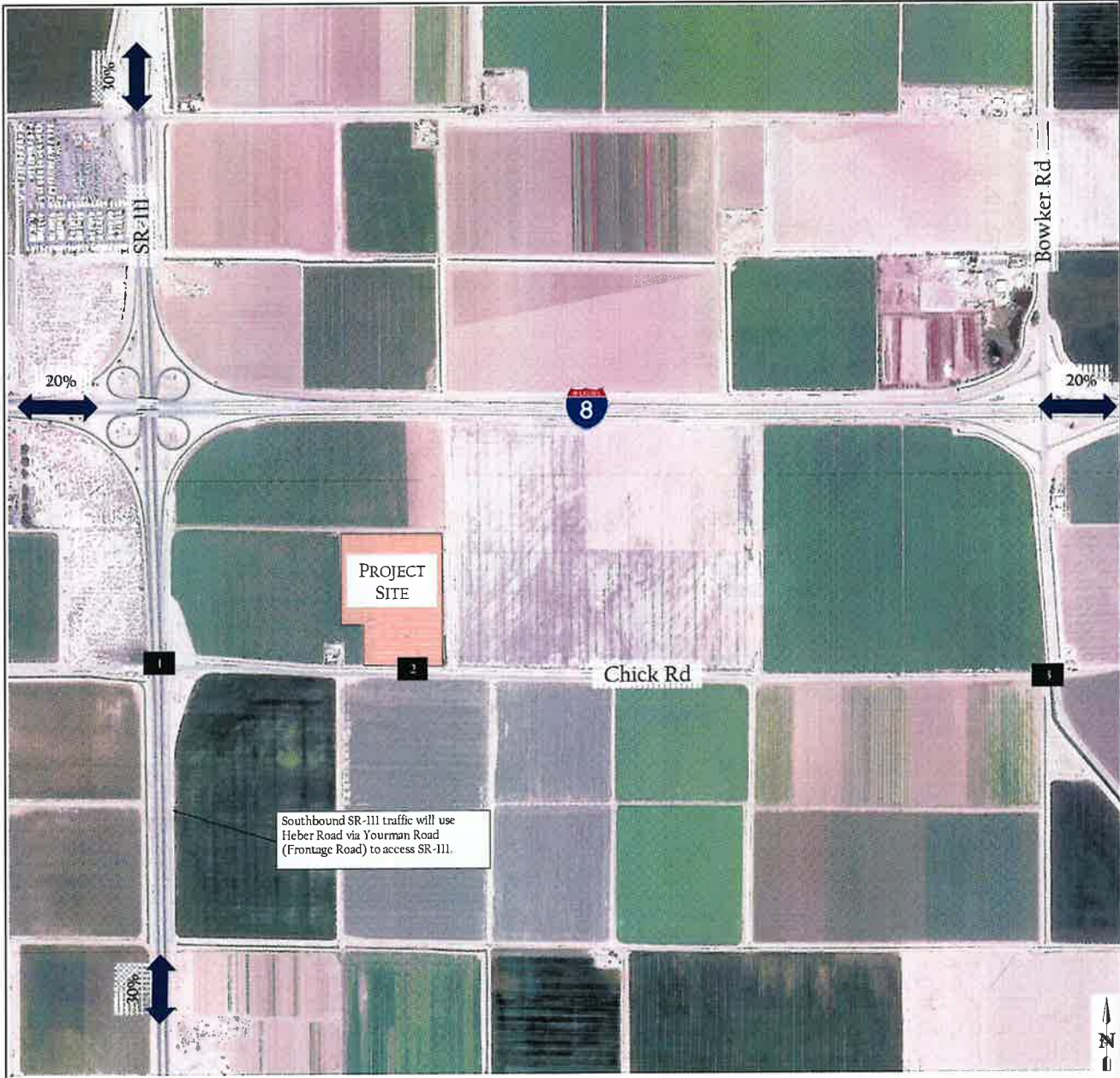
**Table 4-1
Project Trip Generation**

TRIP GENERATION RATIOS ¹									
Land Use	ITE Code	Weekday Daily	AM PEAK			PM PEAK			
			Rate	In/Out	Ratio	Rate	In/Out	Ratio	
Trailer Rental Business ²	n/a	0.11 trips / ps	0.06	0.50	0.50	0.06	0.50	0.50	0.50
Truck/Trailer Space Parking Facility ³	n/a	0.38 trips / ps	0.05	0.50	0.50	0.05	0.50	0.50	0.50
General Office	710	9.74 trips / ksf	1.16	0.86	0.14	1.15	0.16	0.84	
TRIP GENERATION CALCULATIONS									
Land Use	Amount	ADT	AM PEAK			PM PEAK			
			In	Out	Total	In	Out	Total	
Trailer Rental (McKinney Trailer Rentals)									
Phase 1	49 ps	6	2	1	3	2	1	3	
Phase 2	84 ps	10	3	2	5	3	2	5	
Phase 3	17 ps	2	1	0	1	1	0	1	
Subtotal (Truck Trips in Phases 1 to 3)	150 ps	18	6	3	9	6	3	9	
Truck/Trailer Space Parking Facility									
Phase 1	48 ps	19	2	1	3	2	1	3	
Phase 2	84 ps	32	3	2	5	3	2	5	
Phase 3	18 ps	7	1	0	1	1	0	1	
Subtotal (Truck Trips in Phases 1 to 3)	150 ps	58	6	3	9	6	3	9	
Total Trips in PCE (PCE = 3.0) ⁴		228	36	18	54	36	18	54	
Office	0.900 ksf	9	2	0	2	1	1	2	
Total Trips		237	38	18	56	37	19	56	
Phase 1		84	14	6	20	13	7	20	
Phases 1 and 2		210	32	18	50	31	19	50	
Phases 1 to 3		237	38	18	56	37	19	56	

Notes:

ksf: 1,000 square feet, ps: parking space

1. The trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*.
2. The trip rates were developed based on input received from the client on actual operations at the existing site.
3. The trip rates were developed based on data provided by the client at their existing San Diego truck/trailer facility.
4. A PCE factor of 3.0 was used to convert 4+-axle trucks to passenger car equivalent trips.



xx% / (yy%) = Enter % / (Exit %)
 The naming convention for intersections is North / South & East / West

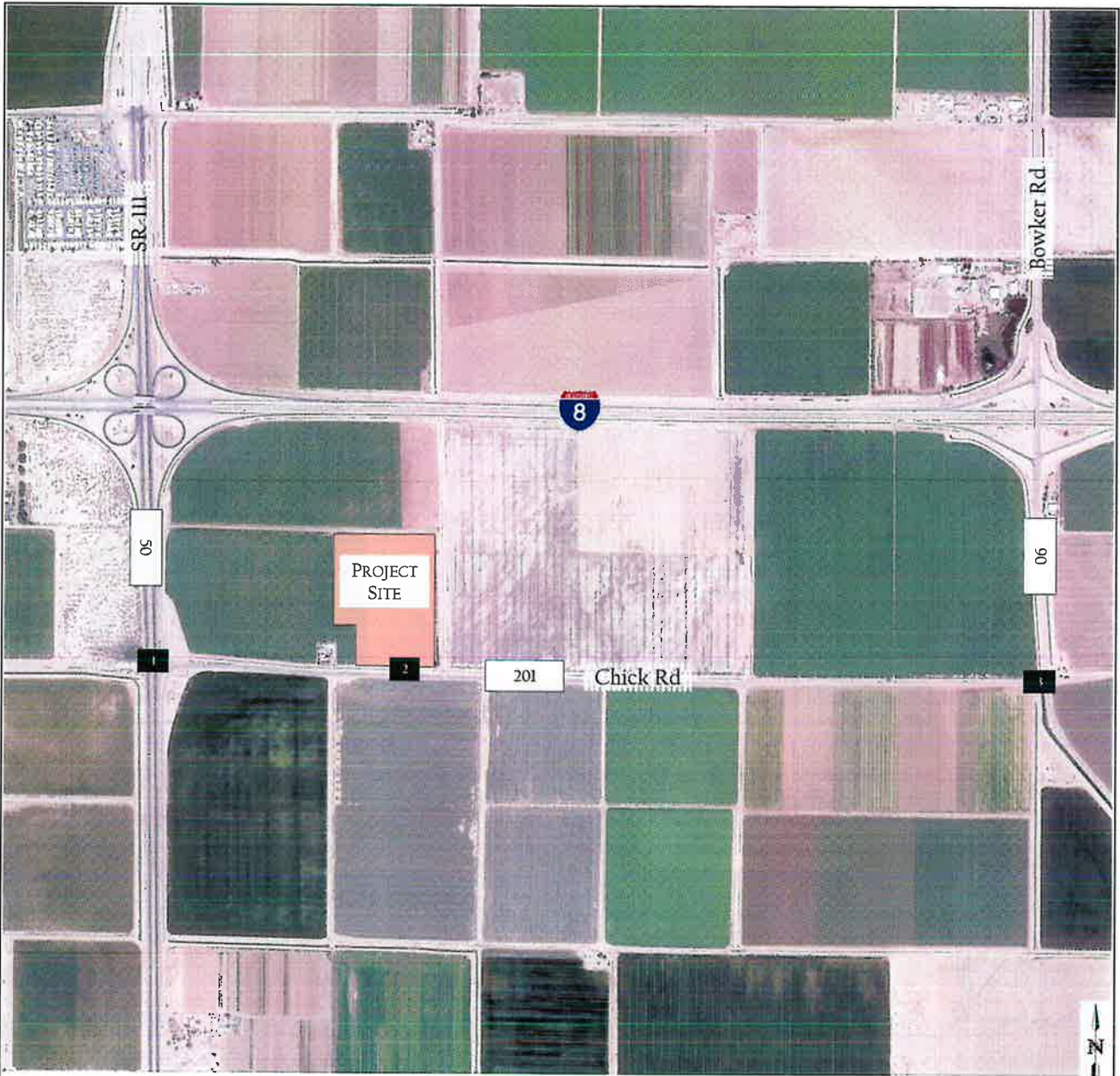
↔ Trip Distribution Percentage

SR 111 & Chick Rd	Proj Dwy & Chick Rd	Bowker Rd & Chick Rd



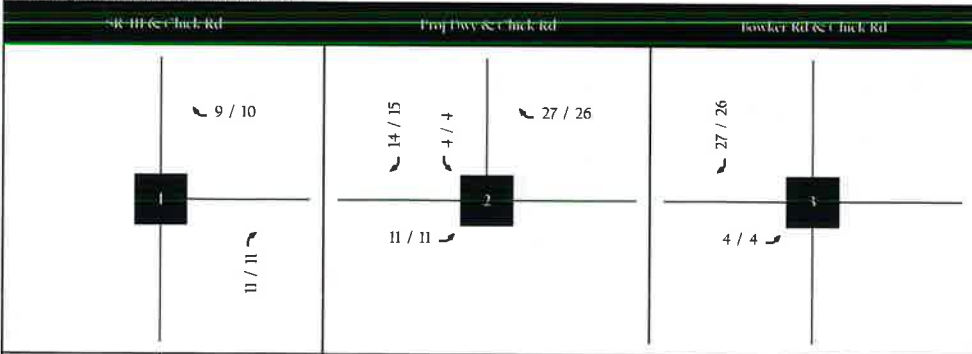
ABBA International
 Project Trip Distribution

Figure 4-1



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT



ABBA International
 Project Trip Assignment

Figure 4-2

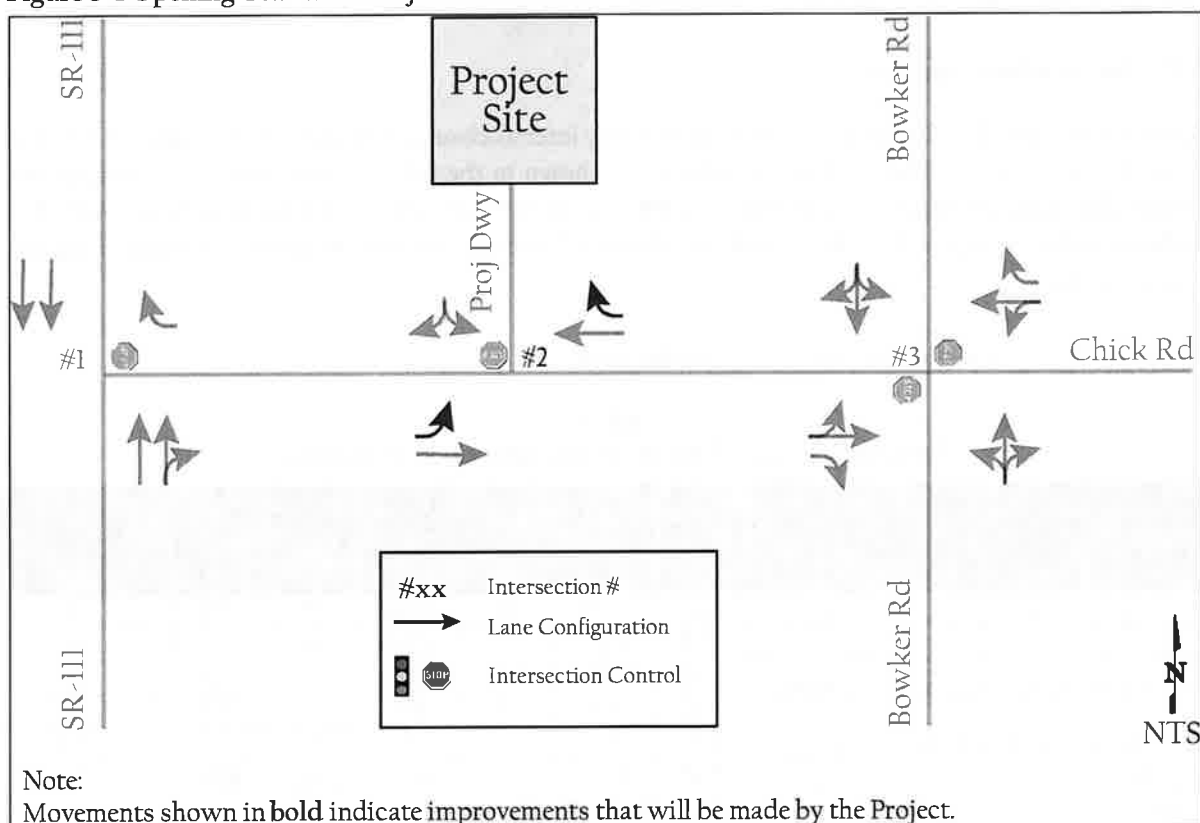
5 OPENING YEAR CONDITIONS

This section provides a summary of operations at the study area intersections, roadway segments, and project driveways with the addition of the project traffic in the anticipated year of opening in 2022.

5.1 Roadway Network

No changes to the existing roadway network are proposed under this condition except at the project driveway. The Project will construct an eastbound left-turn lane and a westbound right-turn lane. Figure 5-1 illustrates the intersection geometrics with the addition of the Project.

Figure 5-1 Opening Year with Project Intersection Geometrics



5.2 Cumulative Projects

There are no specific cumulative projects identified in the immediate vicinity of the project site. As such, a conservative three percent per year factor was used to account for the growth of any unidentified cumulative project. The cumulative growth factor was applied to the existing traffic volumes.

5.3 Traffic Volumes

The Opening Year 2022 Baseline Conditions traffic volumes were developed by applying a regional growth factor and including the cumulative traffic volumes. According to the *Southern California Association of Governments' (SCAG) Profile of Imperial County Report, May 2019*, the population of Imperial County grew by 48,263 people between 2000 and 2018, which corresponds to an annual growth rate of 1.4 percent. This growth rate was applied to the existing traffic volumes for one year to estimate the Year 2022 baseline conditions. **Appendix F** contains of the *SCAG Profile of Imperial County Report*.

The cumulative and growth factor results in an overall 4.4 percent growth over existing traffic volumes. **Figure 5-2** illustrates the Opening Year 2022 Baseline traffic volumes. **Figure 5-3** illustrates the Opening Year 2022 Plus Project traffic volumes.

5.4 Intersection Analysis

Table 5-1 displays the LOS analysis results for the study intersections and project driveway under Opening Year 2022 Baseline and Plus Project conditions. As shown in the table, all intersections, including the project driveway, are expected to operate at LOS B or better during the weekday peak-hours with the addition of the Project traffic. As a result, no additional intersection improvements are required and/or recommended.

Appendix C contains the intersection LOS worksheets.

Table 5-1
Opening Year 2022 Peak Hour Intersection LOS Summary

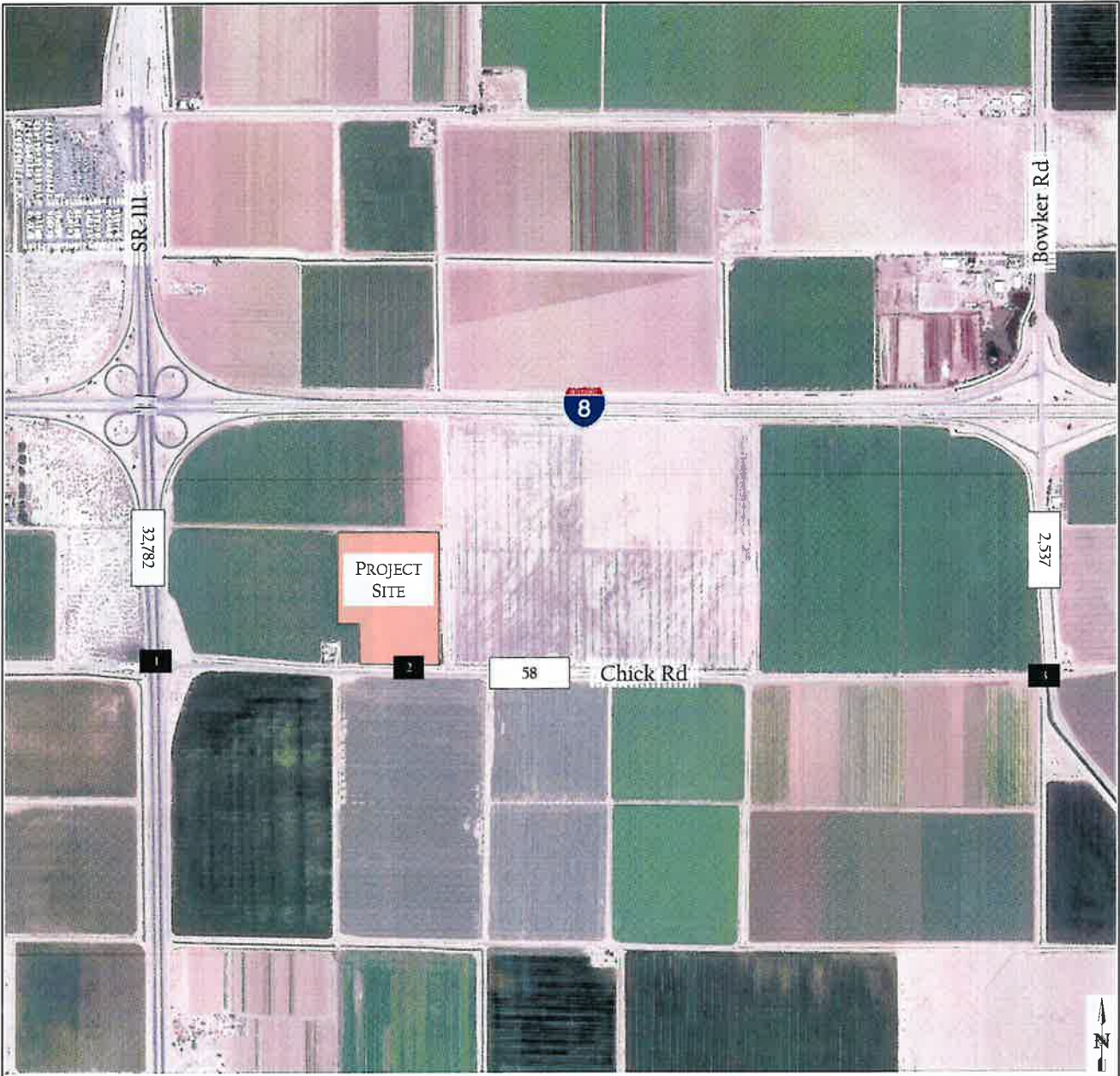
#	Intersection	Traffic Control	Peak Hour	Opening Year 2022		Opening Year 2022 w/Proj		Δ in Delay	Improvement?
				Delay ¹	LOS ²	Delay ¹	LOS ²		
1	SR-111 & Chick Rd	OWSC	AM	13.5	B	13.8	B	0.3	No
			PM	12.2	B	12.4	B	0.2	No
2	Proj Dwy & Chick Rd	OWSC	AM	8.3	A	8.5	A	0.2	No
			PM	8.6	A	8.5	A	-0.1	No
3	Bowker Rd & Chick Rd	TWSC	AM	9.2	A	10.3	B	1.1	No
			PM	10.2	B	10.2	B	0.0	No

Notes:

OWSC: One-Way Stopped Control, TWSC: Two-Way Stopped Control

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 10.



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West.

xx,xxx ADT

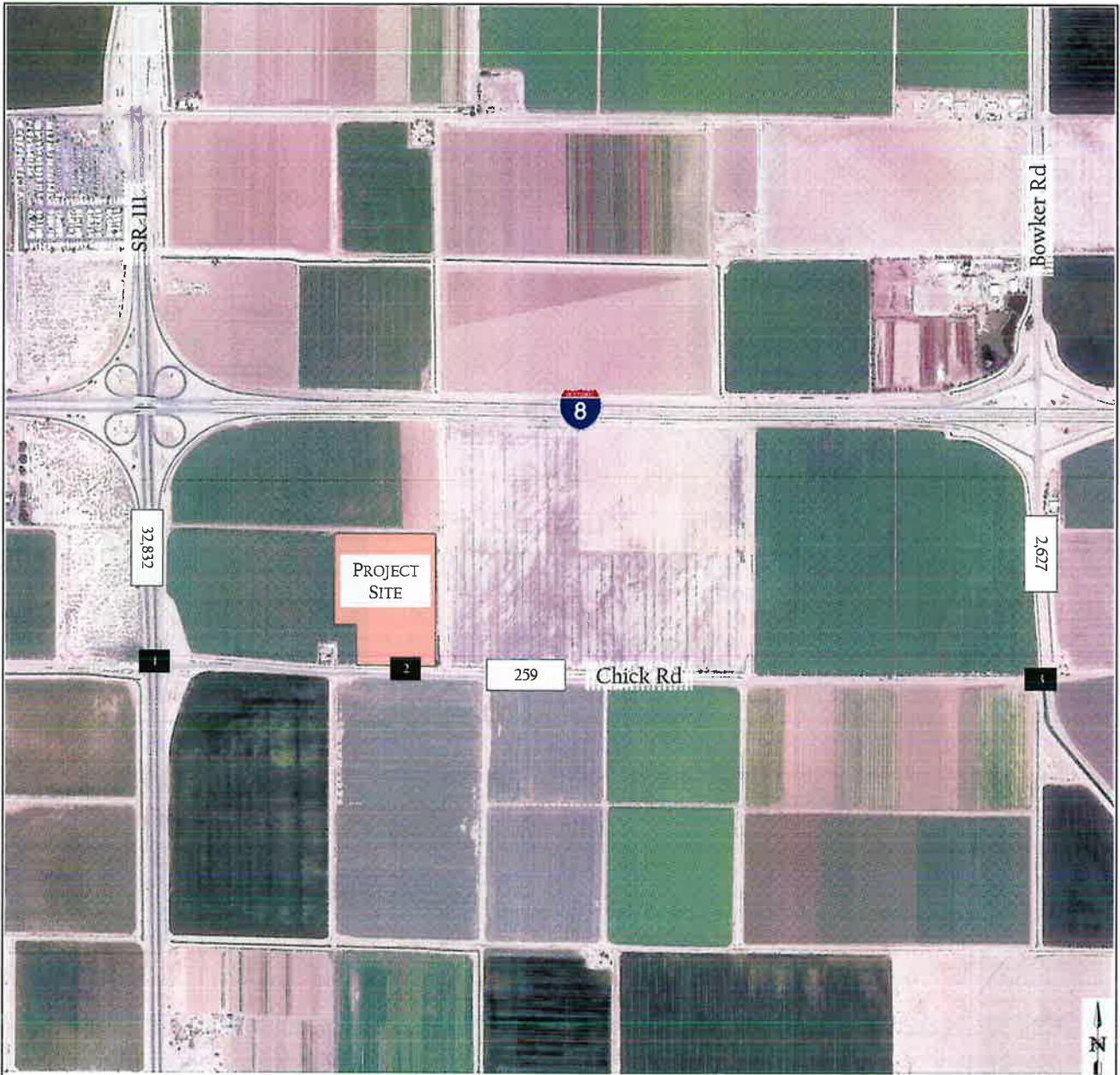
SR 111 & Chick Rd	Proj Dwy & Chick Rd	Fowler Rd & Chick Rd
<p>SR 111 & Chick Rd</p> <p>Northbound: 695 / 1635</p> <p>Southbound: 1043 / 1013</p> <p>Eastbound: 5 / 3</p> <p>Westbound: 0 / 2</p>	<p>Proj Dwy & Chick Rd</p> <p>Northbound: 1 / 0</p> <p>Southbound: 0 / 1</p> <p>Eastbound: 1 / 0</p> <p>Westbound: 4 / 3</p> <p>Northbound (from Proj Dwy): 0 / 1</p> <p>Southbound (to Proj Dwy): 0 / 1</p>	<p>Fowler Rd & Chick Rd</p> <p>Northbound: 1 / 2</p> <p>Southbound: 48 / 132</p> <p>Eastbound: 2 / 0</p> <p>Westbound: 0 / 1</p> <p>0 / 2</p> <p>0 / 1</p> <p>0 / 1</p> <p>1 / 1</p> <p>Southbound (to Fowler Rd): 2 / 1</p> <p>Northbound (from Fowler Rd): 158 / 91</p> <p>0 / 1</p>



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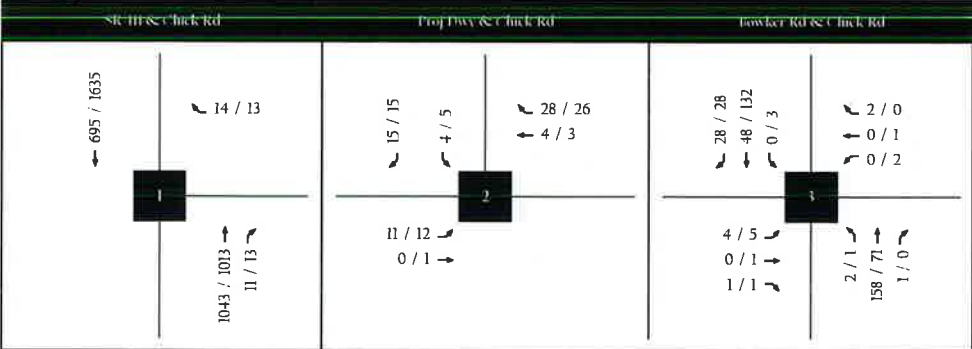
Opening Year 2022 Baseline Traffic Volumes

Figure 5-2



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT



ABBA International
 Opening Year 2022 Plus Project Traffic Volumes

Figure 5-3

5.5 Roadway Segment Analysis

Table 5-2 displays the LOS analysis for the study area roadway segments under the Near Term with and without Project conditions.

**Table 5-2
Opening Year 2022 Roadway LOS Summary**

Roadway Segment	Opening Year 2022			Opening Year 2022 w/Proj			Δ in V/C	Improvement?
	ADT	v/c Ratio	LOS	ADT	v/c Ratio	LOS		
SR-III								
I-8 to Chick Rd	32,782	0.58	B	32,832	0.58	B	0.001	No
Bowker Rd								
I-8 to Chick Rd	2,537	0.16	B	2,627	0.16	B	0.005	No
Chick Rd								
SR-III to Bowker Rd	58	0.00	A	259	0.02	A	0.012	No

As shown in the table, the all roadway segments would continue to function at LOS B or better with the addition of the project traffic. As a result, no additional improvements are required and/or recommended.

6 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following list summarizes the key findings for the Project:

- The Project consists of constructing 300 additional parking spaces for truck and trailers and converting approximately 900 square feet (sf) of the existing building for office space at the existing site located at 486 E Chick Road.
- The Project is forecasted to generate 237 daily trips with 56 AM peak-hour trips and 56 PM peak-hour trips at the project driveway, which takes into account converting all truck traffic to PCE trips.
- All intersections, roadway segments, and the project driveway in the study area are expected to operate at an acceptable LOS B or better under all scenarios.
- The Project will construct an eastbound left-turn lane and a westbound right-turn lane at the Project driveway.
- The Project will install signs along Chick Road, Yourman Road, and McCabe Road as detailed in the approved Truck Route and Crossing plans.

This traffic study has been prepared in accordance with the *County of Imperial Department of Public Works Traffic Study and Report Policy, June 29, 2007*. The proposed Project will not result in any deficient facilities in the study area and no improvements are required or recommended of the proposed Project.

Segment	Date of Count	ADT	Δ in ADT	Δ in %	Annual Growth %
SR-III n/o Chick Rd	Tue, 01/01/19	34,000	-4,590	-14%	-6.8%
	Tue, 03/23/21	29,410			

Avg. Annual Growth %: -6.8%

DISTRICT	RTE	RTE_SFX	CNTY	PM_PFX	PM	PM_SFX	DESCRIPTION	BACK_PEAK_HOUR	BACK_PEAK_MADT	BACK_AADT	AHEAD_PEAK_HOUR	AHEAD_PEAK_MADT	AHEAD_AADT
10	108		TUO	R	9.580		WEST CONNECTION TO TWAIN HART/ LAIN VIEW ROAD	1400	9000	8100	900	9400	8000
10	108		TUO	R	11.752		EAST CONNECTION TO TWAIN HART/CEDAR SPRINGS ROAD	900	9400	8000	1100	11300	8100
10	108		TUO		15.170		CHIEF FULLER ROAD	1000	7400	3150	740	6800	4800
10	108		TUO	R	17.700		WEST LONG BARN CONNECTION	680	5400	3250	560	4800	3600
10	108		TUO	R	19.030		EAST LONG BARN CONNECTION	560	4800	3600	900	7100	4600
10	108		TUO		30.164		MC COY SADDLE	920	6400	4300	920	6000	3400
10	108		TUO		31.930		STRAWBERRY, EAST	780	4500	2050	650	3900	1550
10	108		TUO		36.550		COW CREEK ROAD	800	3250	1300	470	1450	940
10	108		TUO		49.269		CLARKS FORK ROAD	420	1550	800	160	1500	770
10	108		TUO		57.909		KENNEDY MEADOWS ROAD	110	670	660	60	590	500
10	108		TUO		66.972		TUOLUMNE/MONO COUNTY LINE	110	520	440			
09	108		MNO		0.000		TUOLUMNE/MONO COUNTY LINE				170	1100	500
09	108		MNO		7.900		LEAVITT MEADOWS	130	1350	700	320	2550	1320
09	108		MNO		9.600		CAMP CLOUDBURST U S M C	360	2550	1320	350	2950	1560
09	108		MNO		15.149		SONORA JUNCTION, JCT. RTE. 395	160	1500	700			
04	109		SM		1.103		NOTRE DAME AVENUE				4000	31500	30400
04	109		SM		1.870		MENLO PARK, JCT. RTE. 84	4000	31500	30400			
07	110		LA	R	0.745		LOS ANGELES, GAFFEY STREET				3700	54000	52000
07	110		LA	R	0.931		LOS ANGELES, JCT. RTE. 47	3700	54000	52000	5800	74000	71000
07	110		LA	R	1.230		LOS ANGELES, CHANNEL STREET	5800	74000	71000	7500	88000	87000
07	110		LA		2.771		LOS ANGELES, C STREET	7500	88000	87000	7300	92000	88000
07	110		LA		3.264		LOS ANGELES, ANAHEIM STREET	7300	92000	88000	7800	100000	96000
07	110		LA		4.061		LOS ANGELES, JCT. RTE. 1	7800	100000	96000	10700	140000	139000
07	110		LA		5.451		CARSON, SEPULVEDA BOULEVARD	10700	140000	139000	13500	182000	180000
07	110		LA		7.016		CARSON, CARSON STREET	13500	182000	180000	15100	210000	208000
07	110		LA		8.028		CARSON, TORRANCE/DEL AMO BOULEVARDS	15100	210000	208000	15600	222000	220000
07	110		LA		8.775		CARSON, JCT. RTE. 405	15600	222000	220000	21600	276000	271000
07	110		LA		9.870		LOS ANGELES, JCT. RTE. 91	21600	276000	271000	18700	246000	242000
07	110		LA		11.239		LOS ANGELES, REDONDO BEACH BOULEVARD	18700	246000	242000	18800	256000	251000
07	110		LA		11.891		LOS ANGELES, ROSECRANS AVENUE	18800	256000	251000	19000	267000	262000
07	110		LA		12.898		LOS ANGELES, EL SEGUNDO BOULEVARD	19000	267000	262000	18700	272000	267000
07	110		LA		13.820		LOS ANGELES, JCT. RTE. 105	18700	272000	267000	21300	305000	293000
07	110		LA		14.967		LOS ANGELES, CENTURY BOULEVARD	21300	305000	293000	22000	328000	315000
07	110		LA		15.976		LOS ANGELES, MANCHESTER AVENUE	22000	328000	315000	20900	319000	305000
07	110		LA		16.981		LOS ANGELES, FLORENCE AVENUE	20900	319000	305000	20800	323000	309000
07	110		LA		17.514		LOS ANGELES, GAGE AVENUE	20800	323000	309000	20300	321000	308000
07	110		LA		17.980		LOS ANGELES, SLAUSON AVENUE	20300	321000	308000	19300	309000	297000
07	110		LA		18.495		LOS ANGELES, 51ST STREET	19300	309000	297000	20200	315000	306000
07	110		LA		18.998		LOS ANGELES, VERNON AVENUE	20200	315000	306000	19800	315000	307000
07	110		LA		19.502		LOS ANGELES, MARTIN LUTHER KING JR. BOULEVARD	19800	315000	307000	17600	285000	278000
07	110		LA		19.996		LOS ANGELES, EXPOSITION BOULEVARD	17600	285000	278000	16800	276000	270000
07	110		LA		21.444		LOS ANGELES, JCT. RTE. 10	16800	276000	270000	19300	280000	279000
07	110		LA		22.123		LOS ANGELES, OLYMPIC BOULEVARD	19300	280000	279000	20200	292000	291000
07	110		LA		22.360		LOS ANGELES, 8TH/9TH STREETS	20200	292000	291000	19300	279000	278000
07	110		LA		22.834		LOS ANGELES, 5TH/6TH STREETS	19300	279000	278000	20300	292000	291000
07	110		LA		23.040		LOS ANGELES, 3RD/4TH STREETS	20300	292000	291000	19600	279000	278000
07	110		LA		23.727		LOS ANGELES, JCT. RTE. 101	19600	279000	278000	10000	162000	161000
07	110		LA		24.060		LOS ANGELES, FIGUEROA STREET/SUNSET BOULEVARD	10000	162000	161000	11100	171000	170000
07	110		LA		24.310		LOS ANGELES, HILL STREET/STADIUM WAY	11100	171000	170000	12600	187000	185000
07	110		LA	R	25.086		LOS ANGELES, SOLANO AVENUE	6300	94000	92500	6500	93000	91500
07	110		LA	L	25.086		LOS ANGELES, SOLANO AVENUE	6300	94000	91500	6500	93000	91500
07	110		LA		25.751		LOS ANGELES, JCT. RTE. 5	13000	185000	183000	9400	126000	123000
07	110		LA		27.119		LOS ANGELES, AVENUE 43	9400	126000	123000	8600	119000	118000
07	110		LA		28.050		LOS ANGELES, AVENUE 52	8600	119000	118000	8100	112000	109000
07	110		LA		28.375		LOS ANGELES, AVENUE 57/HERMON AVENUE	8100	112000	109000	7600	102000	99000
07	110		LA		28.762		LOS ANGELES, AVENUE 60	7600	102000	99000	7600	102000	99000
07	110		LA		29.028		LOS ANGELES, AVENUE 64	7600	102000	99000	6400	83000	81000
07	110		LA		29.500		LOS ANGELES, YORK BOULEVARD	6400	83000	81000	6400	83000	80000
07	110		LA		29.950		SOUTH PASADENA, BRIDEWELL STREET	6400	83000	80000	6500	82000	79000
07	110		LA		30.587		SOUTH PASADENA, ORANGE GROVE AVENUE	6500	82000	79000	5300	61000	59000
07	110		LA		31.170		SOUTH PASADENA, FAIR OAKS AVENUE	5300	61000	59000	4000	45000	43500
07	110		LA		31.912		PASADENA, GLENARM STREET	4000	45000	43500	4000	45000	43500
07	110		LA		31.913		PASADENA, END FREEWAY	4000	45000	43500			
11	111		IMP	R	0.000		CALEXICO, SOUTH CITY LIMITS, AT MEXICAN BOUNDARY				2300	30500	29500
11	111		IMP	R	0.200		CALEXICO, SECOND STREET	2300	30500	29500	2300	32000	29500
11	111		IMP	R	0.273		THIRD ST	2300	32000	29500	2600	35500	34000
11	111		IMP	R	0.836		CALEXICO, GRANT STREET (EIGHTH STREET)	2600	35500	34000	2600	35500	34000
11	111		IMP	R	1.183		JCT. RTE. 98	2600	35500	34000	2500	32500	31500
11	111		IMP	R	2.211		COLE ROAD	2600	33500	31500	2850	37500	34500
11	111		IMP	R	4.741		JCT. RTE. 86 WEST	2850	37500	34500	3000	36500	34500
11	111		IMP	R	6.242		MC CABE ROAD	2950	36000	34500	2650	36000	34000

Counts Unlimited, Inc.

County of Imperial
Highway 111
N/Chick Road
24 Hour Directional Classification Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CIM001
Site Code: 999-21110

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
03/23/21	0	255	83	1	25	0	0	21	0	0	1	0	0	386
01:00	0	235	59	2	14	0	0	23	0	0	0	0	0	333
02:00	0	234	77	7	18	0	0	29	1	0	2	0	0	368
03:00	0	298	91	7	27	0	0	24	1	0	5	0	0	453
04:00	0	489	130	9	40	1	0	35	0	1	4	0	0	709
05:00	2	801	252	11	78	1	0	39	0	3	9	1	2	1199
06:00	1	827	245	15	104	0	0	53	1	3	10	1	1	1261
07:00	2	928	306	13	79	1	0	67	1	3	11	0	0	1411
08:00	0	1007	265	5	77	2	0	71	0	2	7	0	1	1437
09:00	1	947	241	13	51	1	0	62	0	1	12	0	0	1329
10:00	3	985	241	7	73	1	0	75	0	2	10	0	2	1399
11:00	0	1014	280	7	87	2	1	50	1	0	11	0	1	1454
12 PM	0	1164	269	13	82	0	0	63	3	0	9	0	1	1604
13:00	0	1245	309	17	76	2	0	66	3	1	9	0	1	1729
14:00	0	1471	363	11	77	3	0	76	2	1	15	0	0	2019
15:00	1	1619	421	17	113	3	0	80	1	4	7	1	1	2268
16:00	0	1614	354	14	113	2	0	69	3	2	15	0	2	2188
17:00	3	1498	309	7	84	0	0	60	0	4	2	0	2	1969
18:00	1	1139	234	3	67	0	0	53	1	3	8	0	0	1509
19:00	0	893	211	4	50	0	0	42	0	0	4	0	0	1204
20:00	3	784	185	5	54	2	0	39	0	0	2	0	0	1074
21:00	0	618	113	3	33	0	0	32	0	0	3	0	0	802
22:00	1	544	127	4	35	1	0	30	0	1	1	0	0	744
23:00	0	403	102	4	26	0	0	25	0	0	1	0	0	561
Total	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
Percent	0.1%	71.4%	17.9%	0.7%	5.0%	0.1%	0.0%	4.0%	0.1%	0.1%	0.5%	0.0%	0.0%	
AM Peak	10:00	11:00	07:00	06:00	06:00	08:00	11:00	10:00	02:00	05:00	09:00	05:00	05:00	11:00
Vol.	3	1014	306	15	104	2	1	75	1	3	12	1	2	1454
PM Peak	17:00	15:00	15:00	13:00	15:00	14:00		15:00	12:00	15:00	14:00	15:00	16:00	15:00
Vol.	3	1619	421	17	113	3		80	3	4	15	1	2	2268
Grand Total	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
Percent	0.1%	71.4%	17.9%	0.7%	5.0%	0.1%	0.0%	4.0%	0.1%	0.1%	0.5%	0.0%	0.0%	

Appendix B

Existing Traffic Volume Data

County of Monterey
 State Route 101
 Project No. 2015-001
 Appendix B

Stationing	2014 Yearly Average Daily Traffic (ADT)			2015 Yearly Average Daily Traffic (ADT)			2016 Yearly Average Daily Traffic (ADT)		
	ADT	Peak Hour	Peak 15 Min	ADT	Peak Hour	Peak 15 Min	ADT	Peak Hour	Peak 15 Min
0+00 to 0+100	12,500	1,800	1,200	13,000	1,900	1,300	13,500	2,000	1,400
0+100 to 0+200	11,000	1,600	1,100	11,500	1,700	1,200	12,000	1,800	1,300
0+200 to 0+300	10,000	1,500	1,000	10,500	1,600	1,100	11,000	1,700	1,200
0+300 to 0+400	9,000	1,400	900	9,500	1,500	1,000	10,000	1,600	1,100
0+400 to 0+500	8,000	1,300	800	8,500	1,400	900	9,000	1,500	1,000
0+500 to 0+600	7,000	1,200	700	7,500	1,300	800	8,000	1,400	900
0+600 to 0+700	6,000	1,100	600	6,500	1,200	700	7,000	1,300	800
0+700 to 0+800	5,000	1,000	500	5,500	1,100	600	6,000	1,200	700
0+800 to 0+900	4,000	900	400	4,500	1,000	500	5,000	1,100	600
0+900 to 1+000	3,000	800	300	3,500	900	400	4,000	1,000	500

Counts Unlimited, Inc.
 PO Box 1178
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 (951)268-6268

County of Imperial
 N/S: Highway 111
 E/W: Chick Road
 Weather: Clear

File Name : 01_CIM_Hwy 111_Chick AM
 Site Code : 99921110
 Start Date : 3/23/2021
 Page No : 1

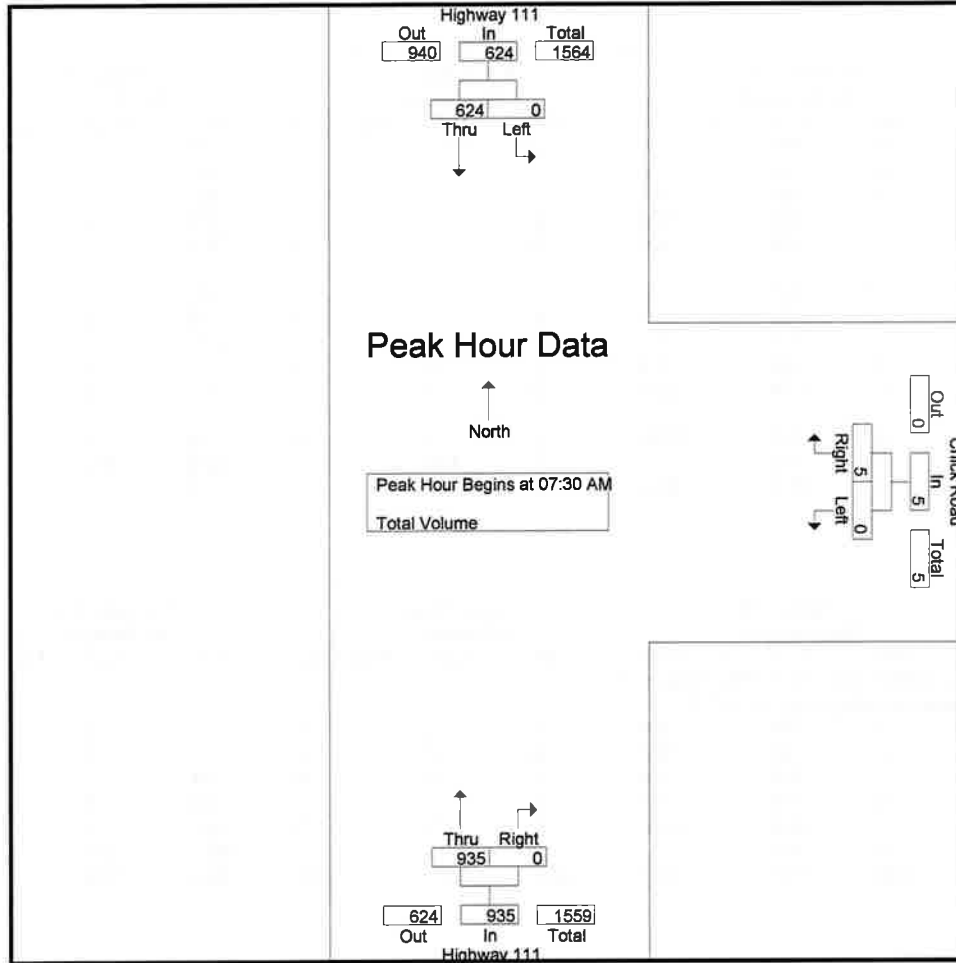
Groups Printed- Total Volume

Start Time	Highway 111 Southbound			Chick Road Westbound			Highway 111 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	97	97	0	0	0	183	0	183	280
07:15 AM	0	141	141	0	0	0	212	0	212	353
07:30 AM	0	127	127	0	3	3	275	0	275	405
07:45 AM	0	179	179	0	2	2	284	0	284	465
Total	0	544	544	0	5	5	954	0	954	1503
08:00 AM	0	133	133	0	0	0	194	0	194	327
08:15 AM	0	185	185	0	0	0	182	0	182	367
08:30 AM	0	165	165	0	1	1	224	0	224	390
08:45 AM	0	187	187	0	0	0	192	0	192	379
Total	0	670	670	0	1	1	792	0	792	1463
Grand Total	0	1214	1214	0	6	6	1746	0	1746	2966
Apprch %	0	100		0	100		100	0		
Total %	0	40.9	40.9	0	0.2	0.2	58.9	0	58.9	

Start Time	Highway 111 Southbound			Chick Road Westbound			Highway 111 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	127	127	0	3	3	275	0	275	405
07:45 AM	0	179	179	0	2	2	284	0	284	465
08:00 AM	0	133	133	0	0	0	194	0	194	327
08:15 AM	0	185	185	0	0	0	182	0	182	367
Total Volume	0	624	624	0	5	5	935	0	935	1564
% App. Total	0	100		0	100		100	0		
PHF	.000	.843	.843	.000	.417	.417	.823	.000	.823	.841

County of Imperial
 N/S: Highway 111
 E/W: Chick Road
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File Name : 01_CIM_Hwy 111_Chick AM
 Site Code : 99921110
 Start Date : 3/23/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:15 AM		
+0 mins.	0	133	133	0	0	0	212	0	212
+15 mins.	0	185	185	0	0	0	275	0	275
+30 mins.	0	165	165	0	3	3	284	0	284
+45 mins.	0	187	187	0	2	2	194	0	194
Total Volume	0	670	670	0	5	5	965	0	965
% App. Total	0	100		0	100		100	0	
PHF	.000	.896	.896	.000	.417	.417	.849	.000	.849

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County of Imperial
 N/S: Highway 111
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 Site Code : 99921110
 Start Date : 3/23/2021
 Page No : 1

Groups Printed- Total Volume

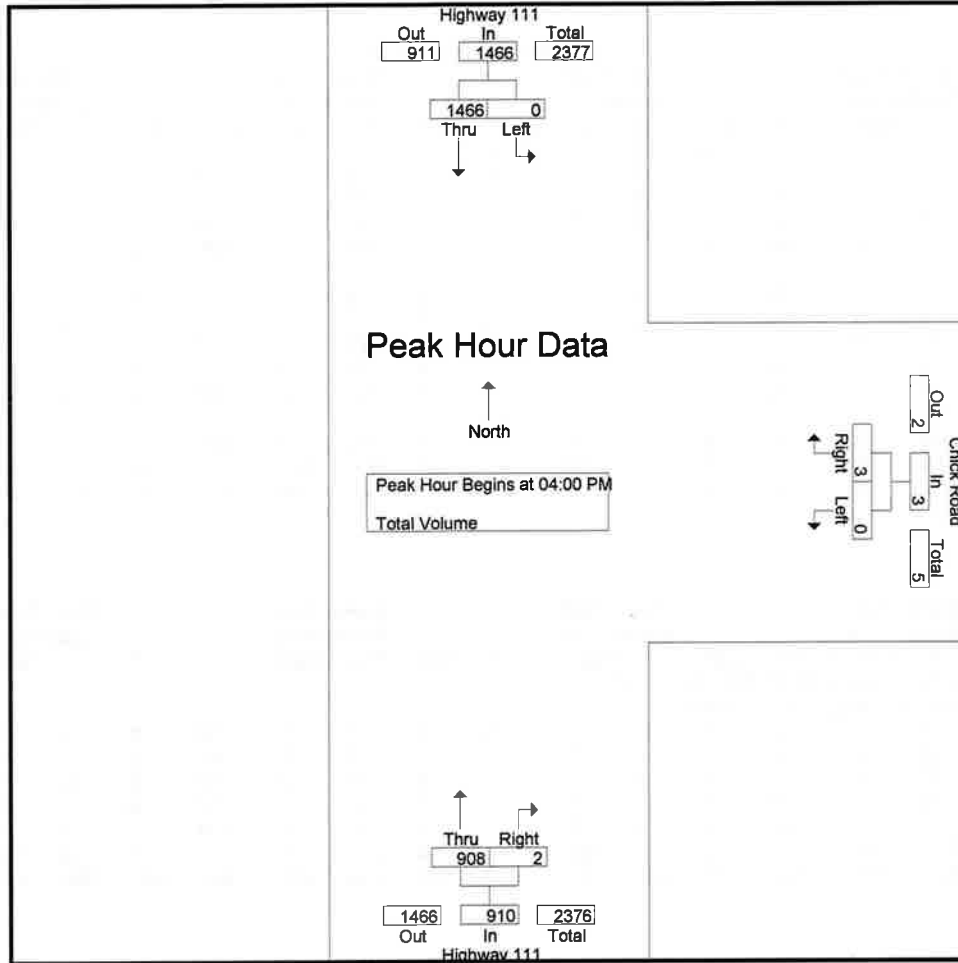
Start Time	Highway 111 Southbound			Chick Road Westbound			Highway 111 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	398	398	0	0	0	210	0	210	608
04:15 PM	0	365	365	0	2	2	231	1	232	599
04:30 PM	0	355	355	0	0	0	241	1	242	597
04:45 PM	0	348	348	0	1	1	226	0	226	575
Total	0	1466	1466	0	3	3	908	2	910	2379
05:00 PM	0	323	323	0	1	1	203	0	203	527
05:15 PM	0	351	351	0	0	0	203	0	203	554
05:30 PM	0	297	297	0	0	0	222	0	222	519
05:45 PM	0	263	263	0	0	0	197	0	197	460
Total	0	1234	1234	0	1	1	825	0	825	2060
Grand Total	0	2700	2700	0	4	4	1733	2	1735	4439
Apprch %	0	100		0	100		99.9	0.1		
Total %	0	60.8	60.8	0	0.1	0.1	39	0	39.1	

Start Time	Highway 111 Southbound			Chick Road Westbound			Highway 111 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	398	398	0	0	0	210	0	210	608
04:15 PM	0	365	365	0	2	2	231	1	232	599
04:30 PM	0	355	355	0	0	0	241	1	242	597
04:45 PM	0	348	348	0	1	1	226	0	226	575
Total Volume	0	1466	1466	0	3	3	908	2	910	2379
% App. Total	0	100		0	100		99.8	0.2		
PHF	.000	.921	.921	.000	.375	.375	.942	.500	.940	.978

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County of Imperial
 N/S: Highway 111
 E/W: Chick Road
 Weather: Clear

File Name : 01_CIM_Hwy 111_Chick PM
 Site Code : 99921110
 Start Date : 3/23/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	0	398	398	0	2	2	210	0	210
+15 mins.	0	365	365	0	0	0	231	1	232
+30 mins.	0	355	355	0	1	1	241	1	242
+45 mins.	0	348	348	0	1	1	226	0	226
Total Volume	0	1466	1466	0	4	4	908	2	910
% App. Total	0	100		0	100		99.8	0.2	
PHF	.000	.921	.921	.000	.500	.500	.942	.500	.940

Counts Unlimited, Inc.
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County of Imperial
 N/S: Bowker Road
 E/W: Chick Road
 Weather: Clear

File Name : 02_CIM_Bowker_Chick AM
 Site Code : 99921110
 Start Date : 3/23/2021
 Page No : 1

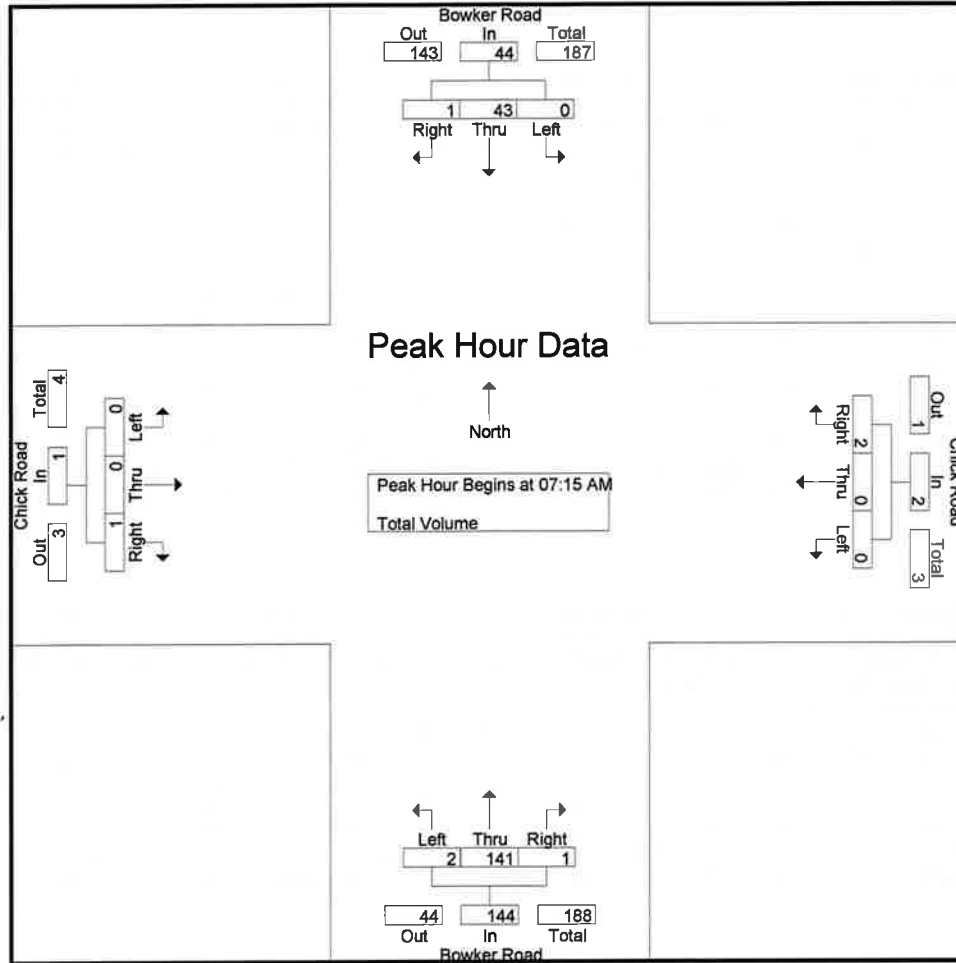
Groups Printed- Total Volume

Start Time	Bowker Road Southbound				Chick Road Westbound				Bowker Road Northbound				Chick Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	9	1	11	0	0	0	0	0	25	0	25	0	0	0	0	36
07:15 AM	0	7	1	8	0	0	0	0	1	33	0	34	0	0	0	0	42
07:30 AM	0	10	0	10	0	0	1	1	0	43	0	43	0	0	0	0	54
07:45 AM	0	17	0	17	0	0	1	1	0	37	0	37	0	0	1	1	56
Total	1	43	2	46	0	0	2	2	1	138	0	139	0	0	1	1	188
08:00 AM	0	9	0	9	0	0	0	0	1	28	1	30	0	0	0	0	39
08:15 AM	1	9	0	10	0	0	0	0	0	17	0	17	1	2	0	3	30
08:30 AM	2	11	2	15	0	0	0	0	0	27	1	28	0	0	0	0	43
08:45 AM	1	12	1	14	0	0	2	2	0	20	0	20	1	0	0	1	37
Total	4	41	3	48	0	0	2	2	1	92	2	95	2	2	0	4	149
Grand Total	5	84	5	94	0	0	4	4	2	230	2	234	2	2	1	5	337
Apprch %	5.3	89.4	5.3		0	0	100		0.9	98.3	0.9		40	40	20		
Total %	1.5	24.9	1.5	27.9	0	0	1.2	1.2	0.6	68.2	0.6	69.4	0.6	0.6	0.3	1.5	

Start Time	Bowker Road Southbound				Chick Road Westbound				Bowker Road Northbound				Chick Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	1	8	0	0	0	0	1	33	0	34	0	0	0	0	42
07:30 AM	0	10	0	10	0	0	1	1	0	43	0	43	0	0	0	0	54
07:45 AM	0	17	0	17	0	0	1	1	0	37	0	37	0	0	1	1	56
08:00 AM	0	9	0	9	0	0	0	0	1	28	1	30	0	0	0	0	39
Total Volume	0	43	1	44	0	0	2	2	2	141	1	144	0	0	1	1	191
% App. Total	0	97.7	2.3		0	0	100		1.4	97.9	0.7		0	0	100		
PHF	.000	.632	.250	.647	.000	.000	.500	.500	.500	.820	.250	.837	.000	.000	.250	.250	.853

County of Imperial
 N/S: Bowker Road
 E/W: Chick Road
 Weather: Clear

File Name : 02_CIM_Bowker_Chick AM
 Site Code : 99921110
 Start Date : 3/23/2021
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	17	0	17	0	0	0	0	1	33	0	34	0	0	0	0
+15 mins.	0	9	0	9	0	0	0	0	0	43	0	43	0	0	1	1
+30 mins.	1	9	0	10	0	0	1	1	0	37	0	37	0	0	0	0
+45 mins.	2	11	2	15	0	0	1	1	1	28	1	30	1	2	0	3
Total Volume	3	46	2	51	0	0	2	2	2	141	1	144	1	2	1	4
% App. Total	5.9	90.2	3.9		0	0	100		1.4	97.9	0.7		25	50	25	
PHF	.375	.676	.250	.750	.000	.000	.500	.500	.500	.820	.250	.837	.250	.250	.250	.333

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County of Imperial
 N/S: Bowker Road
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File Name : 02_CIM_Bowker_Chick PM
 Site Code : 99921110
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Groups Printed- Total Volume

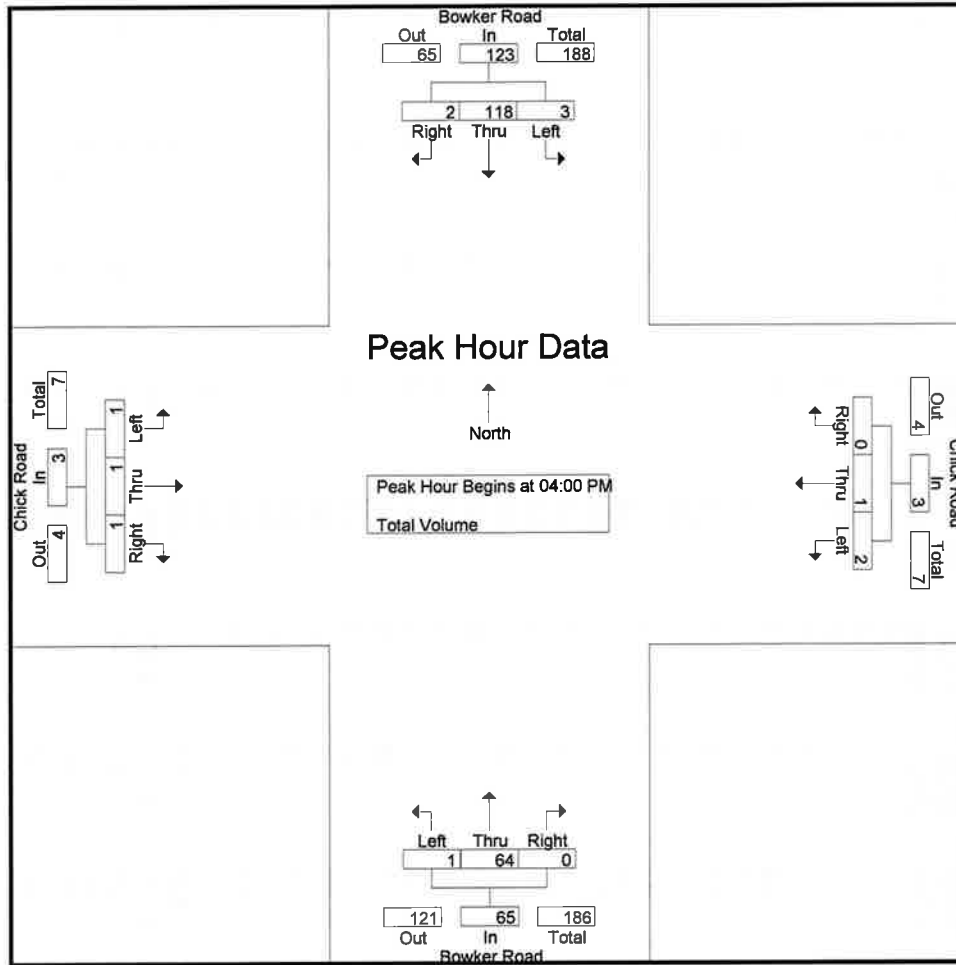
Start Time	Bowker Road Southbound				Chick Road Westbound				Bowker Road Northbound				Chick Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	35	0	36	1	0	0	1	0	11	0	11	0	0	0	0	0	48
04:15 PM	1	35	2	38	1	0	0	1	1	16	0	17	1	0	0	1	1	57
04:30 PM	1	24	0	25	0	0	0	0	0	22	0	22	0	1	1	2	2	49
04:45 PM	0	24	0	24	0	1	0	1	0	15	0	15	0	0	0	0	0	40
Total	3	118	2	123	2	1	0	3	1	64	0	65	1	1	1	3	3	194
05:00 PM	0	25	0	25	0	0	1	1	0	10	0	10	0	0	0	0	0	36
05:15 PM	0	31	0	31	0	0	1	1	0	14	0	14	0	0	0	0	0	46
05:30 PM	2	22	0	24	0	0	1	1	0	11	0	11	0	0	0	0	0	36
05:45 PM	0	23	0	23	0	0	1	1	0	10	0	10	0	0	0	0	0	34
Total	2	101	0	103	0	0	4	4	0	45	0	45	0	0	0	0	0	152
Grand Total	5	219	2	226	2	1	4	7	1	109	0	110	1	1	1	3	3	346
Apprch %	2.2	96.9	0.9		28.6	14.3	57.1		0.9	99.1	0		33.3	33.3	33.3			
Total %	1.4	63.3	0.6	65.3	0.6	0.3	1.2	2	0.3	31.5	0	31.8	0.3	0.3	0.3	0.9		

Start Time	Bowker Road Southbound				Chick Road Westbound				Bowker Road Northbound				Chick Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	1	35	0	36	1	0	0	1	0	11	0	11	0	0	0	0	0	48
04:15 PM	1	35	2	38	1	0	0	1	1	16	0	17	1	0	0	1	1	57
04:30 PM	1	24	0	25	0	0	0	0	0	22	0	22	0	1	1	2	2	49
04:45 PM	0	24	0	24	0	1	0	1	0	15	0	15	0	0	0	0	0	40
Total Volume	3	118	2	123	2	1	0	3	1	64	0	65	1	1	1	3	3	194
% App. Total	2.4	95.9	1.6		66.7	33.3	0		1.5	98.5	0		33.3	33.3	33.3			
PHF	.750	.843	.250	.809	.500	.250	.000	.750	.250	.727	.000	.739	.250	.250	.250	.375	.851	

Counts Unlimited, Inc.
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County of Imperial
 N/S: Bowker Road
 E/W: Chick Road
 Weather: Clear

File Name : 02_CIM_Bowker_Chick PM
 Site Code : 99921110
 Start Date : 3/23/2021
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	1	35	0	36	0	1	0	1	0	11	0	11	0	0	0	0
+15 mins.	1	35	2	38	0	0	1	1	1	16	0	17	1	0	0	1
+30 mins.	1	24	0	25	0	0	1	1	0	22	0	22	0	1	1	2
+45 mins.	0	24	0	24	0	0	1	1	0	15	0	15	0	0	0	0
Total Volume	3	118	2	123	0	1	3	4	1	64	0	65	1	1	1	3
% App. Total	2.4	95.9	1.6		0	25	75		1.5	98.5	0		33.3	33.3	33.3	
PHF	.750	.843	.250	.809	.000	.250	.750	1.000	.250	.727	.000	.739	.250	.250	.250	.375

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County of Imperial
 Highway 111
 N/ Chick Road
 24 Hour Directional Classification Count

CIM001
 Site Code: 999-21110

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
03/23/21	0	177	50	0	15	0	0	15	0	0	0	0	0	257
01:00	0	170	40	1	6	0	0	18	0	0	0	0	0	235
02:00	0	174	43	2	6	0	0	12	1	0	1	0	0	239
03:00	0	220	57	4	6	0	0	18	1	0	5	0	0	311
04:00	0	407	86	5	23	1	0	21	0	1	1	0	0	545
05:00	2	694	176	8	30	1	0	19	0	3	5	1	2	941
06:00	1	649	160	12	44	0	0	25	1	3	6	0	0	901
07:00	2	661	147	8	28	1	0	29	0	2	4	0	0	882
08:00	0	585	126	4	31	1	0	30	0	2	3	0	0	782
09:00	0	503	117	5	14	0	0	33	0	0	5	0	0	677
10:00	2	533	129	4	27	1	0	32	0	1	7	0	1	737
11:00	0	517	130	2	34	2	1	28	1	0	8	0	0	723
12 PM	0	572	124	6	24	0	0	32	1	0	3	0	0	762
13:00	0	627	126	6	34	2	0	39	3	0	4	0	0	841
14:00	0	665	159	2	43	2	0	34	0	0	4	0	0	909
15:00	0	594	157	8	48	1	0	34	0	1	3	0	0	846
16:00	0	601	135	4	45	0	0	33	0	0	6	0	1	825
17:00	0	610	122	3	37	0	0	28	0	1	0	0	0	801
18:00	0	538	99	3	25	0	0	25	0	2	6	0	0	698
19:00	0	467	103	0	24	0	0	30	0	0	4	0	0	628
20:00	1	423	89	1	22	0	0	23	0	0	1	0	0	560
21:00	0	355	51	2	12	0	0	20	0	0	2	0	0	442
22:00	0	337	66	2	10	1	0	13	0	1	0	0	0	430
23:00	0	295	63	1	10	0	0	12	0	0	1	0	0	382
Total	8	11374	2555	93	598	13	1	603	8	17	79	1	4	15354
Percent	0.1%	74.1%	16.6%	0.6%	3.9%	0.1%	0.0%	3.9%	0.1%	0.1%	0.5%	0.0%	0.0%	
AM Peak	05:00	05:00	05:00	06:00	06:00	11:00	11:00	09:00	02:00	05:00	11:00	05:00	05:00	05:00
Vol.	2	694	176	12	44	2	1	33	1	3	8	1	2	941
PM Peak	20:00	14:00	14:00	15:00	15:00	13:00	13:00	13:00	13:00	18:00	16:00	16:00	16:00	14:00
Vol.	1	665	159	8	48	2	2	39	3	2	6	1	1	909
Grand Total	8	11374	2555	93	598	13	1	603	8	17	79	1	4	15354
Percent	0.1%	74.1%	16.6%	0.6%	3.9%	0.1%	0.0%	3.9%	0.1%	0.1%	0.5%	0.0%	0.0%	

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County of Imperial
 Highway 111
 N/ Chick Road
 24 Hour Directional Classification Count

CIM001
 Site Code: 999-21110

Southbound

Start Time	Cars & Trailers		2 Axle Long	Buses	2 Axle 6 Tire	3 Axle		4 Axle		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Total
	Bikes	Trailers				Single	Single	Double	Double	Double	Double	Double	Multi	Multi	Multi	Multi	Multi					
03/23/21	0	78	33	1	10	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	129
01:00	0	65	19	1	8	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	98
02:00	0	60	34	5	12	0	0	0	17	0	0	0	0	0	0	1	0	0	0	0	0	129
03:00	0	78	34	3	21	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	142
04:00	0	82	44	4	17	0	0	0	14	0	0	0	0	0	0	3	0	0	0	0	0	164
05:00	0	107	76	3	48	0	0	0	20	0	0	0	0	0	0	4	0	0	0	0	0	258
06:00	0	178	85	3	60	0	0	0	28	0	0	0	0	0	0	4	0	0	1	1	0	360
07:00	0	267	159	5	51	0	0	0	38	1	1	1	1	1	7	7	0	0	0	0	0	529
08:00	0	422	139	1	46	1	0	0	41	0	0	0	0	0	4	4	0	0	0	1	0	655
09:00	1	444	124	8	37	1	0	0	29	0	0	0	0	1	7	7	0	0	0	0	0	652
10:00	1	452	112	3	46	0	0	0	43	0	0	0	0	1	3	3	0	0	0	0	0	662
11:00	0	497	150	5	53	0	0	0	22	0	0	0	0	0	3	3	0	0	0	0	0	731
12 PM	0	592	145	7	58	0	0	0	31	0	0	2	2	0	6	6	0	0	0	0	0	842
13:00	0	618	183	11	42	0	0	0	27	0	0	0	0	1	5	5	0	0	0	0	0	888
14:00	0	806	204	9	34	1	0	0	42	0	0	2	2	1	11	11	0	0	0	0	0	1110
15:00	1	1025	264	9	65	2	0	0	46	1	1	1	1	3	4	4	1	1	1	1	1	1422
16:00	0	1013	219	10	68	2	0	0	36	0	0	3	3	2	9	9	0	0	0	0	0	1363
17:00	3	888	187	4	47	0	0	0	32	0	0	0	0	3	2	2	0	0	0	2	0	1168
18:00	1	601	135	0	42	0	0	0	28	1	1	1	1	1	2	2	0	0	0	0	0	811
19:00	0	426	108	4	26	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	576
20:00	2	361	96	4	32	2	0	0	16	0	0	0	0	0	1	1	0	0	0	0	0	514
21:00	0	263	62	1	21	0	0	0	12	0	0	0	0	0	1	1	0	0	0	0	0	360
22:00	1	207	61	2	25	0	0	0	17	0	0	0	0	0	1	1	0	0	0	0	0	314
23:00	0	108	39	3	16	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	179
Total	10	9638	2712	106	885	9	0	581	10	14	79	10	14	79	0.6%	0.6%	0.0%	0.0%	0.1%	0.1%	10	14056
Percent	0.1%	68.6%	19.3%	0.8%	6.3%	0.1%	0.0%	4.1%	4.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.7%	0.7%	0.0%	0.0%	0.6%	0.6%	0.1%	11:00
AM Peak	09:00	11:00	07:00	09:00	06:00	08:00	08:00	10:00	10:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	06:00	06:00	06:00	06:00	06:00	11:00
Vol.	1	497	159	8	60	1	1	43	43	1	1	1	1	1	7	7	1	1	1	1	731	
PM Peak	17:00	15:00	15:00	13:00	16:00	15:00	15:00	15:00	15:00	16:00	16:00	16:00	15:00	15:00	14:00	14:00	15:00	15:00	17:00	17:00	17:00	15:00
Vol.	3	1025	264	11	68	2	2	46	46	3	3	3	3	11	11	1	1	1	2	2	1422	
Grand Total	10	9638	2712	106	885	9	0	581	10	14	79	10	14	79	0.6%	0.6%	0.0%	0.0%	0.1%	0.1%	10	14056
Percent	0.1%	68.6%	19.3%	0.8%	6.3%	0.1%	0.0%	4.1%	4.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.6%	0.6%	0.0%	0.0%	0.1%	0.1%	10	14056

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County of Imperial
 Highway 111
 N/ Chick Road
 24 Hour Directional Classification Count

CIM001
 Site Code: 999-21110

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/23/21	0	255	83	1	25	0	0	21	0	0	1	0	0	386
01:00	0	235	59	2	14	0	0	23	0	0	0	0	0	333
02:00	0	234	77	7	18	0	0	29	1	0	2	0	0	368
03:00	0	298	91	7	27	0	0	24	1	0	5	0	0	453
04:00	0	489	130	9	40	1	0	35	0	1	4	0	0	709
05:00	2	801	252	11	78	1	0	39	0	3	9	1	2	1199
06:00	1	827	245	15	104	0	0	53	1	3	10	1	1	1261
07:00	2	928	306	13	79	1	0	67	1	3	11	0	0	1411
08:00	0	1007	265	5	77	2	0	71	0	2	7	0	1	1437
09:00	1	947	241	13	51	1	0	62	0	1	12	0	0	1329
10:00	3	985	241	7	73	1	0	75	0	2	10	0	2	1399
11:00	0	1014	280	7	87	2	1	50	1	0	11	0	1	1454
12 PM	0	1164	269	13	82	0	0	63	3	0	9	0	1	1604
13:00	0	1245	309	17	76	2	0	66	3	1	9	0	1	1729
14:00	0	1471	363	11	77	3	0	76	2	1	15	0	0	2019
15:00	1	1619	421	17	113	3	0	80	1	4	7	1	1	2268
16:00	0	1614	354	14	113	2	0	69	3	2	15	0	2	2188
17:00	3	1498	309	7	84	0	0	60	0	4	2	0	2	1969
18:00	1	1139	234	3	67	0	0	53	1	3	8	0	0	1509
19:00	0	893	211	4	50	0	0	42	0	0	4	0	0	1204
20:00	3	784	185	5	54	2	0	39	0	0	2	0	0	1074
21:00	0	618	113	3	33	0	0	32	0	0	3	0	0	802
22:00	1	544	127	4	35	1	0	30	0	1	1	0	0	744
23:00	0	403	102	4	26	0	0	25	0	0	1	0	0	561
Total	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
Percent	0.1%	71.4%	17.9%	0.7%	5.0%	0.1%	0.0%	4.0%	0.1%	0.1%	0.5%	0.0%	0.0%	
AM Peak	10:00	11:00	07:00	06:00	06:00	08:00	11:00	10:00	02:00	05:00	09:00	05:00	05:00	11:00
Vol.	3	1014	306	15	104	2	1	75	1	3	12	1	2	1454
PM Peak	17:00	15:00	15:00	13:00	15:00	14:00	15:00	15:00	12:00	15:00	14:00	15:00	16:00	15:00
Vol.	3	1619	421	17	113	3	3	80	3	4	15	1	2	2268
Grand Total	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
Percent	0.1%	71.4%	17.9%	0.7%	5.0%	0.1%	0.0%	4.0%	0.1%	0.1%	0.5%	0.0%	0.0%	

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County of Imperial
 Browker Road
 N/ Chick Road
 24 Hour Directional Classification Count

CIM004
 Site Code: 999-21110

Northbound

Start Time	Cars & Trailers		Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl		6 Axle		>6 Axl		Total	
	Multi	Multi										Multi	Multi	Multi	Multi				
03/23/21	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	7	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	14
04:00	13	0	0	6	0	3	0	0	2	0	0	0	0	0	0	0	0	0	24
05:00	42	0	0	24	0	14	0	0	1	0	0	0	0	0	0	0	0	0	81
06:00	60	0	0	28	0	9	0	0	0	0	0	0	0	0	0	0	0	0	98
07:00	89	0	0	32	0	14	0	0	2	0	0	0	1	0	0	0	0	0	138
08:00	74	0	0	17	1	10	0	0	0	0	0	0	0	0	0	0	0	0	102
09:00	25	0	0	24	3	3	0	0	4	0	0	0	1	0	0	0	0	0	60
10:00	33	0	0	25	0	14	0	0	1	0	0	0	0	0	0	0	0	0	73
11:00	32	0	0	9	1	16	0	0	1	0	0	0	1	0	0	0	0	0	61
12 PM	35	0	0	16	0	17	1	0	4	0	0	0	0	0	0	0	0	0	73
13:00	31	0	0	13	0	5	0	0	1	1	0	0	0	0	0	0	0	0	52
14:00	50	0	0	21	0	11	0	0	1	0	0	0	0	0	0	0	0	0	85
15:00	33	0	0	8	0	23	0	0	4	0	0	0	0	0	0	0	0	0	68
16:00	37	0	0	13	0	12	0	0	1	0	0	0	0	0	0	0	0	0	64
17:00	30	1	0	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0	49
18:00	19	0	0	10	0	5	0	0	1	0	0	0	0	0	0	0	0	0	35
19:00	11	0	0	8	0	4	0	0	1	0	0	0	0	0	0	0	0	0	24
20:00	5	0	0	7	0	3	0	0	1	0	0	0	0	0	0	0	0	0	16
21:00	8	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
22:00	8	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	4	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	2	660	2	287	5	178	2	0	25	1	0	0	4	4	4	0	0	0	1168
Percent	0.2%	56.5%	0.2%	24.6%	0.4%	15.2%	0.2%	0.0%	2.1%	0.1%	0.0%	0.3%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	
AM Peak	06:00	89	0	32	3	11:00	11:00	0	09:00	09:00	07:00	07:00	07:00	11:00	11:00	07:00	07:00	07:00	138
Vol.	1	89	1	32	3	16	16	4	4	4	13:00	13:00	13:00	14:00	14:00	14:00	14:00	14:00	85
PM Peak	17:00	50	1	21	1	23	1	1	4	1	1	1	1	2	2	2	2	2	85
Vol.	1	50	1	21	1	23	1	1	4	1	1	1	1	2	2	2	2	2	85
Grand Total	2	660	2	287	5	178	2	0	25	1	0	0	4	4	4	0	0	0	1168
Percent	0.2%	56.5%	0.2%	24.6%	0.4%	15.2%	0.2%	0.0%	2.1%	0.1%	0.0%	0.3%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	

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 24 Hour Directional Classification Count

CIM004
 Site Code: 999-21110

Southbound

Start Time	Cars & Trailers		2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl		6 Axle		>6 Axl		Total
	Bikes	Trailers									Multi	Multi	Multi	Multi			
03/23/21	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	6	3	0	0	0	0	1	0	0	0	0	0	0	0	0	10
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	3	0	2	0	0	1	0	0	0	0	0	0	0	0	8
05:00	0	28	10	0	1	0	0	0	0	0	0	0	0	0	0	0	39
06:00	0	28	14	0	5	0	0	2	0	0	0	0	0	0	0	0	49
07:00	0	26	17	0	5	0	0	0	0	0	0	0	0	0	0	0	48
08:00	1	29	12	0	5	2	0	1	0	0	0	0	0	0	0	0	50
09:00	0	23	13	1	4	2	0	1	0	0	0	0	0	1	0	0	45
10:00	0	26	13	0	4	1	0	1	0	0	0	0	0	0	0	0	45
11:00	0	25	15	0	3	1	0	3	0	0	0	0	0	0	0	0	47
12 PM	0	27	16	0	5	1	0	0	0	0	0	0	0	0	0	0	50
13:00	2	41	22	0	8	1	0	1	0	0	0	1	1	1	0	0	77
14:00	0	48	28	0	8	1	0	1	0	0	0	0	1	1	0	0	87
15:00	1	92	39	0	8	2	0	1	0	0	0	1	0	0	0	0	144
16:00	1	80	33	1	4	1	0	1	0	0	0	0	0	0	0	0	121
17:00	0	76	18	1	8	0	0	0	0	0	0	1	0	0	0	0	104
18:00	0	40	19	0	5	0	0	0	0	0	0	0	0	0	0	0	64
19:00	0	21	10	0	1	1	0	0	0	0	0	0	0	0	0	0	33
20:00	2	16	3	0	4	2	0	1	1	0	0	0	0	0	0	0	29
21:00	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26
22:00	0	10	1	0	2	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	7	674	301	3	84	15	0	15	1	0	0	4	3	0	0	0	1107
Percent	0.6%	60.9%	27.2%	0.3%	7.6%	1.4%	0.0%	1.4%	0.1%	0.0%	0.4%	0.4%	0.3%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	09:00	06:00	08:00		11:00					09:00				08:00
Vol.	1	29	17	1	5	2		3					1				50
PM Peak	13:00	15:00	15:00	16:00	13:00	15:00		13:00	20:00			12:00	13:00				15:00
Vol.	2	92	39	1	8	2		1	1			1	1				144
Grand Total	7	674	301	3	84	15	0	15	1	0	0	4	3	0	0	0	1107
Percent	0.6%	60.9%	27.2%	0.3%	7.6%	1.4%	0.0%	1.4%	0.1%	0.0%	0.4%	0.4%	0.3%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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County of Imperial
 Browker Road
 N/ Chick Road
 24 Hour Directional Classification Count

CIM004
 Site Code: 999-21110

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/23/21	0	10	4	0	2	0	0	0	0	0	0	0	0	16
01:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
02:00	0	11	3	0	0	0	0	1	0	0	0	0	0	15
03:00	0	7	6	0	2	0	0	0	0	0	0	0	0	15
04:00	0	15	9	0	5	0	0	3	0	0	0	0	0	32
05:00	0	70	34	0	15	0	0	1	0	0	0	0	0	120
06:00	1	88	42	0	14	0	0	2	0	0	0	0	0	147
07:00	0	115	49	0	19	0	0	2	0	0	1	0	0	186
08:00	1	103	29	1	15	2	0	1	0	0	0	0	0	152
09:00	0	48	37	4	7	2	0	5	0	0	1	1	0	105
10:00	0	59	38	0	18	1	0	2	0	0	0	0	0	118
11:00	0	57	24	1	19	1	0	4	0	0	1	1	0	108
12 PM	0	62	32	0	22	2	0	4	0	0	1	0	0	123
13:00	2	72	35	0	13	1	0	2	1	0	2	1	0	129
14:00	0	98	49	0	19	1	0	2	0	0	0	3	0	172
15:00	1	125	47	0	31	2	0	5	0	0	1	0	0	212
16:00	1	117	46	1	16	1	0	2	0	0	0	1	0	185
17:00	1	106	27	1	16	1	0	0	0	0	1	0	0	153
18:00	0	59	29	0	10	0	0	1	0	0	0	0	0	99
19:00	0	32	18	0	5	1	0	1	0	0	0	0	0	57
20:00	2	21	10	0	7	2	0	2	1	0	0	0	0	45
21:00	0	28	13	0	0	0	0	0	0	0	0	0	0	41
22:00	0	18	4	0	3	0	0	0	0	0	0	0	0	25
23:00	0	10	2	0	3	0	0	0	0	0	0	0	0	15
Total	9	1334	588	8	262	17	0	40	2	0	8	7	0	2275
Percent	0.4%	58.6%	25.8%	0.4%	11.5%	0.7%	0.0%	1.8%	0.1%	0.0%	0.4%	0.3%	0.0%	
AM Peak	06:00	07:00	07:00	09:00	07:00	08:00	09:00	09:00	09:00	07:00	07:00	09:00	09:00	07:00
Vol.	1	115	49	4	19	2	5	5	5	1	1	1	1	186
PM Peak	13:00	15:00	14:00	16:00	15:00	12:00	15:00	13:00	13:00	13:00	13:00	14:00	14:00	15:00
Vol.	2	125	49	1	31	2	5	5	1	2	2	3	3	212
Grand Total	9	1334	588	8	262	17	0	40	2	0	8	7	0	2275
Percent	0.4%	58.6%	25.8%	0.4%	11.5%	0.7%	0.0%	1.8%	0.1%	0.0%	0.4%	0.3%	0.0%	

Counts Unlimited, Inc.

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Corona, CA 92878
Phone: (951) 268-6268
Site Code: 999-21110

County of Imperial
Chick Road
W/ Project Driveway
24 Hour Directional Classification Count

email: counts@countsunlimited.com

Eastbound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
Start Time														
03/23/21		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00		0	0	0	0	0	0	1	0	0	0	0	0	1
05:00		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00		1	0	0	1	0	0	0	0	0	0	0	0	2
07:00		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00		0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM		0	0	0	1	0	0	0	1	0	0	0	0	2
13:00		0	0	0	1	0	0	0	0	0	0	0	0	2
14:00		0	0	0	0	0	0	0	0	0	0	0	0	0
15:00		0	0	0	0	0	0	0	0	0	0	0	0	0
16:00		0	0	0	2	0	0	0	0	0	0	0	0	2
17:00		0	0	0	0	0	0	0	0	0	0	0	0	0
18:00		0	0	0	0	0	0	0	0	0	0	0	0	0
19:00		0	0	0	0	0	0	0	0	0	0	0	0	0
20:00		0	0	0	0	0	0	0	0	0	0	0	0	0
21:00		0	0	0	0	0	0	0	0	0	0	0	0	0
22:00		0	0	0	0	0	0	0	0	0	0	0	0	0
23:00		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	6	0	5	1	0	2	1	1	0	0	0	18
Percent		5.6%	33.3%	0.0%	27.8%	5.6%	0.0%	11.1%	5.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	11:00	10:00	06:00	04:00	11:00	04:00	11:00	06:00	06:00	06:00	06:00	
Vol.		1	1	1	1	1	1	1	1	1	1	1	2	
PM Peak		13:00	14:00	14:00	15:00	12:00	14:00	14:00	14:00	14:00	14:00	14:00	14:00	
Vol.		1	1	1	2	1	1	1	1	1	1	1	3	
Grand Total		1	6	0	5	1	0	2	1	1	0	0	0	18
Percent		5.6%	33.3%	0.0%	27.8%	5.6%	0.0%	11.1%	5.6%	0.0%	0.0%	0.0%	0.0%	

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County of Imperial
 Chick Road
 W/ Project Driveway
 24 Hour Directional Classification Count

CIM002
 Site Code: 999-21110

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/23/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	1	0	0	2	0	0	0	0	0	0	0	0	4
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:00	0	2	0	0	1	1	0	0	0	0	0	0	0	5
12 PM	1	0	0	0	2	2	0	0	0	0	0	0	0	5
13:00	1	2	1	0	2	2	0	0	0	0	0	0	0	6
14:00	0	3	1	0	1	0	0	1	0	0	0	0	0	6
15:00	1	0	1	0	4	0	0	0	0	0	0	0	0	6
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	20	9	0	12	3	0	2	1	1	0	0	0	52
Percent	9.6%	38.5%	17.3%	0.0%	23.1%	5.8%	0.0%	3.8%	1.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	09:00	10:00		06:00	11:00		04:00	11:00		04:00	11:00		11:00
Vol.	1	2	2		2	1		1	1		1	1		5
PM Peak	12:00	14:00	13:00		15:00	12:00		14:00			14:00			13:00
Vol.	1	3	1		4	2		1			1			6
Grand Total	5	20	9	0	12	3	0	2	1	1	0	0	0	52
Percent	9.6%	38.5%	17.3%	0.0%	23.1%	5.8%	0.0%	3.8%	1.9%	0.0%	0.0%	0.0%	0.0%	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	5	999	0	0	666
Future Vol, veh/h	0	5	999	0	0	666
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	1189	0	0	793

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	595	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	447	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	447	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	447
HCM Lane V/C Ratio	-	-	0.013
HCM Control Delay (s)	-	-	13.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	0	4	1	0	1
Future Vol, veh/h	0	0	4	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	4	1	0	1

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	5	0	-	0	5	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1616	-	-	-	1017	1078
Mov Cap-2 Maneuver	-	-	-	-	1017	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-

Approach EB WB SB

HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1616	-	-	-	1078
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕↗			↕↗	
Traffic Vol, veh/h	0	0	1	0	0	2	2	151	1	0	46	1
Future Vol, veh/h	0	0	1	0	0	2	2	151	1	0	46	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	2	2	178	1	0	54	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	239	238	55	238	238	179	55	0	0	179	0	0
Stage 1	55	55	-	183	183	-	-	-	-	-	-	-
Stage 2	184	183	-	55	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	715	663	1012	716	663	864	1550	-	-	1397	-	-
Stage 1	957	849	-	819	748	-	-	-	-	-	-	-
Stage 2	818	748	-	957	849	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	713	662	1012	715	662	864	1550	-	-	1397	-	-
Mov Cap-2 Maneuver	713	662	-	715	662	-	-	-	-	-	-	-
Stage 1	956	849	-	818	747	-	-	-	-	-	-	-
Stage 2	815	747	-	956	849	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		9.2		0.1		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	-	1012	-	864	1397	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	0.003	-	-	-
HCM Control Delay (s)	7.3	0	-	0	8.6	0	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	0	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↗
Traffic Vol, veh/h	0	3	970	2	0	1566
Future Vol, veh/h	0	3	970	2	0	1566
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	990	2	0	1598

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	496	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	519	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	519	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	519
HCM Lane V/C Ratio	-	-	0.006
HCM Control Delay (s)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	1	1	3	0	1	0
Future Vol, veh/h	1	1	3	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	3	0	1	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	3	0	0
Stage 1	-	-	3
Stage 2	-	-	3
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1619	-	1015
Stage 1	-	-	1020
Stage 2	-	-	1020
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1619	-	1014
Mov Cap-2 Maneuver	-	-	1014
Stage 1	-	-	1019
Stage 2	-	-	1020

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1619	-	-	-	1014
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕↔			↕↔	
Traffic Vol, veh/h	1	1	1	2	1	0	1	68	0	3	126	2
Future Vol, veh/h	1	1	1	2	1	0	1	68	0	3	126	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	2	1	0	1	72	0	3	133	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	215	214	134	215	215	72	135	0	0	72	0	0
Stage 1	140	140	-	74	74	-	-	-	-	-	-	-
Stage 2	75	74	-	141	141	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	742	684	915	742	683	990	1449	-	-	1528	-	-
Stage 1	863	781	-	935	833	-	-	-	-	-	-	-
Stage 2	934	833	-	862	780	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	740	682	915	738	681	990	1449	-	-	1528	-	-
Mov Cap-2 Maneuver	740	682	-	738	681	-	-	-	-	-	-	-
Stage 1	862	779	-	934	832	-	-	-	-	-	-	-
Stage 2	932	832	-	858	778	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10	0.1	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1449	-	-	710	915	718	-	1528	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.001	0.004	-	0.002	-	-
HCM Control Delay (s)	7.5	0	-	10.1	8.9	10	0	7.4	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↖
Traffic Vol, veh/h	0	5	1043	0	0	695
Future Vol, veh/h	0	5	1043	0	0	695
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	1242	0	0	827

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	621	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	430	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	430	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	430
HCM Lane V/C Ratio	-	-	0.014
HCM Control Delay (s)	-	-	13.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↗		↘	
Traffic Vol, veh/h	0	0	4	1	0	1
Future Vol, veh/h	0	0	4	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	4	1	0	1

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	5	0	-	0	5	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1616	-	-	-	1017	1078
Mov Cap-2 Maneuver	-	-	-	-	1017	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-

Approach EB WB SB

HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1616	-	-	-	1078
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	
Traffic Vol, veh/h	0	0	1	0	0	2	2	158	1	0	48	1
Future Vol, veh/h	0	0	1	0	0	2	2	158	1	0	48	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	2	2	186	1	0	56	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	249	248	57	248	248	187	57	0	0	187	0	0
Stage 1	57	57	-	191	191	-	-	-	-	-	-	-
Stage 2	192	191	-	57	57	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	705	655	1009	705	655	855	1547	-	-	1387	-	-
Stage 1	955	847	-	811	742	-	-	-	-	-	-	-
Stage 2	810	742	-	955	847	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	702	654	1009	705	654	855	1547	-	-	1387	-	-
Mov Cap-2 Maneuver	702	654	-	705	654	-	-	-	-	-	-	-
Stage 1	954	847	-	810	741	-	-	-	-	-	-	-
Stage 2	807	741	-	954	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	9.2	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	-	1009	-	855	1387	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	0.003	-	-	-
HCM Control Delay (s)	7.3	0	-	0	8.6	0	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	0	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↖
Traffic Vol, veh/h	0	3	1013	2	0	1635
Future Vol, veh/h	0	3	1013	2	0	1635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1034	2	0	1668

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	518	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	502	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	502	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	502
HCM Lane V/C Ratio	-	-	0.006
HCM Control Delay (s)	-	-	12.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	1	1	3	0	1	0
Future Vol, veh/h	1	1	3	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	3	0	1	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	3	0	6
Stage 1	-	-	3
Stage 2	-	-	3
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1619	-	1015
Stage 1	-	-	1020
Stage 2	-	-	1020
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1619	-	1014
Mov Cap-2 Maneuver	-	-	1014
Stage 1	-	-	1019
Stage 2	-	-	1020

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1619	-	-	-	1014
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↕			↕	
Traffic Vol, veh/h	1	1	1	2	1	0	1	71	0	3	132	2
Future Vol, veh/h	1	1	1	2	1	0	1	71	0	3	132	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	2	1	0	1	75	0	3	139	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	224	223	140	224	224	75	141	0	0	75	0	0
Stage 1	146	146	-	77	77	-	-	-	-	-	-	-
Stage 2	78	77	-	147	147	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	732	676	908	732	675	986	1442	-	-	1524	-	-
Stage 1	857	776	-	932	831	-	-	-	-	-	-	-
Stage 2	931	831	-	856	775	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	730	674	908	728	673	986	1442	-	-	1524	-	-
Mov Cap-2 Maneuver	730	674	-	728	673	-	-	-	-	-	-	-
Stage 1	856	774	-	931	830	-	-	-	-	-	-	-
Stage 2	929	830	-	852	773	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		10.1		0.1		0.2	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	701	908	709	-	1524	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.001	0.004	-	0.002	-	-
HCM Control Delay (s)	7.5	0	-	10.2	9	10.1	0	7.4	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	14	1043	11	0	695
Future Vol, veh/h	0	14	1043	11	0	695
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	1242	13	0	827

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	628	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	426	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	426	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	426	-
HCM Lane V/C Ratio	-	0.039	-
HCM Control Delay (s)	-	13.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	
Traffic Vol, veh/h	11	0	4	28	4	15
Future Vol, veh/h	11	0	4	28	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	4	30	4	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	34	0	0 28 4
Stage 1	-	-	- 4 -
Stage 2	-	-	- 24 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1578	-	- 987 1080
Stage 1	-	-	- 1019 -
Stage 2	-	-	- 999 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1578	-	- 979 1080
Mov Cap-2 Maneuver	-	-	- 979 -
Stage 1	-	-	- 1011 -
Stage 2	-	-	- 999 -

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1578	-	-	-	1057
HCM Lane V/C Ratio	0.008	-	-	-	0.02
HCM Control Delay (s)	7.3	-	-	-	8.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	4	0	1	0	0	2	2	158	1	0	48	28
Future Vol, veh/h	4	0	1	0	0	2	2	158	1	0	48	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	0	0	2	2	186	1	0	56	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	265	264	73	264	280	187	89	0	0	187	0	0
Stage 1	73	73	-	191	191	-	-	-	-	-	-	-
Stage 2	192	191	-	73	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	688	641	989	689	628	855	1506	-	-	1387	-	-
Stage 1	937	834	-	811	742	-	-	-	-	-	-	-
Stage 2	810	742	-	937	821	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	685	640	989	688	627	855	1506	-	-	1387	-	-
Mov Cap-2 Maneuver	685	640	-	688	627	-	-	-	-	-	-	-
Stage 1	936	834	-	810	741	-	-	-	-	-	-	-
Stage 2	807	741	-	936	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	9.2	0.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	685	989	-	855	1387	-	-
HCM Lane V/C Ratio	0.002	-	-	0.007	0.001	-	0.003	-	-	-
HCM Control Delay (s)	7.4	0	-	10.3	8.6	0	9.2	0	-	-
HCM Lane LOS	A	A	-	B	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	0	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↗
Traffic Vol, veh/h	0	13	1013	13	0	1635
Future Vol, veh/h	0	13	1013	13	0	1635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	1034	13	0	1668

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	524	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	498	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	498	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	498
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	12.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↘
Traffic Vol, veh/h	12	1	3	26	5	15
Future Vol, veh/h	12	1	3	26	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1	3	28	5	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	31	0	30
Stage 1	-	-	3
Stage 2	-	-	27
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1582	-	984
Stage 1	-	-	1020
Stage 2	-	-	996
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1582	-	976
Mov Cap-2 Maneuver	-	-	976
Stage 1	-	-	1012
Stage 2	-	-	996

Approach	EB	WB	SB
HCM Control Delay, s	6.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	1053
HCM Lane V/C Ratio	0.008	-	-	-	0.021
HCM Control Delay (s)	7.3	-	-	-	8.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↕			↕	
Traffic Vol, veh/h	5	1	1	2	1	0	1	71	0	3	132	28
Future Vol, veh/h	5	1	1	2	1	0	1	71	0	3	132	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	1	2	1	0	1	75	0	3	139	29

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	238	237	154	238	251	75	168	0	0	75	0	0
Stage 1	160	160	-	77	77	-	-	-	-	-	-	-
Stage 2	78	77	-	161	174	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	716	664	892	716	652	986	1410	-	-	1524	-	-
Stage 1	842	766	-	932	831	-	-	-	-	-	-	-
Stage 2	931	831	-	841	755	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	713	662	892	712	650	986	1410	-	-	1524	-	-
Mov Cap-2 Maneuver	713	662	-	712	650	-	-	-	-	-	-	-
Stage 1	841	764	-	931	830	-	-	-	-	-	-	-
Stage 2	929	830	-	837	753	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.2	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	704	892	690	-	1524	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.001	0.005	-	0.002	-	-
HCM Control Delay (s)	7.6	0	-	10.2	9	10.2	0	7.4	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	0	-	-

Appendix D

Existing Truck/Trailer Trip Data

Truck/Trailer Type	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Truck	10	12	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	480
Trailer	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	200
Truck/Trailer	15	18	22	26	30	32	35	38	40	42	45	48	50	52	55	58	60	680
Truck	20	22	25	28	30	32	35	38	40	42	45	48	50	52	55	58	60	840
Trailer	10	12	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	400
Truck/Trailer	30	34	40	46	50	52	55	58	60	62	65	68	70	72	75	78	80	1240
Truck	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	52	55	540
Trailer	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	180
Truck/Trailer	23	27	30	33	37	41	42	47	47	50	50	52	55	57	57	57	57	720
Truck	12	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	52	600
Trailer	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	160
Truck/Trailer	18	22	26	29	32	36	40	43	45	47	48	50	52	54	57	59	60	760
Truck	18	20	22	25	28	30	32	35	38	40	42	45	48	50	52	55	58	720
Trailer	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	200
Truck/Trailer	27	30	33	37	41	44	47	51	53	55	57	58	60	62	64	67	68	920
Truck	10	12	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	480
Trailer	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	160
Truck/Trailer	15	18	22	26	29	32	36	40	43	45	47	48	50	52	54	57	59	640
Truck	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	52	55	600
Trailer	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	180
Truck/Trailer	23	27	30	33	37	41	42	47	47	50	50	52	55	57	57	57	57	780
Truck	12	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	52	600
Trailer	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	160
Truck/Trailer	18	22	26	29	32	36	40	43	45	47	48	50	52	54	57	59	60	760
Truck	18	20	22	25	28	30	32	35	38	40	42	45	48	50	52	55	58	720
Trailer	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	200
Truck/Trailer	27	30	33	37	41	44	47	51	53	55	57	58	60	62	64	67	68	920
Truck	10	12	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	480
Trailer	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	160
Truck/Trailer	15	18	22	26	29	32	36	40	43	45	47	48	50	52	54	57	59	640

CARRIER	I/O	DATE	TIME	L/E	UNIT	EQUIPMENT	FROM	TO
RYDER	O	3/22/2021	2:47	L	869628	SCU-823613	CXT13	FINAL
RYDER	O	3/22/2021	5:35	L	829254	SCU-826484	CXT13	FINAL
XPO	O	3/22/2021	7:07	L	153381	XPOU-411410	CXT13	FINAL
XPO	O	3/22/2021	7:11	L	153412	XPOU-411172	CXT13	FINAL
CXT	O	3/22/2021	8:22	L	287	SEGU-620576-9	CXT13	APL
CXT	O	3/22/2021	8:45	L	223	CXT-5437	CXT13	AVERYSD
CXT	O	3/22/2021	9:06	L	217	HLXU-344412-4	CXT13	CASAS
CXT	O	3/22/2021	9:22	E	309	HMMU-602603-9	CXT13	TRAPAC
CXT	O	3/22/2021	9:52	L	198	CXT-5387	CXT13	HON2055
CXT	O	3/22/2021	9:57	L	294	CXT-5666	CXT13	UPS
CXT	O	3/22/2021	10:16	L	299	CXT-5538	CXT13	ART1659
CXT	O	3/22/2021	10:30	L	232	CMAU-782006-9	CXT13	APL
CXT	O	3/22/2021	11:04	L	294	CXT-5658	CXT13	FED5550
CXT	O	3/22/2021	11:33	L	295	CXT-5342	CXT13	YEL6930
CXT	O	3/22/2021	11:38	E	306	CXT-5357	CXT13	OTL
CXT	O	3/22/2021	11:44	L	220	CMAU-623834-6	CXT13	APL
CXT	O	3/22/2021	12:08	E	283	CXT-5541	CXT13	SPE7828
CXT	O	3/22/2021	12:09	E	226	CAIU-758395-6	CXT13	CRUTJ
CXT	O	3/22/2021	12:19	L	291	XPOU-414345	CXT13	BLS
CXT	O	3/22/2021	12:26	L	207	TRHU-580170-0	CXT13	CXT8
CXT	O	3/22/2021	12:50	L	229	OOCU-818761-9	CXT13	PLA7603
CXT	O	3/22/2021	12:57	L	214	MSMU-769479-0	CXT13	WOR687
CXT	O	3/22/2021	13:06	L	211	OOLU-147743-8	CXT13	APO6852
CXT	O	3/22/2021	13:29	L	312	CBHU-575317-0	CXT13	APO6852
CXT	O	3/22/2021	13:44	E	207	FFAU-229660-9	CXT13	PCT
OTD	O	3/22/2021	14:02	L	7	JBHU-312989	CXT13	FINAL
XPO	O	3/22/2021	14:05	L	153447	XPOU-422287	CXT13	FINAL
CXT	O	3/22/2021	14:06	L	225	MEDU-777167-7	CXT13	RLJ8830
CXT	O	3/22/2021	14:25	E	319	YMLU-881940-0	CXT13	YUSEN
CXT	O	3/22/2021	14:25	L	222	CMAU-488963-1	CXT13	APL
CXT	O	3/22/2021	14:34	L	240	FFAU-300758-9	CXT13	GLO2275
CXT	O	3/22/2021	14:58	E	214	BEAU-449704-2	CXT13	YUSEN
CXT	O	3/22/2021	15:11	L	248	CXT-5467	CXT13	LEVITON7
CXT	O	3/22/2021	15:24	E	292	CXT-5505	CXT13	SPE7828
CXT	O	3/22/2021	15:41	L	233	TCNU-313000-3	CXT13	CXT8
CXT	O	3/22/2021	15:43	L	295	JBHU-250590	CXT13	AVERYSD
CXT	O	3/22/2021	16:25	E	231	OOLU-911628-3	CXT13	CRUTJ
CXT	O	3/22/2021	16:42	E	213	YMLU-355148-5	CXT13	WBCT
CXT	O	3/22/2021	16:44	E	233	GAOU-625312-0	CXT13	APM
BONAMI	O	3/22/2021	16:56	L	3	JBHU-248497	CXT13	FINAL
CXT	O	3/22/2021	17:14	L	267	SEGU-102857-3	CXT13	APO6852
CXT	O	3/22/2021	17:35	E	303	KOCU-426923-1	CXT13	TRAPAC
PARISH	O	3/22/2021	17:45	L	98	533799	CXT13	FINAL
CXT	O	3/22/2021	18:00	E	225	KKFU-798005-5	CXT13	ITS
CXT	O	3/22/2021	18:25	E	209	DRYU-606349-9	CXT13	ITS
CXT	O	3/22/2021	18:29	E	200	R023	CXT13	CXT6
CXT	O	3/22/2021	19:33	E	217	CCLU-484776-2	CXT13	WBCT
CXT	O	3/22/2021	19:44	E	244	CXT-5502	CXT13	CXT6
CXT	O	3/22/2021	20:06	E	310	CXT-5464	CXT13	CXT6
CXT	O	3/22/2021	20:07	E	219	OOLU-859450-2	CXT13	LBCT
BONAMI	O	3/22/2021	21:33	L	7	JBHU-272641	CXT13	FINAL
CXT	O	3/23/2021	5:24	E	215	CXT-5507	CXT13	EVA8760
BONAMI	O	3/23/2021	6:14	L	1	JBHU-246268	CXT13	FINAL

CARRIER	I/O	DATE	TIME	L/E	UNIT	EQUIPMENT	FROM	TO
SCULLY	O	3/23/2021	7:12	L	810896	SCU-823633	CXT13	FINAL
CXT	O	3/23/2021	7:29	L	227	CAAU-505404-0	CXT13	HIG9340
CXT	O	3/23/2021	8:11	E	298	CXT-5513	CXT13	GLA1120
CXT	O	3/23/2021	8:12	E	291	SCU-823610	CXT13	AVERY
CXT	O	3/23/2021	8:58	E	287	SEGU-697834-7	CXT13	YUSEN
XPO	O	3/23/2021	8:59	L	153498	XPOU-414358	CXT13	FINAL
CXT	O	3/23/2021	9:11	E	198	CXT-5458	CXT13	CXT6
CXT	O	3/23/2021	9:12	E	289	CXT-5407	CXT13	CXT6
CXT	O	3/23/2021	9:13	E	300	CXT-5414	CXT13	CXT6
CXT	O	3/23/2021	9:13	E	R019	R019	CXT13	CAS3151
CXT	O	3/23/2021	9:14	L	200	CXT-5341	CXT13	HYB6060
CXT	O	3/23/2021	9:29	E	288	CXT-5666	CXT13	CXT6
CXT	O	3/23/2021	9:31	E	214	CSNU-789321-9	CXT13	WBCT
CXT	O	3/23/2021	9:36	E	207	ABBA-006	CXT13	CXT15
CXT	O	3/23/2021	9:47	E	213	OOLU-946452-4	CXT13	LBCT
CXT	O	3/23/2021	10:13	E	236	CXT-5504	CXT13	MAC78
CXT	O	3/23/2021	10:14	E	240	CXT-5413	CXT13	AVERYSO
CXT	O	3/23/2021	10:14	E	233	KKFU-742004-5	CXT13	DJO2023
CXT	O	3/23/2021	10:27	L	232	CXT-5548	CXT13	OFF2000
CXT	O	3/23/2021	10:37	L	293	CXT-5643	CXT13	HYB6060
CXT	O	3/23/2021	10:47	E	204	CXT-5554	CXT13	CXT6
CXT	O	3/23/2021	10:48	E	240	CXT-5652	CXT13	CASAS
CXT	O	3/23/2021	10:50	E	239	CXT-5342	CXT13	CXT6
CXT	O	3/23/2021	11:14	L	200	CXT-5494	CXT13	ATLAS
CXT	O	3/23/2021	11:16	E	226	SEGU-424215-1	CXT13	DJO2023
CXT	O	3/23/2021	11:39	E	244	FCIU-589414-0	CXT13	CASAS
CXT	O	3/23/2021	11:42	E	221	MEDU-894903-8	CXT13	CASAS
CXT	O	3/23/2021	11:46	L	220	CCLU-363305-1	CXT13	TRU2458
CXT	O	3/23/2021	12:03	E	207	ABBA-006	CXT13	CXT15
CXT	O	3/23/2021	12:10	L	294	BEAU-605980-5	CXT13	UCB
CXT	O	3/23/2021	12:11	L	223	SEGU-154411-6	CXT13	APO6852
XPO	O	3/23/2021	12:14	L	153347	XPOU-420920	CXT13	FINAL
CXT	O	3/23/2021	13:07	E	293	CXT-5495	CXT13	RLJ8830
CXT	O	3/23/2021	13:07	L	302	TGBU-491760-5	CXT13	BLS
SOUTHWEST	O	3/23/2021	13:09	L	526	T-871	CXT13	FINAL
CXT	O	3/23/2021	13:14	L	229	TEMU-209755-4	CXT13	APO6852
CXT	O	3/23/2021	13:17	L	248	SW-190088	CXT13	AVERYSO
CXT	O	3/23/2021	13:18	L	230	IMTU-107525-3	CXT13	CASAS
CXT	O	3/23/2021	13:21	L	312	YMLU-487025-5	CXT13	BLS
CXT	O	3/23/2021	13:23	L	211	CSNU-166745-1	CXT13	TRU2458
CXT	O	3/23/2021	13:29	L	215	CAIU-740363-2	CXT13	VM9505
CXT	O	3/23/2021	13:33	E	294	CXT-5497	CXT13	RLJ8830
CXT	O	3/23/2021	13:37	L	224	FCIU-753025-5	CXT13	VM9505
CXT	O	3/23/2021	13:44	L	208	TGHU-531680-6	CXT13	BLS
XPO	O	3/23/2021	13:52	L	153661	XPOU-425966	CXT13	FINAL
CXT	O	3/23/2021	14:24	E	236	TGBU-633811-4	CXT13	ITS
CXT	O	3/23/2021	14:34	E	240	CXT-5573	CXT13	WEB1366
CXT	O	3/23/2021	14:55	L	244	CMAU-744036-7	CXT13	BLS
CXT	O	3/23/2021	15:05	L	285	XPOU-410599	CXT13	BLS
CXT	O	3/23/2021	15:09	E	319	MEDU-852936-0	CXT13	TTI
CXT	O	3/23/2021	15:22	E	219	YMLU-345849-6	CXT13	WBCT
CXT	O	3/23/2021	15:34	E	217	TRHU-574666-6	CXT13	LBCT
CXT	O	3/23/2021	15:36	E	231	OOLU-913596-1	CXT13	LBCT

CARRIER	I/O	DATE	TIME	L/E	UNIT	EQUIPMENT	FROM	TO
CXT	O	3/23/2021	15:48	E	284	CXT-5496	CXT13	DHL6800
CXT	O	3/23/2021	16:26	E	221	NYKU-518002-8	CXT13	ITS
SOUTHWEST	O	3/23/2021	16:31	L	714	T-882	CXT13	FINAL
PARISH	O	3/23/2021	16:59	L	137	530149	CXT13	FINAL
CXT	O	3/23/2021	17:29	L	239	CXT-5504	CXT13	RLJ8830
CXT	O	3/23/2021	17:52	E	233	MEDU-777167-7	CXT13	TTI
CXT	O	3/23/2021	17:57	L	288	CXT-5317	CXT13	RLJ8830
SOUTHWEST	O	3/23/2021	18:05	L	700	T-1245	CXT13	FINAL
CXT	O	3/23/2021	18:08	E	226	CXDU-239307-9	CXT13	TTI
CXT	O	3/23/2021	18:28	E	200	SCU-826491	CXT13	AVERY
CXT	O	3/23/2021	18:34	E	214	OOLU-696076-8	CXT13	APL
BONAMI	O	3/23/2021	22:05	L	63	JBHU-232607	CXT13	FINAL
XPO	O	3/24/2021	4:04	L	69270	XPOU-411161	CXT13	FINAL
XPO	O	3/24/2021	5:46	L	153002	XPOU-420887	CXT13	FINAL
JB HUNT	O	3/24/2021	5:53	L	1	JBHU-299216	CXT13	FINAL
CXT	O	3/24/2021	7:26	E	298	CXT-5514	CXT13	GLA1120
SCULLY	O	3/24/2021	7:29	L	869627	SCU-823615	CXT13	FINAL
CXT	O	3/24/2021	7:54	L	233	TGHU-626873-9	CXT13	MAI8500
CXT	O	3/24/2021	8:05	L	226	UESU-507947-5	CXT13	MAI8500
CXT	O	3/24/2021	8:19	L	227	OOLU-823580-0	CXT13	RLJ8830
CXT	O	3/24/2021	9:04	E	287	HLBU-203240-2	CXT13	YUSEN
CXT	O	3/24/2021	9:33	L	309	TLLU-414682-8	CXT13	BLS
CXT	O	3/24/2021	9:39	L	213	FSCU-915566-1	CXT13	CASAS
CXT	O	3/24/2021	9:49	L	210	CAXU-925789-0	CXT13	BLS
CXT	O	3/24/2021	9:55	L	219	GVCU-506796-1	CXT13	CASAS
CXT	O	3/24/2021	10:03	L	207	OOLU-793297-1	CXT13	BLS
BONAMI	O	3/24/2021	10:10	L	2	JBHU-255234	CXT13	FINAL
CXT	O	3/24/2021	10:17	L	225	EGHU-341151-7	CXT13	VM9505
CXT	O	3/24/2021	10:27	L	R020	R020	CXT13	FED1425
CXT	O	3/24/2021	10:44	L	214	FCIU-589414-0	CXT13	CASAS
CXT	O	3/24/2021	10:59	E	284	CXT-5501	CXT13	OTL
CXT	O	3/24/2021	11:06	L	223	CXDU-196914-9	CXT13	CASAS
CXT	O	3/24/2021	11:16	L	229	CCLU-515810-9	CXT13	BLS
CXT	O	3/24/2021	11:24	L	226	SEGU-308974-7	CXT13	BLS
CXT	O	3/24/2021	11:37	L	217	FCIU-591287-6	CXT13	CASAS
CXT	O	3/24/2021	11:48	L	228	TGHU-502027-0	CXT13	BLS
CXT	O	3/24/2021	11:49	L	211	OOLU-285187-7	CXT13	TRU2525
CXT	O	3/24/2021	12:00	L	220	OOLU-043732-2	CXT13	TRU2525
CXT	O	3/24/2021	12:08	E	239	CXT-5481	CXT13	KNAGEL2
CXT	O	3/24/2021	12:11	L	209	CMAU-622449-2	CXT13	TACNA
CXT	O	3/24/2021	12:32	L	296	CXT-5685	CXT13	JDW2001
CXT	O	3/24/2021	12:33	L	233	TGBU-634734-8	CXT13	BLS
CXT	O	3/24/2021	12:35	L	208	CCLU-520876-6	CXT13	BLS
CXT	O	3/24/2021	12:46	L	289	JBHU-239294	CXT13	AVERYSD
CXT	O	3/24/2021	12:53	L	305	CXT-5543	CXT13	STA4510
CXT	O	3/24/2021	13:00	E	R020	R020	CXT13	FED1425
CXT	O	3/24/2021	13:12	L	230	TCNU-167682-3	CXT13	AGE7577
CXT	O	3/24/2021	13:35	E	244	CXT-5546	CXT13	SPE7828
CXT	O	3/24/2021	13:44	E	215	NYKU-070311-0	CXT13	ITS
CXT	O	3/24/2021	13:55	L	293	CXT-5399	CXT13	LEVITON7
CXT	O	3/24/2021	14:06	L	222	TEMU-549286-6	CXT13	ITS
CXT	O	3/24/2021	14:07	L	295	JBHU-268042	CXT13	AVERYSD
CXT	O	3/24/2021	14:38	E	285	CXT-5395	CXT13	GGL9255

CARRIER	I/O	DATE	TIME	I/E	UNIT	EQUIPMENT	FROM	TO
CXT	O	3/24/2021	14:48	E	312	OOLU-971250-7	CXT13	CRUTJ
SOUTHWEST	O	3/24/2021	15:23	L	711	T-1251	CXT13	FINAL
CXT	O	3/24/2021	15:55	L	310	CXT-5536	CXT13	XPO3300
CXT	O	3/24/2021	16:08	E	298	FCIU-753025-5	CXT13	APM
CXT	O	3/24/2021	16:39	E	223	CAIU-740363-2	CXT13	YUSEN
CXT	O	3/24/2021	17:12	E	318	CXT-5650	CXT13	DHL6800
CXT	O	3/24/2021	17:24	E	221	OOCU-826977-0	CXT13	CRUTJ
CXT	O	3/24/2021	17:46	E	267	CXT-5437	CXT13	RLJ8830
CXT	O	3/24/2021	18:06	E	202	CXT-5669	CXT13	RLJ8830
PARISH	O	3/24/2021	18:22	L	573	530141	CXT13	FINAL
CXT	O	3/24/2021	18:43	E	237	SCU-823628	CXT13	AVERY
CXT	O	3/24/2021	19:08	E	214	FCIU-988356-5	CXT13	LBCT
CXT	O	3/24/2021	19:29	E	198	SCU-826484	CXT13	AVERY
CXT	O	3/24/2021	19:30	E	227	OOCU-818761-9	CXT13	LBCT
CXT	O	3/24/2021	19:30	E	204	533803	CXT13	AVERY
CXT	O	3/24/2021	19:40	E	219	TCNU-505942-9	CXT13	APM
CXT	O	3/24/2021	20:00	E	233	FCIU-814867-4	CXT13	TTI
CXT	O	3/24/2021	21:10	E	231	TGHU-603042-1	CXT13	TTI
CXT	O	3/25/2021	0:49	L	232	CXT-5539	CXT13	OFF7300
BONAMI	O	3/25/2021	5:12	L	8	JBHU-260519	CXT13	FINAL
CXT	O	3/25/2021	8:23	L	290	CXT-5490	CXT13	FED5550
CXT	O	3/25/2021	8:26	E	R023	R023	CXT13	CAS3151
CXT	O	3/25/2021	8:41	L	228	TGBU-658665-6	CXT13	CASAS
CXT	O	3/25/2021	8:44	L	298	CAEU-030236-9	CXT13	CXT8
CXT	O	3/25/2021	8:46	E	234	CXT-5453	CXT13	OTL
CXT	O	3/25/2021	9:52	L	223	CXDU-196914-9	CXT13	BLS
CXT	O	3/25/2021	10:01	L	215	CXT-5533	CXT13	OFF2000
CXT	O	3/25/2021	10:06	L	294	CXT-5362	CXT13	RL8115
CXT	O	3/25/2021	10:11	E	217	FCIU-589414-0	CXT13	ROB148
CXT	O	3/25/2021	10:26	E	319	CSNU-707341-5	CXT13	PCT
CXT	O	3/25/2021	10:31	L	290	CBHU-566226-0	CXT13	APO6852
CXT	O	3/25/2021	10:33	E	207	TEMU-584420-5	CXT13	ROB148
CXT	O	3/25/2021	11:05	L	309	CBHU-442441-5	CXT13	APO6852
CXT	O	3/25/2021	11:14	L	208	OOLU-050010-6	CXT13	APO6852
CXT	O	3/25/2021	11:16	L	225	TGHU-968361-0	CXT13	TACNA
CXT	O	3/25/2021	11:21	L	226	OOLU-788513-9	CXT13	BLS
CXT	O	3/25/2021	11:40	L	221	HDMU-683179-1	CXT13	BLS
CXT	O	3/25/2021	12:00	E	292	T-1198	CXT13	AVERYSD
CXT	O	3/25/2021	12:08	L	209	CXT-5334	CXT13	LEVITON7
CXT	O	3/25/2021	12:27	E	222	TRLU-741728-8	CXT13	CASAS
CXT	O	3/25/2021	12:29	E	220	OOLU-947839-0	CXT13	LBCT
XPO	O	3/25/2021	12:40	L	153495	XPOU-414345	CXT13	FINAL
CXT	O	3/25/2021	12:48	L	303	UETU-409212-0	CXT13	CASAS
CXT	O	3/25/2021	13:09	E	267	CXT-5677	CXT13	RLJ8830
XPO	O	3/25/2021	13:13	L	153408	XPOU-423435	CXT13	FINAL
CXT	O	3/25/2021	13:17	L	295	XPOU-412840	CXT13	BLS
CXT	O	3/25/2021	13:20	L	219	TRLU-937999-4	CXT13	WOR687
CXT	O	3/25/2021	13:26	E	248	CXT-5579	CXT13	MIG2195
CXT	O	3/25/2021	13:41	L	312	GVCU-413153-6	CXT13	BLS
CXT	O	3/25/2021	14:06	L	229	DRYU-455043-5	CXT13	RLJ8830
CXT	O	3/25/2021	14:11	L	300	OOLU-041135-4	CXT13	CASAS
CXT	O	3/25/2021	14:28	E	245	CXT-5424	CXT13	CASAS
CXT	O	3/25/2021	14:52	L	286	OOLU-172994-6	CXT13	CASAS

CARRIER	I/O	DATE	TIME	L/E	UNIT	EQUIPMENT	FROM	TO
CXT	O	3/25/2021	15:08	L	231	SMCU-108446-0	CXT13	RLJ8830
SOUTHWEST	O	3/25/2021	15:11	L	716	T-1231	CXT13	FINAL
CXT	O	3/25/2021	15:13	E	219	OOLU-882043-0	CXT13	LBCT
CXT	O	3/25/2021	15:20	E	R015	R015	CXT13	DHL6800
CXT	O	3/25/2021	15:20	L	204	XPOU-412840	CXT13	AVERYSD
CXT	O	3/25/2021	16:02	L	299	CXT-5512	CXT13	AMA24300
CXT	O	3/25/2021	16:06	E	224	TCKU-778114-3	CXT13	LBCT
SOUTHWEST	O	3/25/2021	16:39	L	774	T-953	CXT13	FINAL
CXT	O	3/25/2021	16:44	L	286	TCNU-358396-7	CXT13	BLS
CXT	O	3/25/2021	16:46	L	300	KOCU-418536-2	CXT13	VM9505
CXT	O	3/25/2021	16:54	E	240	CXT-5341	CXT13	RLJ8830
CXT	O	3/25/2021	17:22	E	229	OOCU-750071-3	CXT13	LBCT
CXT	O	3/25/2021	18:08	E	231	TCNU-973049-5	CXT13	APL
CXT	O	3/25/2021	18:30	L	307	CXT-5527	CXT13	XPO3300
CXT	O	3/25/2021	18:36	E/E	290	T-1096	CXT13	CXT6
CXT	O	3/25/2021	18:47	L	288	CXT-5539	CXT13	RLJ8830
CXT	O	3/25/2021	19:18	E	319	FANU-106081-8	CXT13	TRAPAC
CXT	O	3/25/2021	19:49	L	239	MEDU-894903-8	CXT13	CXT6
BONAMI	O	3/25/2021	20:53	L	9	JBHU-250590	CXT13	FINAL
CXT	O	3/26/2021	7:55	L	300	CXT-5518	CXT13	CHR21900
CXT	O	3/26/2021	8:29	L	202	OOLU-833178-5	CXT13	BLS
CXT	O	3/26/2021	8:38	L	296	DRYU-418832-6	CXT13	BLS
CXT	O	3/26/2021	8:46	L	292	TCNU-177003-8	CXT13	TACNA
CXT	O	3/26/2021	8:50	E	221	FSCU-717580-1	CXT13	YUSEN
CXT	O	3/26/2021	8:51	E	219	FSCU-722812-0	CXT13	YUSEN
CXT	O	3/26/2021	8:53	L	295	TCLU-432415-6	CXT13	BLS
CXT	O	3/26/2021	8:56	L	267	TCLU-984724-7	CXT13	TACNA
CXT	O	3/26/2021	9:09	E	225	DRYU-455043-5	CXT13	TRU8490
CXT	O	3/26/2021	9:24	E	232	UESU-507947-5	CXT13	TTI
CXT	O	3/26/2021	10:00	E	285	T-759	CXT13	AVERYSD
CXT	O	3/26/2021	10:02	L	233	CAAU-532490-6	CXT13	CASAS
CXT	O	3/26/2021	10:14	L	236	OOLU-766071-8	CXT13	BLS
CXT	O	3/26/2021	10:17	L	211	FANU-115918-5	CXT13	HIG9340
CXT	O	3/26/2021	10:27	L	248	CXT-5396	CXT13	FED5550
CXT	O	3/26/2021	10:28	L	288	CXT-5371	CXT13	LEV156
CXT	O	3/26/2021	10:33	L	284	WHLU-581648-8	CXT13	GGL9255
CXT	O	3/26/2021	11:18	E	319	HDMU-683179-1	CXT13	ITS
CXT	O	3/26/2021	11:28	E	233	TGBU-634734-8	CXT13	ITS
CXT	O	3/26/2021	12:00	L	226	TCNU-561487-7	CXT13	ATLAS
CXT	O	3/26/2021	12:13	L	305	WHSU-517747-0	CXT13	GGL9255
XPO	O	3/26/2021	12:15	L	153087	XPOU-424055	CXT13	FINAL
CXT	O	3/26/2021	12:33	L	285	CBHU-888774-2	CXT13	AGE7577
CXT	O	3/26/2021	12:39	L	291	XPOU-410399	CXT13	BLS
CXT	O	3/26/2021	12:43	E	290	CXT-5658	CXT13	CASAS
CXT	O	3/26/2021	12:43	L	209	TCNU-198978-8	CXT13	RLJ8830
CXT	O	3/26/2021	12:45	L	207	HDMU-676397-4	CXT13	BLS
XPO	O	3/26/2021	12:51	L	153453	XPOU-424015	CXT13	FINAL
CXT	O	3/26/2021	12:54	E	229	CAXU-925789-0	CXT13	TRAPAC
CXT	O	3/26/2021	13:25	L	303	NYKU-070504-7	CXT13	RLJ8830
CXT	O	3/26/2021	13:40	L	231	CMAU-622602-6	CXT13	TACNA
CXT	O	3/26/2021	13:48	L	224	OOLU-041135-4	CXT13	CASAS
CXT	O	3/26/2021	14:25	L	312	SMCU-119108-9	CXT13	AGE7577
CXT	O	3/26/2021	14:37	L	299	CXT-5542	CXT13	AMA8181

CARRIER	I/O	DATE	TIME	L/E	UNIT	EQUIPMENT	FROM	TO
CXT	O	3/26/2021	14:42	L	209	MATU-230282-8	CXT13	BLS
CXT	O	3/26/2021	14:57	E	318	CXT-5477	CXT13	OTL
CXT	O	3/26/2021	15:11	L	208	BEAU-466091-0	CXT13	TACNA
XPO	O	3/26/2021	15:58	L	153165	XPOU-410599	CXT13	FINAL
CXT	O	3/26/2021	16:05	L	294	EGHU-363125-5	CXT13	CASAS
CXT	O	3/26/2021	16:06	E	295	CXT-5354	CXT13	DHL6800
CXT	O	3/26/2021	16:07	L	211	CMAU-458549-6	CXT13	TACNA
XPO	O	3/26/2021	16:09	L	153527	XPOU-422304	CXT13	FINAL
CXT	O	3/26/2021	16:49	L	198	SEGU-280737-2	CXT13	BLS
CXT	O	3/26/2021	17:09	E	267	CXT-5367	CXT13	JDW2001
CXT	O	3/26/2021	17:56	L	288	KOCU-440465-0	CXT13	BLS
CXT	O	3/26/2021	18:14	E	222	CXT-5402	CXT13	CXT6
CXT	O	3/26/2021	18:20	L	296	OOCU-495628-0	CXT13	BLS
CXT	O	3/26/2021	18:26	L	219	CCLU-662061-2	CXT13	BLS
SOUTHWEST	O	3/26/2021	18:30	L	779	T-856	CXT13	FINAL
CXT	O	3/26/2021	18:32	L	225	OOLU-692045-1	CXT13	BLS
CXT	O	3/26/2021	19:13	E	285	T-1207	CXT13	AVERY
CXT	O	3/26/2021	19:22	L	311	CXT-5515	CXT13	XPO3300
CXT	O	3/26/2021	21:46	E	228	HMMU-606558-6	CXT13	TRAPAC
CXT	O	3/27/2021	8:11	L	302	KOCU-447176-7	CXT13	BLS
CXT	O	3/27/2021	8:11	L	227	KOCU-410310-6	CXT13	BLS
CXT	O	3/27/2021	8:15	L	210	CCLU-484936-4	CXT13	BLS
CXT	O	3/27/2021	9:01	L	217	HMMU-625513-8	CXT13	BLS
SOUTHWEST	O	3/27/2021	9:14	L	765	T-1006	CXT13	FINAL
CXT	O	3/27/2021	9:40	L	298	BMOU-517237-0	CXT13	BLS
CXT	O	3/27/2021	9:58	L	283	CXT-5540	CXT13	SPE20551
CXT	O	3/27/2021	10:07	E	312	CXT-5432	CXT13	CXT6
CXT	O	3/27/2021	11:23	E	289	530191	CXT13	AVERY
CXT	O	3/27/2021	12:11	E	301	T-1179	CXT13	CXT6
CXT	O	3/27/2021	12:12	E	304	T-1106	CXT13	CXT6
CXT	O	3/27/2021	13:27	E	295	T-931	CXT13	AVERY
SOUTHWEST	O	3/27/2021	15:58	L	778	T-987	CXT13	FINAL
CXT	O	3/28/2021	20:13	L	306	CXT-5537	CXT13	AMA1568

Appendix E

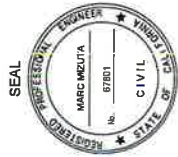
Truck Route and Crossing Sign Locations



DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT. THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE COUNTY OF IMPERIAL IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.



Mizula Traffic Consulting
5984 Mission Center Road #602-121
San Diego, CA 92108
(658) 752-8212

Marc Mizula - Principal
R.C.E.# 67801
Expiration Date 6/30/2023

DATE

SIGNING GENERAL NOTES

- APPROVAL OF THESE IMPROVEMENT PLANS AS SHOWN DOES NOT CONSTITUTE APPROVAL OF ANY CONSTRUCTION OUTSIDE THE PROJECT BOUNDARY.
- IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT THE UTILITY AGENCIES, ADVISE THEM OF THE PROPOSED IMPROVEMENTS AND BEAR THE COST OF RELOCATIONS, IF NEEDED.
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- THE NOTES LISTED ABOVE ARE A MINIMUM LIST. THIS DOES NOT RELIEVE THE ENGINEER FROM COMPILING ADDITIONAL NOTES THAT MAY BE REQUIRED FOR THE PROJECT.

John A. Gay, P.E., Director
County of Imperial
Department of Public Works
155 South J St
El Centro, CA 92243

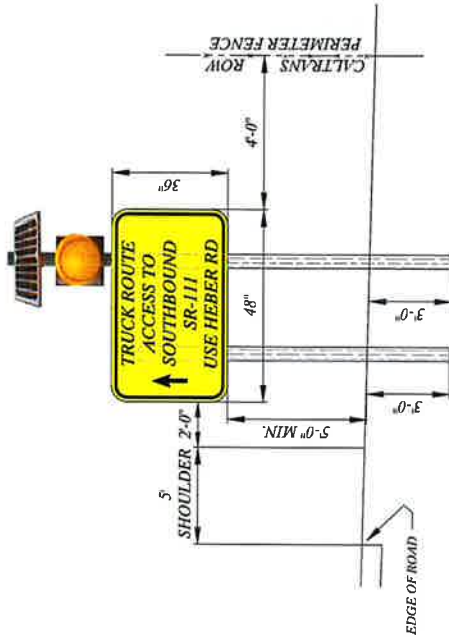
SIGHT DISTANCE LETTER (CUP 19-0014)

Dear Mr. Gay:

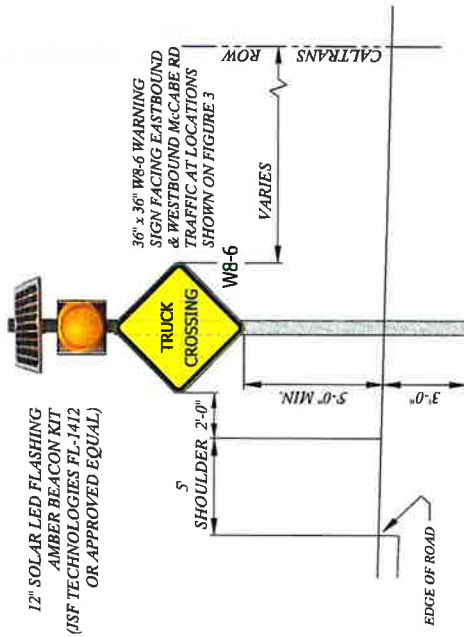
I, Marc Mizula, R.C.E. 67801, state that physically, there will be a minimum of 450 feet unobstructed sight distance at the following locations: McCabe Road approaching Yourman Road from the east and Yourman Road approaching McCabe Road from the north per Caltrans Highway Design Manual Standards for a 50 mph design speed.

Sincerely yours,

Marc Mizula
R.C.E.# 67801
Expiration Date 6/30/2023



DETAIL "A"
(SEE FIGURE 2 FOR LOCATION ON YOURMAN ROAD)



DETAIL "B"
(SEE FIGURE 3 FOR LOCATIONS ON McCABE ROAD)



COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT
APPROVED FOR CONSTRUCTION BY:
JOHN A. GAY, P.E.
DIRECTOR OF PUBLIC WORKS
DATE

MARC MIZULA
R.C.E.# 67801
EXPIRES 6/30/23
MIZULA TRAFFIC CONSULTING
5984 MISSION CENTER ROAD #602-121
SAN DIEGO, CA 92108
CONTACT: (658) 752-8212

FIGURE 1
TRUCK ROUTE AND CROSSING
E. CHICK RD TO YOURMAN RD
TO HEBER ROAD

COUNTY OF IMPERIAL, CALIFORNIA

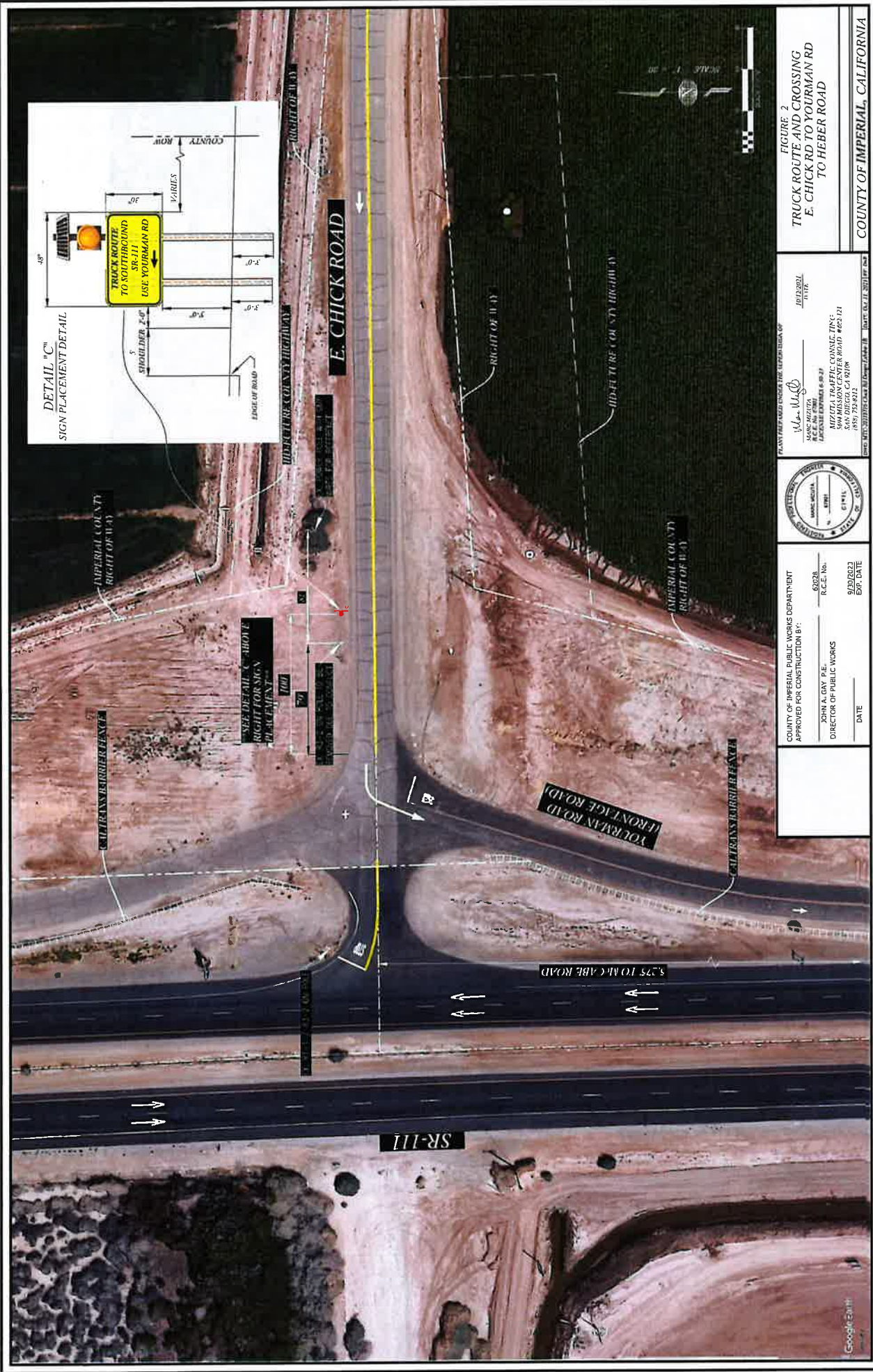
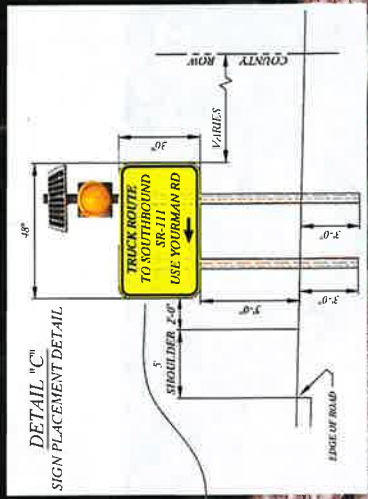


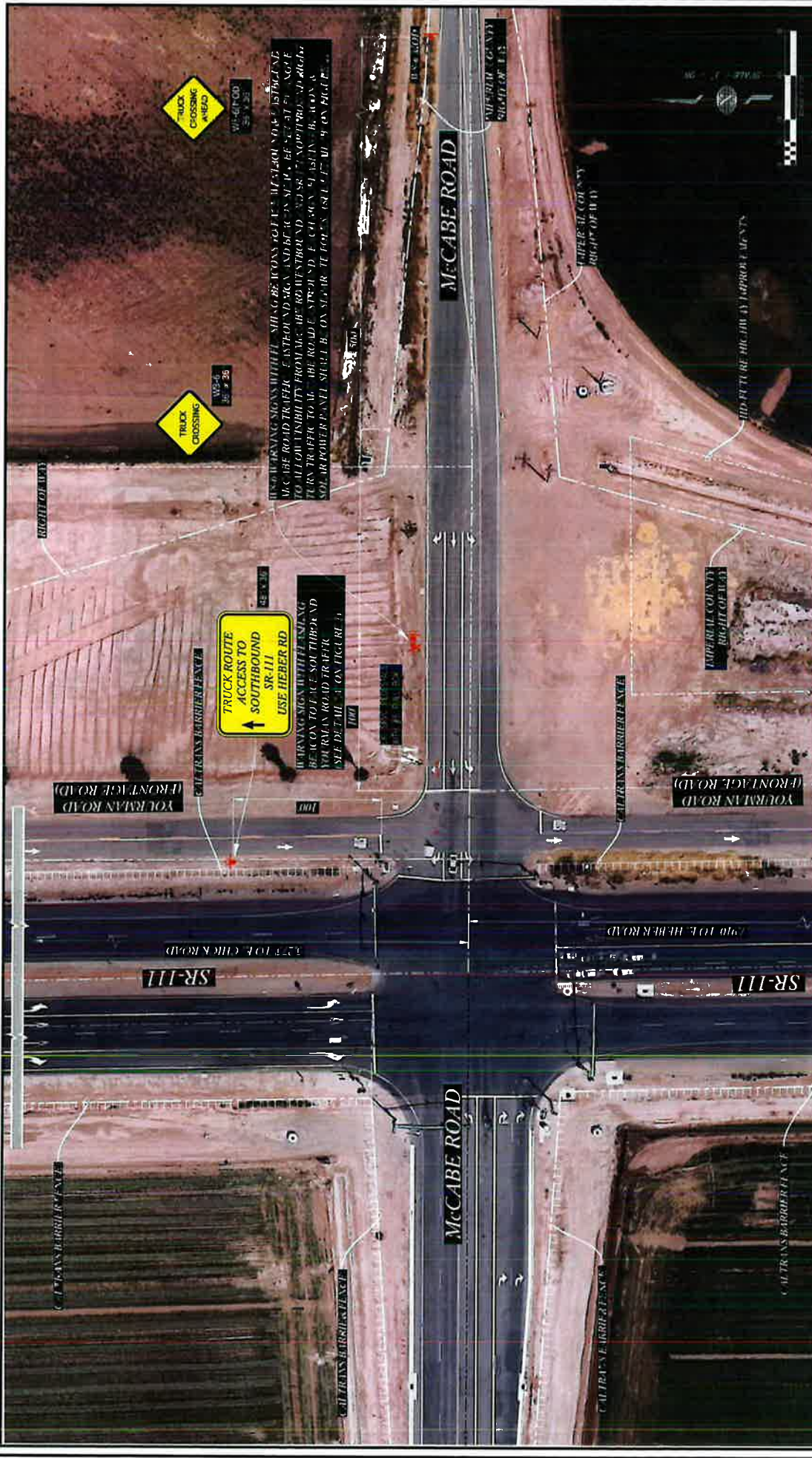
FIGURE 2
TRUCK ROUTE AND CROSSING
E. CHICK RD TO YOURMAN RD
TO HEBBER ROAD

PLANNED PREPARED FOR THE REPUBLICAN OF
MARC NIZIQA
 LICENSED ENGINEER # 49747
 NIZIQA TRAFFIC CONSULTING
 500 MISSION CENTER ROAD #405-121
 P.O. BOX 72-9312



COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT
 APPROVED FOR CONSTRUCTION BY:
 JOHN A. GAY, P.E.
 DIRECTOR OF PUBLIC WORKS
 DATE: 9/20/2022
 EXP. DATE:

DATE: _____



TRUCK TRAVEL SIGNS WITH SR-111 CROSS AHEAD SHALL BE INSTALLED AT THE INTERSECTION OF SR-111 AND MCCABE ROAD TO ADVISE TRUCK TRAFFIC OF THE AHEAD CROSSING. THE SIGNS SHALL BE SET AT THE LOCATION TO ALLOW VISIBILITY FROM MCCABE ROAD WESTWARD. TO BE SET AT THE LOCATION TO ALLOW TRUCK TRAFFIC TO SEE THE ROAD STRUCTURE AND CROSSING AHEAD. THE SIGNS SHALL BE SET AT THE LOCATION TO ALLOW TRUCK TRAFFIC TO SEE THE ROAD STRUCTURE AND CROSSING AHEAD. THE SIGNS SHALL BE SET AT THE LOCATION TO ALLOW TRUCK TRAFFIC TO SEE THE ROAD STRUCTURE AND CROSSING AHEAD.

TRUCK TRAVEL SIGNS WITH HEBER RD SIGN SHALL BE INSTALLED AT THE INTERSECTION OF SR-111 AND MCCABE ROAD TO ADVISE TRUCK TRAFFIC OF THE AHEAD CROSSING. THE SIGNS SHALL BE SET AT THE LOCATION TO ALLOW VISIBILITY FROM MCCABE ROAD WESTWARD. TO BE SET AT THE LOCATION TO ALLOW TRUCK TRAFFIC TO SEE THE ROAD STRUCTURE AND CROSSING AHEAD. THE SIGNS SHALL BE SET AT THE LOCATION TO ALLOW TRUCK TRAFFIC TO SEE THE ROAD STRUCTURE AND CROSSING AHEAD.

FIGURE 3
TRUCK ROUTE AND CROSSING AT
SR-111 & YOURMAN ROAD
AT MCCABE ROAD

DATE: 04/12/2021
 FILE:
 W. W. WOOD
 MARC MOUTA
 LICENSE NUMBER: 68931
 MIZUTTA TRAFFIC CONSULTING
 500 MINDEN CENTER ROAD, #602 21
 OAKLAND, CA 94612
 (415) 752-8411
 DATE: 04/12/2021
 DATE: 04/12/2021



COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT
 APPROVED FOR CONSTRUCTION BY:
 JOHN A. GAY, P.E.
 DIRECTOR OF PUBLIC WORKS
 DATE: 9/20/2023
 DP-DATE: 9/20/2023
 R.C.C. No.: 63038

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 9703 OF THE BUSINESS AND PROFESSIONS CODE AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE COUNTY OF IMPERIAL IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.

Mikrutra Traffic Consulting
5694 Mission Center Road #602-121
San Diego, CA 92108
(858) 752-8212



Marc Mezula - Principal
R.C.E. # 67801
Expiration Date 6/30/2023

11/17/21 DATE

John A. Goy, P.E., Director
County of Imperial
Department of Public Works
155 South 11th Street
El Centro, CA 92243

SIGHT DISTANCE LETTER (CUP 19-0014)

Dear Mr. Goy:

I, Marc Mezula, R.C.E. 67801, state that physically, there will be a minimum of 550 feet unobstructed sight distance at the following locations: McCabe Road approaching Youmen Road from the east and Youmen Road approaching McCabe Road from the north per Caltrans Highway Design Manual Standard for a 55 mph design speed.

Sincerely yours,

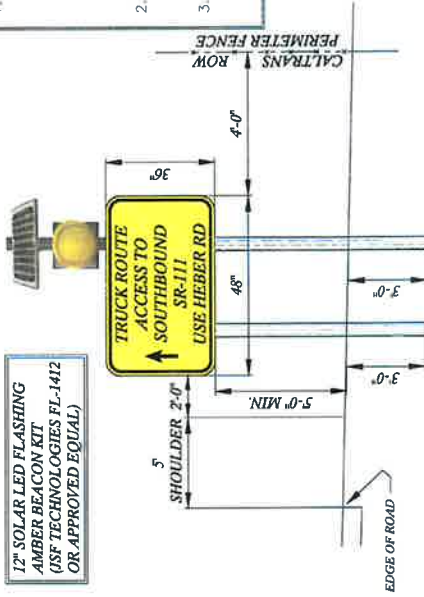
Marc Mezula

Marc Mezula
R.C.E. # 67801
Expiration Date 6/30/2023

SIGNING GENERAL NOTES

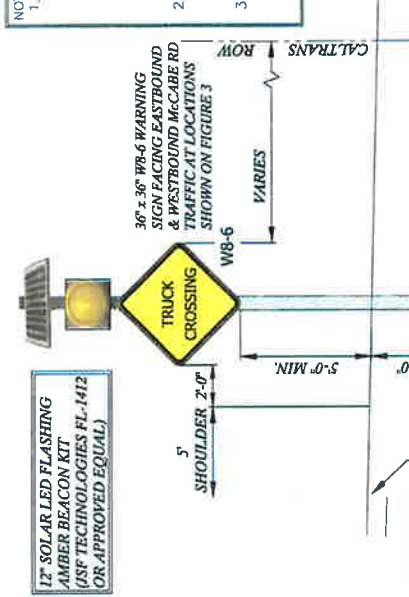
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- THE NOTES LISTED ABOVE ARE A MINIMUM LIST. THIS DOES NOT RELIEVE THE ENGINEER FROM COMPLYING ADDITIONAL NOTES THAT MAY BE REQUIRED FOR THE PROJECT.

NOTES:
1. SIGN TO BE CONSTRUCTED OF 0.08" THICK ALUMINUM SHEET. BACKGROUND TO BE COMPOSED OF TYPE XI RETROREFLECTIVE FLOURESCENT YELLOW SHEETING.
2. POST SHALL BE 2" SQUARE POST WITH GALVANIZED STEEL BREAK-AWAY SYSTEM, FLASHING BEACON MOUNTING HARDWARE FOR 2" SQUARE POST SHALL BE PROVIDED.



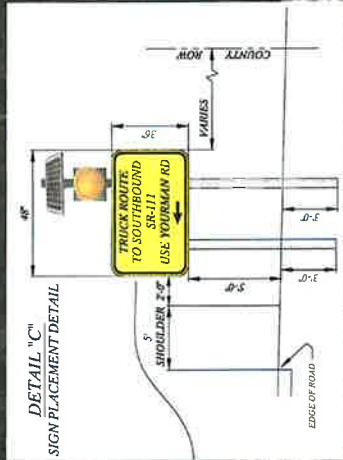
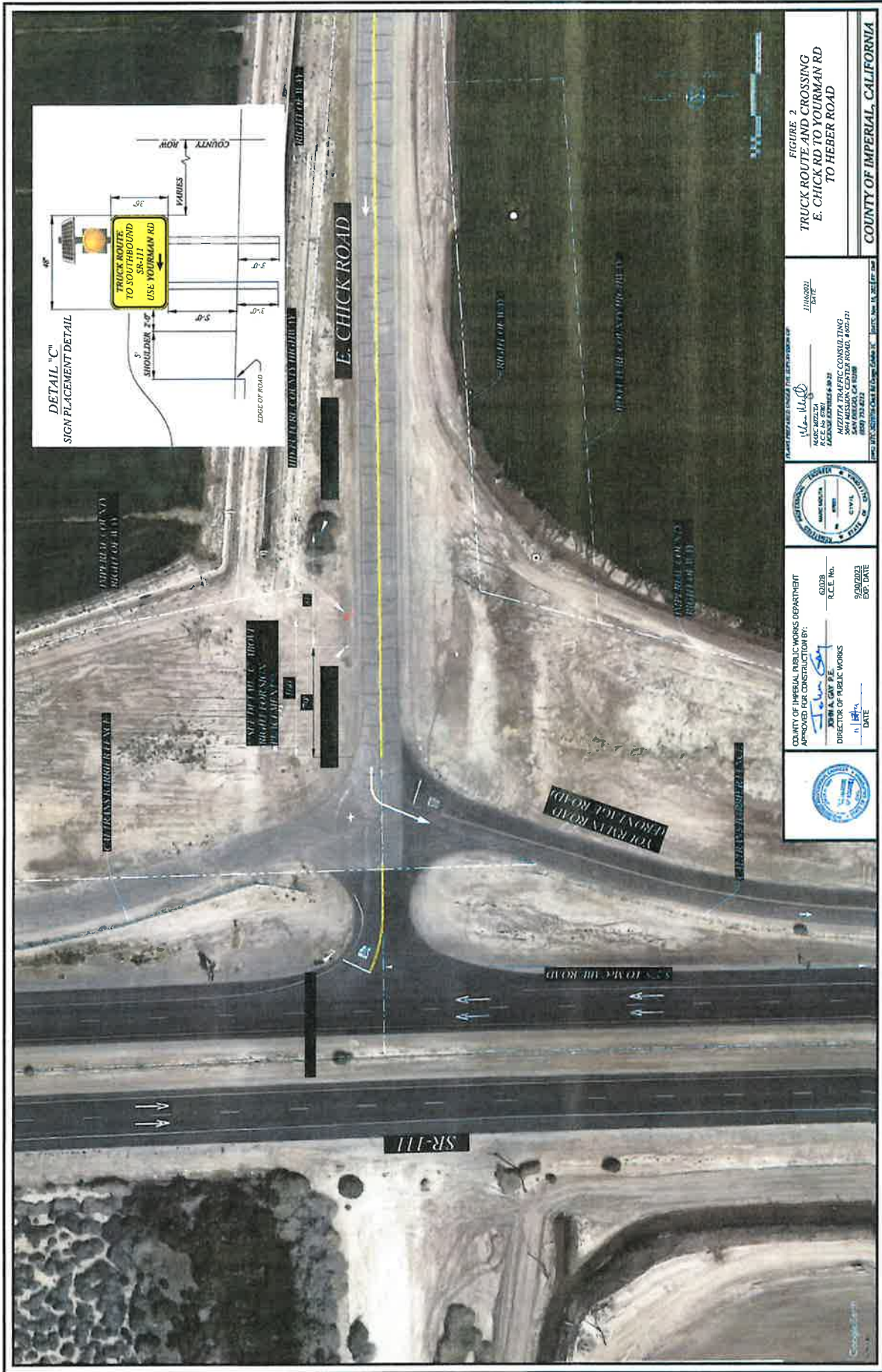
DETAIL "A"
(SEE FIGURE 2 FOR LOCATION ON YOURMAN ROAD)

NOTES:
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2. POST SHALL BE 2" SQUARE POST WITH GALVANIZED STEEL BREAK-AWAY SYSTEM, FLASHING BEACON MOUNTING HARDWARE FOR 2" SQUARE POST SHALL BE PROVIDED.



DETAIL "B"
(SEE FIGURE 3 FOR LOCATIONS ON McCABE ROAD)

COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT APPROVED FOR CONSTRUCTION BY: JOHN A. GOY, P.E. DIRECTOR OF PUBLIC WORKS DATE: 11/17/21		COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT APPROVED FOR CONSTRUCTION BY: MARC MEZULA R.C.E. # 67801 CIVIL DATE: 11/17/21	
COUNTY OF IMPERIAL, CALIFORNIA TRUCK ROUTE AND CROSSING E. CHICK RD TO YOURMAN RD TO HEBER ROAD			



**FIGURE 2
TRUCK ROUTE AND CROSSING
E. CHICK RD TO YOURMAN RD
TO HESER ROAD**

IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT
APPROVED FOR CONSTRUCTION BY:
John A. Gray
JOHN A. GRAY, P.E.
DIRECTOR OF PUBLIC WORKS
DATE: 11/14/14

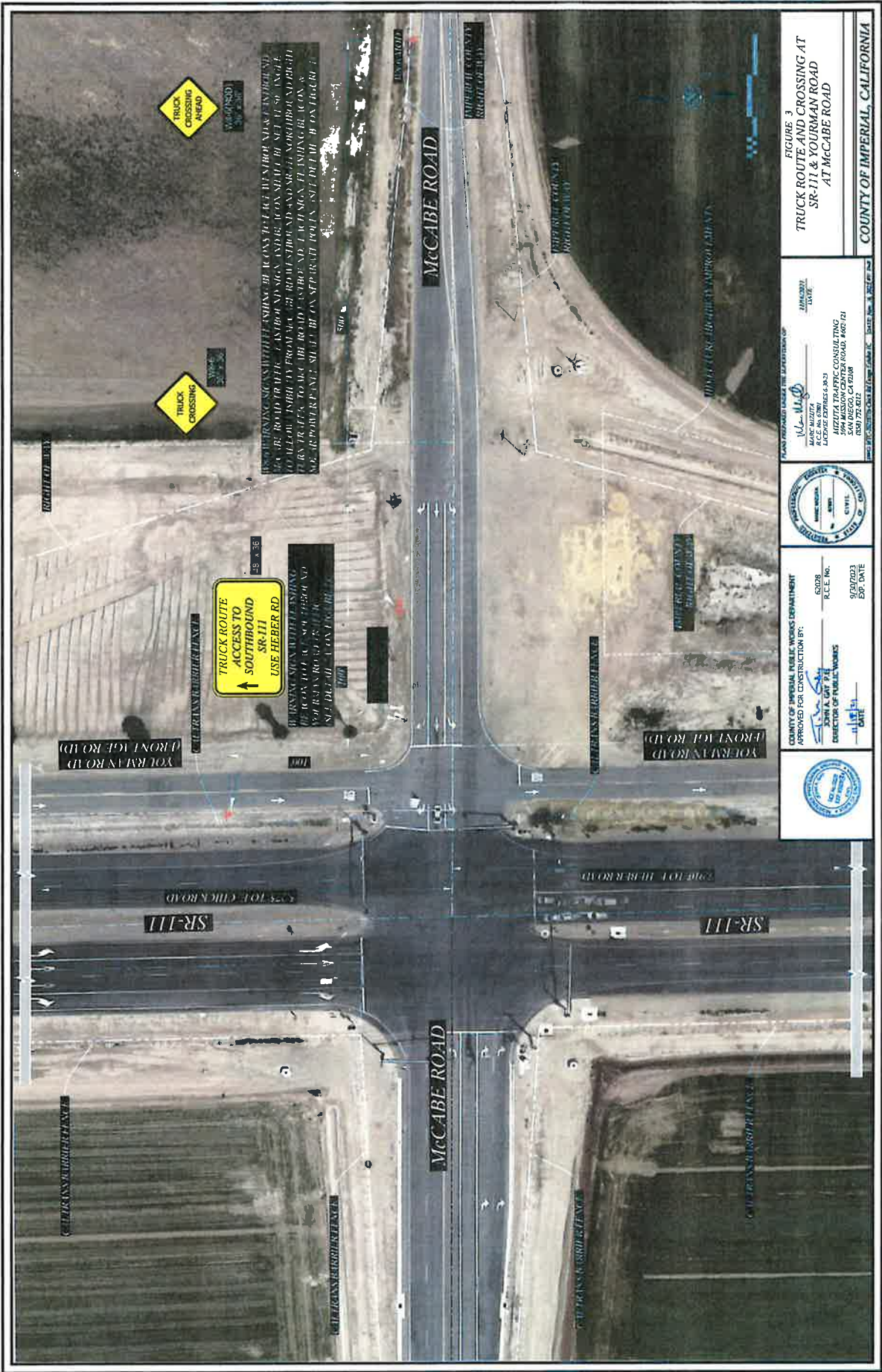


DATE: 11/14/14
R.C.E. No. 62028
EXP. DATE 9/30/2023

IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT
APPROVED FOR CONSTRUCTION BY:
John A. Gray
JOHN A. GRAY, P.E.
DIRECTOR OF PUBLIC WORKS
DATE: 11/14/14



IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT
APPROVED FOR CONSTRUCTION BY:
John A. Gray
JOHN A. GRAY, P.E.
DIRECTOR OF PUBLIC WORKS
DATE: 11/14/14



**FIGURE 3
TRUCK ROUTE AND CROSSING AT
SR-111 & YOUNG ROAD
AT MCCABE ROAD
COUNTY OF IMPERIAL, CALIFORNIA**

IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT
 APPROVED FOR CONSTRUCTION BY:
JOHN A. GAY, P.E.
 DIRECTOR OF PUBLIC WORKS
 DATE: 9/30/2023

COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT
 APPROVED FOR CONSTRUCTION BY:
JOHN A. GAY, P.E.
 DIRECTOR OF PUBLIC WORKS
 DATE: 9/30/2023

IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT
 APPROVED FOR CONSTRUCTION BY:
JOHN A. GAY, P.E.
 DIRECTOR OF PUBLIC WORKS
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 DIRECTOR OF PUBLIC WORKS
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IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT
 APPROVED FOR CONSTRUCTION BY:
JOHN A. GAY, P.E.
 DIRECTOR OF PUBLIC WORKS
 DATE: 9/30/2023

Appendix F

SCAG Profile of Imperial County Report Excerpts



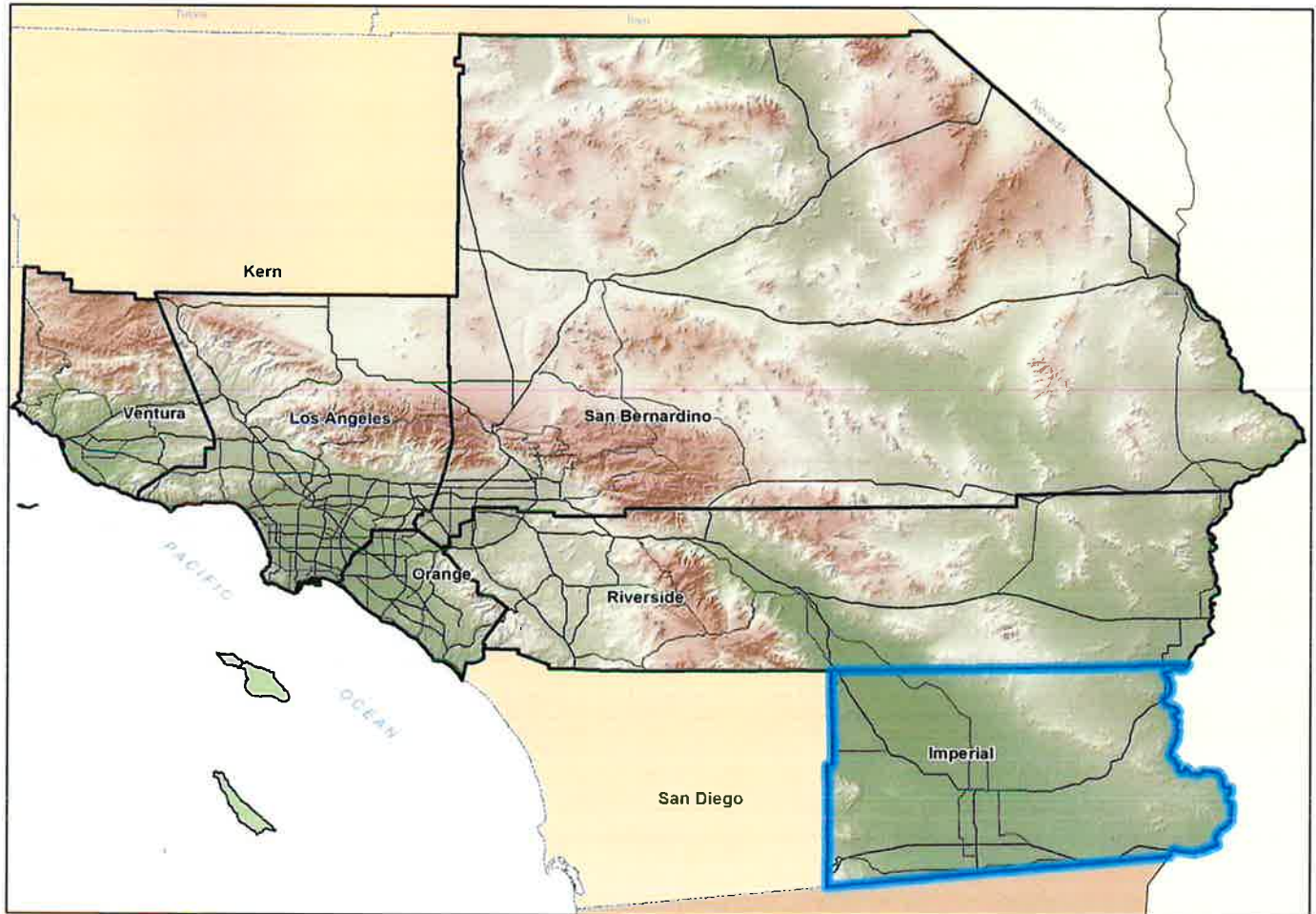
Imperial County Profile Report 2019

The profile report was prepared by the Southern California Association of Governments and displays data for Imperial County. SCAG includes local government data in reports to agencies and services including the counties, state and federal government, all federal agencies and national business and industry organizations.



Profile of Imperial County

Southern California Association of Governments (SCAG) Regional Council includes 69 districts which represent 191 cities and 6 counties in the SCAG region



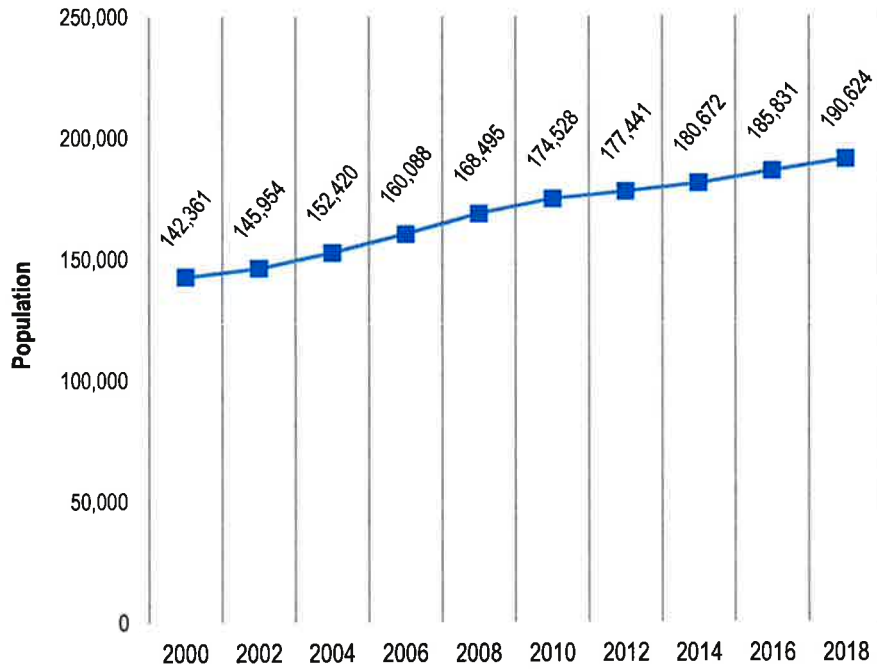
LOCAL PROFILES REPORT 2019

This profile report was prepared by the Southern California Association of Governments and shared with Imperial County. SCAG provides local governments with a variety of benefits and services including, for example, data and information, GIS training, planning and technical assistance, and sustainability planning grants.

II. POPULATION

Population Growth

Population: 2000 - 2018



Source: California Department of Finance, E-5, 2000-2018

- Between 2000 and 2018, the total population of Imperial County increased by 48,263 to 190,624.
- During this 18-year period, the county's population growth rate of 33.9 percent was higher than the SCAG Region rate of 15.9 percent.
- 1.0 percent of the total population of SCAG Region is in Imperial County.
- Population values for 2000 and 2010 are from the U.S. Decennial Census.
- Values for other years are estimates by the California Department of Finance.



MEMORANDUM

To: Silvia Aguilar, Xpress/ABBA
Cc: Manuel Yanez, PE; Yanez Engineering
From: Allan Daly
Date: May 12, 2020
RE: Preliminary Air Quality Analysis of a Truck and Trailer Parking Facility in El Centro, CA

Introduction and Purpose

At the request of XPress Enterprises LLC/ABBA International Transport (Xpress/ABBA), Trinity Consultants (Trinity) estimated the construction and operational phase emissions of a proposed expansion of an existing truck and trailer parking facility at 486 E. Chick Road, El Centro, Imperial County, California. The purpose of this emissions estimation is to fulfill the requirement for a preliminary air quality analysis to support the project's evaluation pursuant to the California Environmental Quality Act (CEQA). The preliminary assessment also addresses comments provided by the Imperial County Air Pollution Control District (Air District) in a letter dated September 25, 2019.

Project Description

The project is described in Xpress/ABBA's July 17, 2019 application to the Imperial County Planning & Development Services Department for Conditional Use Permit (CUP) 19-0014. An approved CUP would allow Xpress/ABBA to collocate at and expand an existing truck and trailer parking facility by 20 truck parking spaces and 245 trailer parking spaces for a combined total of 300 truck and trailer parking spaces (which includes 35 existing trailer spaces currently in use). The existing and additional parking area would be improved with Class IV Subbase, which consists of four-inch thick Class II Base (Caltrans specification¹) with SC-70 road oil cover (cutback bitumen²) over 12 inches of compacted subgrade material, as shown in Figure 1.

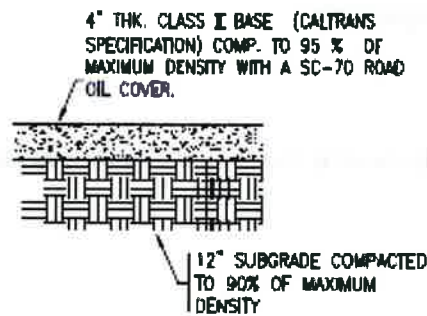
¹ See: http://ppmoe.dot.ca.gov/hq/esc/oe/construction_contract_standards/std_specs/2010_StdSpecs/2010_StdSpecs.pdf

² Compliant with ICAPCD Rule 426 – *Cutback Asphalt and Emulsified Paving Material*



MEMORANDUM

Figure 1. Surface Treatment of Truck and Trailer Parking Lot



CLASS IV SUBBASE
NOT TO SCALE

1

The improved parking areas area will cover 20 acres of the 30.56-acre parcel. Xpress/ABBA will occupy the space in existing 9,120 sq. ft. warehouse building. The project includes no demolition of structures other than the relocation of an existing fence. Additionally, no additional structures are part of the proposed project other than the addition of a prefabricated guard shack.

Analysis

CalEEMod Project Setup

Project emissions were estimated in accordance with the Air District's *CEQA Air Quality Handbook* (CEQA Handbook)³. The CEQA Handbook recommends that an approved model be used for estimating project emissions, such as the California Air Pollution Control Officers Association's (CAPCOA's) California Emissions Estimation Model (CalEEMod).⁴ The project was modeled using CalEEMod version 2016.3.2 using the setup parameters shown in Table 1.

³ Imperial County Air Pollution Control District, *CEQA Air Quality Handbook*. December 12, 2017. Available at: <https://apcd.imperialcounty.org/wp-content/uploads/2020/01/CEQAHandbk.pdf>. Accessed: May 8, 2020.

⁴ Available at: <http://caleemod.com/>. Accessed May 8, 2020.



MEMORANDUM

Table 1. CalEEMod Project Setup Parameters

CalEEMod Screen	Parameter	Value
Project Characteristics	Project Location	Imperial County APCD
Project Characteristics	CEC Forecasting Climate Zone	15
Project Characteristics	Land Use Setting	Rural
Project Characteristics	Start of Construction	July 1, 2020
Project Characteristics	Operational Year	2020
Project Characteristics	Utility Company	Imperial Irrigation District
Land Use	Type/Subtype	Parking/Parking Lot
Land Use	Unit Amount/Size Metric	300 Spaces
Land Use	Lot Acreage	20 Acres
Construction – Dust from Material Movement	Material Imported During Grading Phase	10,756 Cubic Yards
Mitigation - Construction	Water Exposed Area	2 Times Per Day

Changes to Default CalEEMod Values

CalEEMod was designed with default assumptions supported by substantial evidence to the extent available at the time of programming. The functionality and content of CalEEMod is based on fully approved methods and data. However, CalEEMod was also designed to allow the user to change the defaults to reflect site-specific or project-specific information, when available, provided that the information is supported by substantial evidence as required by CEQA. All changes to default values for this preliminary air quality analysis are shown in Table 2 below to allow reviewers the ability to determine whether the modifications are appropriate and sufficiently justified.





MEMORANDUM

Table 2. Changes to CalEEMod Default Values

CalEEMod Screen	Parameter	Default Value	New Value	Reason
Construction / Phase	Demolition Phase	Included	Deleted	The project does not include the demolition of structures.
Construction / Phase	Building Construction Phase	Included	Deleted	The project does not include the construction of new structures.
Construction / On-Road Fugitive Dust	% Pave Worker	50%	100%	Construction workers are not expected to travel on unpaved roads to and from the construction site.
Construction / On-Road Fugitive Dust	% Pave Vendor	50%	100%	Vendors are not expected to travel on unpaved roads traveling to and from the construction site.
Construction / On-Road Fugitive Dust	% Pave Hauling	50%	100%	Hauling trucks are not expected to travel on unpaved roads traveling to and from the construction site.
Operational – Mobile/ Vehicle Trips	Weekday Trip Rate	0 Trips/ Weekday	300 Trips/ Weekday	Conservative assumption that every parking space generates 1.0 trips/weekday, based on applicant estimated truck/trailer dwell time of 1-2 days. Note that the Parking Lot land use subtype requires users to enter a project-specific trip generation rate.
Operational – Mobile/ Vehicle Trips	Primary Trip %	0%	100%	The Parking Lot land use subtype requires users to enter a project-specific percentage of primary trips.
Operational – Mobile/ Vehicle Trips	Nonresidential Commercial-Customer Trip %	0%	100%	The Parking Lot land use subtype requires users to enter a project-specific percentage of commercial-customer trips.
Operational – Mobile/ Fleet Mix	Fleet Mix by Vehicle Category	Default Fleet Mix	100% HHD	Conservative Assumption that All Vehicles are Heavy Heavy-Duty Trucks
Operational – Mobile/ Road Dust	% Pave	50%	100%	Trucks visiting the facility are not expected to travel on unpaved roads.



MEMORANDUM

Construction Activities

The Air District's recommended approach for analyzing construction impacts under CEQA is to presume that construction sites will first comply with Regulation VIII—*Fugitive Dust Rules*. These rules require that specific measures be taken to reduce the amount of fugitive dust emitted by specific construction activities. For example, Rule 801—*Construction and Earthmoving Activities*, requires that visible dust emissions (VDE) be limited to 20% opacity during construction and earthmoving activities, and also that a dust control plan be implemented for nonresidential construction projects of five acres or larger.

The Regulation VIII requirements are reflected in the CalEEMod project setup parameters by selecting the "Water Exposed Area" on the Mitigation – Construction screen. Selecting the minimum frequency of twice per day yields a default PM₁₀ control efficiency of 55% for fugitive dust. Other CalEEMod options, such as those pertaining to unpaved roads, are not applicable to the project, and therefore were not selected. The project's maximum construction emissions as estimated by CalEEMod, are shown in Table 3 below. The emissions are also compared to the Air District thresholds of significance for construction activities, which are found in Table 4 of the CEQA Handbook.

Table 3. Emissions from Project Construction Activities (lbs/day)

	ROG	NO _x	PM ₁₀	CO
Maximum Daily Emissions	4.9	60.6	10.5	34.6
ICAPCD Thresholds of Significance for Construction Activities	100	75	150	550
Significant Impact?	No	No	No	No

As shown in Table 3, the project's construction emissions are below the Air District's thresholds of significance for all pollutants. Therefore, the project will be required to implement the standard mitigation measures found in Section 7.1 of the Air District CEQA Handbook but is not required to implement the discretionary or enhanced measures. However, some of these measures may nonetheless be required to meet the emission limitations of Regulation VIII.

Project Operations

The Air District's recommended approach for analyzing impacts from project operations under CEQA is to quantify emissions using CalEEMod in a preliminary air quality analysis. If project emissions exceed the Tier I thresholds of significance for project operation, a comprehensive air quality analysis is required.





MEMORANDUM

As was done for construction phase emissions, the project's operational phase emissions were estimated using CalEEMod. As noted above, the CalEEMod land use type of "parking" does not include default trip generation rates. Therefore, it was assumed that every parking space generates one trip per day of operation (Monday through Friday). This assumption is conservative because Xpress/ABBA anticipate that the dwell time for trucks and trailers will range from one to two days. Additionally, Xpress/ABBA do not anticipate that the facility will operate at full capacity each working day of the year. These trips were designated as 100% primary, commercial-customer trips in CalEEMod. Additionally, the fleet mix was adjusted to reflect 100% of trips being made by heavy heavy-duty diesel trucks.

Table 4. Emissions from Project Operations (lbs/day)

	ROG	NOx	PM ₁₀	PM _{2.5}	SOx	CO
Maximum Daily Emissions	1.2	51.4	2.6	0.8	0.1	6.0
ICAPCD Tier I Thresholds of Significance for Project Operations	137	137	150	550	150	550
Significant Impact?	No	No	No	No	No	No

The CalEEMod output report of maximum daily emissions (for Summer) is attached to this technical memorandum.

As shown in Table 4, the emissions from project operation are below the Air District thresholds of significance for all pollutants. Therefore, because the project's construction and operations emissions are estimated to be less than significant, the project will not be required to implement any further mitigation measures beyond those identified in the ICAPCD's comment letter.

The vehicles visiting the project site are anticipated to be predominantly heavy-duty diesel-fueled trucks, which are subject to the California Air Resources Board's (CARB's) *Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles* (also referred to as the Truck & Bus Rule).⁵

The Truck & Bus Rule applies to all trucks operating in California, regardless of their base state or country. Since January 1, 2015 (the initial compliance deadline), the Truck & Bus Rule has forced modernization of the statewide fleet of heavy duty diesel trucks by mandating the installation of retrofit diesel particulate

⁵ 13 CCR § 2025



MEMORANDUM

filters, retirements based on model year, and/or conversion to low use status (limited to 1,000 miles/year). The Truck & Bus Rule contains three more compliance deadlines (January 1 of 2021, 2022, and 2023) before it is fully implemented.⁶ By the final compliance date of January 1, 2023, all heavy duty diesel trucks (that are not designated as low use vehicles) are required to be equipped with engines meeting 2010 model year standards.

Engines meeting 2010 model year standards are generally considered the cleanest available from manufacturers. There are no certification standards that are more stringent that are either in effect now or required in subsequent model years. Current standards are met with advanced emission control systems that include selective catalytic reduction (SCR) and diesel particulate filters. It is therefore considered that no additional mitigation measures pertaining to the project's indirect operational phase emissions from on-highway heavy duty trucks would be feasible under CEQA.

Summary and Conclusion

A preliminary air quality analysis of the proposed Xpress/ABBA truck/trailer parking facility was performed. Emissions from construction activities and project operations were quantified using the latest version of CalEEMod. The result of the analysis is that neither construction nor operational phase emissions exceed the Air District's established thresholds of significance published in their CEQA Handbook.

The preliminary air quality analysis presumes that the project will implement all the standard construction mitigation measures for both fugitive PM₁₀ control, as well as for construction combustion equipment listed in Section 7.1 of the CEQA Handbook. Because there are no significant construction phase impacts, the project will not be required to implement any of the discretionary or enhanced construction mitigation measures listed in the CEQA Handbook. However, it is recognized that the project will require a dust control plan pursuant to Air District Regulation VIII, and in the context of the dust control plan, additional construction and operational mitigation measures may be required to meet the specified emission limitations.

Similarly, the project's operational phase emissions—which are entirely indirect in nature—will not exceed the Tier I thresholds of significance for project operations contained in the CEQA Handbook. Therefore, no additional mitigation measures will be required for vehicles visiting the project site. Furthermore, it is highlighted that these vehicles are anticipated to be predominantly heavy-duty diesel trucks subject to CARB's Truck & Bus Rule. By January 1, 2023, this rule will generally require that all heavy-duty diesel trucks be equipped with the cleanest available on-highway certified engines, representing the maximum reductions feasible for transportation facilities.

⁶ Certain specialty categories of vehicles have an extended compliance schedule; however, these are uncommon and not expected to regularly utilize the facility.



MEMORANDUM

Attachment

CalEEMod Output Report

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

XPress/ABBA El Centro Facility
Imperial County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	300.00	Space	20.00	120,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	12
Climate Zone	15			Operational Year	2020

Utility Company Imperial Irrigation District

CO2 Intensity (lb/MWhr)	1270.9	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

Project Characteristics -

Land Use - Size of improved parking area.

Fleet Mix - Conservative assumption that 100% trips are made by heavy heavy-duty trucks.

Road Dust - The project's surface treatment is assumed to be equivalent to an asphalt-paved surface.

Consumer Products - No degreasers will be used on parking areas.

Area Coating -

Construction Phase -

Vehicle Trips - Conservative Estimate that Each Parking Space Generates 1.0 trip per weekday.

Construction Off-road Equipment Mitigation -

On-road Fugitive Dust - All worker, vendor, and hauling trips to and from the site are expected to be on paved roads.

Grading - Material imported equals 4 inches of Class II aggregate over 20 acres.

Trips and VMT -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.12	1.00
tblFleetMix	LDA	0.50	0.00
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT2	0.16	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.3180e-003	0.00
tblFleetMix	MCY	5.2140e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	7.3800e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	3.2390e-003	0.00
tblFleetMix	SBUS	7.4500e-004	0.00
tblFleetMix	UBUS	1.1680e-003	0.00

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

tblGrading	MaterialImported	0.00	10,756.00
tblLandUse	LotAcreage	2.70	20.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	50	100
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	1.00

2.0 Emissions Summary

XPress/ABBA EI Centro Facility - Imperial County APCD Air District, Summer

2.2 Overall Operational

Unmitigated Operational

Category	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
lb/day																
Area	0.0591	2.8000e-004	0.0308	0.0000	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0701
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		0.0000
Mobile	1.1329	51.3835	5.9977	0.1380	2.4950	0.1145	2.6095	0.6842	0.1096	0.7937		14,469.8166	14,469.8166	0.9139		14,492.6629
Total	1.1920	51.3838	6.0285	0.1380	2.4950	0.1146	2.6096	0.6842	0.1097	0.7938		14,469.8823	14,469.8823	0.9140	0.0000	14,492.7329

Mitigated Operational

Category	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
lb/day																
Area	0.0591	2.8000e-004	0.0308	0.0000	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0701
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		0.0000
Mobile	1.1329	51.3835	5.9977	0.1380	2.4950	0.1145	2.6095	0.6842	0.1096	0.7937		14,469.8166	14,469.8166	0.9139		14,492.6629
Total	1.1920	51.3838	6.0285	0.1380	2.4950	0.1146	2.6096	0.6842	0.1097	0.7938		14,469.8823	14,469.8823	0.9140	0.0000	14,492.7329

XPress/ABBA EI Centro Facility - Imperial County APCD Air District, Summer

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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/14/2020	5	10	
2	Grading	Grading	7/15/2020	9/1/2020	5	30	
3	Paving	Paving	9/2/2020	9/29/2020	5	20	
4	Architectural Coating	Architectural Coating	9/30/2020	10/27/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 20

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,200 (Architectural Coating -- sqft)

OffRoad Equipment

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	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
Site Preparation	7	18.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,345.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3.685.1016	3.685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523		3.685.1016	3.685.1016	1.1918		3,714.8975

Unmitigated Construction Off-Site

Category	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
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
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
Worker	0.1524	0.1032	1.1910	1.4300e-003	0.1397	9.0000e-004	0.1406	0.0371	8.3000e-004	0.0379		140.8156	140.8156	0.0116		141.1066
Total	0.1524	0.1032	1.1910	1.4300e-003	0.1397	9.0000e-004	0.1406	0.0371	8.3000e-004	0.0379		140.8156	140.8156	0.0116		141.1066

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.2 Site Preparation - 2020

Mitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380	2.1974	2.1974	2.1974	2.0216	2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	8.1298	2.1974	10.3272	4.4688	2.0216	6.4904	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

Mitigated Construction Off-Site

Category	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
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
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
Worker	0.1524	0.1032	1.1910	1.4300e-003	0.1397	9.0000e-004	0.1406	0.0371	8.3000e-004	0.0379			140.8156	0.0116		141.1066
Total	0.1524	0.1032	1.1910	1.4300e-003	0.1397	9.0000e-004	0.1406	0.0371	8.3000e-004	0.0379			140.8156	0.0116		141.1066

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.3 Grading - 2020

Unmitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					8.7447	0.0000	8.7447	3.6073	0.0000	3.6073			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.865 ₃	6,005.865 ₃	1.9424		6,054.425 ₇
Total	4.4501	50.1975	31.9583	0.0620	8.7447	2.1739	10.9186	3.6073	2.0000	5.6073		6,005.865₃	6,005.865₃	1.9424		6,054.425₇

Unmitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.2359	10.3172	1.3214	0.0350	0.7013	0.0337	0.7350	0.1948	0.0323	0.2271			3,669.381 ₈	0.1423		3,672.339 ₆
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	0.1693	0.1146	1.3233	1.5800e-003	0.1552	1.0000e-003	0.1562	0.0412	9.3000e-004	0.0421			156.4618	0.0129		156.7651
Total	0.4052	10.4318	2.6447	0.0366	0.8565	0.0347	0.8912	0.2360	0.0332	0.2692		3,825.843₇	3,825.843₇	0.1552		3,829.724₇

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.3 Grading - 2020

Mitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					3.9351	0.0000	3.9351	1.6233	0.0000	1.6233			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.865 ₃	6,005.865 ₃	1.9424		6,054.425 ₇
Total	4.4501	50.1975	31.9583	0.0620	3.9351	2.1739	6.1090	1.6233	2.0000	3.6233	0.0000	6,005.865₃	6,005.865₃	1.9424		6,054.425₇

Mitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.2359	10.3172	1.3214	0.0350	0.7013	0.0337	0.7350	0.1948	0.0323	0.2271			3,669.381 ₈	0.1423		3,672.939 ₆
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
Worker	0.1693	0.1146	1.3233	1.5800e-003	0.1552	1.0000e-003	0.1562	0.0412	9.3000e-004	0.0421			156.4618	0.0129		156.7851
Total	0.4052	10.4318	2.6447	0.0366	0.8565	0.0347	0.8912	0.2360	0.0332	0.2692			3,825.843₇	0.1552		3,829.724₇

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.4 Paving - 2020

Unmitigated Construction On-Site

Category	lb/day															
	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
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	2.6200					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	3.9766	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841

Unmitigated Construction Off-Site

Category	lb/day															
	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
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	0.1270	0.0860	0.9925	1.1900e-003	0.1164	7.5000e-004	0.1171	0.0309	6.9000e-004	0.0316		117.3464	117.3464	9.7000e-003		117.5888
Total	0.1270	0.0860	0.9925	1.1900e-003	0.1164	7.5000e-004	0.1171	0.0309	6.9000e-004	0.0316		117.3464	117.3464	9.7000e-003		117.5888

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.4 Paving - 2020

Mitigated Construction On-Site

lb/day																
Category	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
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	2.6200					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	3.9766	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841

Mitigated Construction Off-Site

lb/day																
Category	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
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
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
Worker	0.1270	0.0860	0.9925	1.1900e-003	0.1164	7.5000e-004	0.1171	0.0309	6.9000e-004	0.0316		117.3464	117.3464	9.7000e-003		117.5888
Total	0.1270	0.0860	0.9925	1.1900e-003	0.1164	7.5000e-004	0.1171	0.0309	6.9000e-004	0.0316		117.3464	117.3464	9.7000e-003		117.5888

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.5 Architectural Coating - 2020
Unmitigated Construction On-Site

Category	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
lb/day																
Archit. Coating	2.5029					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9528
Total	2.7451	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9528

Unmitigated Construction Off-Site

Category	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
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
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
Worker	0.0846	0.0573	0.6617	7.9000e-004	0.0776	5.0000e-004	0.0781	0.0206	4.6000e-004	0.0210		78.2309	78.2309	6.4700e-003		78.3925
Total	0.0846	0.0573	0.6617	7.9000e-004	0.0776	5.0000e-004	0.0781	0.0206	4.6000e-004	0.0210		78.2309	78.2309	6.4700e-003		78.3925

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

3.5 Architectural Coating - 2020

Mitigated Construction On-Site

Category	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
lb/day																
Archit. Coating	2.5029					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	2.7451	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

Category	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
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
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
Worker	0.0846	0.0573	0.6617	7.9000e-004	0.0776	5.0000e-004	0.0781	0.0206	4.6000e-004	0.0210			78.2309	6.4700e-003		78.3925
Total	0.0846	0.0573	0.6617	7.9000e-004	0.0776	5.0000e-004	0.0781	0.0206	4.6000e-004	0.0210		78.2309	78.2309	6.4700e-003		78.3925

4.0 Operational Detail - Mobile

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

4.1 Mitigation Measures Mobile

Category	lb/day															
	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
Mitigated	1.1329	51.3835	5.9977	0.1380	2.4950	0.1145	2.6095	0.6842	0.1096	0.7937	14,469.81	66	14,469.81	0.9139		14,492.66
Unmitigated	1.1329	51.3835	5.9977	0.1380	2.4950	0.1145	2.6095	0.6842	0.1096	0.7937	14,469.81	66	14,469.81	0.9139		14,492.66

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Parking Lot	300.00	0.00	0.00	741,000	741,000
Total	300.00	0.00	0.00	741,000	741,000

4.3 Trip Type Information

Land Use	Miles					Trip %					Trip Purpose %				
	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	H-S or C-C	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by		
Parking Lot	16.40	9.50	11.90	0.00	100.00	0.00	100.00	0.00	100.00	0.00	100	0	0		

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use kBTU/yr	lb/day																
		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	
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	0.0000	0.0000	0.0000	0.0000
Total		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	0.0000

Mitigated

Land Use	Natural Gas Use kBTU/yr	lb/day																
		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	
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	0.0000	0.0000	0.0000	0.0000
Total		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	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

Category	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
lb/day																
Mitigated	0.0591	2.8000e-004	0.0308	0.0000	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0701
Unmitigated	0.0591	2.8000e-004	0.0308	0.0000	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0701

6.2 Area by SubCategory

Unmitigated

SubCategory	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
lb/day																
Architectural Coating	0.0137				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0425				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-003	2.8000e-004	0.0308	0.0000	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0701
Total	0.0591	2.8000e-004	0.0308	0.0000	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0701

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

6.2 Area by SubCategory

Mitigated

SubCategory	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
lb/day																
Architectural Coating	0.0137					0.0000	0.0000	0.0030	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0425					0.0000	0.0000	0.0030	0.0000	0.0000			0.0000			0.0000
Landscaping	2.9000e-003	2.8000e-004	0.0308	0.0000	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0731
Total	0.0591	2.8000e-004	0.0308	0.0000		1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004	1.1000e-004		0.0657	0.0657	1.8000e-004		0.0731

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

XPress/ABBA El Centro Facility - Imperial County APCD Air District, Summer

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation





COUNTY OF
IMPERIAL

DEPARTMENT OF
PUBLIC WORKS

155 S. 11th Street
El Centro, CA
92243

Tel: (442) 265-1818
Fax: (442) 265-1858

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Public Works works for the Public

September 29, 2020

Mr. Jim Minnick, Director
Planning & Development Services Department
801 Main Street
El Centro, CA 92243

Attention: Mariela Moran, Planner II

SUBJECT: CUP 19-0014 - Lorena Guillen on behalf of Xpress Enterprises, LLC;
Located on 486 E Chick Road, El Centro, CA.
APN 054-080-038

Dear Mr. Minnick:

This letter is in response to your resubmittal received by this department on September 16, 2020 for the above mentioned project. The developer is proposing to operate two trucking terminal businesses (McKinney Trailer Rentals and Abba International Transportation) from the property. They also are proposing to develop 300 new parking spaces and add a new guard shack. The proposed project would include the development of 20.0 acres of the total 30.56 acres and would be completed in three phases.

Department staff has reviewed the package information and the following comments shall be Conditions of Approval:

1. Chick Road is classified as Major Collector - Collector, four (4) lanes, requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline. It is required that sufficient right of way be provided to meet this road classification. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).
2. Land use patterns disclose that the Southwest portion of the property does not have legal or physical access. The Southwest portion of the property appears to be combined with adjoining property for farming activity and is only accessible by crossing the land of the adjoining property. To protect a future purchaser from liability, legal and physical access shall be provided to the Southwest portion of the property.
3. A legal description for the dedication of right-of-way shall be submitted to this department with an application for a legal description review (LDR). The LDR application must be accompanied by a graphic exhibit, deed, and current preliminary title report. The graphic exhibit shall show relationship between the physical centerline of Chick Road and adjacent property line.
4. The dedicated right-of-way shall be monumented with permanent and durable monuments by a person authorized to practice land surveying and shall bear their certificate number.
5. Developer shall furnish a Drainage and Grading Plan to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. Said plan shall be completed per the Engineering Design Guidelines Manual for the Preparation and Checking of Street Improvement, Drainage, and Grading Plans within Imperial County. The Drainage and Grading Plan shall be submitted to this department for review and

An Equal Opportunity / Affirmative Action Employer

approval. The developer shall implement the approved plan. Employment of the appropriate Best Management Practices (BMP's) shall be included.

6. Per Section 12.10.020 - Street Improvement Requirements of Imperial County Ordinance:
 - a. Street improvements shall be required in conjunction with, but not limited to, any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any county street or on property utilizing any county street for ingress and egress. Street improvements shall include but not be limited to streets, curbs, gutters, driveways, sidewalks, and asphalt paving between the curb and gutter and edge of existing paved road.
 - b. For the purpose of establishing proper standards, specification and directions for design and construction of any road, or other land division improvements required to be constructed in the unincorporated territory of Imperial County, the document entitled "Engineering Design Guidelines Manual for the Preparation and checking of Street Improvement, Drainage, and Grading Plans within Imperial County" revision dated September 15, 2008, is hereby adopted and made a part of this division by reference, three copies of which are on file in the office of the clerk of the board of supervisors and for use and examination by the public. Copies of the manual can also be found at the Imperial County Department of Public Works.
7. Primary access driveway along Chick Road shall be constructed of asphalt concrete pavement per County of Imperial Department of Public Works Engineering Design Guidelines Manual – Detail of Commercial Driveway to Connection Rural Road Connection – Dwg. No. 410B.
8. A Secondary Emergency Access Driveway shall be constructed for the project site. Said driveway shall be constructed of asphalt concrete pavement.
9. All on-site traffic areas shall be asphalt pavement as required by this department.
10. An encroachment permit shall be secured from this department for any construction and/or construction related activities within County Right-of-Way. Activities to be covered under an encroachment permit shall include the installation of, but not be limited to, stabilized construction entrances, driveways, road improvements, temporary traffic control devices, etc.
11. Prior to the issuance grading and building permits, a stabilized construction entrance shall be installed under an encroachment permit from this department.
12. Prior to the issuance of any grading and/or building permits, the Developer shall be procure an encroachment permit from this department for any off-site improvements required for this project.
13. Prior to closure of any grading and building permits and/or issuance of certificate of occupancy, the Developer shall be repair any damage caused to County Roads during construction and maintain such roads in safe conditions as determined by the Imperial County Road Commissioner. Said road repairs shall be completed under an encroachment permit from this department.
14. Corner record is required to be filed with the county surveyor prior to construction for monuments:

8771. (b) When monuments exist that control the location of subdivisions, tracts, boundaries, roads, streets, or highways, or provide horizontal or vertical survey control, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to the time when any streets, highways, other rights-of-way, or easements are improved, constructed, reconstructed, maintained, resurfaced, or relocated, and a corner record or record of survey of the references shall be filed with the county surveyor.

15. A second corner record is required to be filed with the county surveyor for monuments:

8771. (c) A permanent monument shall be reset in the surface of the new construction or a witness monument or monuments set to perpetuate the location if any monument could be destroyed, damaged, covered, disturbed, or otherwise obliterated, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project. Sufficient controlling monuments shall be retained or replaced in their original positions to enable property, right-of-way and easement lines, property corners, and subdivision and tract boundaries to be reestablished without devious surveys necessarily originating on monuments differing from those that currently control the area.

16. Developer shall furnish a Traffic Study per the County of Imperial Department of Public Works Traffic Study and Report Policy. The Traffic Study shall analyze project impacts to County roads, including but not limited to, level of service, intersection delays, traffic delays at site access point (need for turn lanes), etc. The Traffic Study shall be submitted to this department review and approval. The Traffic Study shall include exiting traffic counts (obtained within a year of the preparation of the study) along roads between origin and destination routes. Any mitigation measures identified on the Traffic Study shall be approved by this department and become part of these Conditions of Approval.

17. Developer will be responsible for any impact mitigation measures identified on the Traffic Study, including but not limited to, road improvements, intersection improvements, right/left turn lanes for site access, fair share costs, etc.

INFORMATIVE:

The following items are for informational purposes only. The Developer is responsible to determine if the enclosed items affect the subject project.

- All solid and hazardous waste shall be disposed of in approved solid waste disposal sites in accordance with existing County, State and Federal regulations (Per Imperial County Code of Ordinances, Chapter 8.72).
- The project may require a National Pollutant Discharge Elimination System (NPDES) permit and Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB) prior county approval of onsite grading plan (40 CFR 122.28).
- A Transportation Permit may be required from road agency(s) having jurisdiction over the haul route(s) for any hauls of heavy equipment and large vehicles which impose greater than legal

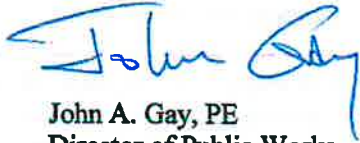
loads and/or dimensions on riding surfaces, including bridges. (Per Imperial County Code of Ordinances, Chapter 12.10.020 B).

- The project is located in the proximity of the Salton Sea. Per Section 91603.01 of the Imperial County Code of Ordinances, this area is designated as an area of special flood hazard. The Developer shall comply with the provisions and requirements established on the Imperial County Code of Ordinances, Chapter 5 – Provisions for Flood Hazard Reduction.
- As this project proceeds through the planning and the approval process, additional comments and/or requirements may apply as more information is received.

Should you have any questions, please do not hesitate to contact this office. Thank you for the opportunity to review and comment on this project.

Respectfully,

By:

A handwritten signature in blue ink that reads "John A. Gay". The signature is written in a cursive style with a large, sweeping initial "J".

John A. Gay, PE
Director of Public Works

CY/dm



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September 1, 2020

Ms. Mariela Moran
Planner II
Planning & Development Services Department
County of Imperial
801 Main Street
El Centro, CA 92243

SUBJECT: Xpress Enterprises, LLC Trucking Facility Project (CUP No. 19-0014) -
Recirculated

Dear Ms. Moran:

On this date, the Imperial Irrigation District received from the Imperial County Planning & Development Services Department, a revised request for agency comments on Conditional Use Permit application no. 19-0014 for the Xpress Enterprises, LLC trucking facility project. The applicant is proposing to operate two trucking terminal business (McKinney Trailer Rentals and Abba International Transportation) and develop a facility with a 300 truck/trailer parking area on property located at 486 E. Chick Road in El Centro, California.

The IID has reviewed the project information and found that the comments provided in the September 26, 2019 district letter (see attached letter) continue to apply.

Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas
Compliance Administrator II

Enrique B. Martinez – General Manager
Mike Pacheco – Manager, Water Dept.
Marilyn Del Bosque Gilbert – Manager, Energy Dept.
Sandra Blain – Deputy Manager, Energy Dept.
Constance Bergmark – Mgr. of Planning & Eng./Chief Elec. Engineer, Energy Dept.
Jesus Martinez – Engineer Principal, Energy Dept., Transmission Planning
Jamie Asbury – Asst. General Counsel
Vance Taylor – Asst. General Counsel
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Laura Cervantes. – Supervisor, Real Estate
Jessica Humes – Environmental Project Mgr. Sr., Water Dept.



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September 26, 2019

Ms. Isabel Patten
Planner II
Planning & Development Services Department
County of Imperial
801 Main Street
El Centro, CA 92243

SUBJECT: Xpress Enterprises, LLC Trucking Facility Project (CUP No. 19-0014)

Dear Ms. Patten:

On September 10, 2019, the Imperial Irrigation District received from the Imperial County Planning & Development Services Department, a request for agency comments on Conditional Use Permit application no. 19-0014 for the Xpress Enterprises, LLC trucking facility project. The applicant proposes to develop a trucking company with a 300 truck/trailer parking area on property currently occupied by the McKinney Trailer Rentals, including the existing 35 trailer spaces that McKinney Rentals uses. The project site is located at 486 E. Chick Road in El Centro, CA.

The IID has reviewed the application and has the following comments:

1. IID water facilities that may be impacted include the Acacia Lateral 4 along the project parcel's southern boundary and Acacia Lateral 4A along the parcel's eastern boundary.
2. The applicant may not use IID's canal or drain banks to access the project site.
3. To insure there are no impacts to IID water facilities, the project's design, grading/drainage and fencing plans should be submitted along with a copy of the project's Storm Water Pollution Prevention Plan to IID Water Department Engineering Services prior to finalization. IID Water Engineering can be contacted at (760) 339-9265 for further information.
4. The project's description does not state the project's water source. If the project is to receive water from IID then it must have its potable water delivered by a state-approved water provider pursuant to the State of California Safe Drinking Water Act guidelines. If the existing operation on the parcel currently receives IID water, it must comply with this requirement as well.

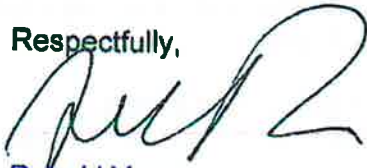
5. Currently IID is providing electrical service at two locations: one from existing transformer power pole #30169 and service pole #1160752, which serves the existing building and the other from transformer pole #200308. See enclosed map.
6. If the project requires an upgrade of the existing electrical service, the applicant should be advised to contact Ernie Benitez, IID Customer Project Development Planner, at (760) 482-3405 or e-mail Mr. Benitez at eibenitez@iid.com to initiate the customer service application process. In addition to submitting a formal application at <http://www.iid.com/home/showdocument?id=12923>), the applicant will be required to submit a complete set of approved plans (including CAD files), project schedule, estimated in-service date, one-line diagram of facility, electrical loads, panel size, voltage, and the applicable fees, permits, easements and environmental compliance documentation pertaining to the provision of electrical service to the project. The applicant shall be responsible for all costs and mitigation measures related to providing electrical service to the project.
7. Please note electrical capacity in the area is limited and a circuit study will be required to determine the project's impact to the distribution system. If the study determines any distribution system upgrades are needed to serve the project, the applicant shall be financially responsible for those upgrades.
8. This project's road access is from East Chick Road and crosses over IID's Acacia Lateral 4. An IID encroachment permit will be required.
9. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at <http://www.iid.com/departments/real-estate>. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements. No foundations or buildings will be allowed within IID's right of way.
10. In addition to IID's recorded easements, IID claims, at a minimum, a prescriptive right of way to the toe of slope of all existing canals and drains. Where space is limited and depending upon the specifics of adjacent modifications, the IID may claim additional secondary easements/prescriptive rights of ways to ensure operation and maintenance of IID's facilities can be maintained and are not impacted and if impacted mitigated. Thus, IID should be consulted prior to the installation of any facilities adjacent to IID's facilities. Certain conditions may be placed on adjacent facilities to mitigate or avoid impacts to IID's facilities

Isabel Patten
September 26, 2019
Page 3

11. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully analyzed. **Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.**

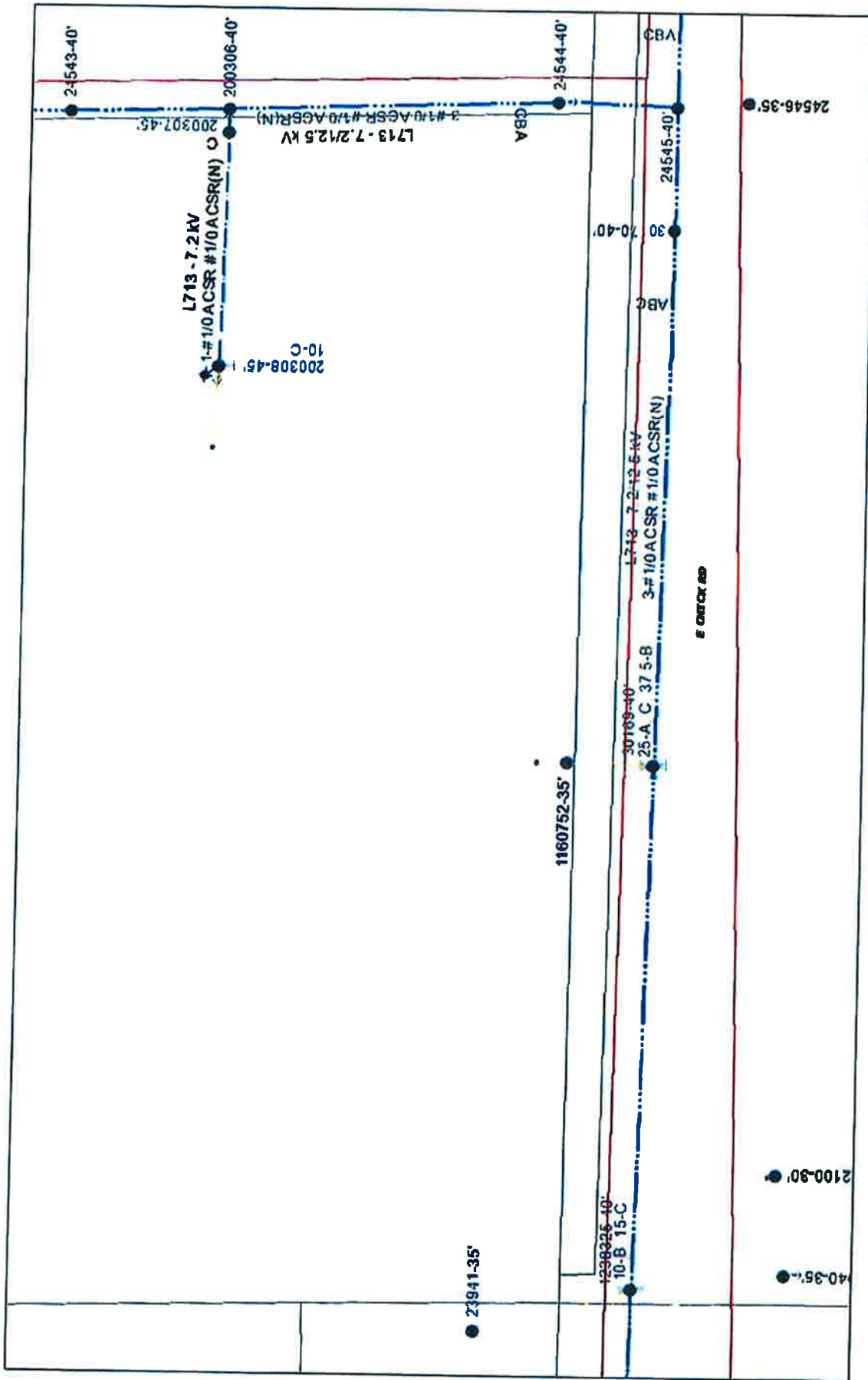
Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,



Donald Vargas
Compliance Administrator II

Enrique B. Martinez – General Manager
Mike Pacheco – Manager, Water Dept.
Marilyn Del Bosque Gilbert – Manager, Energy Dept.
Jamie Asbury – Deputy Manager, Energy Dept., Operations
Enrique De Leon – Asst. Mgr., Energy Dept., Distr., Planning, Eng. & Customer Service
Vance Taylor – Asst. General Counsel
Robert Laurle – Asst. General Counsel
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Laura Cervantes – Supervisor, Real Estate
Jessica Lovecchio – Environmental Project Mgr. Sr., Water Dept.



IID Electrical Facilities in the Project Area



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September 26, 2019

RECEIVED

SEP 26 2019

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Ms. Isabel Patten
Planner II
Planning & Development Services Department
County of Imperial
801 Main Street
El Centro, CA 92243

SUBJECT: Xpress Enterprises, LLC Trucking Facility Project (CUP No. 19-0014)

Dear Ms. Patten:

On September 10, 2019, the Imperial Irrigation District received from the Imperial County Planning & Development Services Department, a request for agency comments on Conditional Use Permit application no. 19-0014 for the Xpress Enterprises, LLC trucking facility project. The applicant proposes to develop a trucking company with a 300 truck/trailer parking area on property currently occupied by the McKinney Trailer Rentals, including the existing 35 trailer spaces that McKinney Rentals uses. The project site is located at 486 E. Chick Road in El Centro, CA.

The IID has reviewed the application and has the following comments:

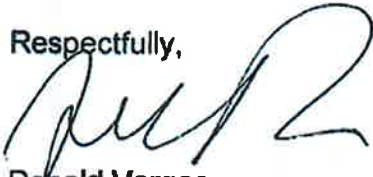
1. IID water facilities that may be impacted include the Acacia Lateral 4 along the project parcel's southern boundary and Acacia Lateral 4A along the parcel's eastern boundary.
2. The applicant may not use IID's canal or drain banks to access the project site.
3. To insure there are no impacts to IID water facilities, the project's design, grading/drainage and fencing plans should be submitted along with a copy of the project's Storm Water Pollution Prevention Plan to IID Water Department Engineering Services prior to finalization. IID Water Engineering can be contacted at (760) 339-9265 for further information.
4. The project's description does not state the project's water source. If the project is to receive water from IID then it must have its potable water delivered by a state-approved water provider pursuant to the State of California Safe Drinking Water Act guidelines. If the existing operation on the parcel currently receives IID water, it must comply with this requirement as well.

5. Currently IID is providing electrical service at two locations: one from existing transformer power pole #30169 and service pole #1160752, which serves the existing building and the other from transformer pole #200308. See enclosed map.
6. If the project requires an upgrade of the existing electrical service, the applicant should be advised to contact Ernie Benitez, IID Customer Project Development Planner, at (760) 482-3405 or e-mail Mr. Benitez at eibenitez@iid.com to initiate the customer service application process. In addition to submitting a formal application at <http://www.iid.com/home/showdocument?id=12923>), the applicant will be required to submit a complete set of approved plans (including CAD files), project schedule, estimated in-service date, one-line diagram of facility, electrical loads, panel size, voltage, and the applicable fees, permits, easements and environmental compliance documentation pertaining to the provision of electrical service to the project. The applicant shall be responsible for all costs and mitigation measures related to providing electrical service to the project.
7. Please note electrical capacity in the area is limited and a circuit study will be required to determine the project's impact to the distribution system. If the study determines any distribution system upgrades are needed to serve the project, the applicant shall be financially responsible for those upgrades.
8. This project's road access is from East Chick Road and crosses over IID's Acacia Lateral 4. An IID encroachment permit will be required.
9. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at <http://www.iid.com/departments/real-estate>. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements. No foundations or buildings will be allowed within IID's right of way.
10. In addition to IID's recorded easements, IID claims, at a minimum, a prescriptive right of way to the toe of slope of all existing canals and drains. Where space is limited and depending upon the specifics of adjacent modifications, the IID may claim additional secondary easements/prescriptive rights of ways to ensure operation and maintenance of IID's facilities can be maintained and are not impacted and if impacted mitigated. Thus, IID should be consulted prior to the installation of any facilities adjacent to IID's facilities. Certain conditions may be placed on adjacent facilities to mitigate or avoid impacts to IID's facilities

11. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully analyzed. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

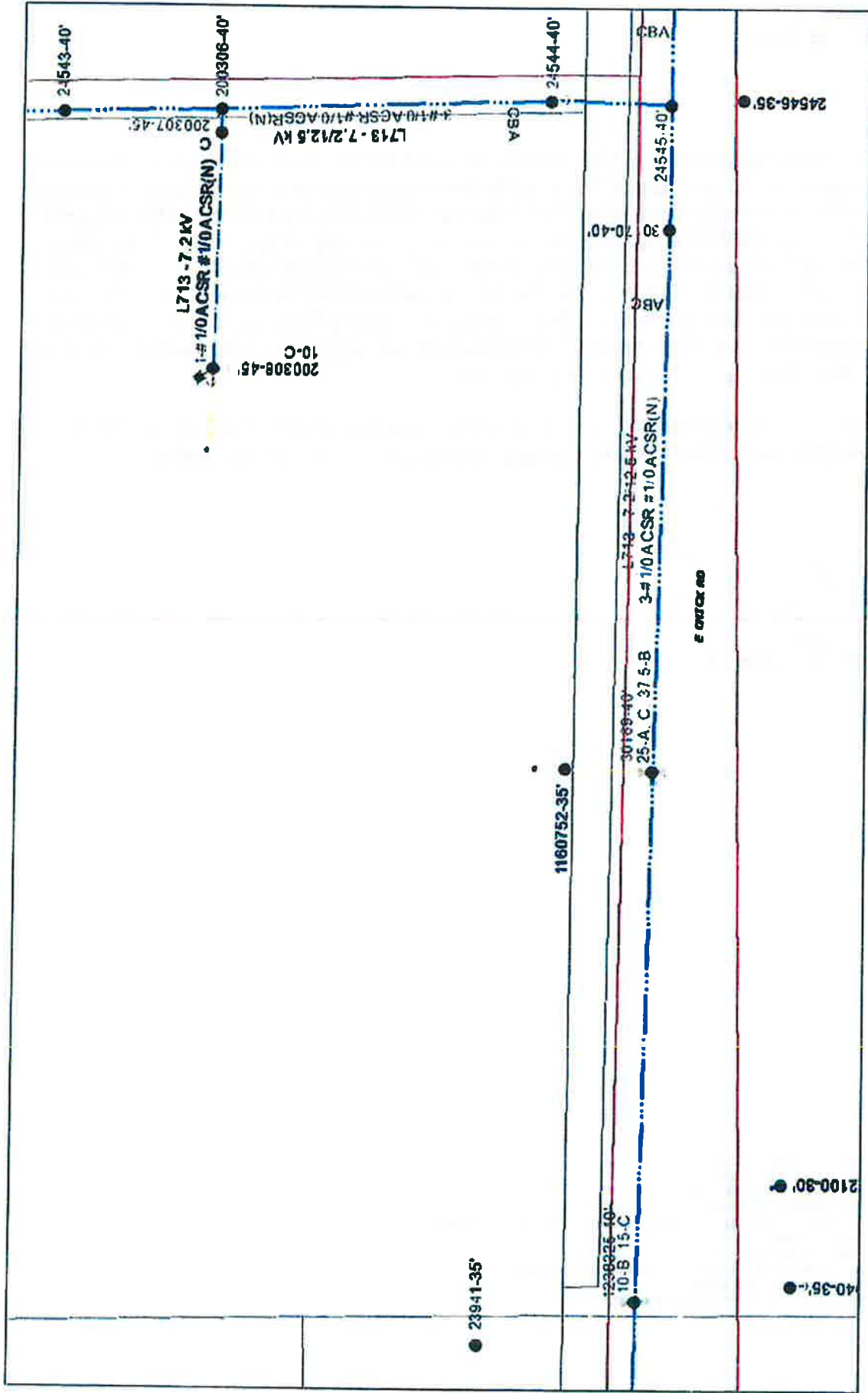
Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,



Donald Vargas
Compliance Administrator II

Enrique B. Martinez – General Manager
Mike Pacheco – Manager, Water Dept
Marilyn Del Bosque Gilbert – Manager, Energy Dept.
Jamie Asbury – Deputy Manager, Energy Dept., Operations
Enrique De Leon – Asst. Mgr., Energy Dept., Distr., Planning, Eng & Customer Service
Vance Taylor – Asst. General Counsel
Robert Laurie – Asst. General Counsel
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Laura Cervantes – Supervisor, Real Estate
Jessica Lovecchio – Environmental Project Mgr. Sr., Water Dept



IID Electrical Facilities in the Project Area



September 10, 2020

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SEP 10 2020

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Mr. Jim Minnick
Planning & Development Services Director
801 Main St.
El Centro, CA 92243

SUBJECT: Recirculated Revision to Include 3 Development Phases for Condition Use Permit 19-0014—Xpress Enterprises, LLC

Dear Mr. Minnick:

The Imperial County Air Pollution Control District ("Air District") understands the only reason for the recirculated revision of CUP 19-0014 is to break the development into three (3) phases with Phase 1 consisting of 97 parking spaces, Phase 2 with 168 parking spaces, and Phase 3 with 35 parking spaces. Provided all other aspects of the project remain the same the Air District has no comment. However, the Air District respectfully requests a copy of the Draft CUP prior to recording.

The Air District's rule book can be accessed via the internet at <https://apcd.imperialcounty.org/>. Click on "Rules & Regulations" at the top of the webpage. Should you have questions, please call our office at (442) 265-1800.

Sincerely,

A handwritten signature in blue ink that reads "Curtis Blondell".

Curtis Blondell
APC Environmental Coordinator

A handwritten signature in blue ink that reads "Monica Soucier".

Reviewed by Monica Soucier
APC Division Manager

AIR POLLUTION CONTROL DISTRICT



June 18, 2020

Mr. Jim Minnick
Planning & Development Services Director
801 Main St.
El Centro, CA 92243

SUBJECT: Preliminary Air Quality Analysis for Condition Use Permit 19-0014—McKinney & Abba/Xpress Trucking Terminals

Dear Mr. Minnick:

The Imperial County Air Pollution Control District ("Air District") would like to thank you for the opportunity to review the Preliminary Air Quality Analysis for Conditional Use Permit (CUP) 19-0014 ("Project") located at 486 E. Chick Road in El Centro and further identified as APN 054-080-038. The analysis was in response to an Air District request¹ that the applicant perform a preliminary calculation of vehicle emissions, including the number of trucks that would utilize the proposed Project.

The Air District thanks the applicant for submitting the analysis as requested. Upon review of the Preliminary Air Quality Analysis, the Air District has no comment, other than to receive a copy of the Draft CUP prior to recording.

The Air District's rule book can be accessed via the internet at <https://apcd.imperialcounty.org/>. Click on "Rules & Regulations" at the top of the webpage. Should you have questions, please call our office at (442) 265-1800.

Sincerely,

Curtis Blondell

APC Environmental Coordinator

Reviewed by Monica Soucier

APC Division Manager

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IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

¹ Air Pollution Control District Comment Letter, September 25, 2019.

AIR POLLUTION CONTROL DISTRICT



September 25, 2019

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SEP 25 2019

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Mr. Jim Minnick
Planning & Development Services Director
801 Main St.
El Centro, CA 92243

SUBJECT: Condition Use Permit 19-0014—McKinney & Abba Trucking Terminals

Dear Mr. Minnick:

The Imperial County Air Pollution Control District ("Air District") would like to thank you for the opportunity to review Conditional Use Permit (CUP) 19-0014 that would allow the applicant to operate two trucking terminal businesses (McKinney Trailer Rentals and Abba International) and develop 300 new parking spaces and construct a guard shack at 486 E. Chick Road in El Centro. The proposed project would include the development of 20 acres of 30.56 acres (APN 054-080-038).

Upon review, the Air District finds that it is unclear if the proposed project will fall under Tier 1 or Tier 2 Thresholds of Significance for Project Operations as outlined in Table 1 and discussed in Section 5.1—Motor Vehicle Emissions in the Air District's CEQA Air Quality Handbook. The addition of 300 truck/trailer parking spaces from the current 35 truck-trailers incoming and outgoing each month represents a potentially significant impact to air quality. Due to the proposed expansion of the parking facility and the potential impact of additional emissions, the Air District asks that the applicant perform a preliminary calculation of vehicle emissions, including the number of trucks utilizing the proposed facility. Based on the outcome of the analysis, the applicant can then apply those measures found in Section 7 of the Air District's CEQA Handbook to mitigate emissions.

Additionally, the proposal is undecided as to the surface treatment of what is now an unsealed dirt surface. Should the applicant decide to seal the parking area, all earthmoving and construction activities must adhere to the Air District's Regulation VIII Rules and Regulations that

are designed to mitigate fugitive dust during construction activities. If the surface is left unsealed, increased truck/trailer traffic could result in substantial generation of fugitive PM10 (dust). The applicant will therefore need to comply with fugitive dust control measures found Regulation VIII along with an Operational Dust Control Plan. Such mitigation measures may include applying water or other approved dust suppressants to control fugitive dust.

If any generators greater than 50 horsepower are to be used on the site during construction or operation, the applicant will need to contact the Engineering & Permitting Division of the Air District to obtain the necessary permits.

As an additional note, the Air District would like to provide a friendly reminder to the applicant that beginning January 1, 2020, the California Air Resources Board's (CARB) Truck and Bus Regulation will be in effect. The Road Repair and Accountability Act of 2017 (SB 1) states that the California Department of Motor Vehicles (DMV) must check that vehicles are compliant with, or exempt from, CARB's Truck and Bus Regulation. Further information on this topic can be found at: <https://ww3.arb.ca.gov/msprog/truckstop/azregs/dmvreg.htm>.

Finally, the Air District requests a copy of the Draft CUP prior to recording.

The Air District's rule book can be accessed via the internet at <http://www.co.imperial.ca.us/AirPollution>. Click on "Rules & Regulations" under "Resources" on the left side of the page. Should you have questions, please call our office at (442) 265-1800.

Sincerely,



Curtis Blondell
APC Environmental Coordinator



Reviewed by Monica Soucier
APC Division Manager

Gabriela Robb

From: Andrew Loper
Sent: Friday, September 11, 2020 7:06 AM
To: Gabriela Robb
Cc: Rosa Soto; Carina Gomez; Maria Scoville; John Robb; Kimberly Noriega; Valerie Grijalva; Mariela Moran; Michael Abraham; Robert Malek
Subject: RE: CUP19-0014 Request for Comments
Attachments: RE: CUP19-0014-Request for Comments ; RE: Conditional Use Permit #19-0014 for Xpress Enterprises LLC

Good Morning

Imperial County Fire Department original comments and conversations shall apply to the revise CUP19-0014. Emails are attached. Requirements must be done within the first phase and re-evaluated for each additional phase of the project.

Andrew Loper
Imperial County Fire Department
Lieutenant/Fire Prevention Specialist
2514 La Brucherie Road, Imperial CA 92251
Office: 442-265-3021
Cell: 760-604-1828

RECEIVED
SEP 11 2020
IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

From: Gabriela Robb <GabrielaRobb@co.imperial.ca.us>
Sent: Tuesday, September 1, 2020 1:53 PM
To: Carlos Ortiz <CarlosOrtiz@co.imperial.ca.us>; Sandra Mendivil <SandraMendivil@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Monica Soucier <MonicaSoucier@co.imperial.ca.us>; Esperanza Collo <EsperanzaCollo@co.imperial.ca.us>; Jeff Lamoure <JeffLamoure@co.imperial.ca.us>; Vanessa Ramirez <VanessaRamirez@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Robert Malek <RobertMalek@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Carlos Yee <CarlosYee@co.imperial.ca.us>; rbenavidez@icso.org; Thomas Garica <tgarica@icso.org>; Eaton, Maurice A@DOT <maurice.eaton@dot.ca.gov>; Robert Krug <Robert.Krug@dtsc.ca.gov>; Donald Vargas - IID <DVargas@IID.com>; rleal@iid.com; historicpreservation@quechantribe.com; Quechan Indian Tribe <tribalsecretary@quechantribe.com>; katy.sanchez@nahc.ca.gov; sha-lcr-webcomments@usbr.gov
Cc: Rosa Soto <RosaSoto@co.imperial.ca.us>; Carina Gomez <CarinaGomez@co.imperial.ca.us>; Maria Scoville <mariascoville@co.imperial.ca.us>; John Robb <JohnRobb@co.imperial.ca.us>; Kimberly Noriega <KimberlyNoriega@co.imperial.ca.us>; Valerie Grijalva <ValerieGrijalva@co.imperial.ca.us>; Mariela Moran <MarielaMoran@co.imperial.ca.us>; Michael Abraham <MichaelAbraham@co.imperial.ca.us>
Subject: RE: CUP19-0014 Request for Comments

Good afternoon all,

My apologies, please see attached **revised** Request for Comments Packet for **CUP19-0014**. Comments are due by **September 11, 2020 at 5:00 PM**.

To clarify, we are recirculating this packet with a revised Project Description to read "Development would occur in three phases."

Should you have any questions regarding this project, please feel free to contact Mariela Moran, Planner II at (442)265-1736 ext. 1747 or submit your comment letters to icpdscommentletters@co.imperial.ca.us

ADMINISTRATION / TRAINING

1078 Dogwood Road
Heber, CA 92249

Administration

Phone: (442) 265-6000
Fax: (760) 482-2427

Training

Phone: (442) 265-6011



OPERATIONS/PREVENTION

2514 La Brucherie Road
Imperial, CA 92251

Operations

Phone: (442) 265-3000
Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

September 19, 2019

RE: Conditional Use Permit #19-0014
Xpress Enterprises, LLC (ABBA International)
486 Chick Road, El Centro CA 92243

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SEP 11 2019
IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Imperial County Fire Department would like to thank you for the chance to review and comment on the 486 E. Chick Road, Xpress Enterprises LLC (ABBA International) CUP #19-0014

Imperial County Fire Department has the following comments and/or requirements.

- An approved water supply capable of supplying the required amount determined by Imperial County Fire Department fire code official. Storage of water and connections shall be in accordance with the California Fire Code and Imperial County Fire Department Rural Water Requirements for Firefighting.
- Fire department access roads shall be a width of a least 20 feet and all weather surface capable of supporting fire apparatus. Fire department access roads will be provided with approved turn around approved by Imperial County Fire Department. Gates will be in accordance with the current adapted fire code and the facility will maintain a Knox Box/lock for access on site.
- A Hazardous Waste Material Plan shall be submitted to Certified Unified Program Agency (CUPA) for their review and approval.
- All hazardous materials and wastes shall be handled, store, and disposed as per the approved Hazardous Waste Materials Plan. All spills shall be documented and reported to Imperial County Fire Department and CUPA as required by the Hazardous Waste Material Plan.
- All storage and handling of flammable and combustible liquids shall be in accordance with the California Fire Code and all federal, state, and local regulations, codes, and ordinances.
- Compliance with all required sections of the fire code.

Imperial County Fire Department reserves the right to comment at a later time as we feel necessary.

If you have any questions, please contact the Imperial County Fire Prevention Bureau at 442-265-3020 or 442-265-3021.

Sincerely

Andrew Loper
Lieutenant/Fire Prevention Specialist
Imperial County Fire Department
Fire Prevention Bureau

Mariela Moran

From: Andrew Loper
Sent: Thursday, November 21, 2019 8:12 AM
To: Mariela Moran
Cc: Robert Malek
Subject: RE: Conditional Use Permit #19-0014 for Xpress Enterprises LLC
Attachments: RE: CUP19-0014-Request for Comments ; Comments for CUP19-0014

Good Moring

ICFD is in concurrence with the one existing entrance as the property has been and will continue to operate as a trucking/parking facility. Any modification of the entrance shall require Imperial County Fire Department review before any modification are conducted. Fire department access shall meet the California Fire Code at all time will be enforced for fire department access and fire apparatus fire lanes. If you have any questions please feel free to contact us.

Andrew Loper
Imperial County Fire Department
Lieutenant/Fire Prevention Specialist
2514 La Brucherie Road, Imperial CA 92251
Office: 442-265-3021
Cell: 760-604-1828

From: Mariela Moran <MarielaMoran@co.imperial.ca.us>
Sent: Monday, November 18, 2019 4:50 PM
To: Andrew Loper <AndrewLoper@co.imperial.ca.us>
Subject: Conditional Use Permit #19-0014 for Xpress Enterprises LLC

Good afternoon Andrew,

Following up with last week conversation regarding Conditional Use Permit #19-0014 for Xpress Enterprises LLC / Initial Study #19-0014, could you please provide an update for Robert Malek's comment on a second entrance for this project.

Thank you,

Mariela Moran
Planner II
Imperial County Planning & Development Services
801 Main Street
El Centro, CA 92243
(442) 265-1736
(442) 265-1735 (Fax)
marielamorán@co.imperial.ca.us



ADMINISTRATION / TRAINING

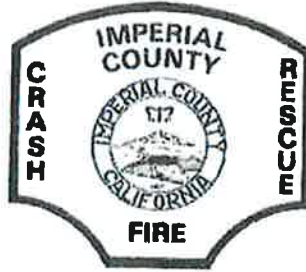
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OPERATIONS/PREVENTION

2514 La Brucherie Road
Imperial, CA 92251

Operations

Phone: (442) 265-3000
Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

September 19, 2019

RE: Conditional Use Permit #19-0014
Xpress Enterprises, LLC (ABBA International)
486 Chick Road, El Centro CA 92243

Imperial County Fire Department would like to thank you for the chance to review and comment on the 486 E. Chick Road, Xpress Enterprises LLC (ABBA International) CUP #19-0014

Imperial County Fire Department has the following comments and/or requirements.

- An approved water supply capable of supplying the required amount determined by Imperial County Fire Department fire code official. Storage of water and connections shall be in accordance with the California Fire Code and Imperial County Fire Department Rural Water Requirements for Firefighting.
- Fire department access roads shall be a width of a least 20 feet and all weather surface capable of supporting fire apparatus. Fire department access roads will be provided with approved turn around approved by Imperial County Fire Department. Gates will be in accordance with the current adapted fire code and the facility will maintain a Knox Box/lock for access on site.
- A Hazardous Waste Material Plan shall be submitted to Certified Unified Program Agency (CUPA) for their review and approval.
- All hazardous materials and wastes shall be handled, store, and disposed as per the approved Hazardous Waste Materials Plan. All spills shall be documented and reported to Imperial County Fire Department and CUPA as required by the Hazardous Waste Material Plan.
- All storage and handling of flammable and combustible liquids shall be in accordance with the California Fire Code and all federal, state, and local regulations, codes, and ordinances.
- Compliance with all required sections of the fire code.

Imperial County Fire Department reserves the right to comment at a later time as we feel necessary.

If you have any questions, please contact the Imperial County Fire Prevention Bureau at 442-265-3020 or 442-265-3021.

Sincerely
Andrew Loper
Lieutenant/Fire Prevention Specialist
Imperial County Fire Department
Fire Prevention Bureau

RECEIVED

SEP 19 2019

IMPERIAL COUNTY

PLANNING & DEVELOPMENT SERVICES

Gabriela Robb

From: Quechan Historic Preservation <historicpreservation@quechantribe.com>
Sent: Tuesday, September 1, 2020 2:49 PM
To: Gabriela Robb
Cc: ICPDSComentLetters
Subject: RE: CUP19-0014 Request for Comments

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SEP 01 2020

CAUTION: This email originated outside our organization; please use caution.

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

This email is to inform you that we have no comments on this project.

From: Gabriela Robb [mailto:GabrielaRobb@co.imperial.ca.us]
Sent: Tuesday, September 1, 2020 1:42 PM
To: Carlos Ortiz; Sandra Mendivil; Matt Dessert; Monica Soucier; Esperanza Collo; Jeff Lamoure; Vanessa Ramirez; Mario Salinas; Robert Malek; Andrew Loper; John Gay; Carlos Yee; rbenavidez@icso.org; Thomas Garica; Eaton, Maurice A@DOT; Robert Krug; Donald Vargas - IID; rleal@iid.com; historicpreservation@quechantribe.com; Quechan Indian Tribe ; katy.sanchez@nahc.ca.gov; sha-lcr-webcomments@usbr.gov
Cc: Rosa Soto; Carina Gomez; Maria Scoville; John Robb; Kimberly Noriega; Valerie Grijalva; Mariela Moran; Michael Abraham
Subject: CUP19-0014 Request for Comments

Good afternoon commenting agencies,

Please see attached Request for Comments Packet for **CUP19-0014**. Comments are due by **September 11, 2020 at 5:00 PM**.

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments Packet is being sent to you via this email.

Should you have any questions regarding this project, please feel free to contact Mariela Moran, Planner II at (442)265-1736 ext. 1747 or submit your comment letters to icpdscomentletters@co.imperial.ca.us

Thank you,

Gabriela Robb
Office Assistant III
Imperial County Planning & Development Services
801 Main Street
El Centro, CA 92243
(442) 265-1736
(442) 265-1735 (Fax)
gabrielarobb@co.imperial.ca.us



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Gabriela Robb

SEP 02 2020

From: Mario Salinas
Sent: Wednesday, September 2, 2020 9:01 AM
To: Gabriela Robb
Cc: Rosa Soto; Carina Gomez; Maria Scoville; John Robb; Kimberly Noriega; Valerie Grijalva; Mariela Moran; Michael Abraham
Subject: RE: CUP19-0014 Request for Comments

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Good morning Ms. Robb,

Pertaining to CUP# 19-0014, Division of Environmental Health does not have any comments at this time. DEH reserves the right to comment on a later time if necessary.

Thank you,

Mario Salinas, MBA

Environmental Health Compliance Specialist I
Imperial County Public Health Department
Division of Environmental Health
797 Main Street Suite B, El Centro, CA 92243
mariosalinas@co.imperial.ca.us
Phone: (442) 265-1888
Fax: (442) 265-1903
www.icphd.org



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From: Gabriela Robb <GabrielaRobb@co.imperial.ca.us>
Sent: Tuesday, September 1, 2020 1:53 PM
To: Carlos Ortiz <CarlosOrtiz@co.imperial.ca.us>; Sandra Mendivil <SandraMendivil@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Monica Soucier <MonicaSoucier@co.imperial.ca.us>; Esperanza Colio <EsperanzaColio@co.imperial.ca.us>; Jeff Lamoure <JeffLamoure@co.imperial.ca.us>; Vanessa Ramirez <VanessaRamirez@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Robert Malek <RobertMalek@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Carlos Yee <CarlosYee@co.imperial.ca.us>; rbenavidez@icso.org; Thomas Garica <tgarcia@icso.org>; Eaton, Maurice A@DOT <maurice.eaton@dot.ca.gov>; Robert Krug <Robert.Krug@dtsc.ca.gov>; Donald Vargas - IID <DVargas@IID.com>; rleal@iid.com; historicpreservation@quechantribe.com; Quechan Indian Tribe <tribalsecretary@quechantribe.com>; katy.sanchez@nahc.ca.gov; sha-lcr-webcomments@usbr.gov
Cc: Rosa Soto <RosaSoto@co.imperial.ca.us>; Carina Gomez <CarinaGomez@co.imperial.ca.us>; Maria Scoville <mariascoville@co.imperial.ca.us>; John Robb <JohnRobb@co.imperial.ca.us>; Kimberly Noriega <KimberlyNoriega@co.imperial.ca.us>; Valerie Grijalva <ValerieGrijalva@co.imperial.ca.us>; Mariela Moran

From: [Sanchez Rangel, Rogelio@DOT](mailto:Sanchez.Rangel.Rogelio@DOT)
To: [Mariela Moran](mailto:Mariela.Moran)
Subject: RE: CUP19-0014 Request for Comments
Date: Thursday, September 10, 2020 1:29:04 PM

CAUTION: This email originated outside our organization; please use caution.

Hi Mariela,

At this time, Caltrans has no comments.

Thank you

Roger Sanchez
Caltrans D 11
Development Review Branch
roger.sanchez-rangel@dot.ca.gov
Tel (619) 688-6494

From: Mariela Moran <MarielaMoran@co.imperial.ca.us>
Sent: Thursday, September 10, 2020 10:51 AM
To: Gabriela Robb <GabrielaRobb@co.imperial.ca.us>; Carlos Ortiz <CarlosOrtiz@co.imperial.ca.us>; Sandra Mendivil <SandraMendivil@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Monica Soucier <MonicaSoucier@co.imperial.ca.us>; Esperanza Colio <EsperanzaColio@co.imperial.ca.us>; Jeff Lamoure <JeffLamoure@co.imperial.ca.us>; Vanessa Ramirez <VanessaRamirez@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Robert Malek <RobertMalek@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Carlos Yee <CarlosYee@co.imperial.ca.us>; rbenavidez@icso.org; Thomas Garica <tgarcia@icso.org>; Eaton, Maurice A@DOT <maurice.eaton@dot.ca.gov>; Krug, Robert@DTSC <Robert.Krug@dtsc.ca.gov>; Donald Vargas - IID <DVargas@IID.com>; rleal@iid.com; historicpreservation@quechantribe.com; Quechan Indian Tribe <tribalsecretary@quechantribe.com>; Sanchez, Katy@NAHC <Katy.Sanchez@nahc.ca.gov>; sha-lcr-webcomments@usbr.gov; Sanchez Rangel, Rogelio@DOT <roger.sanchez-rangel@dot.ca.gov>
Subject: RE: CUP19-0014 Request for Comments

EXTERNAL EMAIL. Links/attachments may not be safe.

Good morning,

This email is just a reminder that tomorrow is the due date for comments on this project. Should you have any questions, please do not hesitate in contacting us.

Regards,

Mariela Moran

From: Gabriela Robb <GabrielaRobb@co.imperial.ca.us>

Sent: Tuesday, September 1, 2020 1:53 PM

To: Carlos Ortiz <CarlosOrtiz@co.imperial.ca.us>; Sandra Mendivil <SandraMendivil@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Monica Soucier <MonicaSoucier@co.imperial.ca.us>; Esperanza Colio <EsperanzaColio@co.imperial.ca.us>; Jeff Lamoure <JeffLamoure@co.imperial.ca.us>; Vanessa Ramirez <VanessaRamirez@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Robert Malek <RobertMalek@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Carlos Yee <CarlosYee@co.imperial.ca.us>; rbenavidez@icso.org; Thomas Garica <tgarcia@icso.org>; Eaton, Maurice A@DOT <maurice.eaton@dot.ca.gov>; Robert Krug <Robert.Krug@dtsc.ca.gov>; Donald Vargas - IID <DVargas@IID.com>; rleal@iid.com; historicpreservation@quechantribe.com; Quechan Indian Tribe <tribalsecretary@quechantribe.com>; katy.sanchez@nahc.ca.gov; sha-lcr-webcomments@usbr.gov
Cc: Rosa Soto <RosaSoto@co.imperial.ca.us>; Carina Gomez <CarinaGomez@co.imperial.ca.us>; Maria Scoville <mariascoville@co.imperial.ca.us>; John Robb <JohnRobb@co.imperial.ca.us>; Kimberly Noriega <KimberlyNoriega@co.imperial.ca.us>; Valerie Grijalva <ValerieGrijalva@co.imperial.ca.us>; Mariela Moran <MarielaMoran@co.imperial.ca.us>; Michael Abraham <MichaelAbraham@co.imperial.ca.us>
Subject: RE: CUP19-0014 Request for Comments

Good afternoon all,

My apologies, please see attached **revised** Request for Comments Packet for **CUP19-0014**. Comments are due by **September 11, 2020 at 5:00 PM**.

To clarify, we are recirculating this packet with a revised Project Description to read "Development would occur in three phases."

Should you have any questions regarding this project, please feel free to contact Mariela Moran, Planner II at (442)265-1736 ext. 1747 or submit your comment letters to icpdscommentletters@co.imperial.ca.us

Thank you,

Gabriela Robb

Office Assistant III

Imperial County Planning & Development Services

801 Main Street

El Centro, CA 92243

(442) 265-1736

(442) 265-1735 (Fax)

gabrielarobb@co.imperial.ca.us

From: Gabriela Robb

Sent: Tuesday, September 1, 2020 1:42 PM

To: Carlos Ortiz <CarlosOrtiz@co.imperial.ca.us>; Sandra Mendivil <SandraMendivil@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Monica Soucier - APCD <MonicaSoucier@co.imperial.ca.us>; Esperanza Colio <EsperanzaColio@co.imperial.ca.us>; Jeff Lamoure - EHS <JeffLamoure@co.imperial.ca.us>; Vanessa

Ramirez <VanessaRamirez@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Robert Malek <RobertMalek@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Carlos Yee <CarlosYee@co.imperial.ca.us>; rbenavidez@icso.org; Thomas Garica <tgarcia@icso.org>; Eaton, Maurice A@DOT <maurice.eaton@dot.ca.gov>; Robert Krug <Robert.Krug@dtsc.ca.gov>; Donald Vargas - IID <DVargas@IID.com>; rleal@iid.com; historicpreservation@quechantribe.com; Quechan Indian Tribe <tribalsecretary@quechantribe.com>; katy.sanchez@nahc.ca.gov; sha-lcr-webcomments@usbr.gov
Cc: Rosa Soto <RosaSoto@co.imperial.ca.us>; Carina Gomez <CarinaGomez@co.imperial.ca.us>; Maria Scoville <mariascoville@co.imperial.ca.us>; John Robb <JohnRobb@co.imperial.ca.us>; Kimberly Noriega <KimberlyNoriega@co.imperial.ca.us>; Valerie Grijalva <ValerieGrijalva@co.imperial.ca.us>; Mariela Moran <MarielaMoran@co.imperial.ca.us>; Michael Abraham <MichaelAbraham@co.imperial.ca.us>

Subject: CUP19-0014 Request for Comments

Good afternoon commenting agencies,

Please see attached Request for Comments Packet for **CUP19-0014**.
Comments are due by **September 11, 2020 at 5:00 PM**.

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments Packet is being sent to you via this email.

Should you have any questions regarding this project, please feel free to contact Mariela Moran, Planner II at (442)265-1736 ext. 1747 or submit your comment letters to icpdscommentletters@co.imperial.ca.us

Thank you,

Gabriela Robb

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