

# PROJECT REPORT

TO: ENVIRONMENTAL EVALUATION  
COMMITTEE

AGENDA DATE: January 13, 2022

FROM: PLANNING & DEVELOPMENT SERVICES

AGENDA TIME 1:30 PM/ No. 1

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 checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
OTHER		

IID, Fort Yuma Quechan Indian Tribe, Caltrans

## REQUESTED ACTION:

(See Attached)

- 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](http://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

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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.

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**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:

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"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.

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## *II. Environmental Checklist*

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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](mailto: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.

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**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 checked="" type="checkbox"/>
ENVIRONMENTAL HEALTH SVCS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OFFICE EMERGENCY SERVICES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
APCD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AG	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHERIFF DEPARTMENT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ICPDS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Jim Minnick*  
 \_\_\_\_\_  
 Jim Minnick, Director of Planning/EEC Chairman

1-13-2022  
 Date: \_\_\_\_\_

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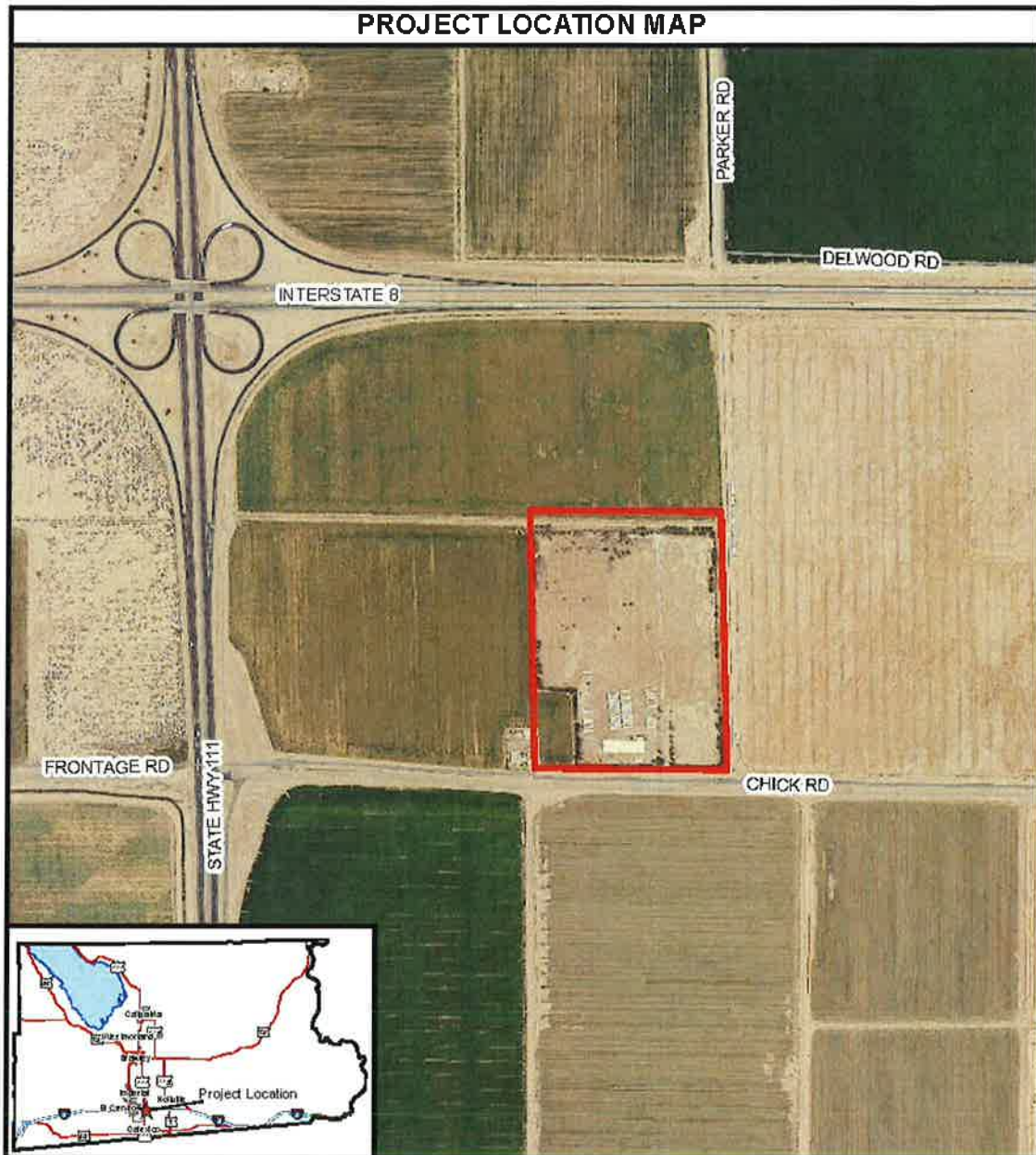
## PROJECT SUMMARY

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- 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.

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Exhibit "A"  
Vicinity Map



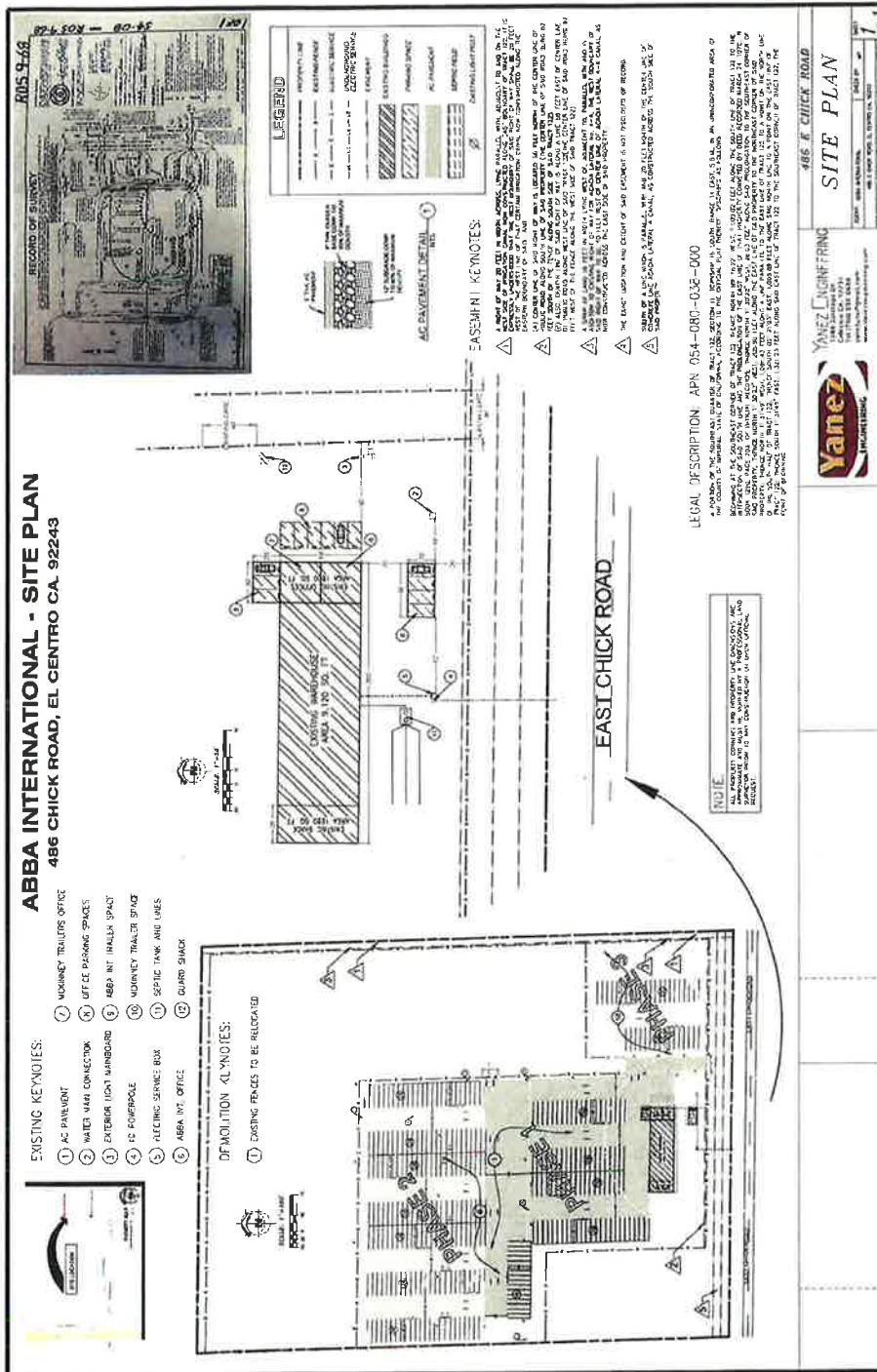
**XPRESS ENTERPRISES, LLC**  
**CUP #19-0014**  
**APN #054-080-038-000**

 Project Location  
 Centerline



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# Exhibit "B" Site Plan



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## 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

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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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>a) According to the Imperial County General Plan Figure 9, Circulation and Scenic Highways Element<sup>1</sup>, 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> |                          |                          |                                     |                                     |
| b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>b) There are no scenic resources such as trees, rock outcroppings or historic buildings surrounding the project site; therefore, no impacts are expected.</b>   |                          |                          |                                     |                                     |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>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.</b>    |                          |                          |                                     |                                     |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>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.</b>   |                          |                          |                                     |                                     |

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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>a) According to the California Department of Conservation Farmland Mapping and Monitoring Program (2016)<sup>2</sup>, 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> |                          |                          |                          |                                     |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>b) The project site is not under the Williamson Act contract; therefore no impacts are expected.</b>   |                          |                          |                          |                                     |
| 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   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<sup>1</sup> [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

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

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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.**

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.**

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.**

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.**

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.**

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.**

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 2<sup>3</sup>. The proposed project is not expected to have adverse impact on any species or their habitats; therefore, less than significant impacts are expected.**

<sup>3</sup> <http://www.icpds.com/CMS/Media/Conservation-&-Open-Space-Element-2016.pdf>



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<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>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.</b></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><b>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.</b></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><b>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.</b></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><b>e) The proposed project does not conflict with any local policies or ordinances protecting biological resources. Therefore, less than significant impacts are expected.</b></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><b>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.</b></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><b>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.</b></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>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.</b></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><b>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.</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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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?<br><b>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.</b> | <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?<br><b>(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.</b>  | <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:<br><b>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.</b>  | <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?<br><b>1) The proposed project is not located within a known fault zone. Less than significant impacts are anticipated.</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2) Strong Seismic ground shaking?<br><b>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.</b>   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3) Seismic-related ground failure, including liquefaction and seiche/tsunami?<br><b>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.</b>  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 4) Landslides?<br><b>4) According to the Imperial County General Plan Landslide Activity Map, Figure 2<sup>4</sup>, Seismic and Public Safety Element, the project site does not lie within a landslide activity area and therefore, no impacts are anticipated.</b>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil?<br><b>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:</b>  | <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"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**f) The proposed project does not appear to directly or indirectly destroy any unique paleontological resources. Less than significant impacts are anticipated.**

**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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with an applicable plan or policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

**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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**d) Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) the DTSC EnviroStor Database<sup>5</sup> 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.**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**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)<sup>6</sup>. No impacts are anticipated.**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**f) The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Less than significant impacts are expected.**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

**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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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.**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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:<br>(i) result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

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- (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;
- (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;
- (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?
- (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?
- d) According to the California Emergency Management Agency and the Department of Conservation<sup>7</sup>, 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?
- 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?
- 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?
- 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

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

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state?

a) In accordance with the California Department of Conservation- Mineral Land Classification Map<sup>8</sup>, the project site is 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 is 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 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.

<sup>8</sup> <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.

**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.**

**EEC ORIGINAL PKG**

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 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.
  - 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.

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

**EEC ORIGINAL PKG**

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 Imperial<sup>9</sup> 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 in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.      
**(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**

<sup>9</sup> 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)
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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.**
- 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.**
- 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.**
- 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.**

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.**
- 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.**
- 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.**

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	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"/>
<b>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.</b>				

*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 Amador Waterways v. Amador 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 checked="" 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 checked="" 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 checked="" 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)*

**EEC ORIGINAL PKG**

## 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>

**EEC ORIGINAL PKG**

**VI. NEGATIVE DECLARATION – County of Imperial**

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*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.

**EEC ORIGINAL PKG**



**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.

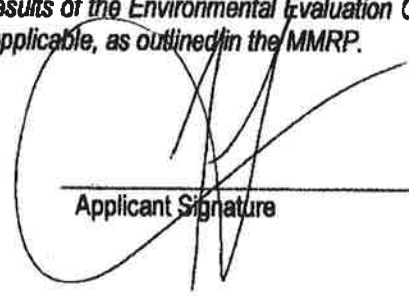
If adopted, the Negative Declaration means that an Environmental Impact Report will not be required. Reasons to support this finding are included in the attached Initial Study. The project file and all related documents are available for review at the County of Imperial, Planning & Development Services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

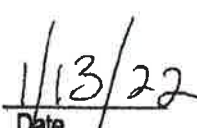
**NOTICE**

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

**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:



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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.

1-13-2022                      Jim Minnick  
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

**EEC ORIGINAL PKG**

## SECTION 4

### VIII. RESPONSE TO COMMENTS

(ATTACH DOCUMENTS, IF ANY, HERE)

**EEC ORIGINAL PKG**

**IX. MITIGATION MONITORING & REPORTING PROGRAM (MMRP)**

(ATTACH DOCUMENTS, IF ANY, HERE)

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**EEC ORIGINAL PKG**

EEC ORIGINAL PKG

# 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 <u>Xpress Enterprises LLC</u>	EMAIL ADDRESS <u>LGuillen@Crownxt.com</u>	
2. MAILING ADDRESS (Street / P O Box, City, State) <u>6903 Cactus Ct. San Diego, CA</u>	ZIP CODE <u>92154</u>	PHONE NUMBER <u>619-671-9611 x310</u>
3. APPLICANT'S NAME <u>LORENA Guillen</u>	EMAIL ADDRESS <u>LGuillen@Crownxt.com</u>	
4. MAILING ADDRESS (Street / P O Box, City, State) <u>6903 Cactus Ct. San Diego, CA. 92154</u>	ZIP CODE <u>92154</u>	PHONE NUMBER <u>619-671-9611 x310</u>
4. ENGINEER'S NAME <u>MANUEL VAÑEZ</u>	CA. LICENSE NO.	EMAIL ADDRESS <u>VANEZUSC@gmail.com</u>
5. MAILING ADDRESS (Street / P O Box, City, State) <u>1089 Santiago Dr. Calexico, CA.</u>	ZIP CODE <u>92231</u>	PHONE NUMBER
6. ASSESSOR'S PARCEL NO. <u>054080038000</u>	SIZE OF PROPERTY (in acres or square foot) <u>30.56</u>	ZONING (existing) <u>M1</u>
7. PROPERTY (site) ADDRESS <u>486 E. Chick Road, El Centro, CA. 92243</u>		
8. GENERAL LOCATION (i.e. city, town, cross street) <u>El Centro, California</u>		
9. LEGAL DESCRIPTION <u>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</u>		

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

10. DESCRIBE PROPOSED USE OF PROPERTY (list and describe in detail) <u>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 &amp; trailer transport hub.</u>	
11. DESCRIBE CURRENT USE OF PROPERTY <u>Company - currently is McKinney Trailer with about 35-40 trailer parking.</u>	
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? <u>4 = 3 (ABBA) + 1 (MCKINNEY)</u>

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

Lorena Guillen 7-17-19  
Print Name: \_\_\_\_\_ Date: \_\_\_\_\_  
[Signature]  
Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Signature: \_\_\_\_\_

**REQUIRED SUPPORT DOCUMENTS**

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

APPLICATION RECEIVED BY: <u>Jafel Patta</u>	DATE: <u>8/15/19</u>	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.
		<input type="checkbox"/> _____

**CUP #**  
19-0014

**EEC ORIGINAL PKG**

**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.**

**EEC ORIGINAL PKG**

- 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

EEC ORIGINAL PKG



# ABBA INTERNATIONAL - SITE PLAN

## 486 CHICK ROAD, EL CENTRO CA. 92243

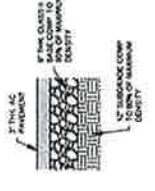
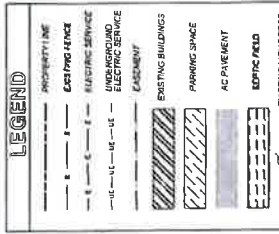
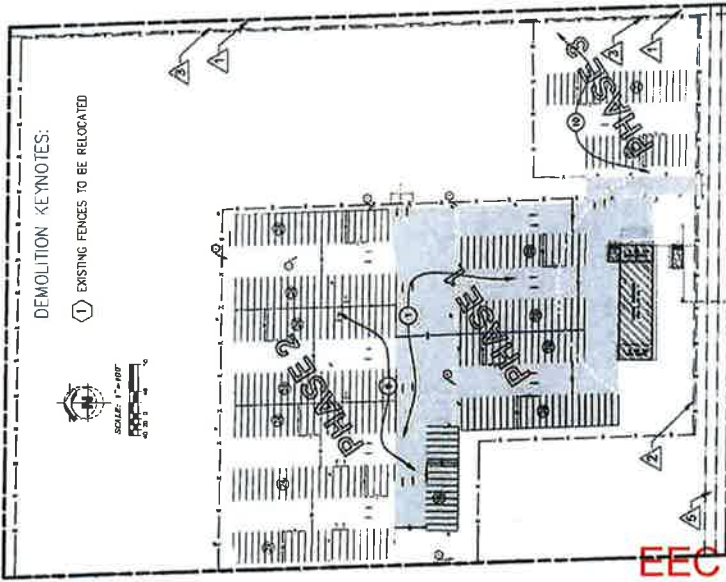


### EXISTING KEYNOTES:

- ① AC PAVEMENT
- ② WATER MAIN CONNECTION
- ③ EXTERIOR LIGHT MAINBOARD
- ④ ID 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



### EASEMENT KEYNOTES:

- ① A PORTION OF 30 FEET IN WIDTH, PARALLEL WITH ADJACENT TO AND ON THE WEST SIDE OF THE CANAL, WAS CONTRACTED ALONG THE SOUTHWEST CORNER OF TRACT 122, IT IS THE EXISTING BOUNDARY OF SAID LAND. THE REMAINING PORTION OF THE CANAL, NON-CONSTRUCTED ALONG THE EAST SIDE OF SAID TRACT 122, IS LOCATED AS FOLLOWS: 15 FEET NORTH OF THE CENTER LINE OF SAID ROAD BEING 67 FEET SOUTH OF THE FENCE ALONG SOUTH SIDE OF SAID TRACT 122.
- ② PUBLIC ROAD ALONG SOUTH SIDE OF SAID TRACT 122, BEING 67 FEET EAST OF CENTER LINE OF SAID TRACT 122.
- ③ A PORTION OF 40 FEET IN WIDTH, PARALLEL WITH ADJACENT TO AND ON THE WEST SIDE OF SAID TRACT 122, IS LOCATED AS FOLLOWS: 40 FEET WEST OF CENTER LINE OF SAID CANAL, AS NON-CONSTRUCTED ALONG THE EAST SIDE OF SAID PROPERTY.
- ④ THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- ⑤ A PORTION OF SAID TRACT 122, PARALLEL WITH AND 20 FEET NORTH OF THE CENTER LINE OF SAID CANAL, IS CONTRACTED ALONG THE SOUTH SIDE OF SAID PROPERTY.

LEGAL DESCRIPTION: APN 054-080 038-000

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

A PORTION OF THE SURVEY SHOWN BY TRACT 122, SECTION 11, TOWNSHIP 15 SOUTH, RANGE 14 EAST, 5TH N. IN UNINCORPORATED AREA OF THE COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF TRACT 122, THENCE NORTH BY 1825' WEST 1'00S TO FEET ALONG THE SOUTH LINE OF TRACT 122 TO THE INTERSECTION OF SAID SOUTH LINE AND THE PROLONGATION OF THE EAST LINE OF SAID PROPERTY COMPLETED BY DEED RECORDED MARCH 24, 1970, IN THE COUNTY OF IMPERIAL, STATE OF CALIFORNIA, BOOK 10, PAGE 10; THENCE NORTH 1'02S WEST 205'58 FEET ALONG THE EAST LINE OF SAID PROPERTY TO THE NORTHEAST CORNER OF SAID PROPERTY; THENCE NORTH 1'02S WEST 205'58 FEET ALONG THE EAST LINE OF SAID PROPERTY TO THE EAST LINE OF TRACT 122 TO A POINT ON THE NORTH LINE OF TRACT 122; THENCE SOUTH 1'1149' EAST 1,321'23 FEET ALONG SAID EAST LINE OF TRACT 122 TO THE SOUTHWEST CORNER OF TRACT 122, THE POINT OF BEGINNING.

486 E CHICK ROAD  
**SITE PLAN**

DATE: 3/27/2023  
BY: [Signature]  
SCALE: 1" = 30'

**YANEZ ENGINEERING**  
1005 S. GARDEN ST.  
EL CENTRO, CA 92521  
TEL: (760) 516-6688  
www.yanezeng.com

**YANEZ ENGINEERING**

486 E CHICK ROAD, EL CENTRO CA. 92243

DATE: 3/27/2023  
BY: [Signature]  
SCALE: 1" = 30'

EEC ORIGINAL PKG

# 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



10/12/21



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

October 2021

**EEC ORIGINAL PKG**

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Appendix B	Existing Traffic Volume Data
Appendix C	Intersection LOS Worksheets
Appendix D	Existing Truck/Trailer Trip Data
Appendix E	Truck Route and Crossing Sign Locations
Appendix F	SCAG Profile of Imperial County Report Excerpts

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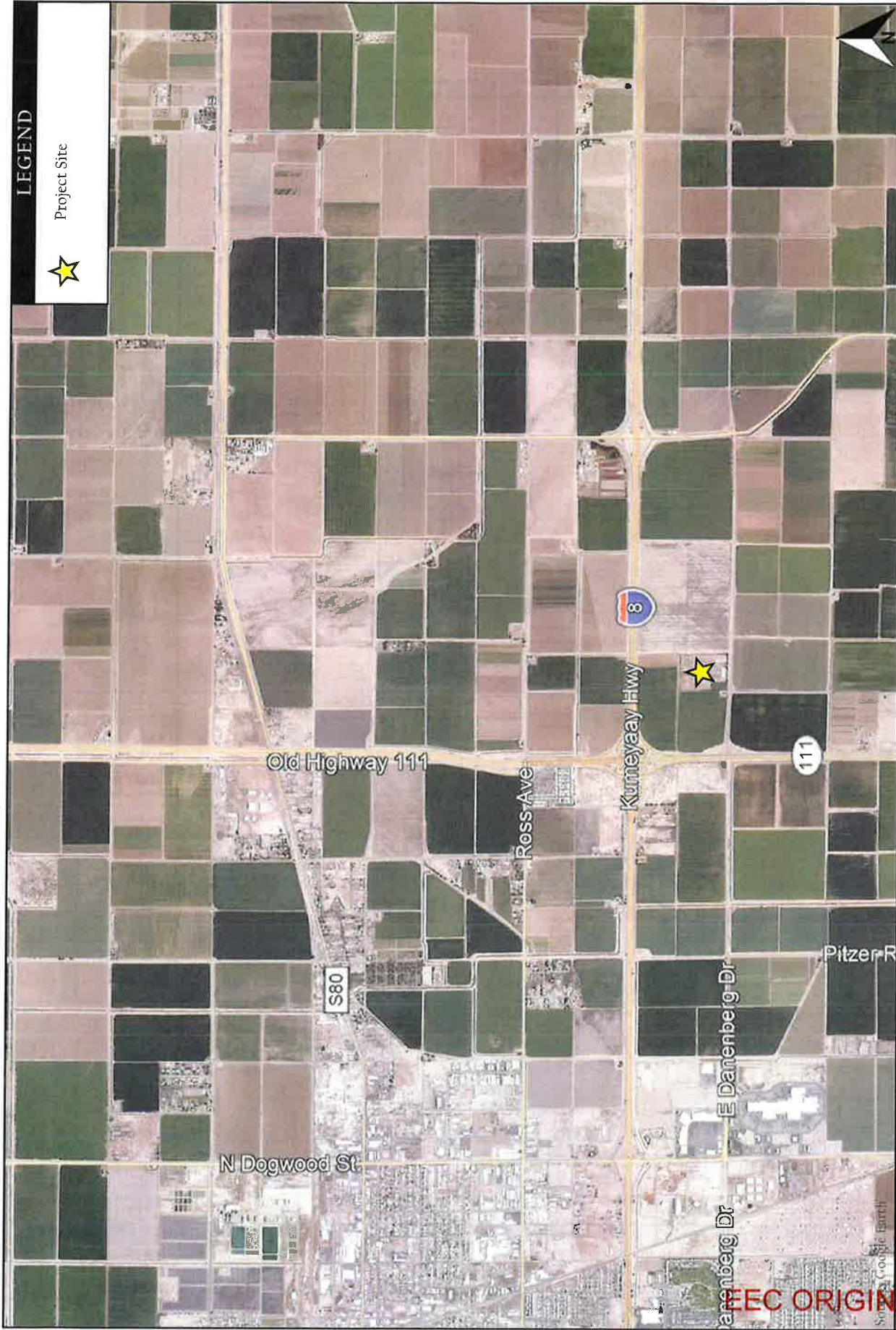
# 1 INTRODUCTION

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 1-1 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 1-2 illustrates the Project site plan.



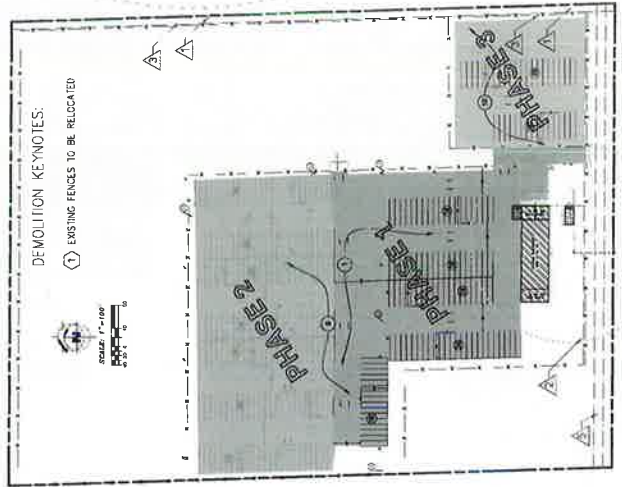
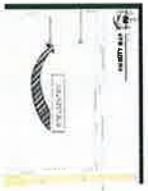
ABBA International

Figure I-1  
Project Vicinity Map

# ABBA INTERNATIONAL - SITE PLAN

## 486 CHICK ROAD, EL CENTRO CA. 92243

- EXISTING KEYNOTES:**
- ① AC PAVEMENT
  - ② WATERS MAIN CONNECTION
  - ③ EXTERIOR LIGHT MAINBOARD
  - ④ HD POWERPOLE
  - ⑤ ELECTRIC SERVICE EDK
  - 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**

- PROPERTY LINE
- EXISTING CURB
- ELECTRIC SERVICE
- WATER MAIN
- ELECTRIC SERVICE
- EASEMENT
- EXISTING BUILDINGS
- PARKING SPACE
- AC PAVEMENT
- SEPTIC FIELD
- EXISTING LIGHT FOOT

**AC PAVEMENT DETAIL**

**EASEMENT KEYNOTES:**

- ① POINT OF WAY ON THE WEST SIDE OF THE TRACT, 100 FEET NORTH OF THE CENTER LINE OF SAID TRACT 127, IS LOCATED AS SHOWN ON THE RECORD OF SURVEY. THE CENTER LINE OF SAID TRACT 127 IS LOCATED AS SHOWN ON THE RECORD OF SURVEY. THE POINT OF WAY IS LOCATED AS SHOWN ON THE RECORD OF SURVEY. THE CENTER LINE OF SAID TRACT 127 IS LOCATED AS SHOWN ON THE RECORD OF SURVEY. THE POINT OF WAY IS LOCATED AS SHOWN ON THE RECORD OF SURVEY.
- ② THE TRACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT ENCLOSED BY RECORD.
- ③ SOUTH OF THE TRACT LOCATION, 100 FEET NORTH OF THE CENTER LINE OF SAID TRACT 127, IS LOCATED AS SHOWN ON THE RECORD OF SURVEY. THE CENTER LINE OF SAID TRACT 127 IS LOCATED AS SHOWN ON THE RECORD OF SURVEY. THE POINT OF WAY IS LOCATED AS SHOWN ON THE RECORD OF SURVEY.

LEGAL DESCRIPTION: APN 054-080-038-000

**NOTE:**  
ALL PROPERTY CORNERS AND UTILITY LINES, PARALLELS, AND APPROXIMATE LOCATIONS OF ALL UTILITIES ARE SHOWN AS THEY EXIST AND ARE NOT TO BE CONSTRUCTED BY THE CONTRACTOR.

**YANEZ ENGINEERING**

486 E CHICK ROAD  
SITE PLAN

DATE: 08/15/2011  
DRAWN BY: J. YANEZ  
CHECKED BY: J. YANEZ  
SCALE: AS SHOWN

EEC ORIG PKG

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## 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 6<sup>th</sup> 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 6<sup>th</sup> 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

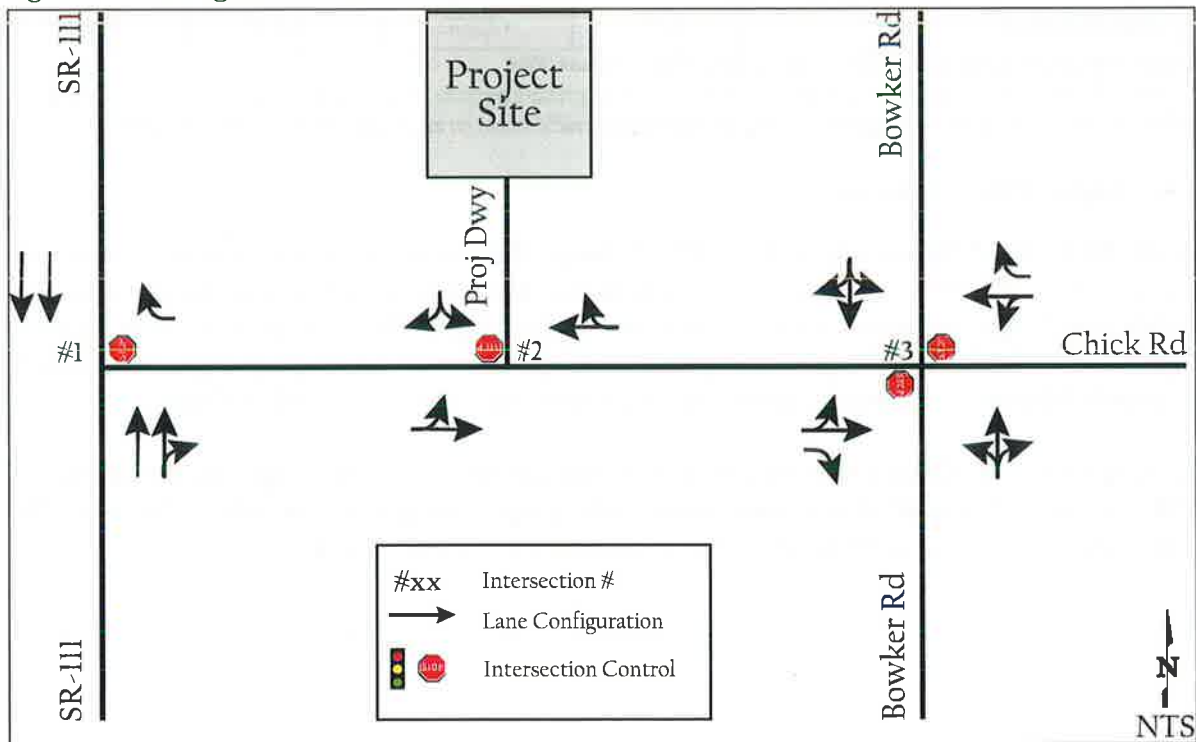
**State Route 111 (SR-111)** is a north-south divided roadway with 2 lanes of travel provided in each direction. According to the *County's Circulation and Scenic Highway Element*, SR-111 is classified as an Expressway. Parking is prohibited on both sides of the roadway. The posted speed limit is 55 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-111 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



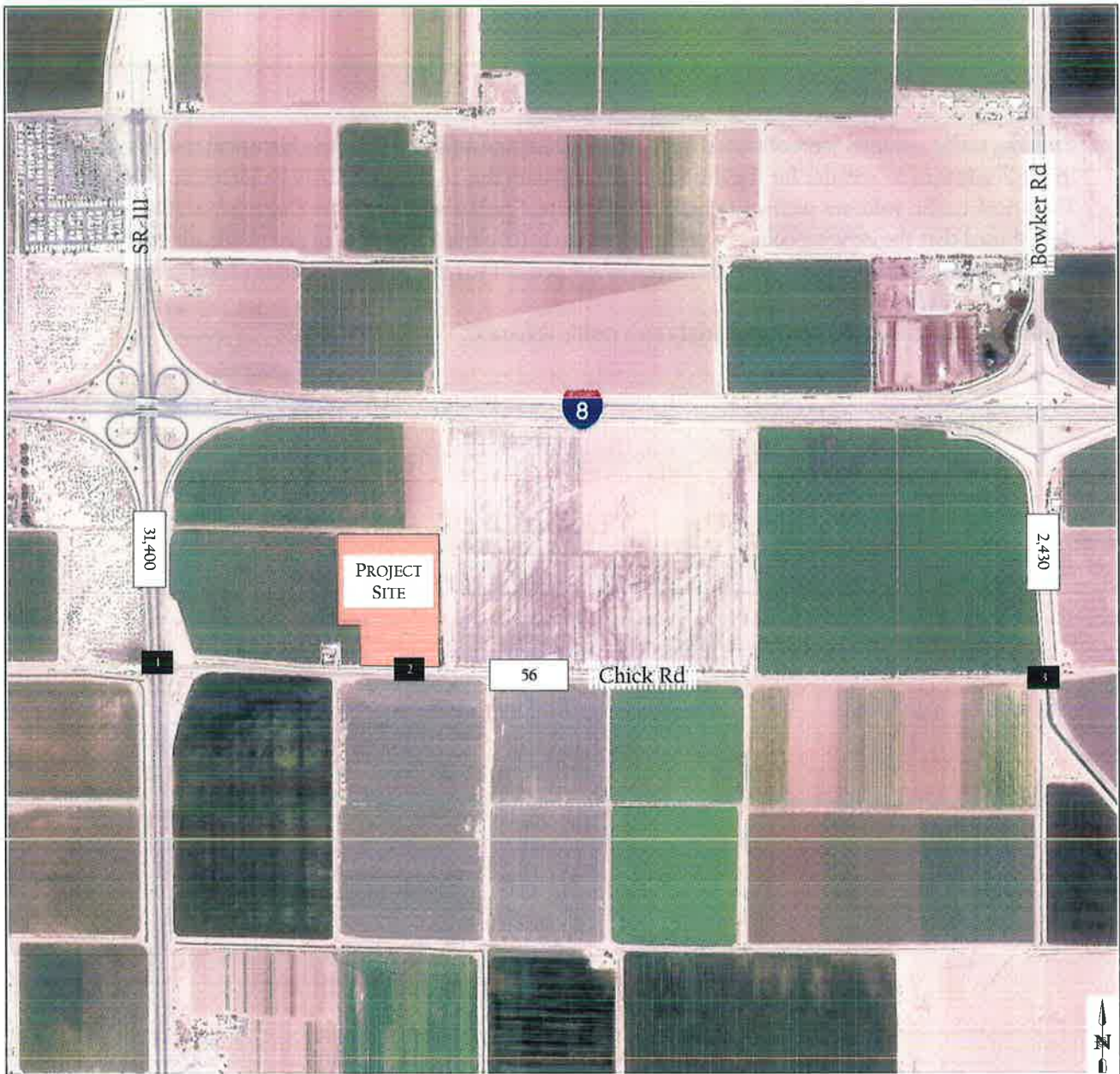
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## 3.2 Traffic Volumes

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	Prop Dwy & Chick Rd	Bowker Rd & Chick Rd

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### 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 <sup>1</sup>	LOS <sup>2</sup>
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 <sup>1</sup>	Capacity (LOS F)	ADT	v/c Ratio	LOS
<b>SR-111</b>					
I-8 to Chick Rd	Prime Arterial	57,000	31,400	0.55	B
<b>Bowker Rd</b>					
I-8 to Chick Rd	Minor Collector (Collector)	16,200	2,430	0.15	B
<b>Chick Rd</b>					
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, 10<sup>th</sup> 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.



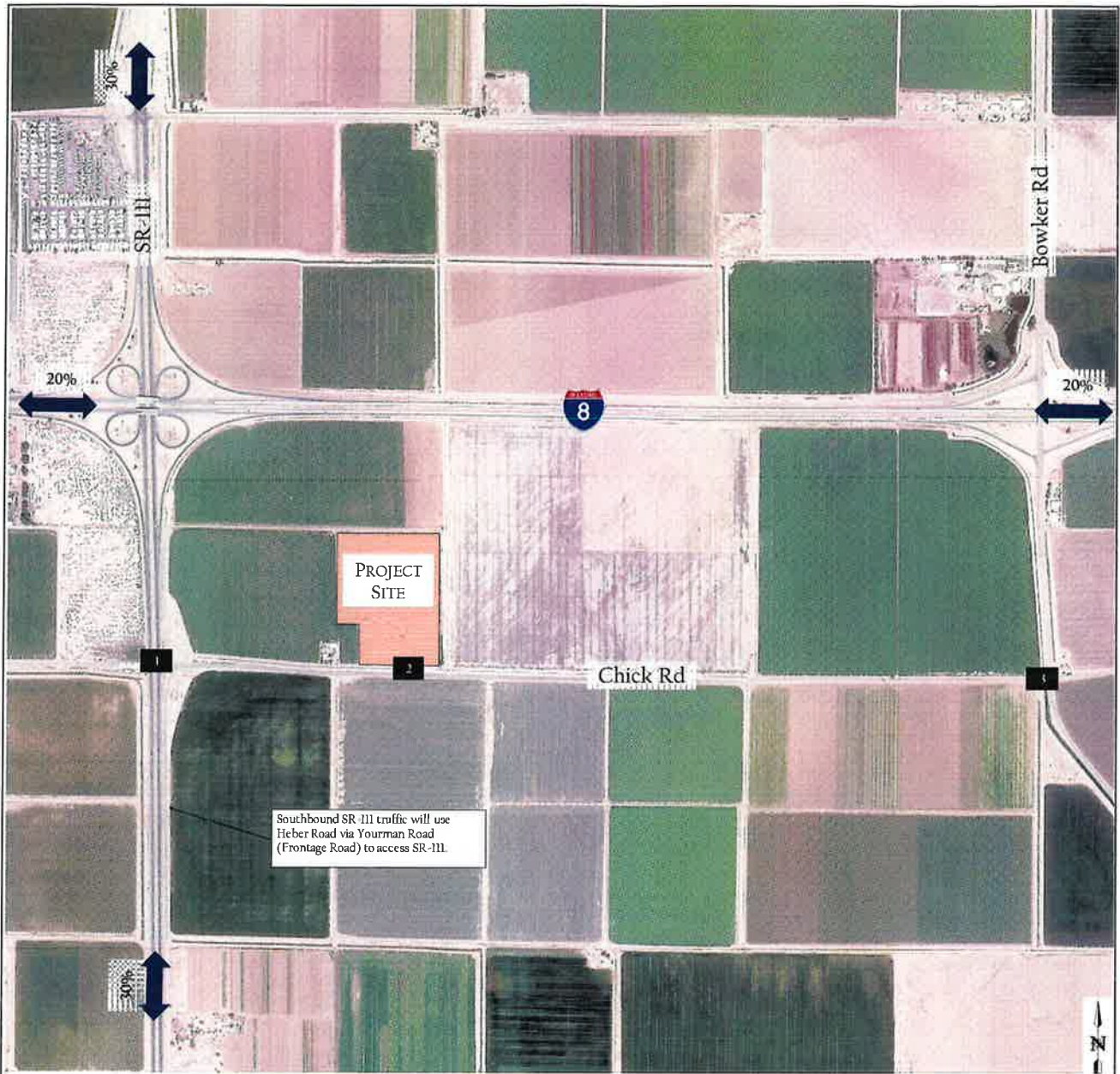
Table 4-1  
Project Trip Generation

Land Use	ITF Code	TRIP GENERATION RATES <sup>1</sup>									
		Weekday		Daily		AM PEAK		PM PEAK			
		Rate	In/Out Ratio	Rate	In/Out Ratio	Rate	In/Out Ratio	Rate	In/Out Ratio		
Trailer Rental Business <sup>2</sup>	n/a	0.11	trips / ps	0.06	0.50 : 0.50	0.06	0.50 : 0.50	0.06	0.50 : 0.50	0.06	0.50 : 0.50
Truck/Trailer Space Parking Facility <sup>3</sup>	n/a	0.38	trips / ps	0.05	0.50 : 0.50	0.05	0.50 : 0.50	0.05	0.50 : 0.50	0.05	0.50 : 0.50
General Office	710	9.74	trips / ksf	1.16	0.86 : 0.14	1.15	0.16 : 0.84	1.15	0.16 : 0.84	1.15	0.16 : 0.84
TRIP GENERATION CALCULATIONS											
Land Use	Amount	ADT	AM PEAK		PM PEAK						
			In	Out	Total	In	Out	Total			
<b>Trailer Rental (McKinney Trailer Rentals)</b>											
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			
<b>Truck/Trailer Space Parking Facility</b>											
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) <sup>4</sup>		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

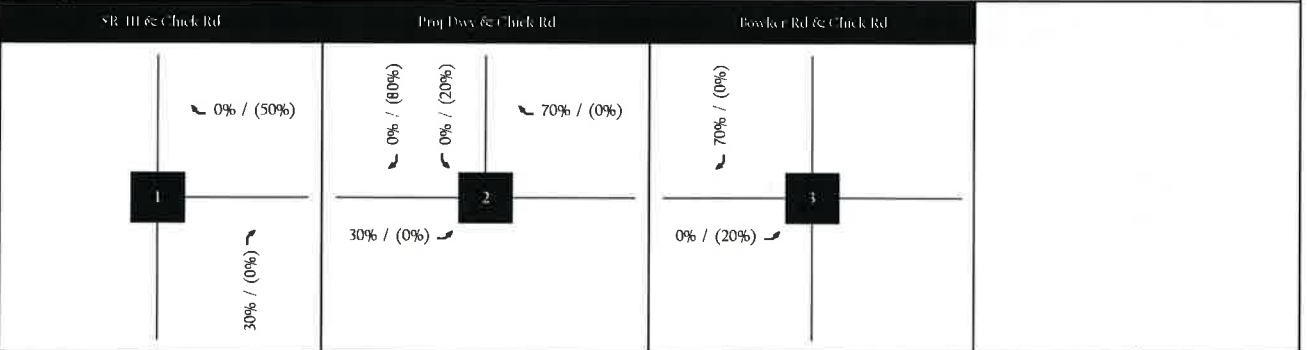
1. The trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*.
2. The trip rates were developed based on input received from the client on actual operations at the existing site.
3. The trip rates were developed based 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.



Southbound SR-111 traffic will use Heber Road via Yourman Road (Frontage Road) to access SR-111.

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

↕ Trip Distribution Percentage



ABBA International  
 Project Trip Distribution

Figure 4-1

EEC ORIGINAL PKG



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



ABBA International  
 Project Trip Assignment

Figure 4-2

EEC ORIGINAL PKG

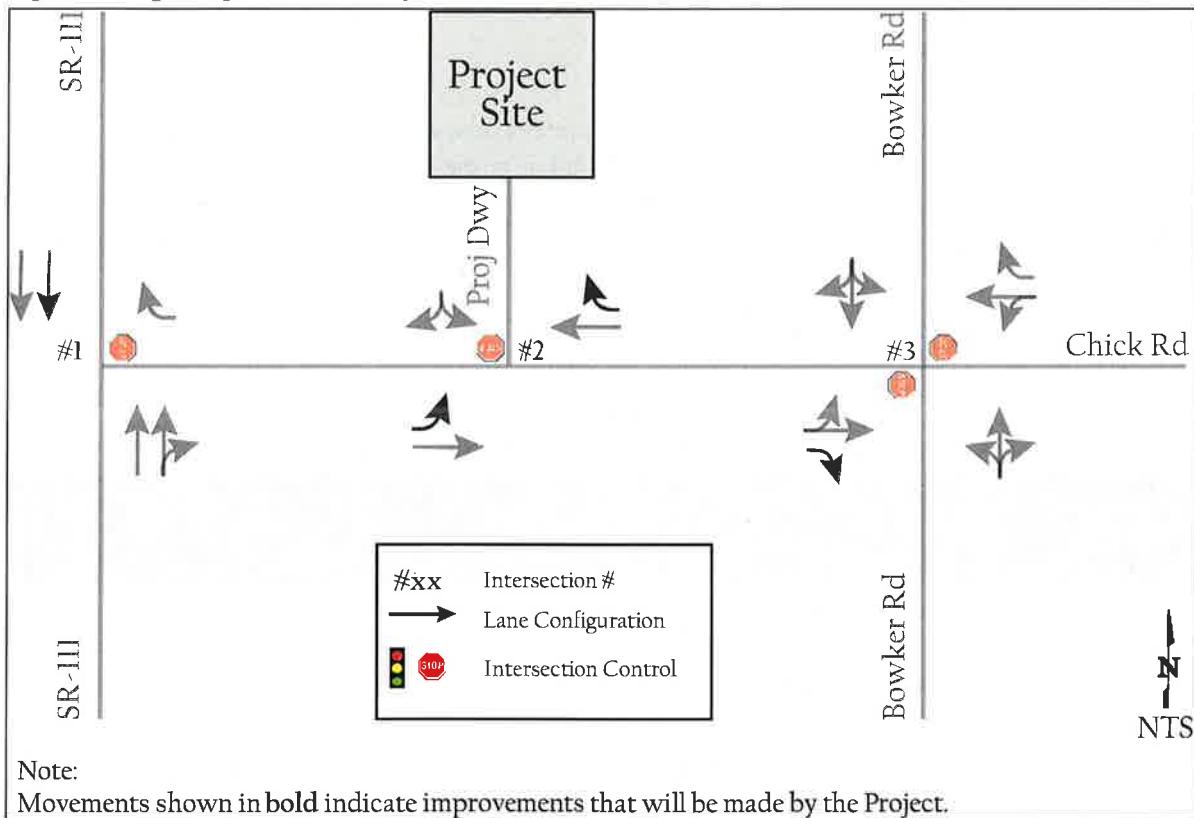
## 5 OPENING YEAR CONDITIONS

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

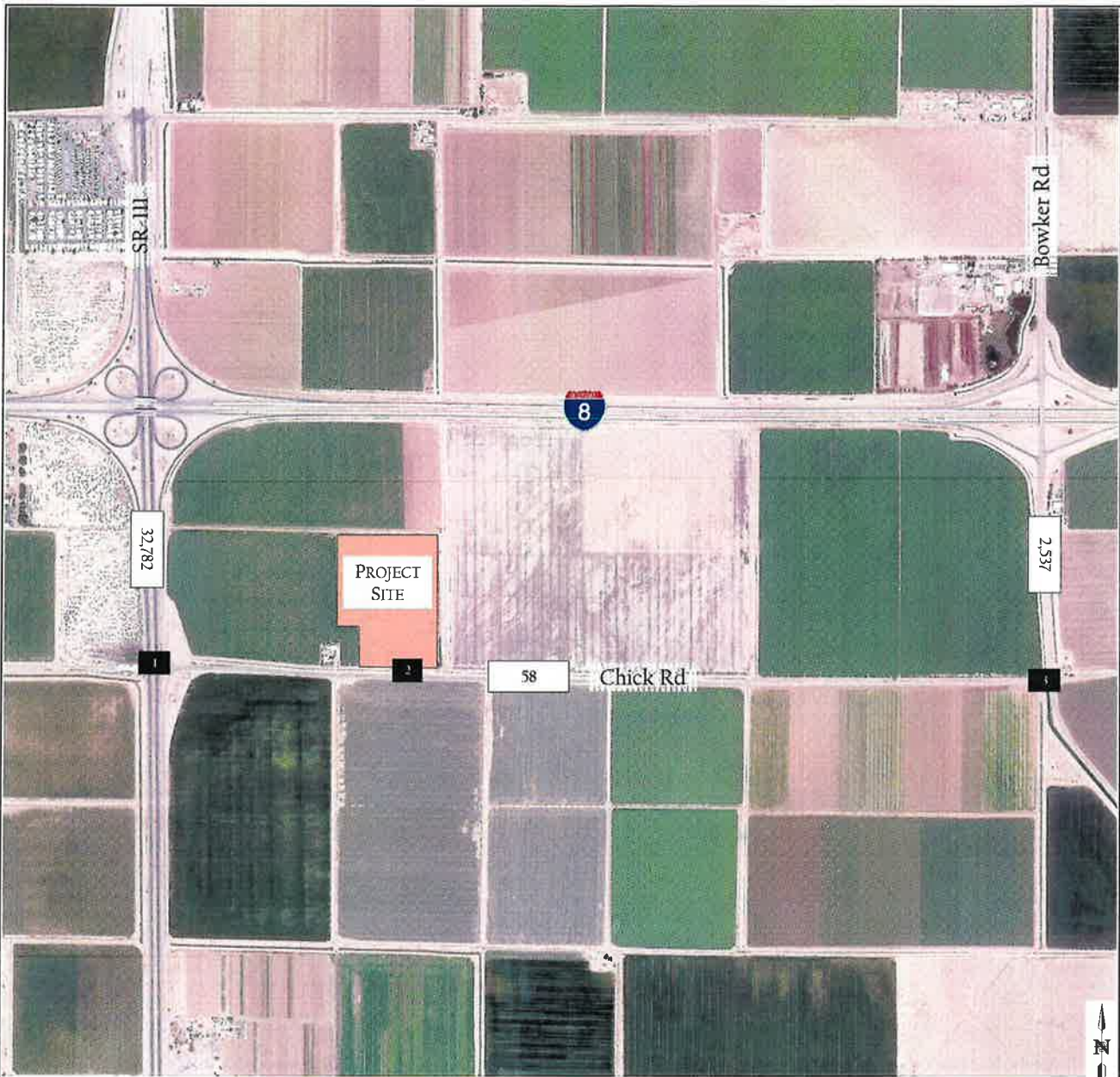
#	Intersection	Traffic Control	Peak Hour	Opening Year 2022		Opening Year 2022 w/Proj		Δ in Delay	Improvement?
				Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>		
1	SR-111 & Chick Rd	OWSC	AM	13.5	B	13.8	B	0.3	No
			PM	12.2	B	12.4	B	0.2	No
2	Proj Dwy & Chick Rd	OWSC	AM	8.3	A	8.5	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	Bowker Rd & Chick Rd


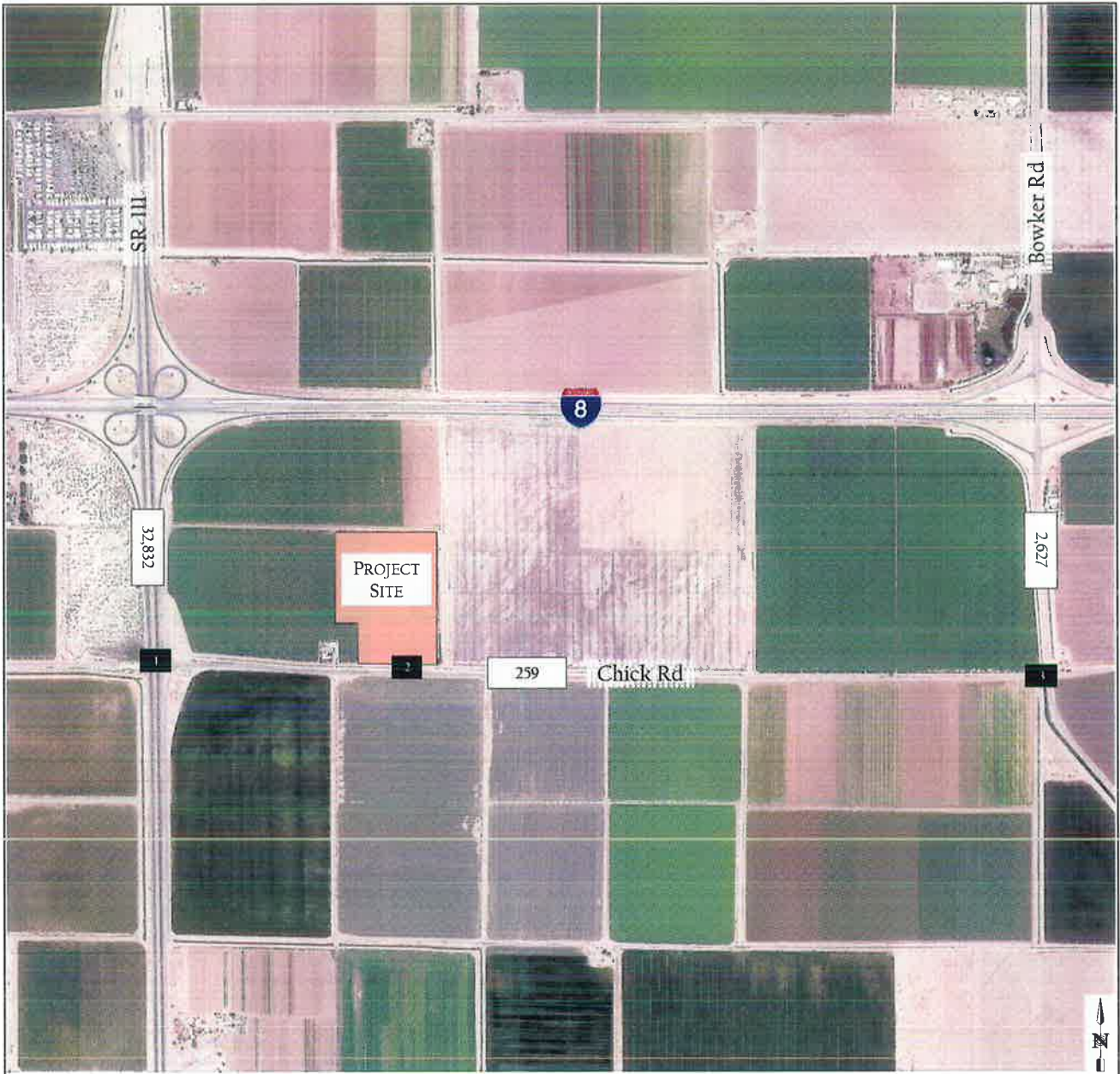

 ABBA International  
 Opening Year 2022 Baseline Traffic Volumes

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

SR 111 & Chick Rd	Proj Dwy & Chick Rd	Bowker Rd & Chick Rd
<p>           695 / 1635            14 / 13            1043 / 1013            11 / 13         </p>	<p>           15 / 15            28 / 26            4 / 3            11 / 12            0 / 1         </p>	<p>           28 / 28            48 / 132            0 / 3            2 / 0            0 / 1            0 / 2            4 / 5            0 / 1            1 / 1            2 / 1            158 / 71            1 / 0         </p>

	ABBA International	Figure 5-3
	Opening Year 2022 Plus Project Traffic Volumes	

EEC ORIGINAL PKG

## 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		
<b>SR-III</b>								
I-8 to Chick Rd	32,782	0.58	B	32,832	0.58	B	0.001	No
<b>Bowker Rd</b>								
I-8 to Chick Rd	2,537	0.16	B	2,627	0.16	B	0.005	No
<b>Chick Rd</b>								
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.



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## 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.

# Appendix A

## Historical Traffic Volumes

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The table is extremely faint and mostly illegible. It appears to have several columns and rows, but the content is not readable.

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%



**Counts Unlimited, Inc.**

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

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
<b>Total</b>	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
<b>Percent</b>	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%	
<b>AM Peak</b>	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
<b>Vol.</b>	3	1014	306	15	104	2	1	75	1	3	12	1	2	1454
<b>PM Peak</b>	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
<b>Vol.</b>	3	1619	421	17	113	3	80	80	3	4	15	1	2	2268
<b>Grand Total</b>	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
<b>Percent</b>	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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# Appendix B

## Existing Traffic Volume Data

---

Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92678  
 (951)268-6268

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

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

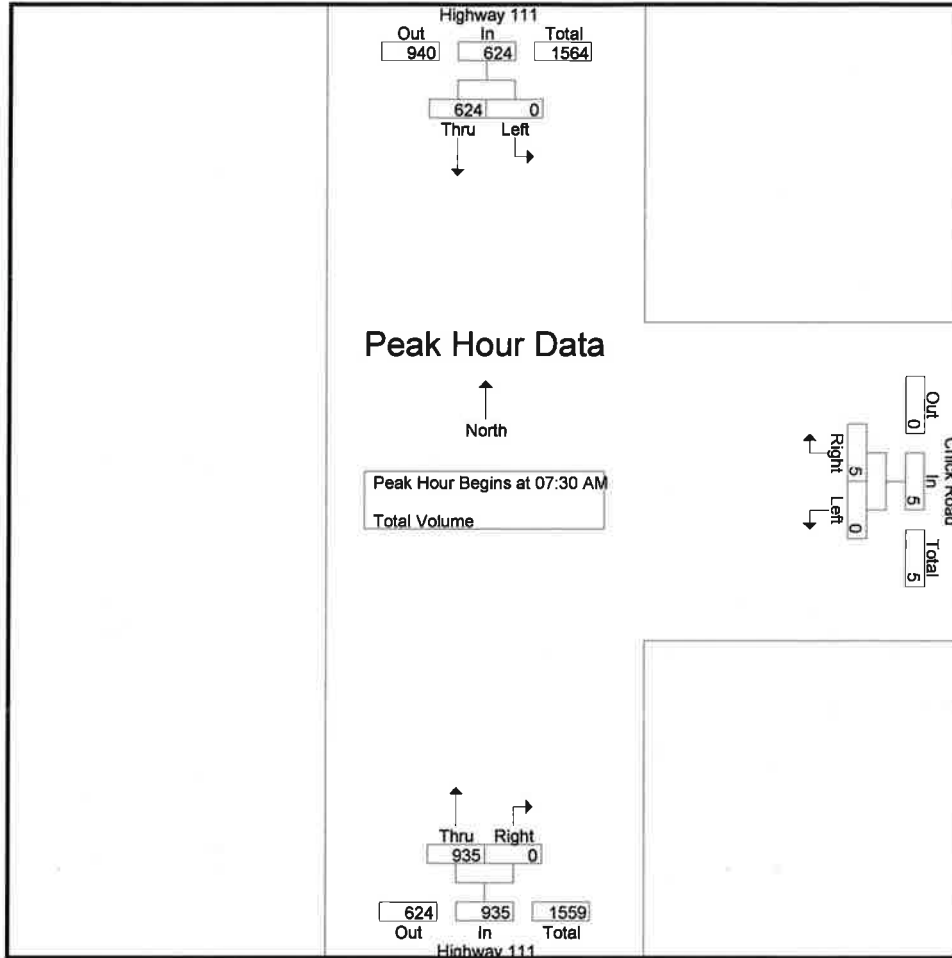
Groups Printed- Total Volume

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  
 Weather: Clear

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	100	0	100	100	100	0	100
PHF	.000	.896	.896	.000	.417	.417	.849	.000	.849



Counts Unlimited, Inc.  
 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

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 : 1

Groups Printed- Total Volume

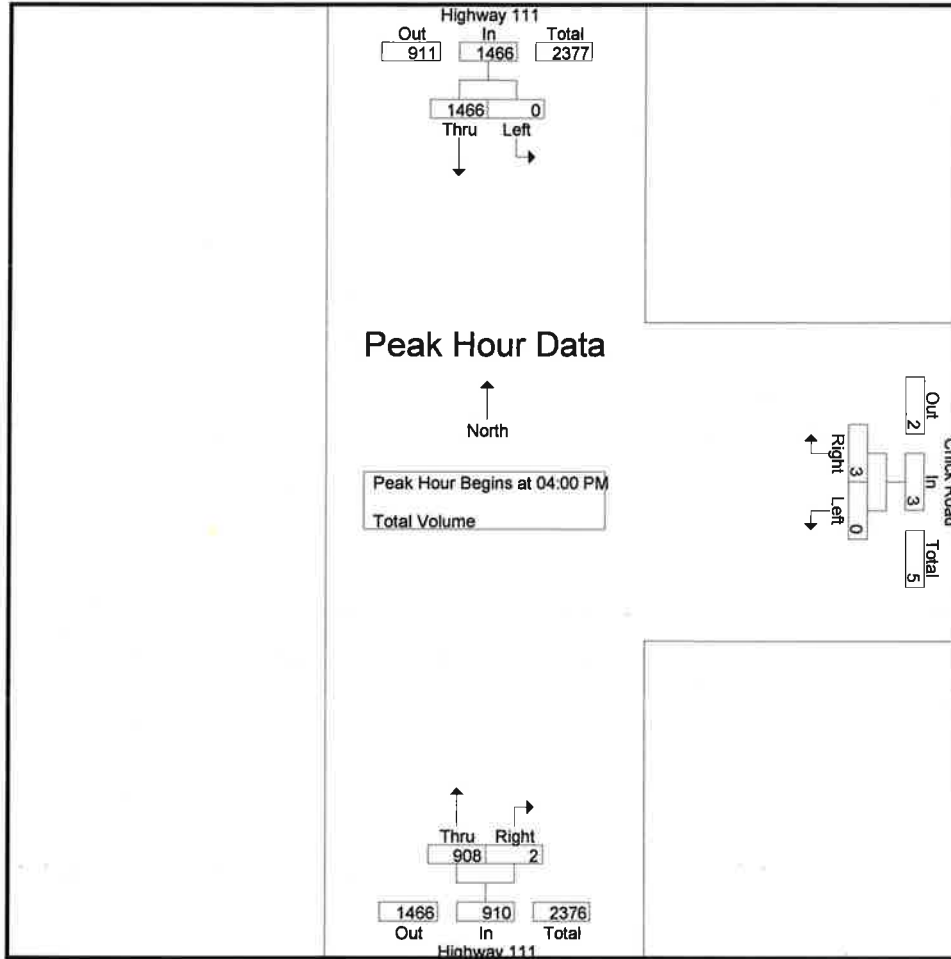
Start Time	Highway 111 Southbound			Chick Road Westbound			Highway 111 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	398	398	0	0	0	210	0	210	608
04:15 PM	0	365	365	0	2	2	231	1	232	599
04:30 PM	0	355	355	0	0	0	241	1	242	597
04:45 PM	0	348	348	0	1	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	
04:00 PM	0	<b>398</b>	<b>398</b>	0	0	0	210	0	210	<b>608</b>
04:15 PM	0	365	365	0	2	2	231	1	232	599
04:30 PM	0	355	355	0	0	0	<b>241</b>	1	<b>242</b>	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

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

County of Imperial  
 N/S: Highway 111  
 EW: 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

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 PO Box 1178  
 Corona, CA 92878  
 (951)268-6268

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

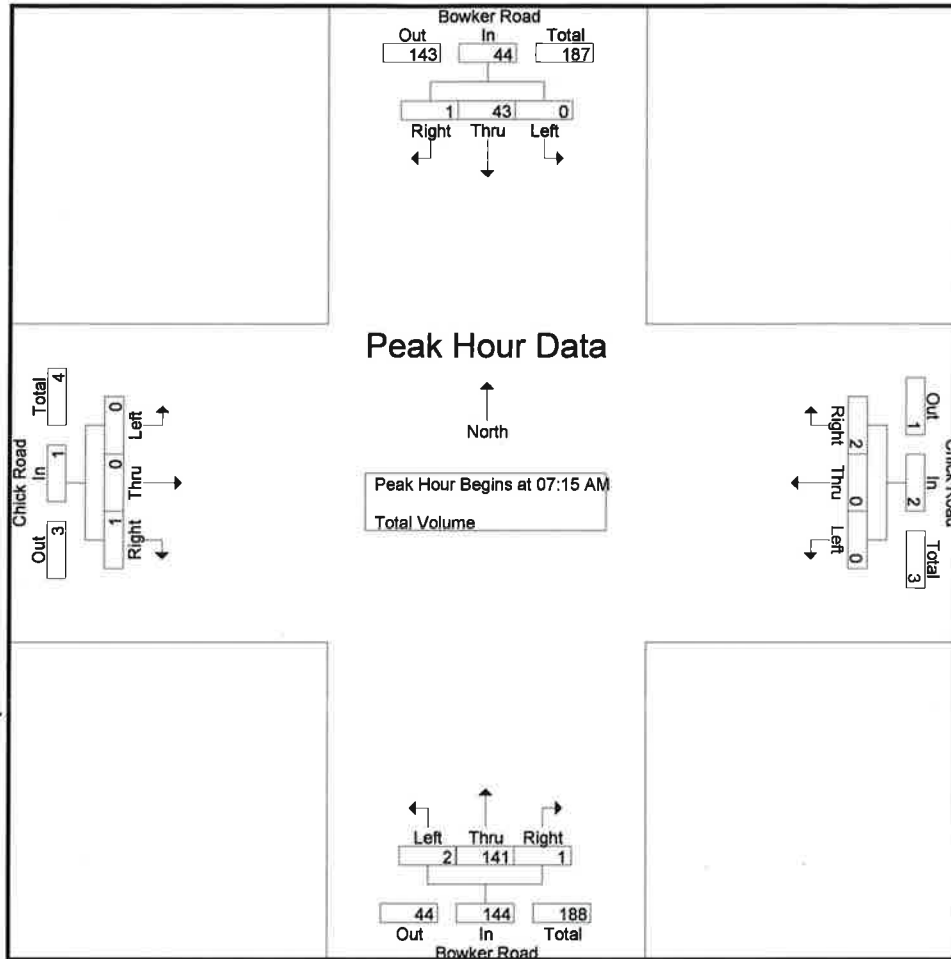
Groups Printed- Total Volume

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	0	36
07:15 AM	0	7	1	8	0	0	0	0	1	33	0	34	0	0	0	0	0	42
07:30 AM	0	10	0	10	0	0	1	1	0	43	0	43	0	0	0	0	0	54
07:45 AM	0	17	0	17	0	0	1	1	0	37	0	37	0	0	1	1	1	56
Total	1	43	2	46	0	0	2	2	1	138	0	139	0	0	1	1	1	188
08:00 AM	0	9	0	9	0	0	0	0	1	28	1	30	0	0	0	0	0	39
08:15 AM	1	9	0	10	0	0	0	0	0	17	0	17	1	2	0	3	3	30
08:30 AM	2	11	2	15	0	0	0	0	0	27	1	28	0	0	0	0	0	43
08:45 AM	1	12	1	14	0	0	2	2	0	20	0	20	1	0	0	1	1	37
Total	4	41	3	48	0	0	2	2	1	92	2	95	2	2	0	4	4	149
Grand Total	5	84	5	94	0	0	4	4	2	230	2	234	2	2	1	5	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	0	42
07:30 AM	0	10	0	10	0	0	1	1	0	43	0	43	0	0	0	0	0	54
07:45 AM	0	17	0	17	0	0	1	1	0	37	0	37	0	0	1	1	1	56
08:00 AM	0	9	0	9	0	0	0	0	1	28	1	30	0	0	0	0	0	39
Total Volume	0	43	1	44	0	0	2	2	2	141	1	144	0	0	1	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  
 E/W: Chick Road  
 Weather: Clear

File Name : 02\_CIM\_Bowker\_Chick PM  
 Site Code : 99921110  
 Start Date : 3/23/2021  
 Page No : 1

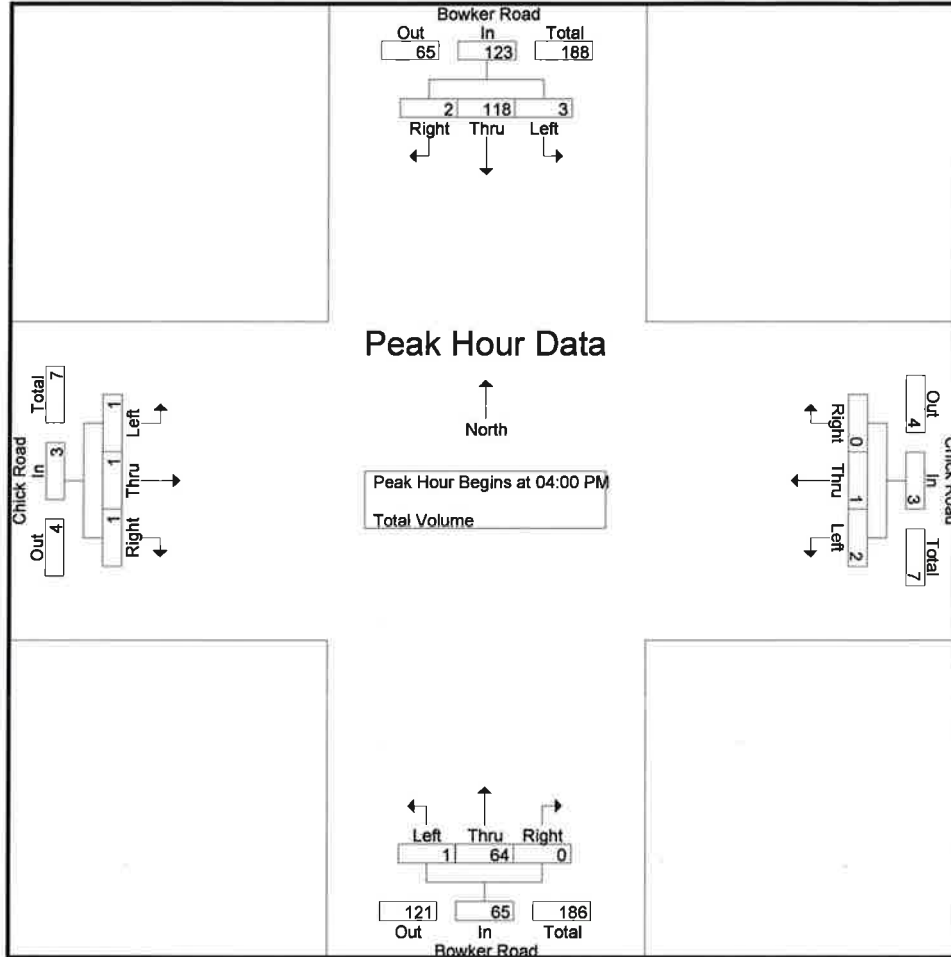
Groups Printed- Total Volume

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		
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	

County of Imperial  
 N/S: Bowker Road  
 EW: 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

**Counts Unlimited, Inc.**

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

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

ORIGINAL PKG

**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

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

EP ORIGINAL PKG



**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 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
<b>Total</b>	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
<b>Percent</b>	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%	
<b>AM Peak</b>	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
<b>Vol.</b>	3	1014	306	15	104	2	1	75	1	3	12	1	2	1454
<b>PM Peak</b>	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
<b>Vol.</b>	3	1619	421	17	113	3	15	80	3	4	15	1	2	2268
<b>Grand Total</b>	18	21012	5267	199	1483	22	1	1184	18	31	158	3	14	29410
<b>Percent</b>	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%	



**Counts Unlimited, Inc.**

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

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

CIM004  
 Site Code: 999-21110

**Northbound**

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

ORIGINAL PKG

**Counts Unlimited, Inc.**

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

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

**Counts Unlimited, Inc.**

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

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

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
<b>Total</b>	<b>9</b>	<b>1334</b>	<b>588</b>	<b>8</b>	<b>262</b>	<b>17</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2275</b>
<b>Percent</b>	<b>0.4%</b>	<b>58.6%</b>	<b>25.8%</b>	<b>0.4%</b>	<b>11.5%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>1.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.0%</b>	
<b>AM Peak</b>	<b>06:00</b>	<b>07:00</b>	<b>07:00</b>	<b>09:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>09:00</b>	<b>07:00</b>	<b>07:00</b>	<b>09:00</b>	<b>09:00</b>	<b>07:00</b>
<b>Vol.</b>	<b>1</b>	<b>115</b>	<b>49</b>	<b>4</b>	<b>19</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>186</b>
<b>PM Peak</b>	<b>13:00</b>	<b>15:00</b>	<b>14:00</b>	<b>16:00</b>	<b>15:00</b>	<b>12:00</b>	<b>15:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>14:00</b>	<b>14:00</b>	<b>15:00</b>
<b>Vol.</b>	<b>2</b>	<b>125</b>	<b>49</b>	<b>1</b>	<b>31</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>212</b>
<b>Grand Total</b>	<b>9</b>	<b>1334</b>	<b>588</b>	<b>8</b>	<b>262</b>	<b>17</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2275</b>
<b>Percent</b>	<b>0.4%</b>	<b>58.6%</b>	<b>25.8%</b>	<b>0.4%</b>	<b>11.5%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>1.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.0%</b>	

**Counts Unlimited, Inc.**

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

CIM002  
 Site Code: 999-21110

**Eastbound**

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 Multi	6 Axle Multi	>6 Axl Multi	Total
	Bikes	Trailers												
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	0	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	0
08:00	0	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	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	2
13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
14:00	0	1	1	0	0	0	0	1	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	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	0
22:00	0	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	0
<b>Total</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>Percent</b>	<b>5.6%</b>	<b>33.3%</b>	<b>11.1%</b>	<b>0.0%</b>	<b>27.8%</b>	<b>5.6%</b>	<b>0.0%</b>	<b>11.1%</b>	<b>5.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	<b>06:00</b>	<b>11:00</b>	<b>10:00</b>	<b>06:00</b>	<b>06:00</b>	<b>12:00</b>	<b>04:00</b>	<b>04:00</b>	<b>11:00</b>	<b>11:00</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>06:00</b>
<b>Vol.</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>PM Peak</b>	<b>13:00</b>	<b>1</b>	<b>14:00</b>	<b>15:00</b>	<b>15:00</b>	<b>12:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14:00</b>
<b>Vol.</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Grand Total</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>Percent</b>	<b>5.6%</b>	<b>33.3%</b>	<b>11.1%</b>	<b>0.0%</b>	<b>27.8%</b>	<b>5.6%</b>	<b>0.0%</b>	<b>11.1%</b>	<b>5.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Counts Unlimited, Inc.

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

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

Site Code: 999-21110  
CIM002

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	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	2
11:00	0	1	0	0	0	1	0	0	0	0	0	0	0	3
12 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	3
13:00	1	1	1	0	1	0	0	0	0	0	0	0	0	4
14:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
15:00	1	0	1	0	2	0	0	0	0	0	0	0	0	4
16:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
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
<b>Total</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>Percent</b>	<b>11.8%</b>	<b>41.2%</b>	<b>20.6%</b>	<b>0.0%</b>	<b>20.6%</b>	<b>5.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>		<b>09:00</b>	<b>07:00</b>		<b>06:00</b>	<b>11:00</b>								<b>09:00</b>
<b>Vol.</b>	<b>2</b>	<b>2</b>	<b>1</b>		<b>1</b>	<b>1</b>								<b>3</b>
<b>PM Peak</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>		<b>15:00</b>	<b>12:00</b>								<b>13:00</b>
<b>Vol.</b>	<b>1</b>	<b>2</b>	<b>1</b>		<b>2</b>	<b>1</b>								<b>4</b>
<b>Grand Total</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>Percent</b>	<b>11.8%</b>	<b>41.2%</b>	<b>20.6%</b>	<b>0.0%</b>	<b>20.6%</b>	<b>5.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

ORIGINAL PKG

**Counts Unlimited, Inc.**

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

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

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	1	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	0	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
<b>Total</b>	5	20	9	0	12	3	0	2	1	1	0	0	0	52
<b>Percent</b>	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%	
<b>AM Peak</b>	06:00	09:00	10:00		06:00	11:00		04:00	11:00					11:00
<b>Vol.</b>	1	2	2		2	1		1	1					5
<b>PM Peak</b>	12:00	14:00	13:00		15:00	12:00		14:00						13:00
<b>Vol.</b>	1	3	1		4	2		1						6
<b>Grand Total</b>	5	20	9	0	12	3	0	2	1	1	0	0	0	52
<b>Percent</b>	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%	



# Appendix C

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## Intersection LOS Worksheets



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	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	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	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
Stage 1	-	-	5
Stage 2	-	-	0
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	1616	-	1017
Stage 1	-	-	1018
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1616	-	1017
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	6	3
Stage 1	-	-	-	3	-
Stage 2	-	-	-	3	-
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	1619	-	-	1015	1081
Stage 1	-	-	-	1020	-
Stage 2	-	-	-	1020	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1619	-	-	1014	1081
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	5
Stage 1	-	-	5
Stage 2	-	-	0
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	1616	-	1017
Stage 1	-	-	1018
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1616	-	1017
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	706	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	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
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	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
Stage 1	-	-	-	-	4
Stage 2	-	-	-	-	24
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	1578	-	-	-	987
Stage 1	-	-	-	-	1019
Stage 2	-	-	-	-	999
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1578	-	-	-	979
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	28	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	-	0	30 3
Stage 1	-	-	-	-	3 -
Stage 2	-	-	-	-	27 -
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	1582	-	-	-	984 1081
Stage 1	-	-	-	-	1020 -
Stage 2	-	-	-	-	996 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1582	-	-	-	976 1081
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 ID	Origin	Destination	Mode	Weight (lbs)	Volume (cu ft)	Value (\$)	Frequency
101	...	...	...	...	...	...	...
102	...	...	...	...	...	...	...
103	...	...	...	...	...	...	...
104	...	...	...	...	...	...	...
105	...	...	...	...	...	...	...
106	...	...	...	...	...	...	...
107	...	...	...	...	...	...	...
108	...	...	...	...	...	...	...
109	...	...	...	...	...	...	...
110	...	...	...	...	...	...	...
111	...	...	...	...	...	...	...
112	...	...	...	...	...	...	...
113	...	...	...	...	...	...	...
114	...	...	...	...	...	...	...
115	...	...	...	...	...	...	...
116	...	...	...	...	...	...	...
117	...	...	...	...	...	...	...
118	...	...	...	...	...	...	...
119	...	...	...	...	...	...	...
120	...	...	...	...	...	...	...
121	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...

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

EEC ORIGINAL PKG

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	AVERYSD
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	AVERYSD
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

EEC ORIGINAL PKG

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	AVERYS
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	AVERYS
CXT	O	3/24/2021	14:38	E	285	CXT-5395	CXT13	GGL9255

EEC ORIGINAL PKG

CARRIER	I/O	DATE	TIME	L/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	CX113	PCI
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	AVERYSO
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

EEC ORIGINAL PKG

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	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

EEC ORIGINAL PKG



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

EEC ORIGINAL PKG

# Appendix E

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## 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.



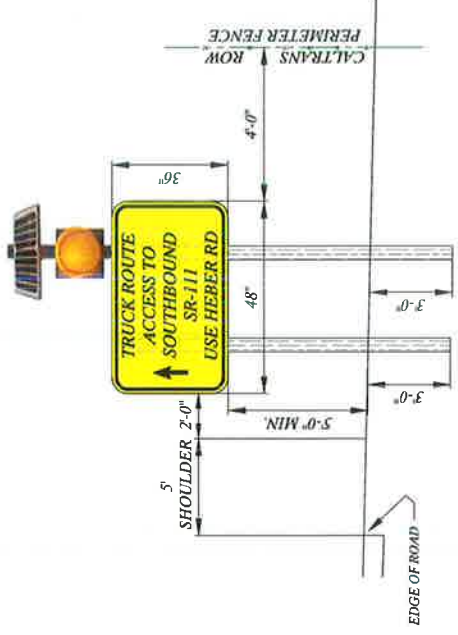
Mizuta Traffic Consulting  
5694 Mission Center Road #602-121  
San Diego, CA 92108  
(658) 752-8212

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

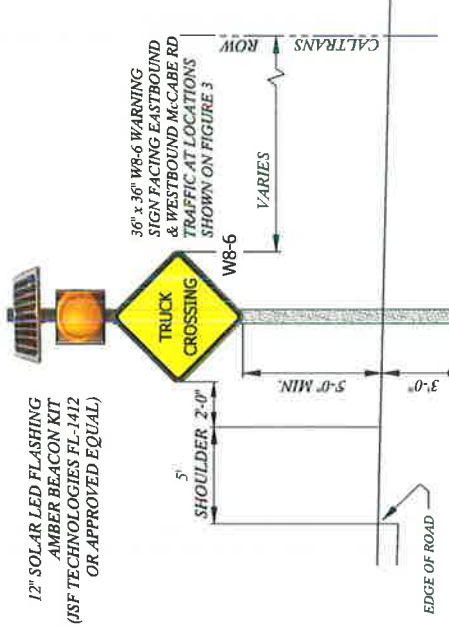
DATE

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



**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.  
R.C.E. No. 68028  
DIRECTOR OF PUBLIC WORKS

DATE: 9/30/2023  
EXP. DATE:

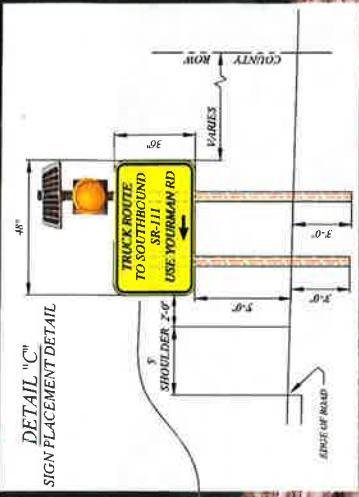
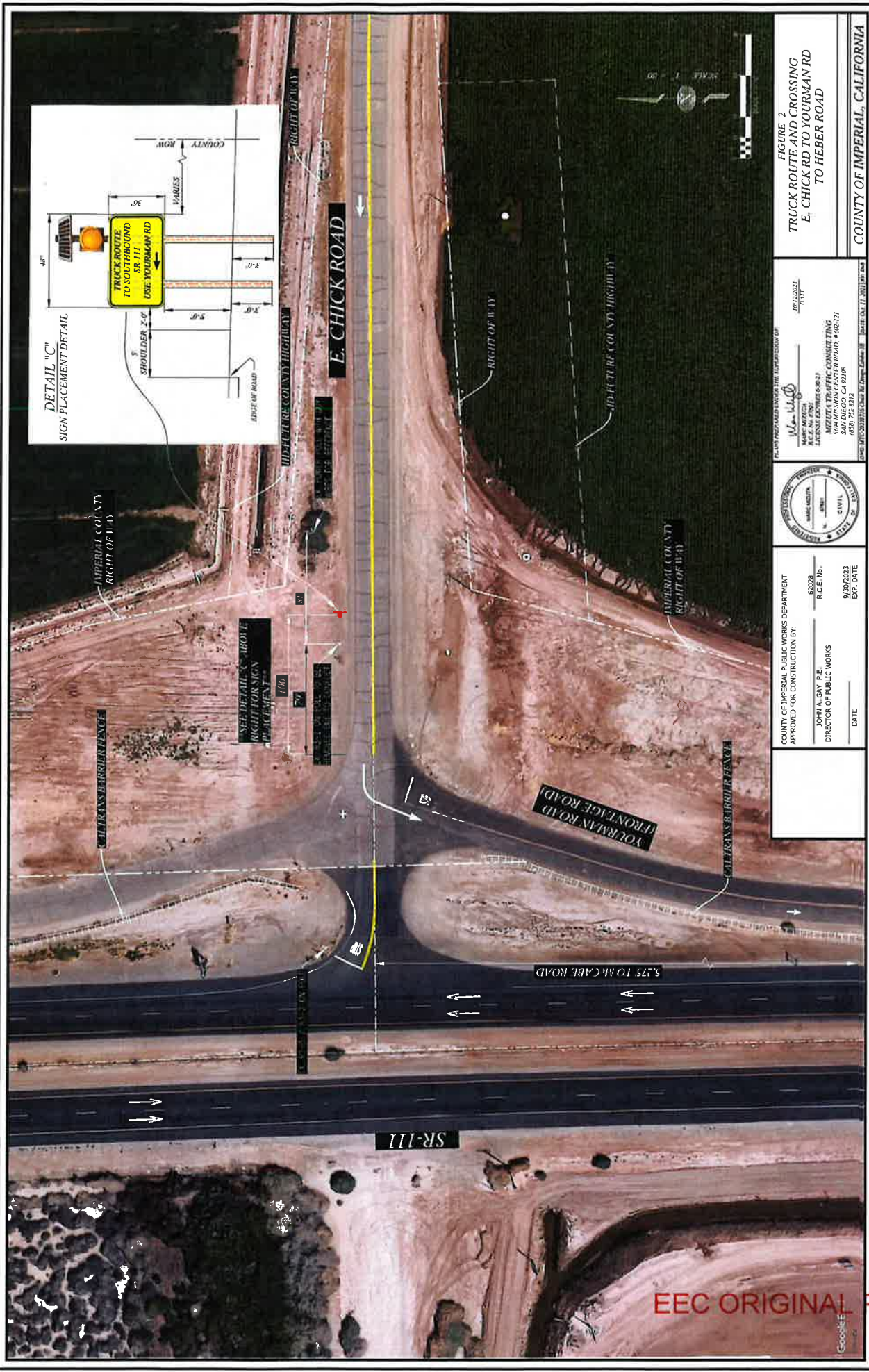
PLANS PREPARED UNDER THE SUPERVISION OF:

MARC MIZUTA  
LICENSED PROFESSIONAL ENGINEER  
LICENSE NUMBER 67801  
MIZUTA TRAFFIC CONSULTING  
5694 MISSION CENTER ROAD, #602-121  
SAN DIEGO, CA 92108  
(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 HEBER ROAD**

PLANNED BY: **W.A. MCGEE**  
 NAME: **W.A. MCGEE**  
 LICENSE: **EX-00168-00-01**  
 MCGEE TRAFFIC CONSULTING  
 506 WILSON CENTER ROAD, #602121  
 OESD 752-432



COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT  
 APPROVED FOR CONSTRUCTION BY:  
 JOHN A. GAY, P.E.  
 R.C.E. No. 53023  
 DATE: 9/20/2023  
 EXP. DATE: 9/20/2025

EEC ORIGINAL PKG



**DECLARATION OF RESPONSIBLE CHARGE**

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Mizuta Traffic Consulting  
5694 Mission Center Road #602-121  
San Diego, CA 92108  
(658) 752-8212



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

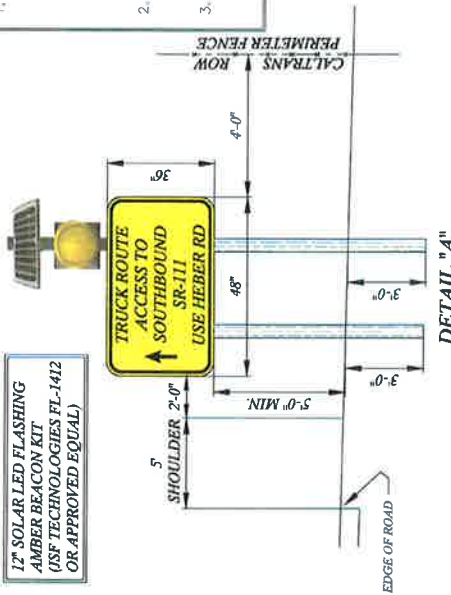
11/17/21 DATE

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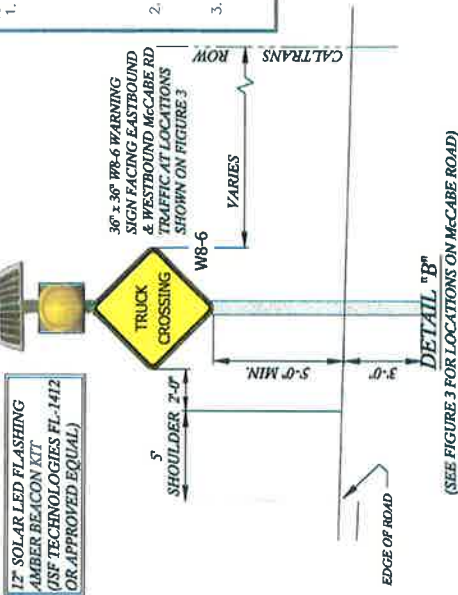
THE NOTES LISTED ABOVE ARE A MINIMUM LIST. THIS DOES NOT BELIEVE THE ENGINEER FROM COMPLYING ADDITIONAL NOTES THAT MAY BE REQUIRED FOR THE PROJECT.

12" SOLAR LED FLASHING AMBER BEACON KIT (ISF TECHNOLOGIES FL-1412 OR APPROVED EQUAL)



(SEE FIGURE 2 FOR LOCATION ON YOURMAN ROAD)

12" SOLAR LED FLASHING AMBER BEACON KIT (ISF TECHNOLOGIES FL-1412 OR APPROVED EQUAL)



(SEE FIGURE 3 FOR LOCATIONS ON McCABE ROAD)

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.

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

IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT  
APPROVED FOR CONSTRUCTION BY:

*Marc Mizuta*  
DIRECTOR OF PUBLIC WORKS

11/17/21 DATE

SEAL: MARC MIZUTA, CIVIL, STATE OF CALIFORNIA, LICENSE NO. 67801

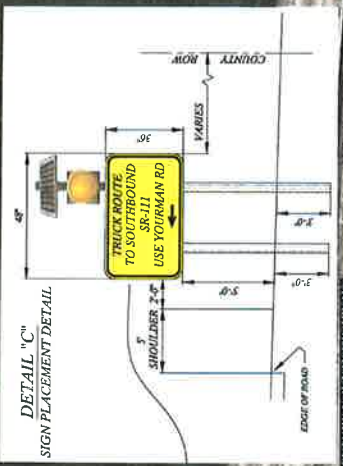
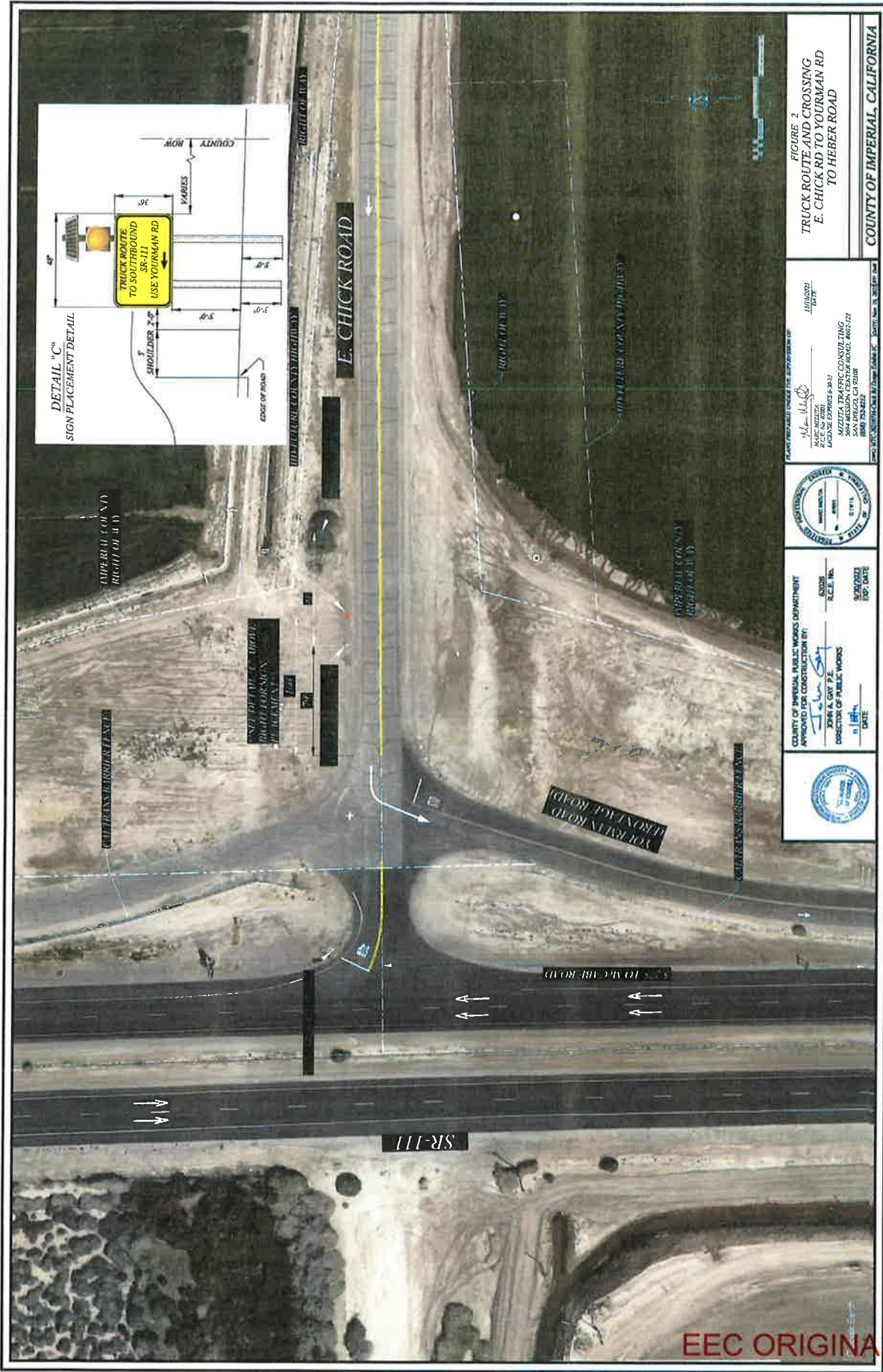
IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT  
APPROVED FOR CONSTRUCTION BY:

*Marc Mizuta*  
DIRECTOR OF PUBLIC WORKS

11/17/21 DATE

SEAL: MARC MIZUTA, CIVIL, STATE OF CALIFORNIA, LICENSE NO. 67801

COUNTY OF IMPERIAL, CALIFORNIA



**FIGURE 2**  
**TRUCK ROUTE AND CROSSING**  
**E. CHICK RD TO YOURMAN RD**  
**TO HEBBER ROAD**  
**COUNTY OF IMPERIAL, CALIFORNIA**

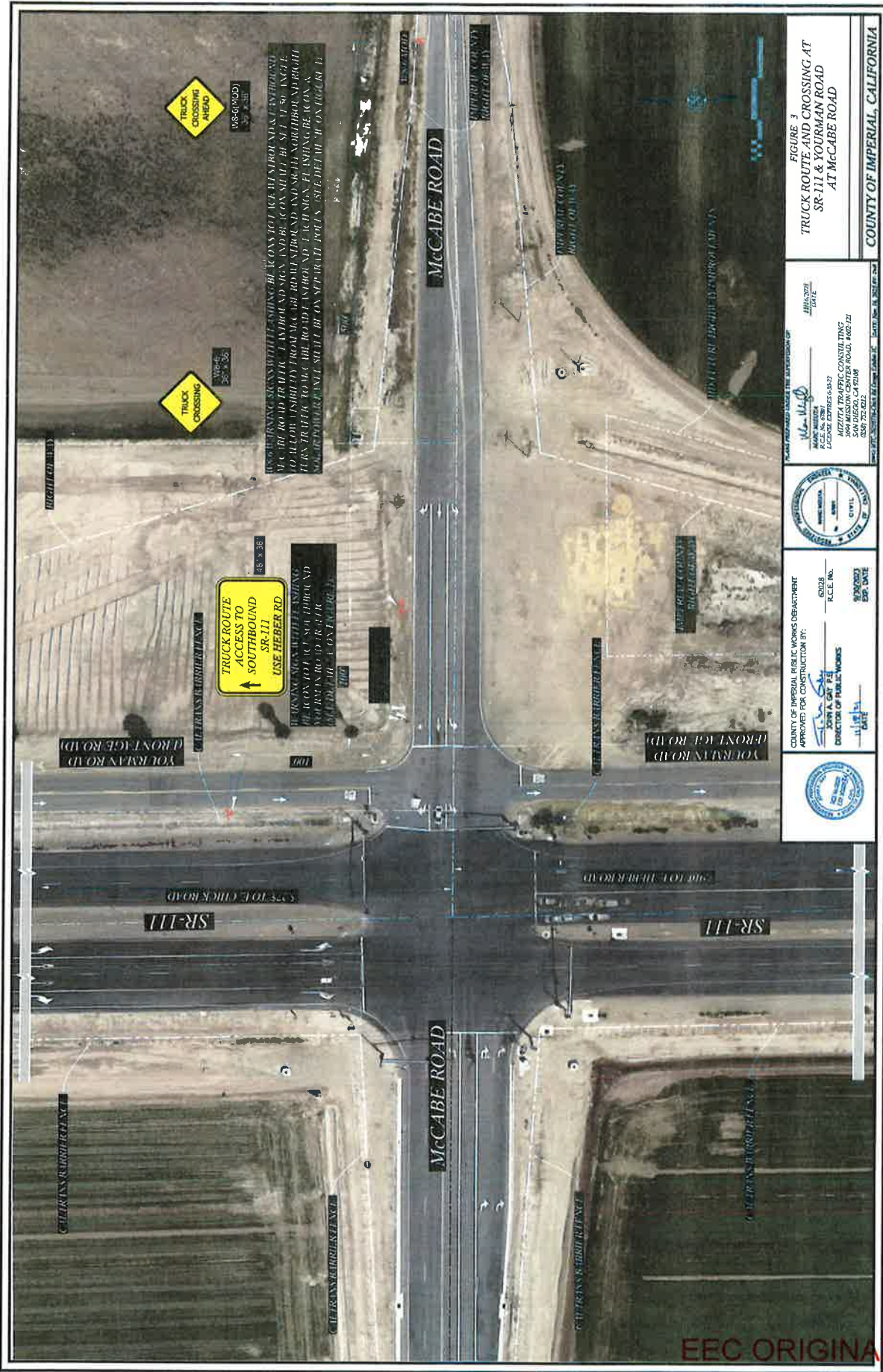
APPROVED FOR CONSTRUCTION BY:  
 JAMES A. GRIFFIN  
 DIRECTOR OF PUBLIC WORKS  
 DATE: 11/14/14

APPROVED FOR THE COUNTY OF IMPERIAL:  
 JAMES A. GRIFFIN  
 COUNTY ENGINEER  
 LICENSE: 60393 & 60317  
 3604 MISSION TRAIL, SUITE 200  
 SAN DIEGO, CA 92108  
 PHONE: 619.441.1234 FAX: 619.441.1235



COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT  
 APPROVED FOR CONSTRUCTION BY:  
 JAMES A. GRIFFIN  
 DIRECTOR OF PUBLIC WORKS  
 DATE: 11/14/14





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

ALL RIGHTS RESERVED BY THE ENGINEER  
 W. J. WILSON  
 LICENSE NO. 9781  
 LICENSE EXPIRES 6-30-22  
 3000 WEST CENTER ROAD, SUITE 201  
 SAN DIEGO, CA 92108  
 (619) 591-1111



COUNTY OF IMPERIAL PUBLIC WORKS DEPARTMENT  
 APPROVED FOR CONSTRUCTION BY:  
 JONATHAN P. JENSEN  
 COUNTY OF IMPERIAL  
 DEPARTMENT OF PUBLIC WORKS  
 DATE: 11/11/14  
 PROJECT NO. 15-1000  
 SHEET NO. 15-1000-100





# Appendix F

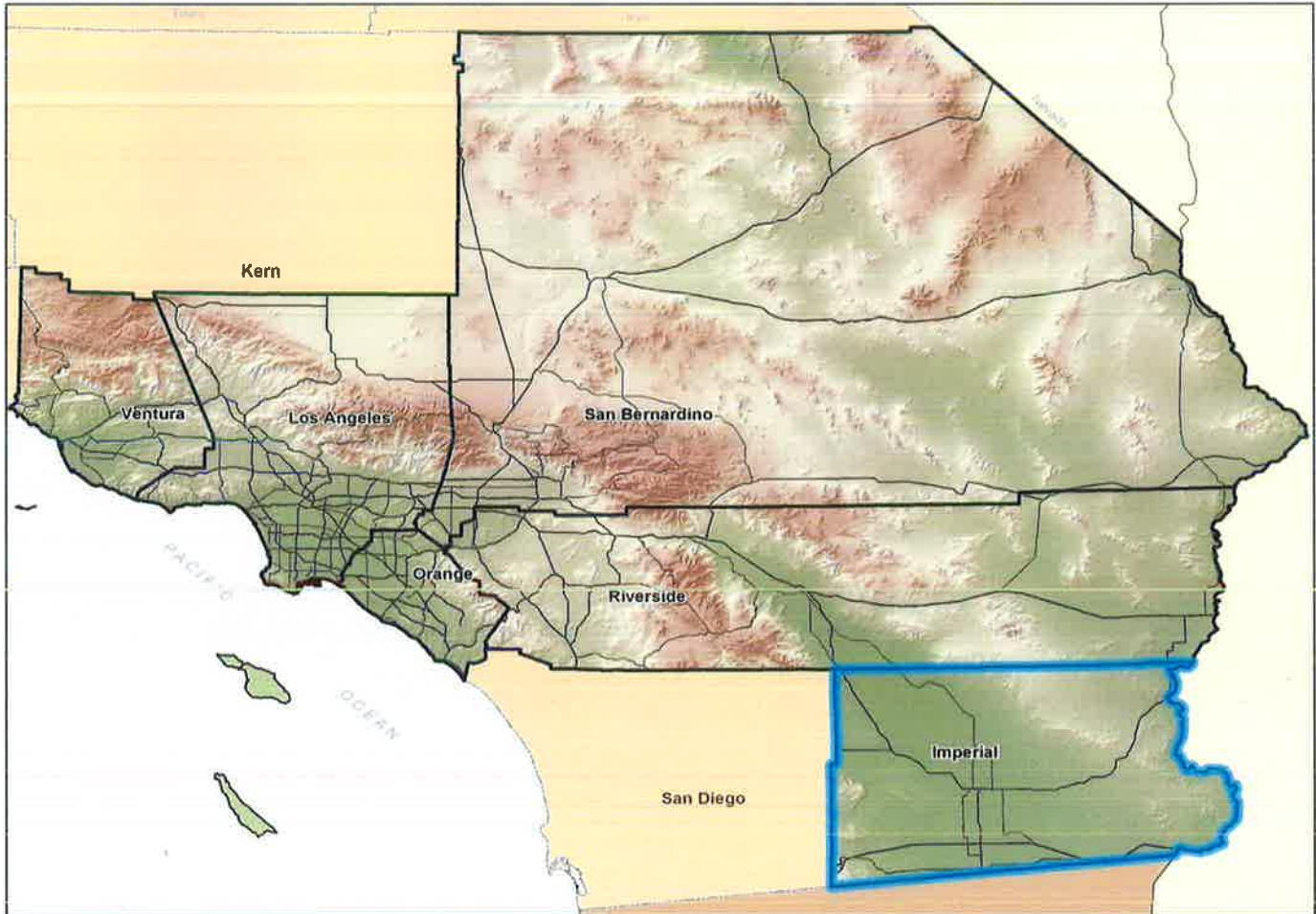
## SCAG Profile of Imperial County Report Excerpts

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# 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



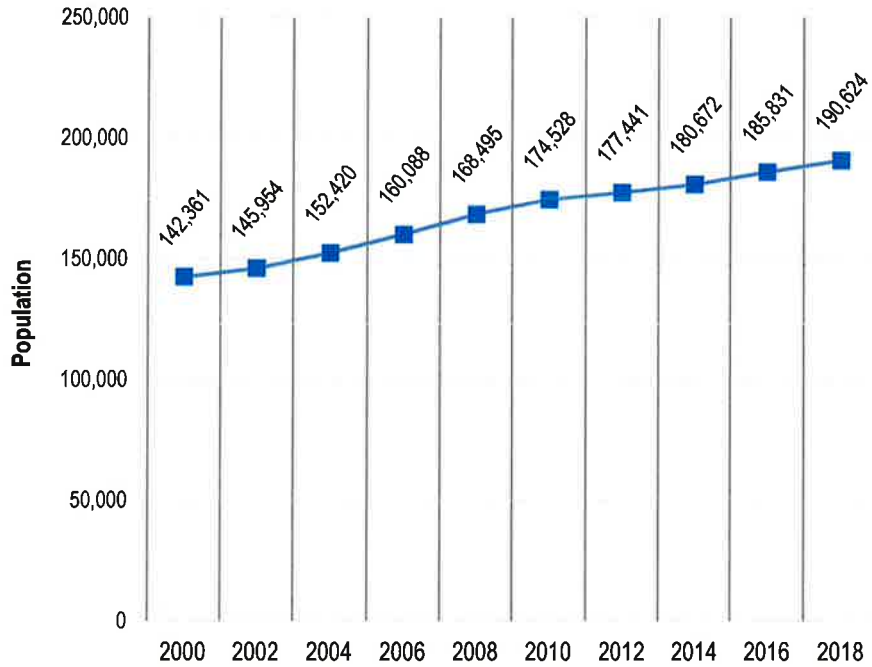
## LOCAL PROFILES REPORT 2019

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 specification<sup>1</sup>) with SC-70 road oil cover (cutback bitumen<sup>2</sup>) over 12 inches of compacted subgrade material, as shown in Figure 1.

---

<sup>1</sup> See: [http://ppmoe.dot.ca.gov/hq/esc/oe/construction\\_contract\\_standards/std\\_specs/2010\\_StdSpecs/2010\\_StdSpecs.pdf](http://ppmoe.dot.ca.gov/hq/esc/oe/construction_contract_standards/std_specs/2010_StdSpecs/2010_StdSpecs.pdf)

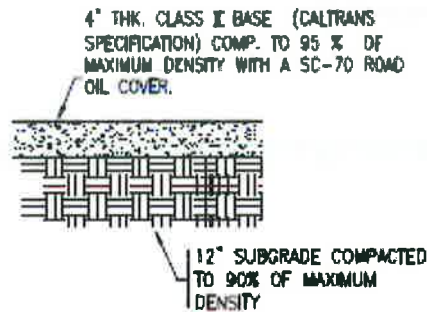
<sup>2</sup> Compliant with ICAPCD Rule 426 – *Cutback Asphalt and Emulsified Paving Material*





## 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)<sup>3</sup>. 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).<sup>4</sup> The project was modeled using CalEEMod version 2016.3.2 using the setup parameters shown in Table 1.

<sup>3</sup> 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.

<sup>4</sup> 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 PM<sub>10</sub> 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	NOx	PM <sub>10</sub>	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 <sub>10</sub>	PM <sub>2.5</sub>	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).<sup>5</sup>

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

<sup>5</sup> 13 CCR § 2025



## MEMORANDUM

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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.<sup>6</sup> 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 PM<sub>10</sub> 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.

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



## MEMORANDUM

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### Attachment

### CalEEMod Output Report



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

**XPress/ABBA EI 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**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	3.4	<b>Precipitation Freq (Days)</b>	12
<b>Climate Zone</b>	15			<b>Operational Year</b>	2020
<b>Utility Company</b>	Imperial Irrigation District				
<b>CO2 Intensity (lb/MWhr)</b>	1270.9	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**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

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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

ORIGINAL PKG

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

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

Year	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															
2020	4.8553	60.6294	34.6030	0.0986	18.2059	2.2086	20.4042	9.9677	2.0332	11.9902	0.0000	9,831.708 <sub>9</sub>	9,831.708 <sub>9</sub>	2.0977	0.0000	9,884.150 <sub>4</sub>
Maximum	4.8553	60.6294	34.6030	0.0986	18.2059	2.2086	20.4042	9.9677	2.0332	11.9902	0.0000	9,831.708 <sub>9</sub>	9,831.708 <sub>9</sub>	2.0977	0.0000	9,884.150 <sub>4</sub>

**Mitigated Construction**

Year	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															
2020	4.8553	60.6294	34.6030	0.0986	8.2695	2.2086	10.4678	4.5059	2.0332	6.5283	0.0000	9,831.708 <sub>9</sub>	9,831.708 <sub>9</sub>	2.0977	0.0000	9,884.150 <sub>4</sub>
Maximum	4.8553	60.6294	34.6030	0.0986	8.2695	2.2086	10.4678	4.5059	2.0332	6.5283	0.0000	9,831.708 <sub>9</sub>	9,831.708 <sub>9</sub>	2.0977	0.0000	9,884.150 <sub>4</sub>

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	54.58	0.00	48.70	54.80	0.00	45.55	0.00	0.00	0.00	0.00	0.00	0.00
Percent Reduction															

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XPress/ABBA El 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
<b>Total</b>	<b>1.1920</b>	<b>51.3838</b>	<b>6.0285</b>	<b>0.1380</b>	<b>2.4950</b>	<b>0.1146</b>	<b>2.6096</b>	<b>0.6842</b>	<b>0.1097</b>	<b>0.7938</b>		<b>14,469.8823</b>	<b>14,469.8823</b>	<b>0.9140</b>	<b>0.0000</b>	<b>14,492.7329</b>

**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
<b>Total</b>	<b>1.1920</b>	<b>51.3838</b>	<b>6.0285</b>	<b>0.1380</b>	<b>2.4950</b>	<b>0.1146</b>	<b>2.6096</b>	<b>0.6842</b>	<b>0.1097</b>	<b>0.7938</b>		<b>14,469.8823</b>	<b>14,469.8823</b>	<b>0.9140</b>	<b>0.0000</b>	<b>14,492.7329</b>

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XPress/ABBA El 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**

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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

EC ORIGINAL PKG

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	3.9307	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
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>3.9307</b>	<b>2.0216</b>	<b>11.9523</b>		<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

**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	0.0116		141.1066
<b>Total</b>	<b>0.1524</b>	<b>0.1032</b>	<b>1.1910</b>	<b>1.4300e-003</b>	<b>0.1397</b>	<b>9.0000e-004</b>	<b>0.1406</b>	<b>0.0371</b>	<b>8.3000e-004</b>	<b>0.0379</b>		<b>140.8156</b>	<b>140.8156</b>	<b>0.0116</b>		<b>141.1066</b>

REC ORIGINAL PKG

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

**3.2 Site Preparation - 2020  
Mitigated 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
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		2.0216	2.0216	0.0000	3.685.101 6	3.685.101 6	1.1918		3,714.897 5
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>8.1298</b>	<b>2.1974</b>	<b>10.3272</b>	<b>4.4688</b>	<b>2.0216</b>	<b>6.4904</b>	<b>0.0000</b>	<b>3.685.101 6</b>	<b>3.685.101 6</b>	<b>1.1918</b>		<b>3,714.897 5</b>

**Mitigated 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
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
<b>Total</b>	<b>0.1524</b>	<b>0.1032</b>	<b>1.1910</b>	<b>1.4300e-003</b>	<b>0.1397</b>	<b>9.0000e-004</b>	<b>0.1406</b>	<b>0.0371</b>	<b>8.3000e-004</b>	<b>0.0379</b>			<b>140.8156</b>	<b>0.0116</b>		<b>141.1066</b>

REC ORIGINAL PKG

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	2.0000		6,005.865 <sub>3</sub>	6,005.865 <sub>3</sub>	1.9424		6,054.425 <sub>7</sub>
<b>Total</b>	<b>4.4501</b>	<b>50.1975</b>	<b>31.9583</b>	<b>0.0620</b>	<b>8.7447</b>	<b>2.1739</b>	<b>10.9186</b>	<b>3.6073</b>	<b>2.0000</b>	<b>5.6073</b>		<b>6,005.865<sub>3</sub></b>	<b>6,005.865<sub>3</sub></b>	<b>1.9424</b>		<b>6,054.425<sub>7</sub></b>

**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 <sub>8</sub>	0.1423		3,672.939 <sub>6</sub>
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
<b>Total</b>	<b>0.4052</b>	<b>10.4318</b>	<b>2.6447</b>	<b>0.0366</b>	<b>0.8565</b>	<b>0.0347</b>	<b>0.8912</b>	<b>0.2360</b>	<b>0.0332</b>	<b>0.2692</b>			<b>3,825.843<sub>7</sub></b>	<b>0.1552</b>		<b>3,829.724<sub>7</sub></b>

REC ORIGINAL PKG

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 <sub>3</sub>	1,9424			6,054.425 <sub>7</sub>
<b>Total</b>	<b>4.4501</b>	<b>50.1975</b>	<b>31.9583</b>	<b>0.0620</b>	<b>3.9351</b>	<b>2.1739</b>	<b>6.1090</b>	<b>1.6233</b>	<b>2.0000</b>	<b>3.6233</b>	<b>0.0000</b>	<b>6,005.865<sub>3</sub></b>	<b>1,9424</b>			<b>6,054.425<sub>7</sub></b>

**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 <sub>8</sub>	0.1423		3,672.939 <sub>6</sub>
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
<b>Total</b>	<b>0.4052</b>	<b>10.4318</b>	<b>2.6447</b>	<b>0.0366</b>	<b>0.8565</b>	<b>0.0347</b>	<b>0.8912</b>	<b>0.2360</b>	<b>0.0332</b>	<b>0.2692</b>			<b>3,825.843<sub>7</sub></b>	<b>0.1552</b>		<b>3,829.724<sub>7</sub></b>

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

**3.4 Paving - 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	Bb- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
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
<b>Total</b>	<b>3.9766</b>	<b>14.0656</b>	<b>14.6521</b>	<b>0.0228</b>		<b>0.7528</b>	<b>0.7528</b>		<b>0.6926</b>	<b>0.6926</b>		<b>2,207.7334</b>	<b>2,207.7334</b>	<b>0.7140</b>		<b>2,225.5841</b>

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bb- 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	0.1270	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
<b>Total</b>	<b>0.1270</b>	<b>0.0860</b>	<b>0.9925</b>	<b>1.1900e-003</b>	<b>0.1164</b>	<b>7.5000e-004</b>	<b>0.1171</b>	<b>0.0309</b>	<b>6.9000e-004</b>	<b>0.0316</b>		<b>117.3464</b>	<b>117.3464</b>	<b>9.7000e-003</b>		<b>117.5888</b>

REC ORIGINAL PKG

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

**3.4 Paving - 2020**

**Mitigated 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	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			0.0000
<b>Total</b>	<b>3.9766</b>	<b>14.0656</b>	<b>14.6521</b>	<b>0.0228</b>		<b>0.7528</b>	<b>0.7528</b>		<b>0.6926</b>	<b>0.6926</b>	<b>0.0000</b>	<b>2,207.7334</b>	<b>2,207.7334</b>	<b>0.7140</b>		<b>2,225.5841</b>

**Mitigated 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
<b>Total</b>	<b>0.1270</b>	<b>0.0860</b>	<b>0.9925</b>	<b>1.1900e-003</b>	<b>0.1164</b>	<b>7.5000e-004</b>	<b>0.1171</b>	<b>0.0309</b>	<b>6.9000e-004</b>	<b>0.0316</b>		<b>117.3464</b>	<b>117.3464</b>	<b>9.7000e-003</b>		<b>117.5888</b>

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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	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	2.5029					0.0000	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	0.1109		281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>2.7451</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.1109</b>	<b>0.1109</b>	<b>0.1109</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Handling	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
Welder	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
<b>Total</b>	<b>0.0846</b>	<b>0.0573</b>	<b>0.6617</b>	<b>7.9000e-004</b>	<b>0.0776</b>	<b>5.0000e-004</b>	<b>0.0781</b>	<b>0.0206</b>	<b>4.6000e-004</b>	<b>0.0210</b>		<b>78.2309</b>	<b>78.2309</b>	<b>6.4700e-003</b>		<b>78.3925</b>

REC ORIGINAL PKG

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
Archit. Coating	2.5029				0.0000	0.0000	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	0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>2.7451</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>	<b>0.1109</b>	<b>0.1109</b>	<b>0.1109</b>	<b>0.1109</b>	<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

**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
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
<b>Total</b>	<b>0.0846</b>	<b>0.0573</b>	<b>0.6617</b>	<b>7.9000e-004</b>	<b>0.0776</b>	<b>5.0000e-004</b>	<b>0.0781</b>	<b>0.0206</b>	<b>4.6000e-004</b>	<b>0.0210</b>			<b>78.2309</b>	<b>6.4700e-003</b>		<b>78.3925</b>

**4.0 Operational Detail - Mobile**

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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		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Parking Lot	300.00	0.00	0.00	741,000	741,000	741,000	741,000
Total	300.00	0.00	0.00	741,000	741,000	741,000	741,000

4.3 Trip Type Information

Land Use	Miles						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	Primary	Diverted	Pass-by
Parking Lot	16.40	9.50	11.90	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

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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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															
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

Land Use	NaturalGas Use kBTU/yr	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

Land Use	NaturalGas Use kBTU/yr	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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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	2.9000e-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		0.0701
<b>Total</b>	<b>0.0591</b>	<b>2.8000e-004</b>	<b>0.0308</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>0.0657</b>	<b>0.0657</b>	<b>1.8000e-004</b>		<b>0.0701</b>

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**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	B-o- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					lb/day			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	2.9000e-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		0.0701
<b>Total</b>	<b>0.0591</b>	<b>2.8000e-004</b>	<b>0.0308</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>0.0657</b>	<b>0.0657</b>	<b>1.8000e-004</b>		<b>0.0701</b>

**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**

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

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

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

Equipment Type	Number
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**11.0 Vegetation**

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COUNTY OF IMPERIAL

DEPARTMENT OF PUBLIC WORKS

155 S. 11th Street El Centro, CA 92243

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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

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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:

**EEC ORIGINAL PKG**

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

**EEC ORIGINAL PKG**

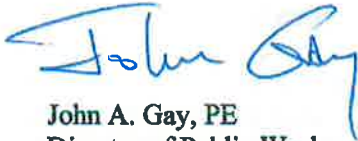
loads and/or dimensions on riding surfaces, including bridges. (Per Imperial County Code of Ordinances, Chapter 12.10.020 B).

- 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 Gay". The signature is stylized and written in a cursive-like font.

John A. Gay, PE  
Director of Public Works

CY/dm

**EEC ORIGINAL PKG**



# IID

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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](mailto: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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# IID

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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.

**EEC ORIGINAL PKG**

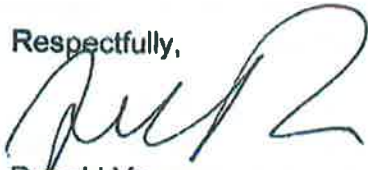
5. Currently IID is providing electrical service at two locations: one from existing transformer power pole #30169 and service pole #1160752, which serves the existing building and the other from transformer pole #200308. See enclosed map.
6. If the project requires an upgrade of the existing electrical 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](mailto: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](mailto:dvargas@iid.com). Thank you for the opportunity to comment on this matter.

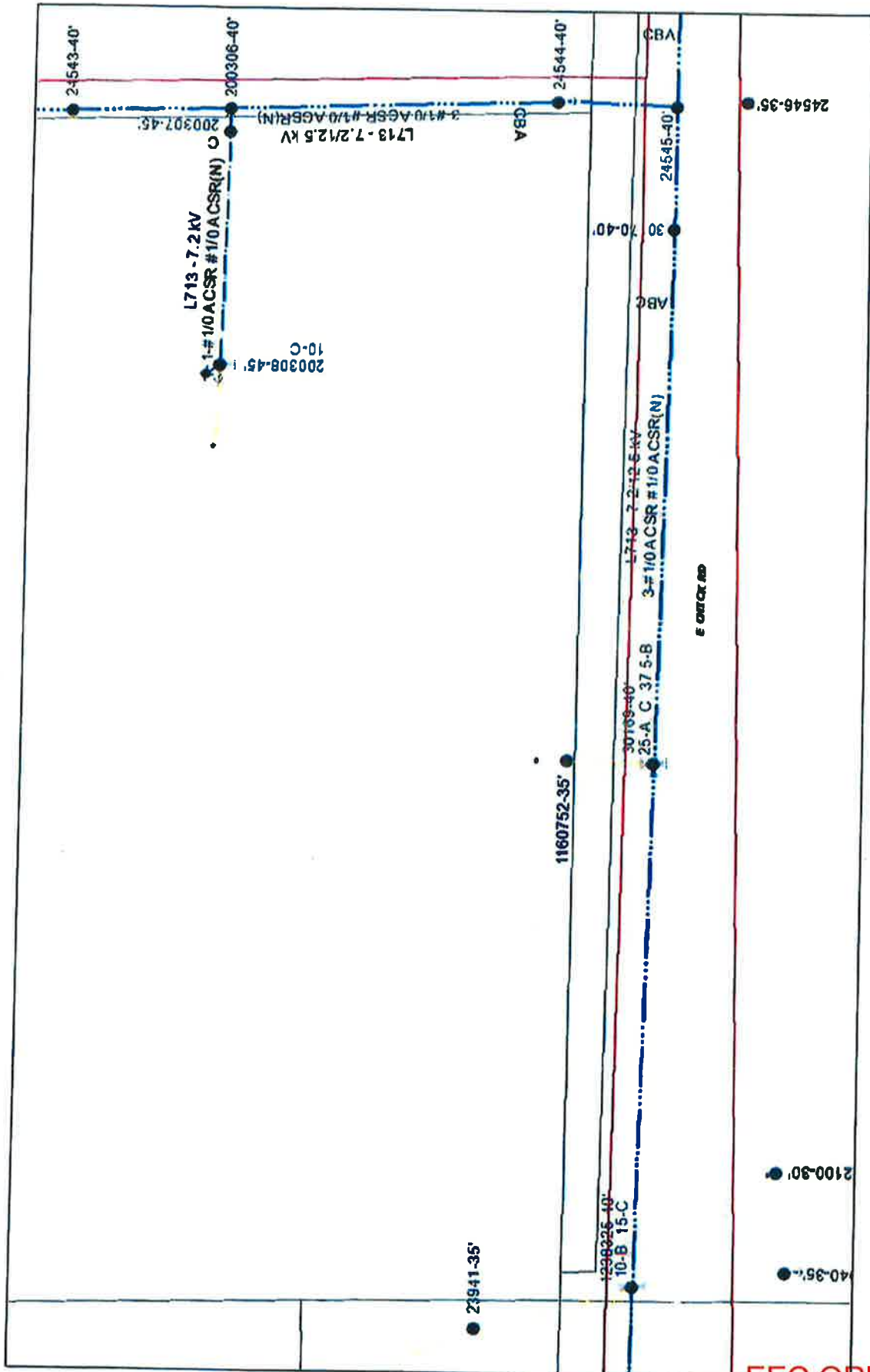
Respectfully,



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.

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**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.

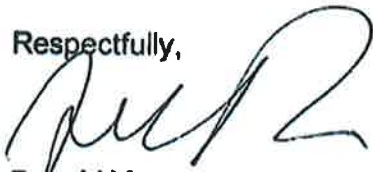
**EEC ORIGINAL PKG**

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](mailto: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](mailto:dvargas@iid.com). Thank you for the opportunity to comment on this matter.

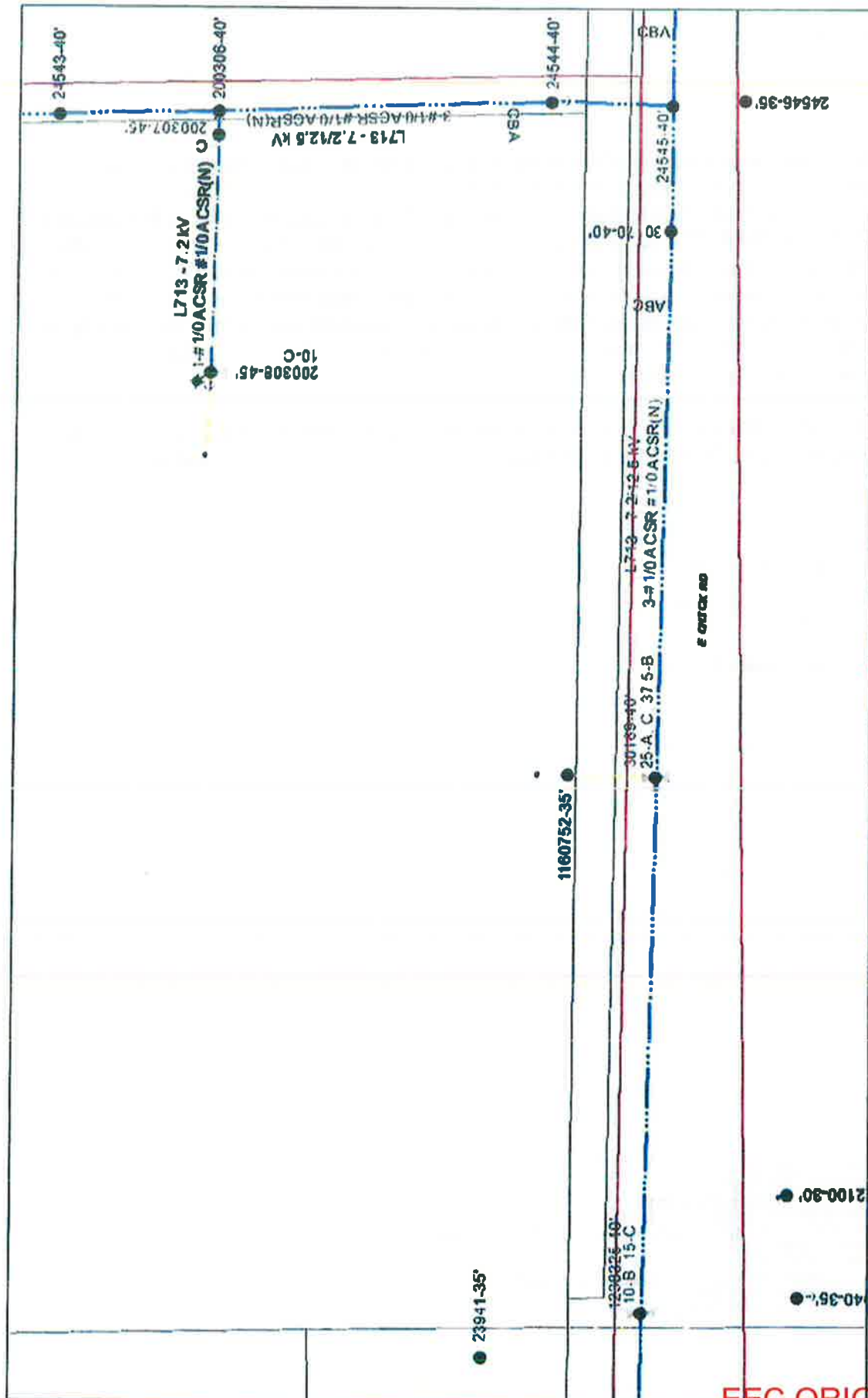
Respectfully,



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  
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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

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**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 request<sup>1</sup> 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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JUN 19 2020

IMPERIAL COUNTY  
PLANNING & DEVELOPMENT SERVICES

<sup>1</sup> Air Pollution Control District Comment Letter, September 25, 2019.



AIR POLLUTION CONTROL DISTRICT



September 25, 2019

**RECEIVED**

**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

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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

EEC ORIGINAL PKG

## 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>; rreal@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](mailto:icpdscommentletters@co.imperial.ca.us)

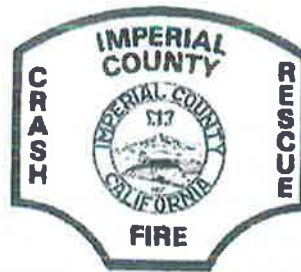
**EEC ORIGINAL PKG**

**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

**RECEIVED**  
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](mailto:marielamorán@co.imperial.ca.us)



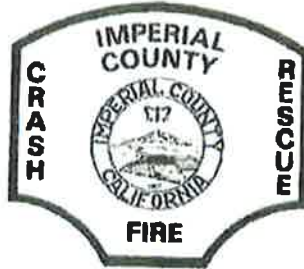
EEC ORIGINAL PKG

**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

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.
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- 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

**RECEIVED**

SEP 01 2020

IMPERIAL COUNTY  
PLANNING & DEVELOPMENT SERVICES

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

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 Ortíz; Sandra Mendivil; Matt Dessert; Monica Soucier; Esperanza Colio; 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](mailto: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](mailto: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](mailto:mariosalinas@co.imperial.ca.us)  
Phone: (442) 265-1888  
Fax: (442) 265-1903  
[www.icphd.org](http://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

EEC ORIGINAL PKG



**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](mailto:roger.sanchez-rangel@dot.ca.gov)  
Tel (619) 688-6494

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

**EEC ORIGINAL PKG**

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

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

**From:** Gabriela Robb

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

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

**EEC ORIGINAL PKG**

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



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