

# **Project Description & Objectives**

## **Chapter 2**

### **INTRODUCTION**

In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000 et seq.), the County of Tulare Resource Management Agency (RMA) is preparing this Environmental Impact Report (EIR) to evaluate the environmental effects associated with the Papich Construction Asphalt Batch Project (Project).

The Applicant is currently operating an asphalt batch plant at the site under a County-issued Temporary Use Permit (PSP 13-005 issued February 19, 2013) and is permitted to produce and distribute up to 3,700 tons/day of asphalt. The Temporary Use Permit restricts the existing operation to supply asphalt materials only for the Road 80 and State Route (SR) 99 projects (to be completed by mid-2015) with no provision for additional retail sales. The Applicant is pursuing a Special Use Permit through Tulare County for the following: 1) Permanent establishment of the asphalt batch plant on the existing site; 2) Expansion of the existing operation from 3,700 tons/day to 8,000 tons/day of asphalt; and 3) To conduct retail/commercial sales of asphalt.

### **PROJECT LOCATION**

The proposed Project will be located at the northwest corner of SR 198 and Road 68, about 1/2 mile west of SR 99. The 32-acre proposed Project site, with a build-out “footprint” for the proposed facility of approximately 17.6 acres, is located within an unincorporated area of Tulare County. Specifically, the proposed Project is located on APN: 073-080-010 with a physical address of 29779 Road 68, Visalia, California. The Visalia Urban Area Boundary is located immediately adjacent to the east and Kings County is located approximately three miles to the west. Two state highways provide regional access to the proposed Project site: SR 198, located immediately south of the site, and SR 99 located approximately 1/2 mile east of the site (see Figure 2-1).

As noted earlier, the Applicant is currently operating at the site under a County-issued Temporary Use Permit (PSP 13-005 issued February 19, 2013) and is permitted to produce and distribute up to 3,700 tons/day of asphalt. The site is zoned as AE-40 (Exclusive Agriculture-40 Acre minimum see Figure 2) and is proposed to remain as such pending approval of a Special Use Permit, which is the subject matter of this EIR. No expansion of the existing footprint is being proposed.

## **VICINITY OF PROJECT SITE**

The area surrounding the proposed Project site predominantly consists of rural agricultural land and homesteads, active dairy facilities, the Visalia Municipal Airport (to the southeast), and the unincorporated community of Goshen (a Census Designated Place). The site is surrounded by agricultural fields on all sides and is bordered by Avenue 298 (north), Road 68 (east), agriculturally productive land (west), and State Route 198 (south).

## **ZONING AND LAND USE**

The site is zoned as AE-40 (Exclusive Agriculture-40 Acre minimum) and is proposed to remain as such pending approval of a Special Use Permit, which is the subject matter of this EIR. No expansion of the existing footprint is being proposed. Prior to that, the site was occupied by a concrete plant from 2010-2013.

Areas to the north, west and south are zoned AE-40. Areas to the west and southwest are zoned AE-20.

## **PROJECT DESCRIPTION**

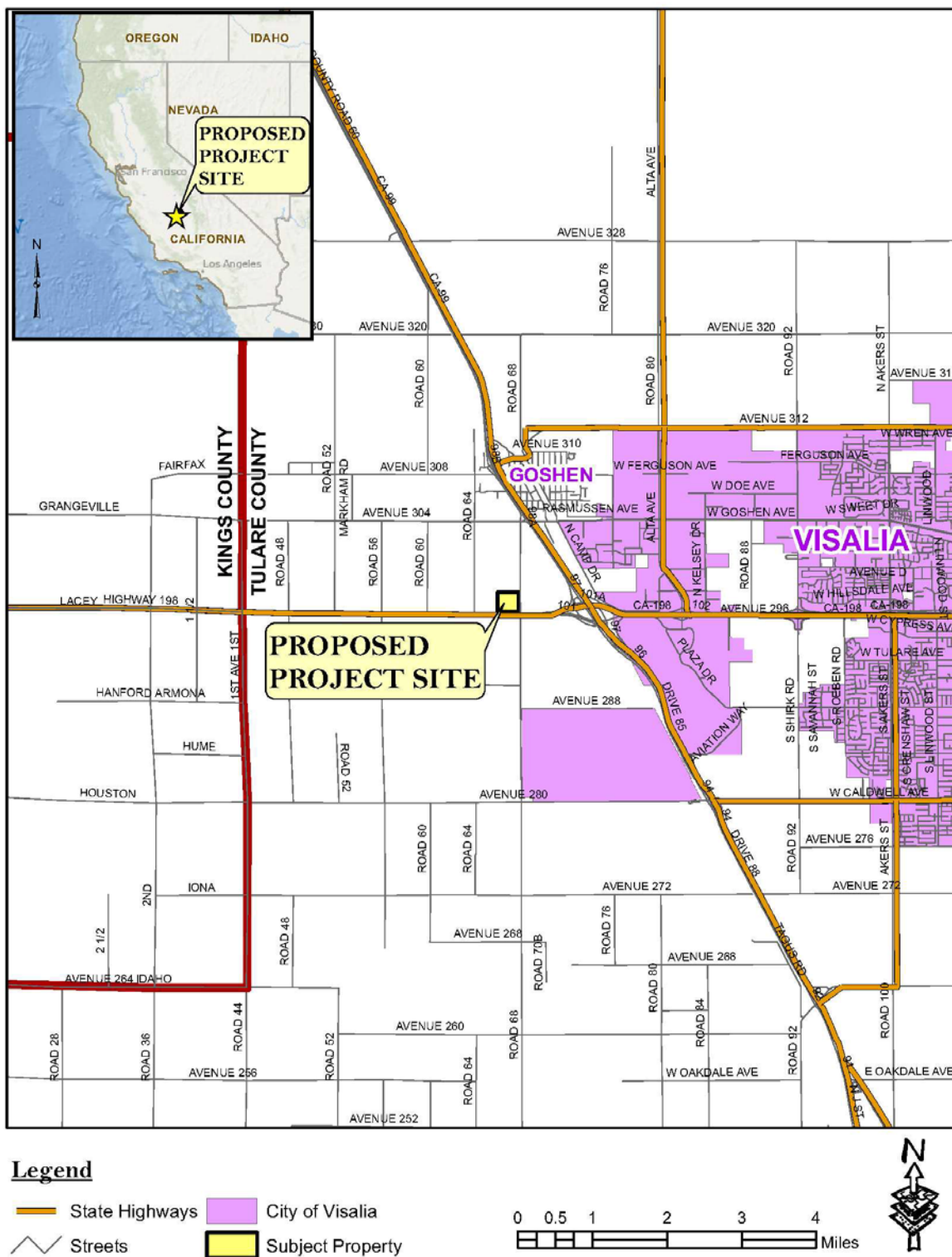
The proposed Project includes a centrally located processing plant (Gencor Ultraplant – see description below), 20,000 square foot office/warehouse building, and equipment storage areas (See Figure 2-2). The proposed Project site will also include piles of recycled asphalt and aggregate materials. At full capacity, the proposed Project would produce and distribute up to 8,000 tons/day of asphalt.

Asphalt Production Process: The raw materials for the proposed Project operations will be brought in from Orosi Rock Mine (from an Applicant-owned site) and consists of 3/8”- 5/8” crushed gravel. The gravel will be dumped on a conveyor and sent to the on-site stock piles. Recycled asphalt paving (RAP) will also be delivered to the site and crushed to a 3/8”- 5/8” size, then moved to stock piles on the north end of the facility. The facility also accepts recycled rubble and asphalt grindings, which are further ground up to a specified thickness and used in the production of new asphalt. The aggregate will be loaded into the mixer, dried, mixed with oil and RAP, then placed on a conveyor to be sent into the storage silos. Silos are programmed to release a specific weight of asphalt into the trucks positioned under the silos.

The asphalt plant (while at full capacity) will operate 24-hours a day, seven days per week, with a majority of the trips occurring between 9:00 pm – 7:00 am. An average of three employees will be on-site at the facility at any given time and staff will rotate among the various shifts and days of operation. The site will include two types of truck trips consisting of materials import and asphalt export. When operating at maximum capacity, the proposed Project will generate up to 464 truck trips (combined import and export) per day, with a maximum of 16 raw material delivery trucks and 16 asphalt delivery trucks per hour. The proposed Project includes two points of access onto Avenue 298 (see Figure 2-2). A more in depth analysis of the traffic flow to/from

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**Figure 2-1**  
**Vicinity Map**



**Figure 2-2**  
**Proposed Site Plan**



the site is provided in Section 3.16 – Traffic/Transportation.

Gencor's Ultraplant is a fuel efficient, environmentally clean and low maintenance asphalt processing plant. Gencor's plant provides a positive volatile capture and recovery system that eliminates blue smoke, and asphalt odors from the process and feeds them to the combustion process as fuel. The combustion system engineered on this equipment also achieves extremely low NOx emissions to reduce air pollutants from the operations.

Natural Gas / Propane: The proposed Gencor's Ultraplant will ultimately be fueled using piped-in natural gas. There is an existing PG&E 16" natural gas line on the south side of SR198. The applicant is working with PG&E and Caltrans to extend a 4" line from the existing line north under SR198 just west of the Road 68 overcrossing. The applicant will be required to obtain the appropriate permits from Caltrans to extend the line under SR198. The line will terminate at the southeast corner of the proposed Project site and will be reduced to a 2" line within the property boundaries. The line will be reduced from 400 PSI to 20 PSI at the site and will be metered<sup>1</sup>. However, until the new gas line is operational (anticipated in mid-2015), the applicant will continue to use an existing 30,000 gallon above-ground propane tank on-site that provides fuel to the Gencor plant, crushing plant, and asphalt storage silo. The propane tank is refilled on a routine basis using a propane tanker truck. Fuel is pumped directly into the propane tank. A drip pan will be used during refueling to avoid spills to the surface.

Electricity: The proposed Project currently and will continue to utilize electricity provided by Southern California Edison.

Asphalt Oil: The proposed Project will utilize two 30,000 gallon above-ground asphalt oil storage tanks on site. The oil is used internally within the Gencor plant as a mixing agent for the dried aggregate. Delivery and refilling the tanks is performed by a tanker truck and pumped directly into the holding tanks. A drip pan will be used to avoid spills to the surface during the refilling process.

Fuel / Diesel: The proposed Project will utilize a 16,000 gallon diesel fuel above-ground tank on site. This fuel tank will be used to fuel on-site equipment, water trucks, etc. Delivery and refilling the tank is performed by a tanker truck and pumped directly into the holding tank. A drip pan will be used to avoid spills to the surface during the refilling process.

Dust Control: To mitigate potential dust from the piles, the site will include automatic sprinklers that will be directed onto the piles. The sprinkler system will be used to keep the dust down during use of each of the piles for drop off and loading. The site will also have a water truck on-site to be utilized for internal road dust control. There are two existing wells on-site. One residential well to be used for the future office building, and an agricultural well that will be used for the sprinkler system and water truck (dust control).

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<sup>1</sup> Tim Walton (PG&E) Personal Communication- July, 2014.

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Storm Drainage: On-site storm drainage is routed to a basin located at the southwest corner of the site. Wastewater from the office building will be directed to an on-site septic system.

Office/Warehouse Building: The existing residential structure located at the northeast corner of the site will be demolished and replaced with a new 20,000 square foot office/warehouse building. The building will include work areas for 10 new employees, a reception area, restroom facilities, a kitchen area, a warehouse/equipment storage area and landscaping in the immediate vicinity.

Landscaping/Aesthetics: Screening in the form of trees, fences and other landscaping shall be placed and sufficiently maintained along State Route 198 and Road 68 to screen Project activities from the public right-of-way. The landscaping plan is depicted in Figure 3.1-5 and is subject to County approval.

Land Easement: As a component of the Design Features of the proposed Project, the applicant will immediately purchase a temporary agricultural easement at a ratio of 1 acre of developed property for 1 acre of conserved agricultural land (a 1:1 ratio). This amount of 1:1 ratio is represented by 17.6 acres on the adjacent parcel APN # 073-080-010, or like site within the County. Any replacement acreage will be to the satisfaction of the Planning Director of Tulare County. These 17.6 acres will remain in active agriculture until the land is prepared for development/improvements, as indicated by an application being made to the County for development of a project on APN # 073-080-010, or other like property. At that time, the applicant will purchase an agricultural land conservation easement of 32 acres within the County, of like agricultural land within the County. The 32 acre agricultural easement will be maintained and kept in agriculture usage in perpetuity.

Other: A refrigeration trailer is located on site for storage of materials and supplies required for general operations of the Plant. Small quantities of gear oil, grease, and other lubrication material may be stored in the container during operation of the plant. Storage of these types of materials will likely be transferred to the proposed new office / warehouse facility that will be constructed as part of the proposed Project.

## **PROJECT OBJECTIVES**

### **Objective 1: Industrial Developments**

Tulare County General Plan Policy LU-5.1 encourages a wide range of industrial development activities in appropriate locations to promote economic development, employment opportunities, and provide a sound tax base. The proposed Project includes industrial development within an area allowable by a Special Use Permit.

### **Objective 2: Compatibility with Surrounding Land Use**

Tulare County General Plan Policy LU-5.4 encourages the infill of existing industrial areas and ensure that proposed industrial uses will not result in significant harmful impacts to adjacent land

uses. The site is currently an active asphalt batch plant and environmental impacts are, or can be reduced to less than significant.

### **Objective 3: Storage Screening**

Tulare County General Plan Policy LU-5.3 requires adequate landscaping and screening of industrial storage areas to minimize visual impacts and enhance the quality of the environment. The proposed Project includes provisions or landscaping to obstruct views from surrounding areas.

### **Objective 4: Access**

Tulare County General Plan Policy LU-5.5 requires that industrial development be located where there is access from collector or arterial roads, and where industrial/heavy commercial traffic is not routed through residential areas with uses not compatible with such traffic. The Project proposes to be located in an area that contains only sparse rural housing and is near major highways. Access to and from the site for heavy duty trucks will be on roadways that are planned for such use.

### **Objective 5: Practice of Recycling Concrete**

According to Cal Recycle in their 2008 survey, Composition of California's Overall Disposal Waste Stream, concrete makes up about 1.2% of all waste material in the State of California. By the end of FY 2005, the goal was to ensure that the diversion rate for nonhazardous solid waste is greater than 40 percent. Requirements for reducing the generation of solid waste are contained in Executive Order 13101.<sup>2</sup> "The Legislature and Governor Brown set an ambitious goal of 75 percent recycling, composting or source reduction of solid waste by 2020."<sup>3</sup> For recycling and waste prevention, each agency is required to establish a goal for diversion of solid waste from landfilling or incineration. Although not one of the most prevalent forms of waste, it does carry potential hazardous pollutants in lye, fly ash, and other inert materials, and any waters that mix with recycled or mixed concrete batches requires treatment prior to discharge.<sup>4</sup> In addition there is the added cost for disposing concrete that results in greater tipping fees. The air pollutants from concrete mixing are also of special concern to the US EPA.<sup>5</sup> Therefore, the proposed Project's reuse of recycled concrete and other material is a benefit.

### **Objective 6: Efficient Business Operations**

The proposed Project is intended to implement Papich Construction's strategic business plan by planning, designing, constructing, and operating a facility which is economically, technologically and environmentally feasible.

### **Objective 7: Minimize Costs**

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<sup>2</sup> U.S. Army Corps of Engineers, Methods for Reduction, Reuse, and Recycling of Demolition Waste, (2002), page 1-2

<sup>3</sup> CalRecycle. California's 75 Percent Initiative: Defining the Future. <http://www.calrecycle.ca.gov/75percent/>. Accessed December, 2014.

<sup>4</sup> California Water Code Title 27.

<sup>5</sup> U.S. Environmental Protection Agency Guideline 427/09, Concrete Batching



The Project site area is currently in use as an asphalt batch plant. To minimize land cost, the expanded services are proposed on the existing site. Operational costs would also be minimized with expansion of service levels on the Project site. Services on another site would increase operational costs.

## **PROJECT BENEFITS**

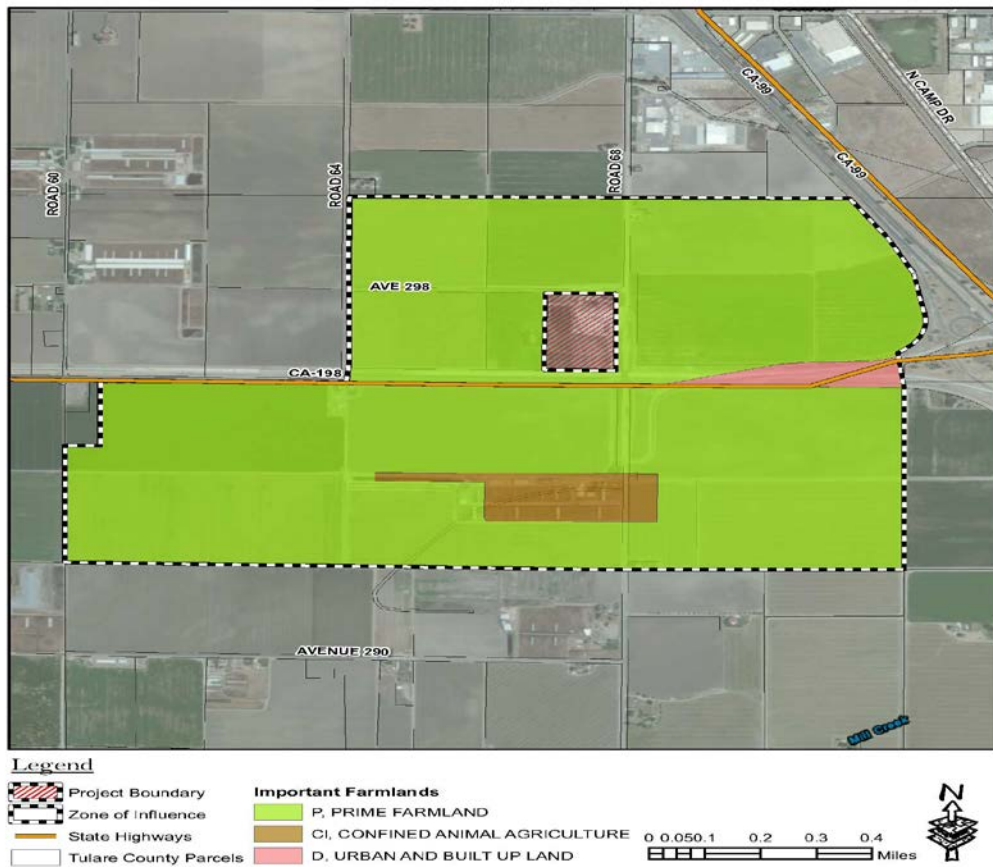
### **Project Benefit # 1): Prevention of Farmland Conversion**

As a component of the Design Features of the proposed Project, the applicant will immediately purchase a temporary agricultural easement at a ratio of 1 acre of developed property for 1 acre of conserved agricultural land (a 1:1 ratio). This amount of 1:1 ratio is represented by 17.6 acres on the adjacent parcel APN # 073-080-010, or like site within the County. Any replacement acreage will be to the satisfaction of the Resource Management Agency-Director of Tulare County. These 17.6 acres will remain in active agriculture until the land is prepared for development/improvements, as indicated by an application being made to the County for development of a project on APN # 073-080-010, or other like property. At that time, the applicant will purchase an agricultural land conservation easement of 32 acres within the County, of like agricultural land within the County. The 32 acre agricultural easement will be maintained and kept in agriculture usage in perpetuity. **See Figure 2-3**

The replacement agricultural acreage can be accomplished through a placement of a temporary agricultural easement on 17.6 acres. The “ultimate” agricultural easement shall be placed on other suitable and agriculturally compatible property, of the same soil types and arability, within Tulare County; at a replacement ratio of 1:1, and to be established as an agricultural easement in perpetuity. As shown in Table 3.2-7; if the agricultural easement were planted to a similar agricultural crop (silage corn), the 32 acre easement has the potential to result in an increase of total yield tonnage to 896 tons (a 182% increase) and total value of \$46,413 (a 182% increase) than the current 16.0 acres of agricultural uses on the proposed Project site. Therefore, the agricultural easement would result in a net benefit to the County in regards to agricultural productivity and value.



**Figure 2-3 Project Zone of Influence**



**Project Benefit #2): Improve Existing Roadways, Pedestrian and Bicycle Routes**

The Project will support the existing road network by making monetary contributions and/or physical improvements to assist in implementing the Complete Streets Program in the County of Tulare. The Project will also contribute to pedestrian pathways and bike routes in the Community of Goshen. The Applicant and County have agreed that specific Project Design Features and/or Conditions of Approval would be appropriate for this Project. Following is a summary of those Project Design Features and/or Conditions of Approval:

The following Project Conditions (Conditions) are based on this Project's Impacts, and are in addition to the standard Tulare County Conditions of Approval. These Conditions are based on general impacts from the Project to the Community of Goshen, and Tulare County in general, including to safety, roadways, traffic, agriculture and aesthetics. These Conditions are also in order for the Applicant to fulfill the goals and objectives of the Goshen Complete Streets Program, including safer roadways for pedestrians and bicyclist. These impacts are due to increased traffic, increased heavy vehicles on roadways, and the Project's impacts, as an asphalt batch plant and concrete crushing facility for wholesale and retail selling of asphalt to the general public on existing agricultural land. The Applicant agrees to the following improvements, as On-Site and Off-Site Improvement Conditions. This On-Site and Off-Site Improvement Agreement will be entered into between the applicant and Tulare County RMA Director prior to submission of permits. These Conditions and improvements include the following:

Goshen Complete Streets Program – (See **Figure 2-4**)

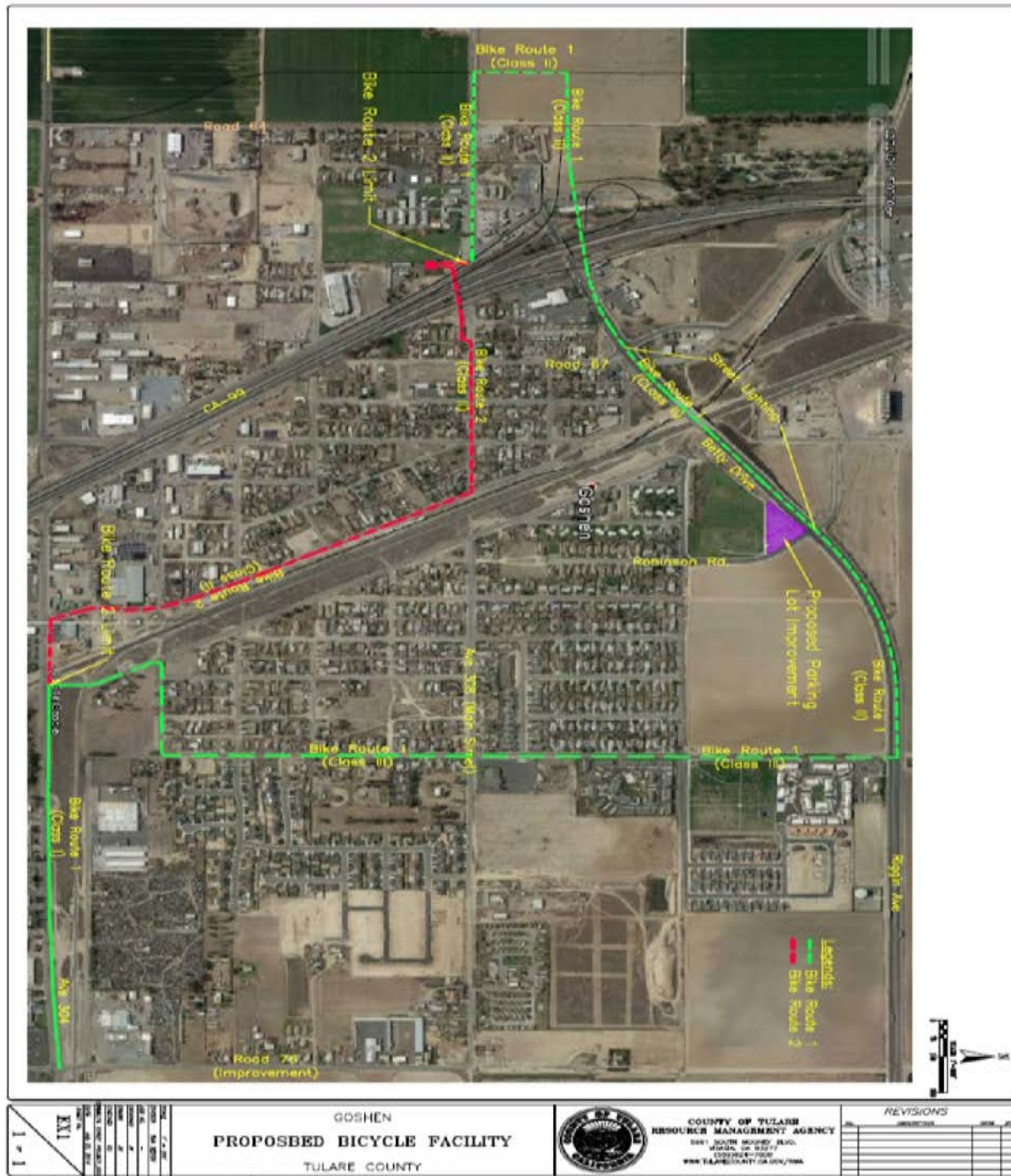
This includes bicycle facilities and streetlighting on Betty Drive and Riggin Avenue as summarized below and as shown on **Figure 2-4**. In addition, bicycle facilities cost estimates are shown in **Table 2-1**.

- (1) Class 1 Bike Facility extending the Visalia Facility along Ave. 304 / Goshen Ave.
- (2) Class II Bike Facility (striping) along Goshen Ave and Betty Drive connected with Class III facility (signage and sharrows) along Road 76
- (3) Street lighting on Betty Drive and on Riggin Avenue from Road 72 to across the SR 99 overpass

Road 64 Off-Site Improvements

- (4) Applicant to construct offsite improvements on Road 64 from Avenue 298 to Avenue 304 one year prior to the completion of the Betty Drive interchange or by the beginning of 2019, or at the closing of the Ave. 304 off and on ramps, whichever occurs first, and regardless of County's ability to contribute any funding. (See **Figures 2-5 and 2-6**)
- (5) Applicant to provide share of \$731,500 prior to approval of Project as Project results in a 77% impact to Road 64 (share based on \$950,000 Estimate by RMA- Public Works Engineering).

**Figure 2-4**  
**Complete Streets Improvements**



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**Table 2-1**

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**Goshen Bike Route Cost Estimates**

	Quantity	Unit	Unit Price	Cost
<b><u>Bicycle Route 1</u></b>				
Class I Bike Path				
Multi-use path (2" Hot Mix Asphalt)	200	TON	\$130.00	\$26,000.00
ADA Ramp	1	LS	\$5,000.00	\$5,000.00
Class III Shared Bike Route				
Markings (sharrows)	800	SF	\$8.00	\$6,400.00
Signs	5	EA	\$500.00	\$2,500.00
Class II Bike Lane				
Striping	16800	LF	\$1.50	\$25,200.00
Markings (BIKE LANE)	1530	sf	\$8.00	\$12,240.00
<b>Total</b>				<b>\$77,340.00</b>
<b><u>Bicycle Route 2</u></b>				
Class II Bike Lane				
Pavement Widening (3" Hot Mix Asphalt)	200	TON	\$130.00	\$26,000.00
Agg. Base (6" thick)	280	CY	\$100.00	\$28,000.00
Striping	10000	LF	\$1.50	\$15,000.00
Markings (BIKE LANE)	900	sf	\$8.00	\$7,200.00
<b>Total</b>				<b>\$76,200.00</b>
<b>Grand Total</b>				<b>\$154,000.00</b>

Optional Street Lighting (with 150-W high pressure sodium lamp, 30' mounting height)	13	EA	\$10,000.00	\$130,000.00
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Notes:

**Bicycle Route 1**

Class I bike path will be continued from the existing trail along the north side of Goshen Ave (Ave 304). A 1,800 LF, 8 ft wide, and 2 inch thick asphalt pavement will be constructed as a continuation of the existing trail. A Class III bike route is considered along Road 76 between Ave 304 and Betty Drive. Class III will be designated with Sharrows and Signs. The Class II will be designated with stripings and Bike Lane markings.

**Bicycle Route 2**

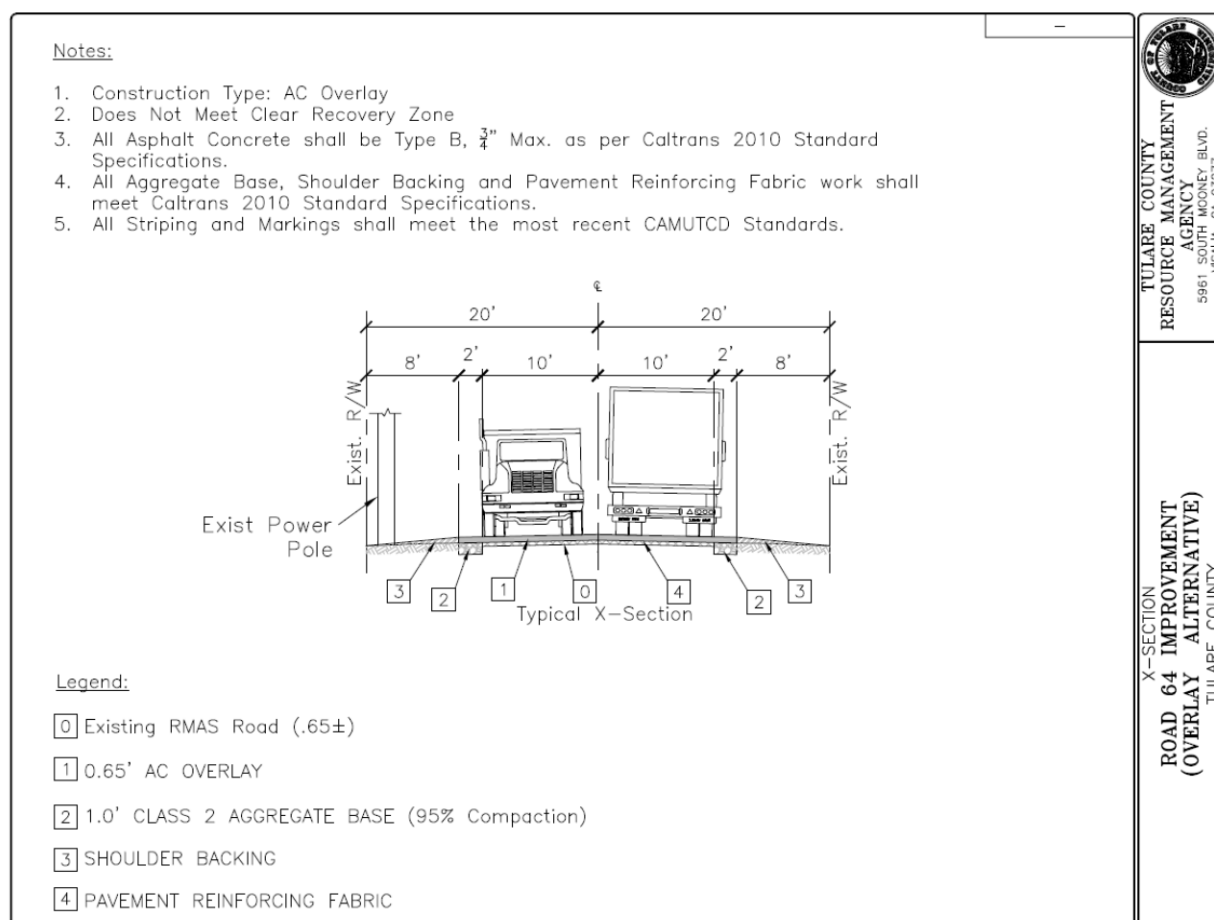
Pavement on Ave 308 between Effie Drive and Dollarhide Road is proposed to be widened from approx. 28 ft to 35 ft to accommodate 5 ft wide bike lanes on both sides in addition to the 12ft wide travel lane. The Class II will be designated with stripings and Bike Lane markings.

**No engineering design service cost was included.**

G:\Projects\Community Development\GOSHEN\Complete Street Goshen\New Cost Estimates\Goshen Bike Path Estimate.xlsx\Bike Route Cost

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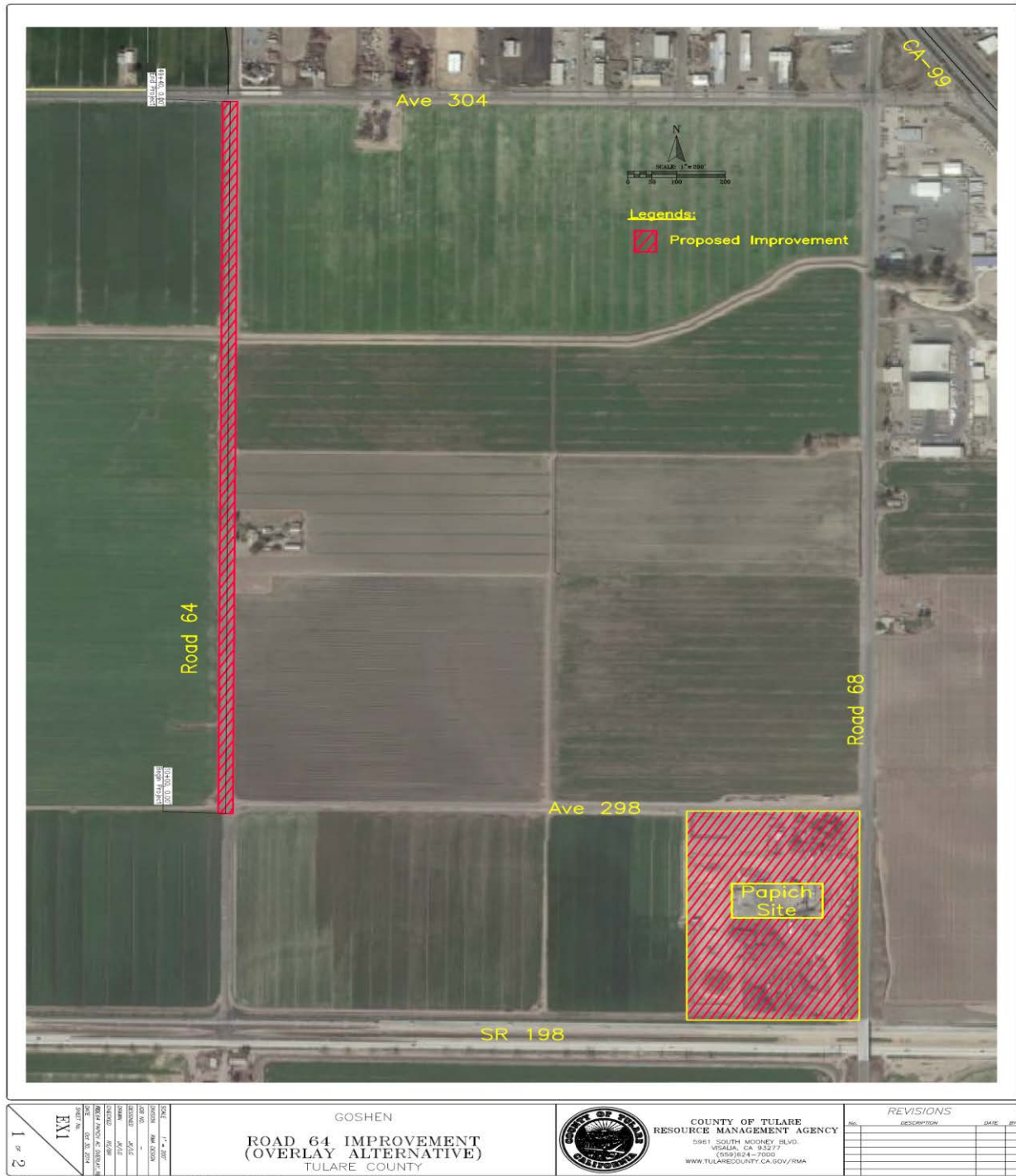
**Figure 2-5**  
**Conceptual Diagram of Road 64 Improvements**





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**Figure 2-6**  
**Conceptual Diagram of Road 64 Improvements**



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An “Order of Magnitude of Probable Cost Calculation” is provided in **Table 2-2**. This table identifies the overlay cost estimate to improve Road 64 between Avenued 298 and 304.

**Table 2-2**  
**Order of Magnitude of Probable Cost Calculation**

<u>Road 64 between Avenue 298 and Avenue 304</u>				
<u>Overlay - Cost Estimate</u>				
<u>12/11/2014</u>				
Project length	3940 feet	TI =	10.55	
Existing Right of way width	40 feet	R value (assumed) =	35	
Existing pavement width	18 feet			
Existing asphalt thickness	0.5 feet			
Proposed width road	24 feet			
Structural Section Addition				
<sup>3</sup> Aggregate Base	1.1 feet			
<sup>4</sup> Asphalt Concrete	0.65 feet			
		<u>Unit cost</u>	<u>Total cost</u>	
Mobilization, Traffic Control, Striping, etc.	1 LS	\$	100,000	\$ 100,000
Roadway Excavation	1000 CY	\$	40	\$ 40,000
<sup>5</sup> Plane Asphalt Conc. Pavement	7,900 SY	\$	5	\$ 39,500
Shoulder Backing	80 STA	\$	100	\$ 8,000
Import Matl. (Shoulder Backing)	1000 CY	\$	40	\$ 40,000
Asphalt Concrete	4,800 TON	\$	80	\$ 384,000
Class 2 Aggregate Base	1,300 CY	\$	70	\$ 91,000
Pavement Reinforcing Fabric	10,600 SY	\$	0.85	\$ 9,100
Subtotal			\$	712,000
Contingencies 25%			\$	178,000
<b>Construction Total</b>			\$	<b>890,000</b>
<b>Design &amp; Const. Documents</b>			\$	<b>30,000</b>
<b>Construction Management</b>			\$	<b>30,000</b>
<b>Project Total</b>			\$	<b>950,000</b>

**ASSUMPTIONS:**

1. Estimate is preliminary.
2. Mobilization costs include misc items such as traffic control etc.
3. Class 2 Aggregate Base applies to the new 2ft wide section at the edge.
4. Required structural section, 1.05 ft of asphalt concrete will be achieved by adding 0.65 ft of new asphalt concrete on the existing 0.5 ft of asphalt concrete.
5. Existing asphalt will be ground 0.1 ft.



- (6) Per the terms of the off site improvement agreement, Applicant is to provide a letter of payment, or other surety for the agreed upon amount, at the time of approval of the Project.
- (7) Applicant is to provide the amount of the proportionate share in bonds, or place the equivalent amount in an escrow account, prior to construction of the Off-Site Improvements.
- (8) The County will provide a reasonable due diligence effort to look for grant funding to offset the costs for the Road 64 Off-Site improvements, or a percentage thereof if funding is available, and to pay for any design and construction costs related to the Road 64 Off-Site Improvements.
- (9) Applicant agrees to escalate the construction schedule upon County placing funding in Escrow Account. Upon the County placing their share, or more, of the funds into an escrow account, Applicant shall commence work within 20 working days and shall complete the work with 20 working days, per Condition (4).
- (10) Applicant agrees to any responsibilities, duties, or requirements, as subject to the County's grant funding agreements, or any other conditions or terms thereof, as the County is required to agree to in order to gain their contribution to the Road 64 Off-Site Improvements.

### **Project Benefit #3) Annual Maintenance Fee per Ton**

Applicant shall pay \$.083 per ton of Aggregate material shipped off the Project Site, as logged by the Applicant's records, to the County, prior to January 1 of each year, so long as any material is being stored on the Project Site, or so long as an asphalt plant (or similar use) is in operation on the site. (See **Figure 2-7**).

### **Project Benefit #4) Aesthetic Improvements**

As a result of Aesthetic Impacts, the Project is required to provide landscaping along the State Route 198 frontage, and side, including mounding (10') and fencing (8' of mesh fencing immediately above the mounding), and landscaping (additional trees and shrubs around the fencing and along the mound for beautification with a 5 year grow out schedule to maturity). (See **Figure 2-8**)

**Figure 2-7**  
**Cost Per Ton of Aggregate**

**Calculations to determine payment to County in cost per ton of virgin aggregate material hauled to Batch Plant**

- Limits:**
1. Road 64 from State Route 198 to Avenue 298. Length = 0.25 miles,
  2. Avenue 298 from Road 64 to Road 68 Length = 0.50 miles
- Given:**
1. Per 4Creeks Traffic Impact study on page 7, virgin material hauled per year is 275,000 tons. Ten year life of plant = 2,750,000 tons.
  2. Road 64 – 89.1% Papich responsibility based on EASL
  3. Avenue 298 – 88% Papich responsibility based on EASL
  4. Cost to pave per mile = \$350,000

**Calculations:**

Road 64

$$0.25 \text{ miles} \times \$350,000 \times 0.891 = \$77,962.50 \text{ (cost to overlay roadway in 10 years)}$$

Avenue 298

$$0.50 \text{ miles} \times \$350,000 \times 0.88 = \$154,000$$

$$\text{Total} = \$77,962.50 + \$154,000 = \$231,962.50 \text{ (cost to overlay roadway in 10 years)}$$

$$\text{Cost per ton paid to County for ton of aggregate hauled} = \$231,962.50 / 2,750,000 = 0.084 = \underline{8.4 \text{ cents}}$$

**Therefore, current cost of 8.3 cents is sufficient.**

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**Project Benefit # 5): Contributes toward meeting County and State GHG reduction criteria**

The Tulare County Climate Action Plan presents a comprehensive set of actions to reduce the County's direct and indirect GHG emissions, which includes setting forth Best Performance Standards (BPS) that the proposed Project will utilize. By incorporating BPS into proposed Project operations, the Project achieves at least a 13.1% reduction in emissions, which meets both the County emission reduction targets and GHG reduction criteria set forth by AB 32. This Project is consistent with and will result in real GHG reductions as detailed in Chapter 3.7.

**Project Benefit # 6): Increase Availability of Construction Materials**

The Project will produce construction materials to support roadway improvements and other construction projects in the County of Tulare.

**Project Benefit # 7: Job Creation.**

The Project will create a total of 10 new full time jobs for Tulare County residents.

**Project Benefit # 8): Implementation of Countywide 2030 General Plan Policies.**

Tulare County's General Plan Policies that are in with the Project's purpose and objectives are included in each CEQA Checklist Resource chapter contained in Chapters 3-1 thru 3-17. Ninety-eight (98) General Policies apply to this Project.

## REFERENCES

California Water Code Title 27.

CalRecycle. California's 75 Percent Initiative: Defining the Future.  
<http://www.calrecycle.ca.gov/75percent/>. Accessed December, 2014.

Tim Walton (PG&E) Personal Communication- July, 2014.

U.S. Environmental Protection Agency Guideline 427/09, Concrete Batching

U.S. Army Corps of Engineers, Methods for Reduction, Reuse, and Recycling of Demolition Waste, (2002), page 1-2