

CHAPTER 3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

The project is considered to be two-fold, including: 1) a Land Use Ordinance/Land Use Element (LUO/LUE) Amendment; and 2) a concurrent Conditional Use Permit (CUP) request should the LUO/LUE amendment be approved. The proposed project includes the following (see Section 3.4.2 for detailed discussion):

Amendment of the South County Area Plan of the Land Use Element for the following:

- Changing the land use category of approximately 9.3 acres from Residential Suburban (RS) to Industrial (IND), which is the portion of RS directly below the Nipomo bluff top edge; and,
- Changing the land use category of approximately 44.7 acres from Commercial Service (CS) to IND.

A CUP for the development of the 14.5-acre portion of the area with the following:

- Construction and operation of a portable stand-alone asphaltic concrete plant capable of using recycled asphalt and concrete;
- Periodic operation of a portable lime system;
- Periodic operation of a portable asphaltic concrete recycling facility;
- Periodic operation of a portable rubberized asphaltic blending system that will be brought on-site on an as-needed basis; and,
- Production of a maximum of 400,000 tons of asphaltic concrete per year.

3.2 PROJECT LOCATION

The proposed project (project) is located within an unincorporated portion of southern San Luis Obispo County immediately north and adjacent to the Santa Maria River, and immediately west of the U.S. Highway 101/State Route 166 interchange. The proposed asphalt plant property is located at 2280 Hutton Road, approximately 1,000 feet south of Cuyama Lane, in the South County Planning Area. Refer to Figure 3-1 – Site Vicinity Map.

3.3 PURPOSE AND NEED

3.3.1 Land Use Ordinance/Element Amendment

The Project would amend the County's Land Use Ordinance and Element to change the land use designation of approximately 54 acres within the South County Planning Area to meet the following objectives:

- 1) Allow for industrial-related land uses to take place within the approximately 44.7-acre area currently zoned as Commercial Service;
- 2) Allow for industrial-related land uses to take place within the approximately 9.3-acre area currently zoned as Residential Suburban; and,
- 3) Encourage better consistency of land use within the area below the bluff top edge, based on existing uses within the area.

3.3.2 CUP for Development of Asphalt Plant

Approval of the second component of the Project would result in the installation of a portable stand-alone asphaltic concrete plant, capable of using recycled asphalt products as required by Caltrans and other public agencies, and producing rubberized asphalt. The applicant's objectives of the project are as follows:

- 1) Allow for the installation and operation of a portable stand-alone asphaltic concrete plant with a capacity to produce 400,000 tons of asphaltic concrete per year using recycled asphalt products as required by Caltrans and other public agencies;
- 2) Provide a centrally-located facility to meet the local demand for asphaltic concrete;
- 3) Supply the community with high quality asphaltic concrete at a competitive price;
- 4) Divert recyclable materials from local sanitary landfills, including asphalt, concrete, rubble, and recycled rubber (e.g., tires) thereby extending County landfill capacity and longevity, and reducing the number of landfill related truck trips;
- 5) Provide local employment opportunities; and,
- 6) Realize an economic return on the capital investment of equipment and material.

3.4 PROJECT DESCRIPTION

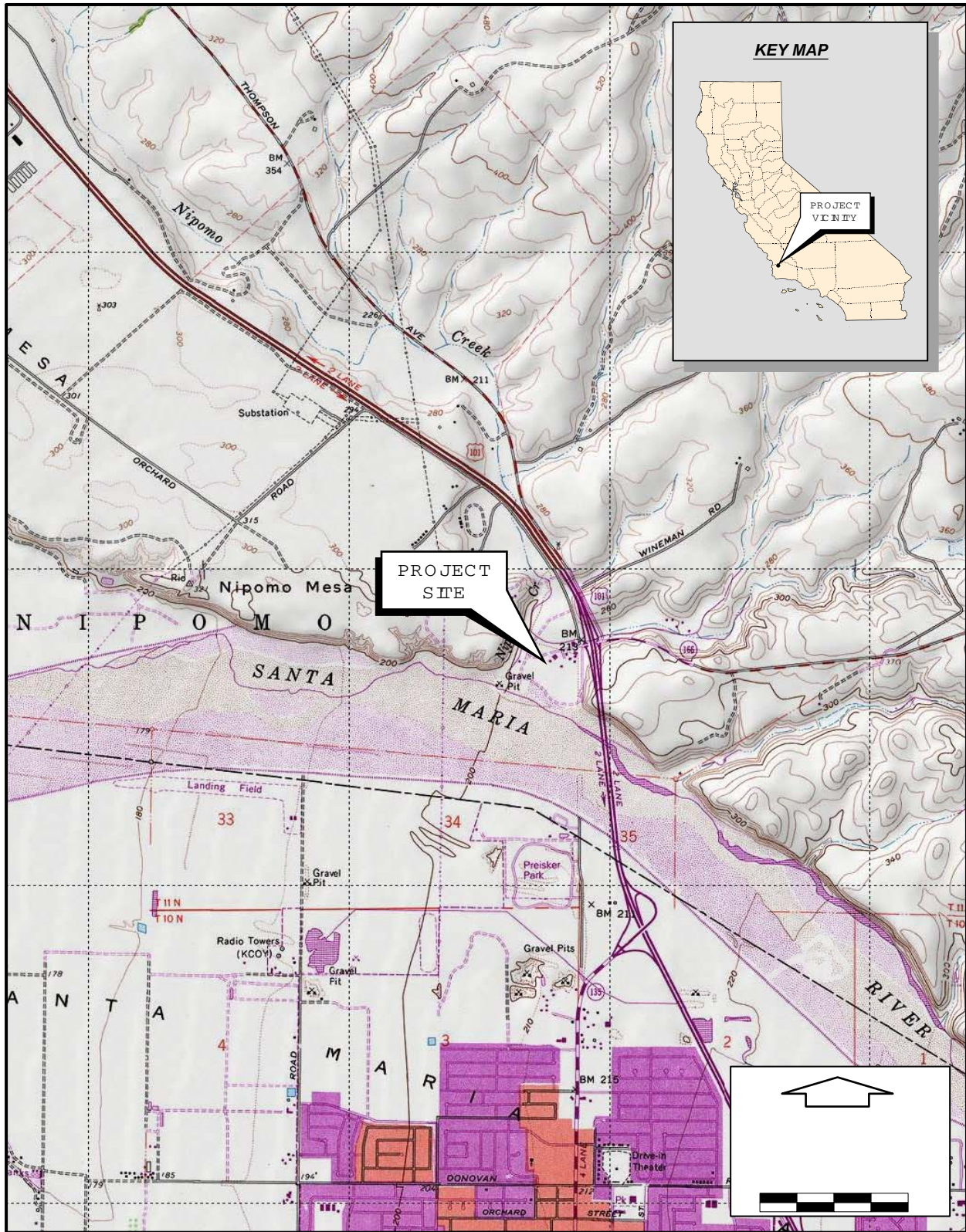
3.4.1 Background

Parcels Affected by Land Use Ordinance Amendment

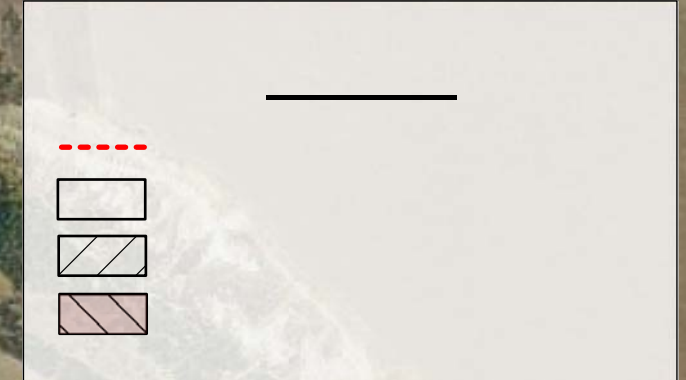
Table 3-1 lists the parcels (see Appendix C) that will be affected by the proposed General Plan Amendment to change the land use designations from Commercial Service and Residential Suburban to Industrial. Construction of the proposed asphalt plant will occur on parcel 090-341-033. Figure 3-2 shows the area affected by the land use ordinance amendment.

Table 3-1. Parcel Information

090-301-036 Troesh Family Trust PO Box 860 Santa Maria, CA 93456	090-302-003 Troesh Family Trust PO Box 860 Santa Maria, CA 93456	090-302-004 Burch Sharon I 155 Cuyama Lane Nipomo, CA 93444	090-302-005 Burch Sharon I 155 Cuyama Lane Nipomo, CA 93444	090-341-033 <i>(portion in CS & RS only)</i> Biorn Geraldine M PO Box 5433 Santa Maria, CA 93456
090-302-006 Troesh Family Trust PO Box 860 Santa Maria, CA 93456	090-302-014 Troesh Family Trust PO Box 860 Santa Maria, CA 93456	090-302-015 Troesh Family Trust PO Box 860 Santa Maria, CA 93456	090-302-016 Troesh Family Trust PO Box 860 Santa Maria, CA 93456	
090-302-017 Troesh Family Trust PO Box 860 Santa Maria, CA 93456	090-302-023 Nelson Raymond W PO Box 5433 Santa Maria, CA 93456	090-302-026 Biorn Geraldine M PO Box 5433 Santa Maria, CA 93456	090-302-031 Fae Company 3645 Long Beach Blvd Long Beach, CA 90807	
090-302-034 Lorencz Dale K 1465 Mercer Ct. Orcutt, CA 93455	090-302-035 Lorencz Dale K 1465 Mercer Ct. Orcutt, CA 93455	090-341-002 <i>(portion in CS only)</i> Biorn Geraldine M PO Box 5433 Santa Maria, CA 93456	090-341-023 <i>(portion in CS only)</i> Biorn Geraldine M PO Box 5433 Santa Maria, CA 93456	



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Parcel Information for the Proposed Asphalt Plant

Existing uses on this parcel include a concrete and asphalt recycling facility, ready-mixed concrete plant, and a sand and gravel mine operated under Development Plan No. D940084D, approved July 13, 1995 under Resolution No. 95-63. To allow for development of the asphaltic concrete plant, it will be necessary for the operator of Development Plan No. D940084D to relocate and consolidate some of that project's components to a more westerly location on the same parcel. This consolidation will serve to provide separation between the two project sites and will allow the development of the Project to begin within an essentially undeveloped area. Refer to Figure 3-2 for the general location and Figure 3-3 for the site layout of the asphalt plant.

Background - Asphaltic Concrete and Types of Plants

Asphaltic concrete is a mixture of size-graded, high quality aggregate and asphaltic oil, which is heated and mixed in measured quantities to produce asphaltic concrete. The Project will use reclaimed asphalt pavement (RAP) to supplement aggregate. Aggregate and RAP (when used) constitute over 92 percent by weight of the total mixture. Mix characteristics are determined by the relative amounts and types of aggregate and RAP used. A certain percentage of fine aggregate is required for the production of good quality asphaltic concrete.

An asphaltic concrete plant can be constructed as a permanent plant, a skid-mounted plant, or a portable plant on wheels. Virtually all plants manufactured today have RAP processing capability. In addition, plants can be fitted with the capability of utilizing ground crumb rubber, produced from recycled tires, to manufacture rubberized asphaltic concrete. Most plants have the capability to use either gaseous fuels (natural gas) or fuel oil. Based upon the United States Department of Energy and limited State inventory information, between 70 and 90 percent of the asphaltic concrete is produced using natural gas as the fuel to dry and heat the aggregate and asphaltic oil.

3.4.2 Proposed Project

Land Use Ordinance Amendment

Figure 3-2 shows the proposed land use changes. Table 3-2 lists the allowable land uses by land use category. As listed in the table, the proposed Land Use Ordinance Amendment would change the land uses allowable for both the 9.3-acre area below the bluff top edge currently classified as RS and the 44.7-acre area currently classified as CS.

Given certain development constraints within the 54-acre area, namely the Nipomo Mesa bluff face, Nipomo Creek and Santa Maria River, approximate useable acreage is estimated to be about 50 acres. Section 5.0 provides a summary of the approach to how impacts associated with the Land Use Ordinance Amendment were determined.

Table 3-2 Allowable Land Uses by Land Use Category

Land Use Type	Allowable		
	CS	IND	RS
Ag Processing	X	X	
Agricultural Accessory Structures	X	X	X
Animal Facilities - Specialized, except as follows	X	X	X
Animal hospitals & veterinary medical facilities	X	X	
Beef and dairy feedlots		X	
Fowl and poultry ranches		X	X
Hog ranches		X	
Horse ranches and other equestrian facilities	X	X	X
Kennels (6)	X	X	X
Zoos - Private, no display open to public	X	X	
Zoos - Open to public			
Animal Keeping	X	X	X
Crop Production and Grazing	X	X	X
Electricity generation - Except WECF	X	X	
Electricity generation - Wind energy conversion	X	X	
Nursery Specialties	X	X	X
Petroleum Extraction	X	X	X
Apparel Products	X	X	
Chemical Products Manufacturing		X	
Corrosive, Toxic, Explosive & Gaseous Product		X	
Concrete, Gypsum & Plaster Products	X	X	
Electronics, Equipment & Appliances	X	X	
Food and Beverage Products	X	X	
Furniture & Fixture Products, Cabinet Shops	X	X	
Glass Products		X	
Lumber & Wood Products		X	
Machinery Manufacturing		X	
Metal Industries, Fabricated	X	X	
Metal Industries, Primary		X	
Motor Vehicles & Transportation Equipment		X	
Paper Products		X	
Paving Materials (including asphalt)		X	
Petroleum Refining & Related Industries		X	
Plastics and Rubber Products		X	
Printing and Publishing	X	X	
Recycling - Collection stations	X	X	X
Recycling - Scrap & dismantling yards	X	X	
Small Scale Manufacturing	X	X	
Stone & Cut Stone Products	X	X	
Structural Clay & Pottery-Related Products		X	
Textile Products		X	
Warehousing, Wholesaling & Distribution	X	X	
Clubs, Lodges, and Private Meeting Halls	X	X	
Indoor Amusement & Recreation Facilities	X		

Land Use Type	Allowable		
	CS	IND	RS
Marinas	X		
Outdoor Sports and Recreational Facilities			
Amusement Parks	X		
Golf Driving Ranges	X		X
Outdoor Athletic Facilities	X		X
Public Parks and Playgrounds	X		X
Recreation Equipment Rental - Motorized	X		
Recreation Equipment Rental - Non-motorized	X		
Swim and Racquet Clubs	X		X
Swim and Racquet Clubs with spectator facilities	X		X
Swimming Pools (public or membership)			
Public Assembly & Entertainment Facilities	X		
Religious Facilities	X		X
Schools - Specialized Education & Training	X	X	X
Sports Assembly	X	X	
Temporary Events	X	X	
Caretaker Quarters	X	X	
Home Occupations	X	X	
Residential Accessory Uses	X	X	
Temporary Construction Trailer Parks		X	
Temporary Dwellings	X	X	
Auto, Mobile Home & Vehicle Dealers - Indoor	X	X	
Auto, Mobile Home & Vehicle Dealers - Outdoor	X	X	
Automobile Service Stations/Gas Stations	X	X	
Building Materials and Hardware	X	X	
with retail "ready-mix" concrete sales	X	X	
Convenience & Liquor Stores	X	X	
Farm Equipment & Supplies Sales	X	X	
Fuel Dealers	X	X	
Furniture, Home Furnishings & Equipment	X		
General Retail	X		
Grocery Stores	X	X	X
Mail Order & Vending	X	X	
Outdoor Retail Sales	X	X	
Restaurants	X	X	X
Sales Lots	X	X	
Swap Meets	X	X	
Auto & Vehicle Repair & Service	X	X	
Business Support Services	X	X	
Car wash - Full Service	X	X	
Car wash - Self-Service	X	X	
Construction Contractors		X	
Consumer Product Repair Services		X	
Correctional Institutions	X		
Health Care Services	X		

Land Use Type	Allowable		
	CS	IND	RS
Child Day Care			X
Residential Care			X
Secondary Residences			X
Single Family Dwelling			X
Laundries & Dry Cleaning Plants	X	X	
Lodging - Bed & Breakfast Inns, 3 or fewer units	X		X
Lodging - Bed & Breakfast Inns, 4 or more units	X		X
Lodging - Homestays			X
Lodging - Hotels & Motels, 39 or fewer units	X		
Lodging - Hotels & Motels, 40 or more units	X		
Lodging - Hotels & Motels, condominium	X		
Lodging - Recreational Vehicle Parks	X		
Offices	X	X	
Offices - Temporary during construction	X	X	X
Offices - Temporary in advance of construction	X	X	X
Personal Services	X		
Public Safety Facilities	X	X	X
Social Service Organizations	X	X	
Storage - Accessory	X	X	X
Storage - Outdoor Storage Yards	X	X	
Temporary Construction Yards (Off-Site)	X		X
Waste Disposal Sites		X	
Airfields & Heliports	X	X	
Broadcasting Studios	X	X	
Communications Facilities	X	X	
Wireless Communication Facilities	X	X	
Pipelines & Transmission Lines	X	X	X
Public Utility Facilities	X	X	X
Transit Stations & Terminals	X	X	X
Truck Stops	X	X	
Vehicle & Freight Terminals	X	X	
Vehicle Storage	X	X	

CUP for Development of Asphalt Plant

The project would consist of two phases: (1) Construction Phase, and (2) Operational Phase. The property owner proposes to install and use a portable asphaltic concrete plant, capable of utilizing both recycled asphalt products and ground crumb rubber.

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Asphalt Plant Description

The plant will consist of an ALmix Model 10032 “CF” Drying Drum with Baghouse and 7214 Mixing Drum. A combination of the “continuous mix” and “counterflow drum mix” processes (see Appendix D for description of these processes) will be used to generate the product. Aggregate is introduced into the Drying Drum at the end opposite the burner. As the drum rotates, aggregates will be mixed and hot air blown in a direction “counter” to the aggregate’s movement through the Drying Drum. Hot dry aggregate will then be transferred to the adjacent Mixing Drum to be blended with pre-heated asphaltic oil to form asphaltic concrete. The resulting asphaltic concrete mixture will then be discharged at the end of the Mixing Drum and conveyed to one of two 180-ton heated storage silos for loading into transport trucks.

When recycled asphalt product is being used, the materials will be mixed with the aggregate at the end of the Drying Drum. The mixture is then transferred to the Mixing Drum where asphaltic oil is introduced.

When rubberized asphaltic concrete (RAC) is being produced, ground crumb rubber will be blended with pre-heated asphaltic oil that is pumped into a point approximately midway in the mixing drum unit where it will be mixed with the hot, dry aggregate that has just come from the drying drum.

Production Capacity and Proposed Operation

The property owner is requesting a CUP to produce a maximum of 400,000 tons of asphaltic concrete per year. Maximum Annual Production Capacity of the plant is the upper limit of the production the plant can be operated at. Table 3-43 summarizes the expected asphalt production capacity for the site.

The average, as described below, is intended to represent a production ceiling over the course of any given 12 month period. This would provide the operator the flexibility to increase production (up to Peak/Maximum levels) as needed to respond to changes in the market. The operator will employ a process of record keeping and cross-checking against a rolling average. This rolling average will add the most recent monthly production to that of the preceding 11 months, the sum of which at no time would exceed 400,000 tons for the 12-month period being represented. In practice, this would mean “lean” production months would serve as a “bank” from which higher production months may be drawn. Conversely, higher production months would be followed by months of reduced production levels to keep the rolling average within the prescribed annual limit. Higher than “average” production levels may also be required after natural disasters have occurred, such as earthquakes or floods.

The Project is defined herein as including the following:

- An “Average Annual Production Level” based on the anticipated market conditions. During the proposed normal operating schedule (i.e., 20 hours per day, 303 days per year), an “Average Hourly Production Level” of 66 tons per hour, and the resulting “Average Daily Production Level” of 1,320 tons per day can be anticipated;
- A “Peak Daily Production Level” may be necessary to respond to brief periods of high demand. At other times, the Project will operate at the noted “Average Daily Production Level” to respond to expected demand; and,

- A “Peak Hourly Production Level” may be necessary to respond to brief periods of high demand. At other times, the Project will operate at the noted “Average Hourly Production Level” to respond to expected demand.

According to the applicant, the 20-hour operating day noted above is due to the contract requirements of state, federal and some counties that require nighttime paving to avoid daytime commuter and truck traffic.

The actual production level will vary with the demand for asphaltic concrete and the downtime needed to affect repair and maintenance.

Table 3-3. Expected Asphalt Production Capacity

Scenario	Units	Production (Outbound)
Maximum Annual	tons/yr	400,000
Peak Daily	tons/day	6,000
Average Daily	tons/day	1,320
Peak Hourly	tons/hr	350
Average Hourly	tons/hr	66

Vehicle miles traveled associated with delivery of raw materials to the site for asphalt production are presented in Table 3-5 for both the Peak Daily and Average Daily levels of production. Peak Daily production will normally be associated with nighttime paving contracts. As such, Peak Daily production does not usually coincide with Peak Daily deliveries of aggregate.

Table 3-4. Raw Materials Deliveries

Scenario	Units	Aggregate	Asphaltic Oil
Peak Daily	tons/day	5,640 VMT	360 VMT
Average Daily	tons/day	1,241 VMT	79 VMT

Hours and Days of Operation and Employment

The applicant proposes to operate two 10-hour shifts per day, between 6:00 AM and 4:00 PM, and between 7:00 PM and 5:00 AM, Monday through Saturday. Nine (9) holidays per year are scheduled and the Project will operate 303 days/year. Truck traffic will normally occur in two 8-hour shifts, between 7:00 AM and 3:00 PM, and between 8:00 PM and 4:00 AM. Each shift will employ six people. There will be no operations on Sunday, except for occasional maintenance and repair activities.

Nighttime operations are proposed for a maximum 80 days per calendar year and will be limited to government public works projects, or projects that result from a natural emergency (earthquake, flood, etc.).

Project Generated Traffic

Truck traffic related to the asphalt plant is summarized in Tables 3-6. The truck traffic primarily consists of outbound asphaltic concrete and inbound aggregate and asphaltic oil transport. The asphalt plant will include a minor amount of vehicular traffic associated with vehicle fueling and maintenance (a daily service truck), and periodic garbage collection, landscape maintenance, housekeeping service (e.g., restroom maintenance).

Table 3-5. Incoming and Outgoing Deliveries

Scenario	# of Outgoing Product Deliveries	# of Incoming Materials Deliveries ¹	# of Incoming Asphaltic Oil Deliveries	# Total Deliveries ²
Peak Daily	240	216	14	470
Average Daily	53	45	3	101

¹ Includes deliveries of aggregate, RAP, ground crumb rubber, hydrated lime, and other materials. Trips are net of sand deliveries from the adjacent project site.

² Refer to Table 3-7 regarding total one-way truck trips.

An average round-trip travel distance of 30 miles is used to determine vehicle miles traveled (VMT) for the raw materials delivery trucks shown in Table 3-5. As shown in Table 5.3-4, assumed travel distances for asphalt are 23.3 miles (south, north, and east). Aggregate materials deliveries are expected to originate from permitted sources along the following routes:

- 90% along Foxen Canyon Road (formerly State Route 176) from the east - 15 miles average one-way; and
- 10% from an adjacent project – no travel distance.

The proposed average and peak daily truck trips are presented in Table 3-76 (Monday through Friday) and Table 3-87 (Saturday). The Applicant proposes that Saturday plant production and the number of one-way truck trips be half that of a weekday, by operating a day shift only. Only one work shift will be utilized. No intermittent use of subcontractor personnel is anticipated.

Table 3-6. Proposed One-Way Vehicle Trips, Monday – Friday

	Average Daily	Peak Daily
Truck Trips		
Production (Outbound)	53	240
Aggregate (Inbound)	45	216
Asphaltic Oil (Inbound)	3	14
TOTAL DELIVERIES	101	470
TOTAL RETURNS	101	470
Employee Vehicle Trips		
TOTAL INCOMING	12	12
TOTAL OUTGOING	12	12

TOTAL DAILY (M-F)	226	964
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Peak daily production will normally be associated with nighttime paving contracts, which usually will not coincide with peak daily deliveries of aggregate.

Water Source and Use

There are two wells on the 14.5-acre site. One well currently provides water to the adjacent Nipomo Community Services District, and will continue to do so. The other will provide water for plant operations, which will be used primarily for dust control, maintenance of landscaping, and restroom facilities. To produce a maximum of 400,000 tons of asphaltic concrete per year, water consumption is estimated to be 3.02 million gallons per year (9.25 acre-feet per year), plus an additional 0.55 million gallons per year (1.67 acre-feet per year) for landscape irrigation. Water conservation measures will be incorporated throughout the Project, including a drip irrigation system for landscaping. On a daily basis, the Project is estimated to use 10,000 gallons per operating day, plus an average of 1,500 gallons per day for landscape irrigation. As landscaping becomes established, water used for irrigation will be reduced. A 5,000 gallon water storage tank will be installed. The landscape plan is shown in Figure 3-4.

Table 3-7. Proposed One-Way Vehicle Trips, Saturday

	Average Daily	Peak Daily
Truck Trips		
Production (Outbound)	27	120
Aggregate (Inbound)	23	108
Asphaltic Oil (Inbound)	2	7
TOTAL DELIVERIES	52	235
TOTAL RETURNS	52	235
Employee Vehicle Trips		
TOTAL INCOMING	6	6
TOTAL OUTGOING	6	6
TOTAL DAILY (SAT)	116	482

Waste Water Disposal

The Project will include a restroom and an individual onsite septic system.

Nighttime Lighting

The asphaltic concrete plant operation will require night operations and security. The most potentially-significant visible light sources would be light poles within the stockpile areas to provide the light needed for loader operators to work these piles. Light poles are proposed to be as high as 45 feet. These lights are proposed to be hooded and directional oriented down and into the development to keep light from affecting passing motorists on U.S. Highway 101 and the residential community located south of the project site in Santa Maria. The lights will be fitted with low intensity amber bulbs, hooded and directed downward.

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Dust Control

A water truck would be on-site at all times to apply water for dust control.

Administration and Security

The plant will include a Control Room and Scale House (dispatch operations) for normal everyday business. Trucks leaving the Project are weighed and “trip ticketed” at the truck scale. Nighttime and weekend security will be provided by perimeter fencing, automated gates, and video surveillance.

Asphaltic Concrete Processing

Appendix D provides a discussion and photos of a typical asphalt processing plant. The Project will utilize a configuration similar to the one described.

Recycled Asphalt Products (RAP)

The Project includes RAP processing, which is expected to be used more frequently in the future as Caltrans and other public works agencies move more fully into resurfacing projects with specifications calling for RAP sourced asphaltic concrete. When RAP is used to produce asphaltic concrete, truck trips will be reduced correspondingly because RAP will be obtained from the adjacent RAP processing facility permitted (Development Plan D940084D), approved July 13, 1995 under Resolution No. 95-63. Because the use of RAP material is difficult to forecast, the associated reduction in the number of incoming in the Peak Daily trips has not been factored into Table 3-~~9-6~~ above.

Rubberized Asphaltic Concrete (RAC)

The Project includes the use of ground crumb rubber, produced from recycled tires, to manufacture RAC. The degree to which this occurs will be a direct function of market demand. Truck trips associated with ground crumb rubber deliveries will not result in an increase in the totals noted above in Table 3-~~9-6~~.

Lime Treatment Process

Occasionally, the specifications for asphaltic concrete calls for the use of lime treated aggregate. This requires that aggregate bathe in a lime slurry blend, which then “marinates” in separate lime-treated material stockpiles. The Plant will utilize a process involving the use of an Excel Slurry Blend System (Excel Machinery Ltd.). The process begins at the slurry plant, where hydrated lime and water are combined to form a lime slurry. The slurry is stored in a 631-gallon agitation tank and pumped to the mixing plant by means of a 3-inch slurry pump.

Facilities and Ancillary Facilities/Plant Components

The following list the permanent and temporary components.

The ALmix plant (permanent) includes the following:

- ALmix dual-drum continuous mix asphaltic concrete plant consisting of:
 - ± Hauck Eco-Star II 100 million BTU/hr natural gas fired, low NOx burner - permanent

~~2-~~ Two 20,000 gallon asphaltic oil storage tanks, each with a two million BTU/hr hot oil heater - permanent

~~3-~~ Two 180 ton capacity, 69 foot tall silos for storage prior to load-out - permanent

~~4-~~ Drag conveyor (elevator) - permanent

- Blue Smoke Control (six-stage filtration system) - permanent
- Drying drum - permanent
- Mixing drum - permanent
- Baghouse (56,000 cubic feet per minute) - permanent
- Dust return screw - permanent
- Asphaltic concrete oil heater tank (1,000 gallons) - permanent
- Control house and switchgear (van) - permanent
- Scale house, 80-foot scale and dispatch operations building - permanent
- 24" cross drag - permanent
- Lighting associated with the scale house and the asphaltic concrete plant - permanent

Ancillary facilities/Project components include the following:

- Diesel fuel fired backup generators, including two (2) 600 kW and one (1) 150 kW generators - permanent
- Drive-over dumps where materials are deposited from aggregate trucks, then conveyed onto one of four stockpiles within the final crushed rock stockpiling circuit - permanent
- Two Caterpillar 980G - 300-horsepower wheeled loaders - permanent
- One Caterpillar 906 - 60-horsepower bobcat loader (used 25 percent of the time) - permanent
- Fueling and Maintenance Area (a concrete slab with secondary containment berm) and sign stating: "All Equipment and Vehicle Fueling, and Routine Equipment Maintenance and Repair Must Be Performed Here" - permanent
- Hazardous Materials Storage, with secondary containment, located adjacent to the Fueling and Maintenance Area - permanent
- 12 aggregate conveyors - permanent
- 8,000-gallon portable propane tank (occasionally) - permanent
- Five-bin cold feeder system - permanent
- 30" cold feed conveyor - permanent
- 5' x 10' scalping screen - permanent

- Welding service truck - permanent
- Maintenance truck - permanent
- Fuel service truck (vehicles will be serviced on a bermed concrete pad) - permanent
- Reclaimed asphalt pavement (RAP) stockpiles (unprocessed and processed) - permanent
- RAP feeder bin - permanent
- 30" RAP feed conveyor - permanent
- Portable lime treatment system with silo and two hydrated lime storage guppies - temporary (not more that 20 days per year)
- Lime treated material stockpiles and lime treatment circuit - temporary (not more that 20 days per year)
- Portable rubberized asphalt system - temporary (not more that 20 days per year)
- 5,000-gallon water storage tank - permanent
- Storm water detention basin - permanent
- Two storage trailers (i.e., vans) - permanent
- Entrance sign and onsite signs for safety and traffic direction - permanent
- Interior asphaltic concrete road system, including the access route into Project - permanent
- Directional hooded lighting (five poles) (refer to Nighttime Lighting discussion) - permanent
- Restroom and individual onsite septic system - permanent
- Parking spaces for 8 automobiles, plus one handicapped - permanent

Onsite Materials

Chemicals delivered to/stored onsite at one time will include the following:

<u>Chemical</u>	<u>Quantity</u>	<u>Chemical Family</u>
Asphaltic Oil	40,000 gallons	petroleum hydrocarbon
Liquid propane (emergency)	1,000-1,500 gallons	gaseous hydrocarbon
RHEOMIX 235	275 gallons	aqueous emulsion of synthetic oils
76 Guardol QLT 15W-40	2 x 55 gallons	petroleum hydrocarbon
Hydraulic Oil AW 46	2 x 55 gallons	petroleum hydrocarbon
Waste Motor Oil	55 gallons	petroleum hydrocarbon
Acetylene	2 x 420 cu.ft.	acetylene gas
Grease	3 x 35 gallons	petroleum hydrocarbon

Oxygen	2 x 420 cu.ft.	oxygen gas
Hydrated Lime (silo, two guppies)	100 tons	alkaline earth hydroxide

3.5 CONSTRUCTION CONSIDERATIONS

3.5.1 Schedule of Completion

Construction would begin upon approval of the project and would take approximately 9 months. Construction is proposed to occur during four 10-hr days each week from 7:00 A.M. to 5:00 P.M.

3.5.2 Order of Construction

Construction would be performed in three phases: (1) Site Preparation, (2) Plant Erection, and (3) Site Finish. Ready mixed concrete and aggregate base will be provided by the adjacent concrete processing operation. Water will be provided by the onsite well. A water truck will apply water for dust control.

Site Preparation

The existing Troesh concrete batch plant, while on the same assessor parcel, is not on the proposed project parcel and will remain. The stockpiles of recyclable asphalt and concrete associated with the recycling plant operated by Troesh Ready Mix, Inc. will be moved to a new location within their existing permit boundary. ,

The current onsite operations will need to be moved prior to construction of the proposed plant. To accomplish this, the applicant will remove existing buildings and rubble and perform minor re-grading. Once this is completed, the applicant then will re-grade and prepare the area to conform to application configuration, including drainage control. The total amount of material to be excavated or graded during construction is approximately 500± cubic yards. This material will be balanced onsite, and no material will be added to or removed from the site. The stockpile area will be used for equipment staging.

Plant Erection

Initial “laydown” of plant components and appurtenances within the stockpile area will take approximately 5 months.

Site Finish

Completion of the construction activities will involve roadwork, and paving the storage and parking area. Equipment to be used will include motor graders, water trucks, rollers, pavers, skip loaders, and trucks.

3.5.3 Structures

The taller aspects of the Project include the silos (69 feet), hooded-directional light poles (45 feet), Lime Treatment Plant silo (up to 35 feet), and Control Room (single story, usually installed atop a 5θ to 6θ foot concrete block wall).