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1-21-0905 (Hambro Forest Products)

MARCH 11, 2022

EXHIBITS

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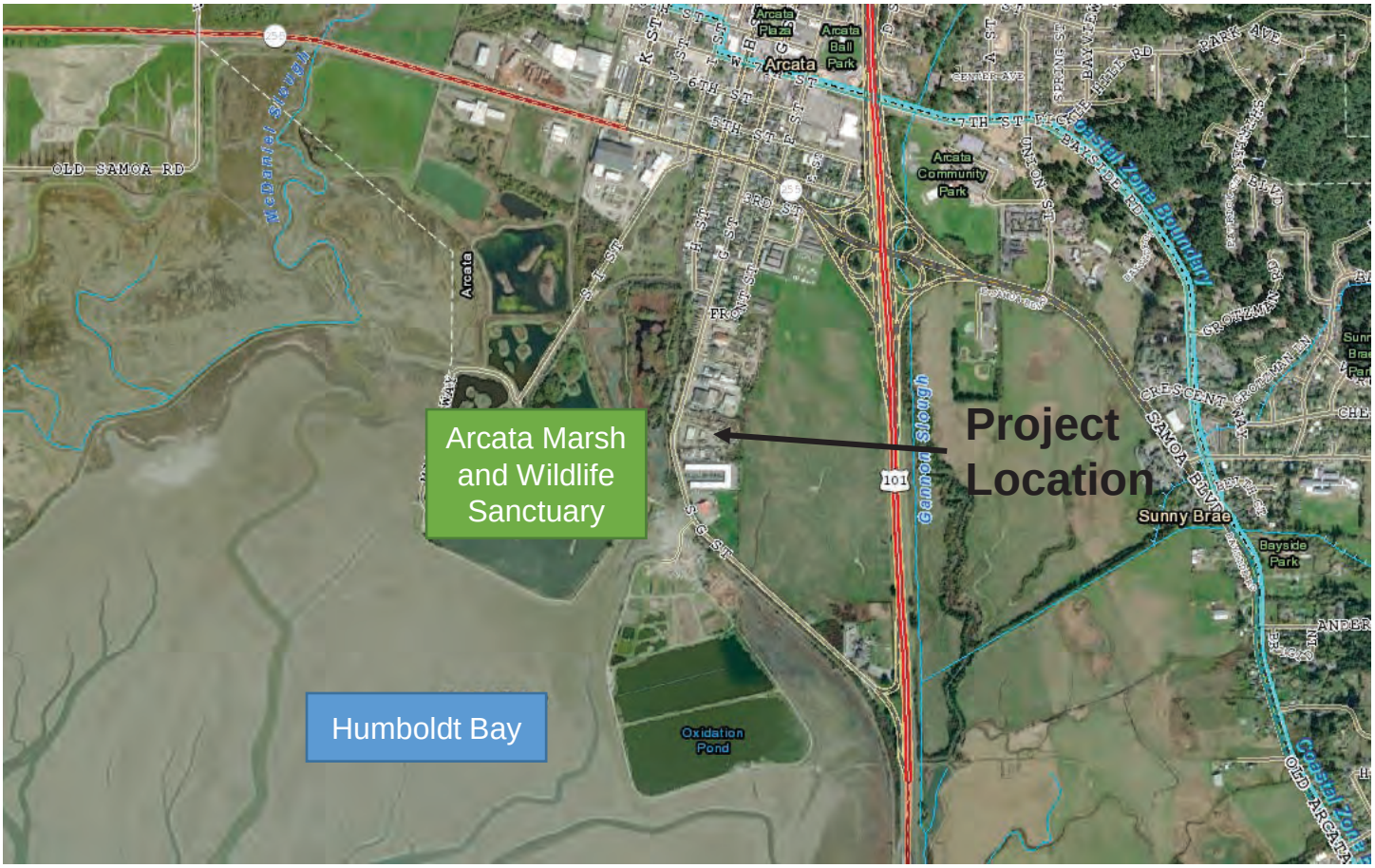


Exhibit 1
1-21-0905 (Hambro Forest Products)
Vicinity Maps (pg. 1 of 2)

Exhibit 1
1-21-0905 (Hambro Forest Products)
Vicinity Maps (pg. 2 of 2)

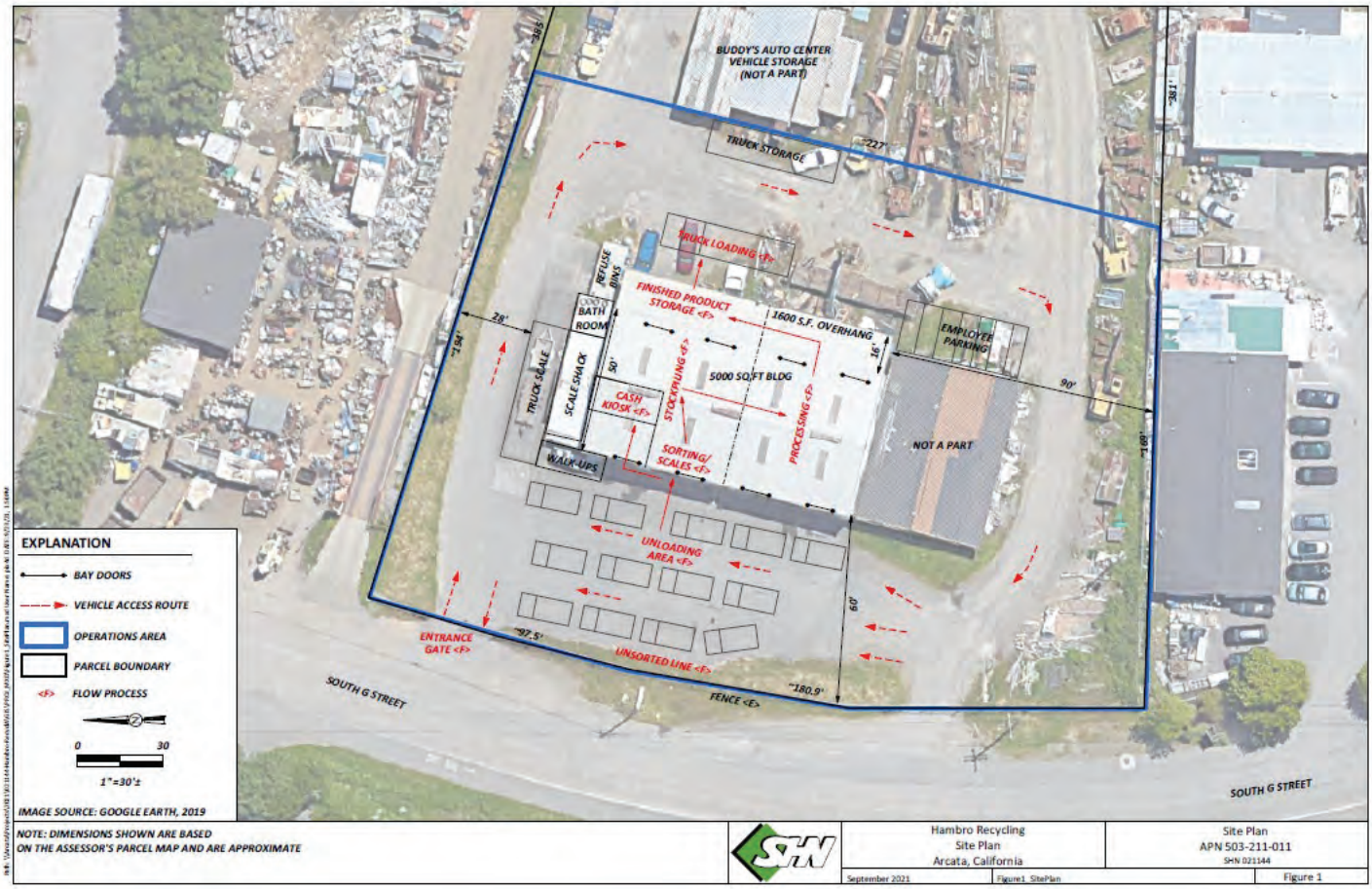


Exhibit 2
1-21-0905 (Hambro Forest Products)
Site Plan

HAMBRO FOREST PRODUCTS

P.O. Box 129 445 Elk Valley Road
Crescent City, CA 95531
(707)464-6131
Fax (707)464-9375

Hambro Recycling Outdoor Lighting Plan at 420 South G Street
January 7, 2022

Lighting will be installed on each corner and in the middle of the front and back of the building at 420 S. G Street Hambro Recycling Center. Please see site plan for approximate locations. The lights will be Above All LED Dark Sky Wall Packs (see attached product description and specification sheet). The 2 corner lights in the front will be photo controlled and the remaining lights will be motion detection lights. The lights will be down facing, the lights will 14' high, and no light will leave the property. These lights comply with City of Arcata Land Use Code 9.30.070 Outdoor Lighting.

Model Numbers:

ABWP40LED50DSPC12 Photo Control 120V
ABWP40LED50DSPMSW Microware Motion Sensor

Lights will be purchased at Industrial Electric, Arcata CA

Exhibit 3
1-21-0905 (Hambro Forest Products)
Lighting Plan (pg. 1 of 4)

LED DARK SKY WALL PACK

PRODUCT DESCRIPTION

LED Wall Packs are designed and engineered as maintenance free, energy-efficient alternatives to traditional fluorescent, high &low pressure sodium, metal halide, induction, and other types of light sources.

CONTROL

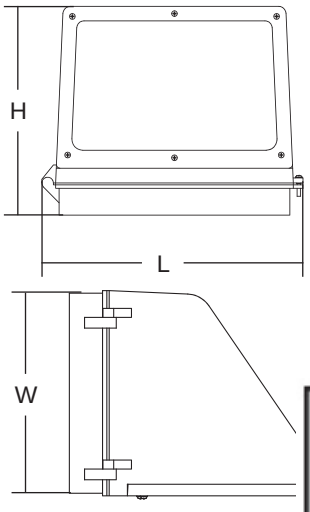
- Photo control: Voltage-specific photocontrols power the fixture when light levels reach 20 lux or below, and turn it off at 30 lux or higher.
- Motion/Daylight sensor: 0-10V microwave-based motion sensor with integral photocontrol, featuring high/low motion detection. Field adjustable for 100% light output in the high with 10, 20, 30, 50 or 0% on the low side. Detection area, hold time, daylight threshold, and dimming level all have DIP switches. At its maximum mounting height of 15 feet, the sensor can detect motion up to 30 feet away. Sensor mounted internally behind glass.

ELECTRICAL SYSTEM

- Input Voltage: 120-277V/120V/277V
- 50/60Hz
- Minimum Ambient -31˚F, maximum ambient 104˚F
- Power Factor: > 0.9 at 120Vac
- Total Harmonic Distortion: < 20%
- 20W, 30W and 38W integral 2KV surge suppression protection standard
- 52W integral 4KV surge suppression protection standard

SPECIFICATION

20W, 30W & 38W	52W
Length: 14.4”	Length: 18”
Width: 9”	Width: 9.5”
Height: 11.4”	Height: 13.5”
Max. Weight: 9 lbs	Max. Weight: 15.4 lbs



PERFORMANCE

CRI
>70

CCT
3000K, 4000K, 5000K

Dimming
0-10V Dimming Standard

Projected Lifetime
L70 - 155,000 Hours

Working Temperature
-31-104˚F (-35-40˚C)

Certifications
- cETLus Listed
- Suitable for wet location
- **DLC Premium qualified**
- RoHS compliant

Exhibit 3
1-21-0905 (Hambro Forest Products)
Lighting Plan (pg. 2 of 4)

1501 Industrial Way N,
Toms River, NJ 08755

866-222-8866
info@abovealllighting.com
www.AboveAllLighting.com

Ordering Information

Example: ABWP40LED50DS-MSW

ABOVE ALL	Wall Pack	Watts	Source type	CCT	Distribution	Controls
AB	**WP**	**20**-20 Watts	**LED**	**30** - 3000K[1]	**DS** - Dark Sky	**MSW** - Microware Motion Sensor[3]
		30-30 Watts		**40** - 4000K		**PC12** -Photo Control 120V
		40-38 Watts		**50** - 5000K		**PC27** - Photo Control 277V
		60-52 Watts				**EBU6** - 6W Emergency Battery Backup[2]
						Leave blank for no controls

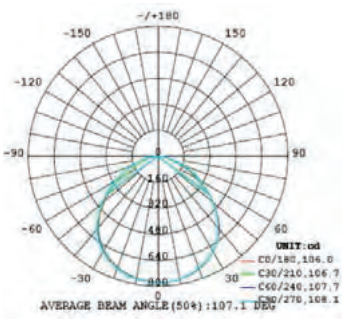
Notice:

1. DLC Premium is unavailable in 3000K.
2. EBU solution is only available in 20W, 30W and 38W. And the working temperature is 32-104°F. The EBU is Title 20 compliant.
3. MSW is not available for 20W. The sensor can not be installed in the room of long-time vibration because the vibration signal will be regarded as the moving signal to trigger sensor.

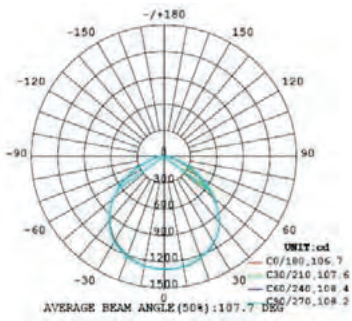
* Bronze finish is standard. Custom color is available for a premium setup fee. Consult customer service for additional information.

PHOTOMETRY

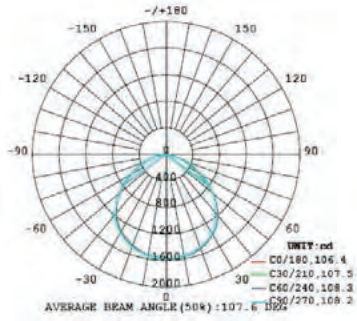
All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP certified laboratory.



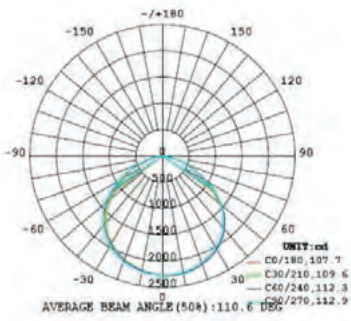
20W



30W



40W



52W

PERFORMANCE DATA

LUMEN OUTPUT

Lumen values are measured by third party certified laboratories performed in accordance with IESNA LM-79-08 as well as Lighting Facts listed.

Watts	Measured Watts	Lumen Output	CCT	AC Input 120V	CRI	LPW
20W	20W	2400	4000	0.17A	>70	120
30W	29W	3700	4000	0.24A	>70	128
38W	35W	4550	4000	0.29A	>70	130
52W	48W	6260	4000	0.40A	>70	130

Exhibit 3
1-21-0905 (Hambro Forest Products)
Lighting Plan (pg. 3 of 4)

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperature from -31-104˚F (-35-40˚C)

Ambient		
Celsius	Fahrenheit	Multiplier
0	32	1.02
10	50	1.01
20	68	1.00
25	77	1.00
30	86	1.00
40	104	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the ABWP60LED40DS in a 77˚F ambient, (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

Operating Hours	0	9,000	18,000	37,000	155,000
Lumen Maintenance Factor	1.0	0.98(L98)	0.96(L96)	0.92(L92)	0.70(L70)

System Wattage	Max THD (%)	Power Factor (@ 120Vac)	Replaces/ Equiv.(MH)
20W	<20	>0.9	125W
30W	<20	>0.9	150W
40W	<20	>0.9	175W
52W	<20	>0.9	250W

BUG RATING

Model	BUG Rating
ABWP20LED40DS	B1-U1-G0
ABWP30LED40DS	B2-U1-G1
ABWP40LED40DS	B2-U1-G1
ABWP60LED40DS	B2-U1-G1

Warranty

Five year limited warranty. Full warranty terms located at ww.aboveallLighting.com/warrantystatements

Note:

Specifications subject to change without notice.

Exhibit 3
1-21-0905 (Hambro Forest Products)
Lighting Plan (pg. 4 of 4)

1501 Industrial Way N,
Toms River, NJ 08755

866-222-8866
info@abovealllighting.com
www.AboveAllLighting.com

Hambro Group Preliminary Noise Reduction Plan at 420 South G Street.

January 14, 2022

Application materials indicated that this project's noise levels could meet the City of Arcata's noise standards, using the existing Del Norte County operation as the example. The City, however, required a compliance plan be submitted for City review prior to initiating operations. A noise reduction plan would be based on taking measurements while all equipment is operating. Where noise might exceed the City standards, then operational or other attenuation would be necessary to reduce noise levels for compliance with City standards. Application materials provided several options. This document describes the objectives and strategy of developing such a plan.

For purposes of the CDP application the primary area of interest will be the Arcata Marsh and Wildlife Sanctuary (AMWS), located directly west of the Hambro facility at 420 South G Street[1]. While the actual ESHA is to the west of, and below the existing trail that runs parallel to South G Street, two measurements will be taken from the trail. Two additional measurements will be taken at the west edge of pavement and an additional two measurements will be taken at the westerly fence line of 420 South G Street. Leq 1-hour measurements will be taken at each of these locations. Table 1 is an example of the proposed noise measurement table that will be filled in and includes the ambient noise taken at the proposed locations. This reflects the noise generated by Highway 101 and South G Street traffic and adjacent industrial uses.

Table 1. Noise levels (Leq (1 hr)) taken at indicated distances west of the existing building

Location	**Fence (67'-70')**	**Westerly Edge of S G Street (126')**	**Trail (180'-188')**	**ESHA (225'-238')**
Ambient 1/5/2022/7:45-8:45 am 1/7 2:25-3:25 pm	58.8 63.8	69.3		
Processing Equipment and Generator				
Processing Equipment, No Generator				

[1] The City will require additional noise analysis but this document focusses on the west side.

Exhibit 4
1-21-0905 (Hambro Forest Products)
Preliminary Noise Reduction Plan (pg. 1 of 4)

Processing equipment will be stationed inside the southernmost bay doors. It is highly likely that the two southwestern-most bay doors will remain closed when processing is occurring. It is also highly likely that the two northwestern-most doors will remain open while receiving recyclables. The noise measurements taken for the noise reduction plan will determine whether these four westerly-facing doors will be required to be closed during processing activity or when (and which ones) may remain open. If necessary, the bay doors could be further insulated on the inside, further reducing noise. Additionally, equipment could be wrapped in insulation, or interior walls could be constructed surrounding the processing equipment.

The temporary use of the generator will be from the start of operations until PGE completes their 3-phase power connection. Application materials noted the sound levels. The proposed location for the generator is just outside the SE corner of the building under the awning. One of the primary methods of noise attenuation is eliminating line-of-sight exposures. At the proposed location, noise would be attenuated towards the south by the existing modular unit[2]. To the west the existing building would block noise, especially with bay doors shut. There is a shield that is available to rent to cover the generator and reduce noise further. Most of the noise from generators is directional through the exhaust system; this can be pointed towards the east, furthest from adjacent properties and away from the AMWS to the west. These various options to attenuate noise will be considered during the noise reduction study.

[2] The City has required that the modular building, mentioned above, be modified to be outside of the FEMA flood zone, which would mean slightly elevating, relocating or demolishing it. If it is to be demolished, and it is determined to be effective at reducing noise levels below City standards, then demolition will occur after the generator is no longer needed and is removed from site.

The following information is taken from the Project Description, as revised December 17, 2021 and included with CDP application materials.

Noise levels were taken at the Del Norte County Hambro CRV Recycling facility on September 16 and 17, 2021 utilizing both a SPER Scientific Digital Sound Meter, Model 840029, which meets the requirements of the American National Standards Institute's Standard Specification S1.4 Type 2A, IEC 651 Type 1, DIN45633 and AIS1.1 and a Soft dB Piccolo Integrating Sound Meter Model SLM-P3, meeting the requirements of the IEC 651/804 Type 2 and ANSI S1.4 Type 2. The A-Weighted scale and 'slow' response was selected per industry standards. The sound meters were calibrated before and checked after taking sound measurements. Fresh batteries were installed before the readings. Ambient levels were measured at 44- 47 dBA, Readings were taken next to and/or at 50 feet from the noise generation. Bay doors were open and there was direct line of sight when processing occurred. The noise study was performed at the Del Norte location because it is similar to the equipment and setup that is proposed at the Arcata site.

Receiving/Sorting Area
Sound levels taken 50 feet from the receiving/sorting area were measured at 63.1 dBA, after 6 minutes of constant activity (Leq 6 min.). Activity subsequently slowed down, which would have lessened the Leq value, so no further measurements were taken. Periods of little activity would be similar to ambient levels, which at the Arcata site, were measured at 58-62 dBA.

Aluminum can/Plastic bottle baler: During aluminum can processing activities, at a ten-foot distance, sound levels were 80 dBA, but reduced to 72-77 dBA at 50 feet distance. Ten minutes of straight processing time (Leq10 min.) resulted in 75 dBA. The loudest sound occurred when the cans were unloaded from the supersack and when the door on a full hopper opened and the cans fell into the area to be flattened. Both the compaction and the conveying produced much lower levels. Much of the 'processing' time was also spent moving the supersacks into position, winching them to dump into the hopper and loading the compressed bales onto a forklift for weighing and then transported to the stockpile area where they would later be loaded onto a truck for shipping offsite. During these more idle periods, sound levels were at 64 dBA at 50 feet. Processing of plastic bottles were not measured, but the noise level would be less than the aluminum cans.

Glass crusher: This was the noisiest activity observed, when dumping and crushing glass occurred concurrently. While interior noise measurements taken ten feet from the crusher were at 93 dBA, at 50 feet distance, readings were at 77-80 dBA; the Leq (1 hour) was 76.5 dBA. These readings occurred with the bay doors open. When doors were closed, this reading was reduced to 57.4 dBA. During the hour that sound levels were measured, 3 ½ totes were emptied and crushed, filling one supersack. A typical week would produce four to five supersack bags, suggesting that processing of glass will be less than 6 hours a week.

Processing is proposed to generally occur when materials are received, Tuesday through Saturday 9:00 AM to 5:00 PM, with an occasional extension from 8:00 AM to 7:00 PM. Approximately 25 hours per week of processing will occur. If noise levels exceed 65 dBA Ldn at any property line, then the bay doors will be kept closed during the specific activities when noise levels are exceeded. The closest property lines to the designated Processing area is 100-120 feet, which would typically reduce the

Exhibit 4
1-21-0905 (Hambro Forest Products)
Preliminary Noise Reduction Plan (pg. 3 of 4)

above sound readings by 6 additional decibels. With the additional interior storage available at Arcata, compared to Del Norte, the doors could remain closed when processing occurs during daytime hours. While sound levels were elevated during processing activity, there was no ground vibration associated with processing.

Ambient levels at the Arcata location , when adjacent properties were in operation, were 58-63 dBA. Processing with the bay doors opened directly in line-of-sight produced a Leq (1 hour) of 75.6 dBA. With the bay door closed, noise levels at the Del Norte facility were measured at fifty feet at 57.4 dBA, equivalent to a 20 dBA reduction, which would be expected. This 57.4 dB level is similar to ambient noise levels at the Arcata location. City requirements set limits, as measured at noise sensitive uses, to LEQ 1-hr 55 dB, 75 dB maximum.

3-Phase power and Need for Generator

Information from United Rentals indicates that this is a quiet generator, generating sound at 73 dbA @ 23 ft. The closest property line is 90 feet to the south. Using a standard 6 decibel drop for every doubling of distance, noise levels at the southern property line should be reduced to 61 dBA. The generator will be blocked by the building and approximately 180 feet from the west side of South G Street; noise levels would be reduced to a maximum of 55 dBA, based on distance alone. The City's Noise Element contour mapping (Fig N-b) shows the site to be located in the 55-60 dB noise contour. Ambient noise levels on site when the salvage yard to the north was operating were measured at 57.8 dBA. There are methods, including shielding and pointing the exhaust away from the southerly and westerly direction that would reduce noise levels in a manner that will meet the City's noise standards. Noise attenuation options to meet City standards include shielding the equipment with an enclosure provided through the rental agency, pointing the exhaust away from the south or even moving the unit inside. The best method for accommodating this is to actually have the proposed unit on site and run it while determining how best to attenuate it prior to using it for processing. City Condition of Approval B-6 requires a Noise Reduction Plan be submitted indicating compliance with the City's Noise standards. Initial monitoring will be proposed as part of that Plan. (See Noise Section below for additional details).

The Coastal Commission LCP Update Guide, Section 4. Environmentally Sensitive Habitats Section 4 - July 31, 2013.
https://documents.coastal.ca.gov/assets/lcp/LUPUpdate/LUPGuidePartI_4_ESHA_July2013.pdf notes that for surface noise, the 60 dB decibel range is widely accepted and employed for projects involving potential noise impacts upon birds, however its use is without well founded scientific justification. Considering that ambient noise levels are 58-63 dBA with noise from Highway 101, South G Street and the City's Wastewater Treatment Plant, 60 dB seems to be an acceptable level to achieve.

Exhibit 4
1-21-0905 (Hambro Forest Products)
Preliminary Noise Reduction Plan (pg. 4 of 4)

Conceptual LID Drainage Plan, Hambro Arcata CRV Redemption Center, 420 South G Street, Arcata, CA

This narrative accompanies Figure 3 Conceptual LID Drainage, date January 2022. As noted, Figure 3 depicts existing and proposed opportunities on the site. Actual improvements will be depicted in the IGP Stormwater Pollution Prevention Plan (SWPPP) that will be filed with the Water Board. The project is not subject to MS4 or CGP requirements but will be subject to IGP requirements that will specify what improvements will be needed, either prior to start of operation or before the fall rainy season.

The site is relatively flat, with elevations ranging from 10-foot NAVD to the east to 8-foot NAVD near the western boundary, with primary drainage towards the west. The site has been partially paved with the remainder of the area gravel surfaces. This project does not propose additional impermeable surfaces. The site has retained vegetated areas along its northern, southern, and westerly boundaries.

There are three existing Drain Inlets (DIs) of unknown origin, two of which appear to accommodate roof drainage on the eastern side. A third DI is located near the northwestern corner; its purpose is unknown.

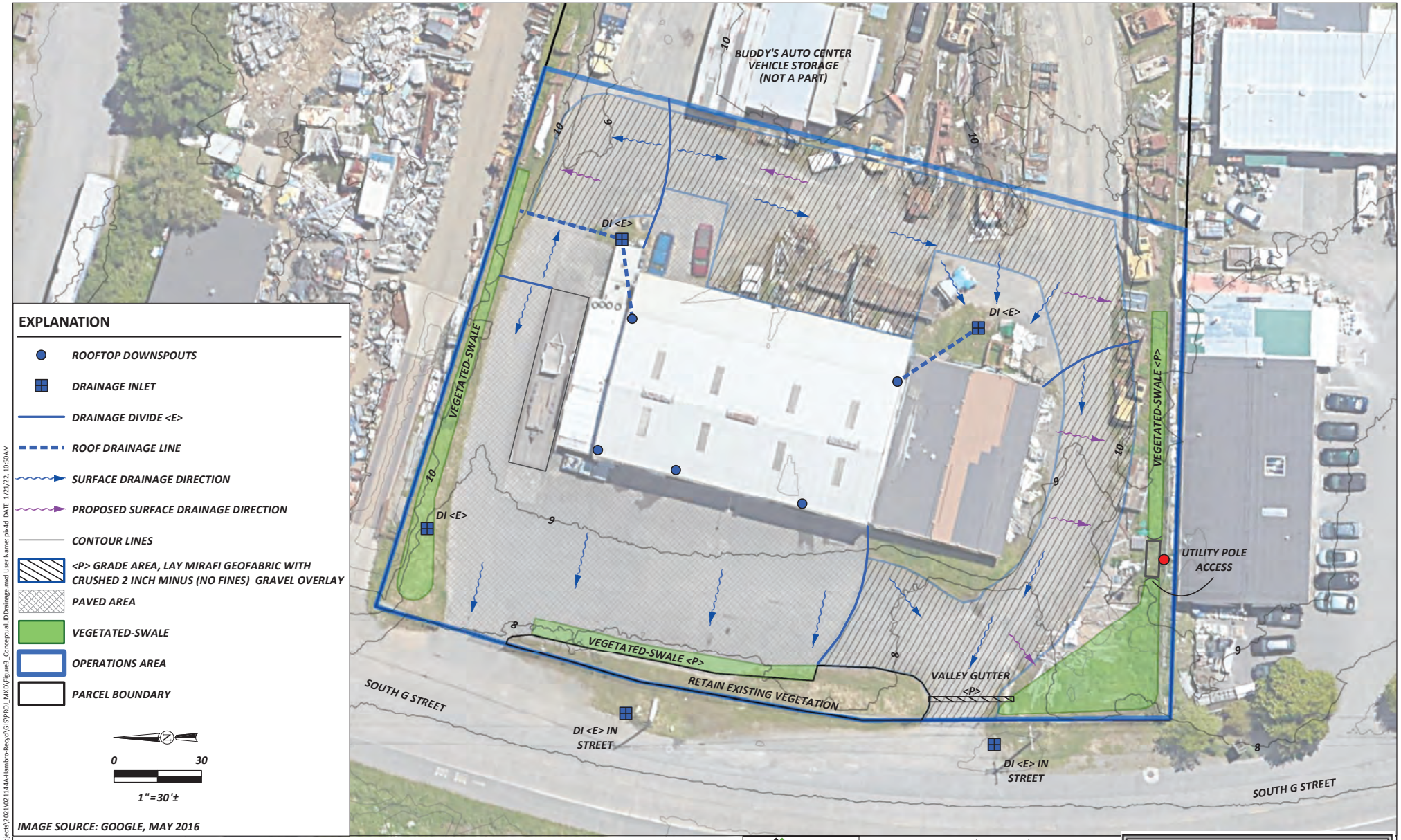
Grading – it is proposed to regrade the gravel surfaces, as shown so that the travel ways convey stormwater towards both the north and south property boundaries and into proposed vegetated swales. Gravel has been and will continue to be added annually to maintain the integrity of the travel ways. It is proposed, as one option, to lay Mirafi geofabric with crushed 2-inch minus gravel overlay within the graveled travel ways and truck loading area. At the southwest corner, the swale will widen into a rain garden feature. After stormwater settles, it will be allowed to overflow into vegetated areas to the west, within the South G Street right-of way (ROW), before entering the existing DIs in South G Street. It should be noted that South G Street is sloped towards the DI's and as such most of the flow that enters is from street runoff. The site also has drained to these DI's directly from graveled surfaces. The plan now proposes to redirect this flow first to vegetated swales.

The primary constituent of concern will be from total suspended solids (TSS) from the gravel surfaces, which will be increased during wet months by traffic using these travel ways. Approximately 420 cubic yards of cut and fill will be necessary to improve the drainage, construct the vegetated swales and add travel way maintenance gravel. Since these are graveled surfaces that will drain towards vegetated swales, erosion control BMPs will not be necessary. Straw mulch or planting of sterile barley seed may be added in the swales. Straw mulch will be added to any disturbed areas outside the travel ways or vegetated swales, as necessary. Qualified SHN personnel will provide onsite construction management to assure improvements are constructed as proposed and necessary steps for erosion control are taken

Paved Surfaces – It is not proposed to alter the existing drainage from within the paved surfaces. It is proposed to protect the salt grass that exists along the western fence line and extends into the South G Street ROW. This salt grass area may have been encouraged from the existing runoff from the paved surfaces or from occasional backing up of the DIs in South G Street. High tides by themselves do not back up, as witnessed during recent 9-foot tides and light rain; no backing up of tidal waters into the DIs occurred. The saltwater influence may only come during high rainfall events that might get mixed with high tides (Note: MHHW is at 6.63' NAVD). Activities to address stormwater and protection of the salt grass may be simply to keep traffic off this vegetated area. If needed there is room to add a vegetated swale outside the current vegetation, requiring cutting into existing paving. The swale would overflow into the salt grass area. It is unknown at this time whether a swale will be necessary to meet IGP requirements.

Other Improvements – the Conceptual Plan shows a valley gutter at the southern entrance gate. This may not be necessary if the graveled surface to the north can be graded to the vegetated swale to the south. At this point no concrete curbing will be necessary or anticipated to be needed.

Exhibit 5
1-21-0905 (Hambro Forest Products)
Conceptual Drainage Plan (pg. 1 of 2)



NOTES: ELEVATION SOURCE FROM 2019 LIDAR: CITY OF EUREKA;
THIS CONCEPTUAL LID DRAINAGE FIGURE DEPICTS EXISTING AND
PROPOSED OPPORTUNITIES ON SITE. ACTUAL IMPROVEMENTS
WILL BE DEPICTED IN THE IGP STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

Hambro Recycling
Site Plan
Arcata, California

January 2022

Figure3_ConceptualLIDDra

Exhibit 5
1-21-0905 (Hambro Forest Products)
Conceptual Drainage Plan (pg. 2 of 2)

Path: \\Arcata\Projects\2021\021144-Hambro-Recyd\GIS\PRO_MXD\Figure3_ConceptualLIDDrainage.mxd User Name: pk4d DATE: 1/21/22, 10:50AM

P.O. Box 129 445 Elk Valley Road
Crescent City, CA 95531
(707)464-6131
Fax (707)464-9375

January 7, 2022

Hambro Recycling CRV Buyback Center Opening Special Event Traffic Plan at 420 S. G Street

Exhibit 6
1-21-0905 (Hambro Forest Products)
Traffic Plan (pg. 1 of 12)

INTRODUCTION

Purpose and Scope

This Traffic Management Plan (TMP) outlines the traffic control and traffic management procedures to be implemented by the Project Manager to manage potential hazards associated with the traffic environment during the initial opening of the CRV Buy Back Center. While the actual amount and duration of traffic remains unknown, this plan addresses the potential increase as a special event. Standard traffic has been estimated at 150 vehicles/day (19/hour). Based on numbers at the Del Norte facility, when it restarted after being closed by COVID, it is anticipated thatthe opening 2 weeks (10 days) there will be 300 vehicles/day, (40/hour). Additional staffing will be provided to process this amount for the required time period.

The project involves directing traffic in and out of CRV Buyback Center and controlling traffic, pedestrians, bicycles on South G Street to the north and south of the CRV Buy BackCenter.

Objective and Strategies

The objectives of the Traffic Management Plan are to ensure:

- The safety of the traffic, pedestrians, bicycles on adjacent street.
- All non-customer vehicle and users are safely guided around, through or past the CRV Buyback facility.
- The performance of the street network is not unduly impacted and the disruption and inconvenience to all users are minimized for the duration of the daily openings.
- Impacts on users of adjacent street, trail and adjacent properties and facilities are minimized.

To meet these objectives the Traffic Management Plan will incorporate the following strategies:

- Providing for maximum vehicle storage on-site to accommodate the initial influx of customers.
- Ensuring all South G Street users are managed including motorists, pedestrians, cyclists, and people with disabilities.
- Ensuring work activities are carried out sequentially to minimize adverse impacts.
- Provision will be made for employees to occupy the work area in a safe manner in accordance with safety procedures.
- All entry and exit movements to and from traffic streams shall be in accordance with the requirements of safe working practices.

PROJECT OVERVIEW

Location – See Figure 2 Traffic Management Plan

Project Details, Site Assessment and Site Constraint /Impacts

ITEM	DESCRIPTION
Project	CRV Buyback Center
Location	420 SOUTH G Street Arcata, CA 95521

ITEM	DESCRIPTION
Road Classification, Existing Speed Limit	South G Street is a local street/low-speed roadway with a Class 2 bike lane that includes pavement striping and markings to segregate bicycles from the motor vehicle travel lanes. The speed limit is 25 mph with speed signs in each direction with cross walks at each speed sign, the speed limit increase to 35 mph moving south and then 45 mph past the facility to the south. Travelling North the speed limit is 45 mph and reduces to 35 mph after passing the Buy Back Center, it then decreases to 25 mph. There are sidewalks on each side of roadway until approximately ½ mile from Samoa Blvd. There are shoulders only in both directions beyond the sidewalks to the south. The facility is 0.4 miles south from Samoa Blvd. and 0.5 miles from Hwy 101S, just beyond the facility to thesouth there are no shoulders. There are driveways on east side of road north and south of facility. Across from the Buyback Center on the west side of S G Street is the entrance and exit for the parking lot for the Arcata Marsh and Wildlife Sanctuary.
Road Authority	City of Arcata
Local Government	City of Arcata
Scope of Work	CRV Buyback Center Opening

Staging of Work / Temporary Traffic Management	Tuesday-Saturday
Project Date	April 1 through April 16, or extended as necessary
Hours / Days of Work	8:30 AM to 5:30 PM Tuesday -Saturday
Constraints	Public parking/access in the Arcata Marsh and Wildlife Sanctuary. Note: bicycle commute traffic has access to nearby Class 3 Bay Trail From Samoa Blvd to southbound Highway 101

Existing Traffic and Road Environment

ITEM	DESCRIPTION
Traffic Volume and Composition	Light, local traffic
Existing road configuration	2 lane road with a Class 2 bike lane
Existing pedestrian / cyclist facilities	Class 2 bike lane, sidewalk that runs from Samoa Blvd to for approximately .3 miles.

Traffic Management Plan

ITEM	DESCRIPTION
Temporary Traffic Management Descriptions	Additional temporary on-site vehicle queuing of up to 40-50 vehicles (See Figure 1). Combined with the regular vehicle storage there is enough on-site storage for 2 hours of customers, processed at 40 vehicles/hr. As described below, with placement of signs indication a 2-hr wait time, customers would be encouraged to return at a less busy time rather than queuing on So. G Street. This would also mean the gate would need to be closed two hours before closing time, if the queue is full.
Manage Traffic	Manage traffic in to and out of Buyback Center, 8:30 AM to Close of facility (5:30 PM) Tuesday-Saturday Manage off-site traffic to the north and south of facility on S. G St.8:30 AM to Close of facility (5:30 PM) Tuesday-Saturday
Set up signage	Set up signs, cones or other necessary traffic management equipment and place traffic flaggers at their stations
Take down signage	Take down and store signs, cones, and other necessary traffic management equipment.
Traffic Control	Certified Traffic Flaggers
Placement	Flagger will be provided at gate entrance and needed locations on S. G Street
Unloading Lanes	Unloading lanes will specify lanes for 1) small, sorted loads; 2) large, sorted loads; 3) unsorted loads.
Wait time	Wait time will be posted at the gate entrance. As described above, a posted 2-hr wait time at entrance gate will encourage most customers to return at a less busy time. Also gate would need to be closed (exit only) after 3:00 PM if queue is full.
Overflow Traffic	Overflow traffic onto South G Street will be stored in northbound and southbound bike lanes with additional flagger to direct vehicles into driveway and keep entrances to AMWS clear. Requires City encroachment permit.
Signage	Signage on South G Street will include “Congestion Ahead”; “Share the Road”; Do Not Block Driveway (at AMWS) or similar. Requires City encroachment permit.
Approval	Before Special Event commences it is necessary to obtain approval from the following: Arcata City Engineer

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Project Representatives

POSITION	NAME	CONTACT DETAILS
Road Authority Representative	City of Arcata Netra Khatri, PE City Engineer	O: (707) 825-2173 C: (707) 267-4287
Local Government	City of Arcata Police Dept.	O: (707) 822-2428
Project Manager / Prime Contractor	Randy Scott	C: (707) 951-6203
Site Supervisor/Manager	Chris German	C: (707) 954-5746

Communication with City Public Works and City Police Depts. Will occur during the special event. Hambro Recycling has engaged Hambro Forest Products, Inc. to prepare this Traffic Management Plan and associated controls for the opening of the CRV Buy Back Center.

The TMP will be implemented by Hambro Forest Products, Inc.

1.1 Temporary Speed Zones

SOUTH G Street has a posted speed limit of 35 mph adjacent 420 South G Street. North of the site SOUTH G Street is signed for 25 mph. It is proposed to temporarily place signs in both directions stating, “Congested Area Ahead” or similar.

After work hours, the road will be left clean and free of debris and safe for road users.

1.2 Pedestrians

There are sidewalks and crosswalks up to approximately 0.1 mile of the facility travelling south. Pedestrians will then proceed on the shoulder of the road, and pedestrian needing assistance will be guided by the traffic flaggers. From the AMWS parking lot, pedestrians can be directed to the trail that runs parallel to South G Street.

1.3 Cyclists

South G Street has a Class 2 bike lane, if needed Traffic Flagger will help cross traffic. It is proposed to post “Share the Road” signs for the duration of the special event, if/when So. G Street bike lane is utilized for vehicle queuing.

1.4 Public Transport

There is no public transportation route on South G Street.

1.5 Heavy and Oversized Vehicles

Heavy and oversized vehicles will not be impacted any differently than other non-customer vehicles. Assistance provided by flaggers if necessary.

1.6 Existing Parking Facilities

Parking on-site will be for employees and recyclers. Customers will queue into a sorting line extending around the building and unload on west side of building.

1.7 Access to Adjoining Properties / Business

Access to adjoining properties/business will be controlled by our Traffic Flaggers, who are posted at the gate entrance. The number of cars that will queue at the facility will help keep the traffic on S G Street moving and clear of driveways, etc.

1.8 Rail Crossings

There are no rail crossings

1.9 School Crossings

There are no school crossings nearby 420 South G Street.

1.10 Emergency Vehicle Access

Emergency vehicle access and movement will be a priority and controlled by the Traffic Flaggers. Also access to the facility for emergency vehicles will be through the south gate.

1.11 Night Work Provisions

There will be no need for night work provisions.

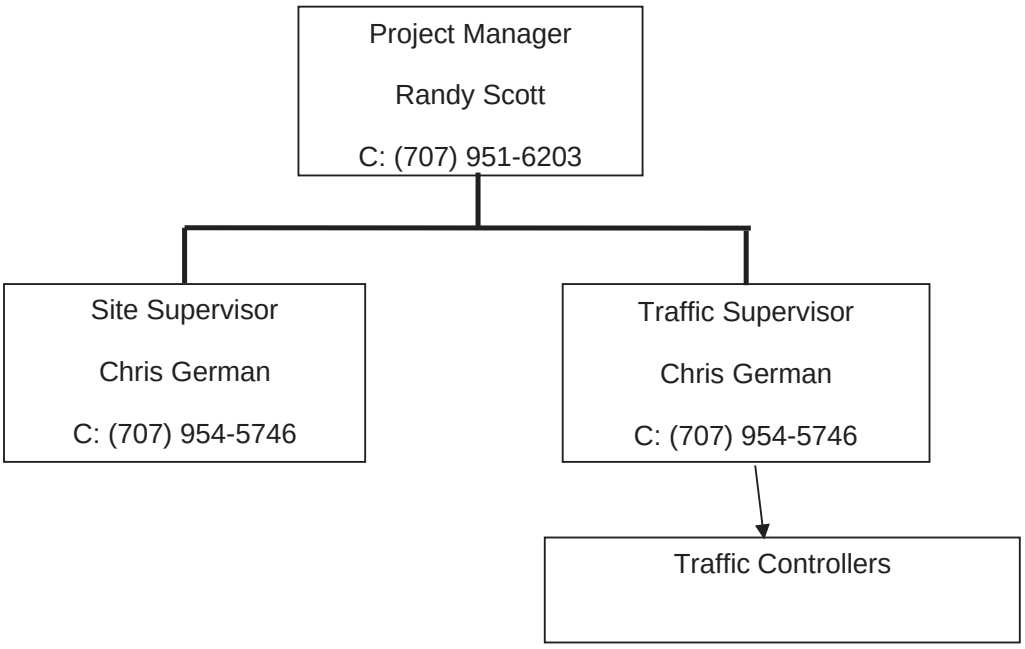
1.12 Public

The public shall be notified of the special event and traffic management arrangements which will affect journey times via:

- Press release, social media announcements, television, and radio.
- Letter drop to all residents and businesses within the traffic control zone one week ahead of the scheduled works.

1.13 Roles

The following diagram outlines the responsibility hierarchy of this contact.



1.13.1 Project Manager

The project manager shall:

- Ensure all traffic control measures of this TMP are placed and maintained.
- Ensure suitable communication and consultation with the City is maintained at all times
- Ensure inspections of the temporary traffic management are undertaken in accordance with the TMP, and results recorded. Any variations shall be detailed together with reasons
- Review feedback from field inspections, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following approval from the City of Arcata City Engineer

1.13.2 Site Supervisor

The site supervisor is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the TMP, and shall:

- Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests
- Ensure traffic control measures are implemented and maintained in accordance with the TMP
- Undertake and submit the required inspection and evaluation reports to management
- Render assistance to road users and customers when incidences arising out of the special event that affects the network performance or the safety of street users, recyclers and employees.
- Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP, or as directed by City of Arcata personnel.

1.13.3 Traffic Management Personnel

- At least one person on site shall have completed the Traffic Control Person/Flagger Online Course , and shall have the responsibility of ensuring the traffic management devices are set out in accordance with the TMP

1.13.4 Traffic Controllers

Traffic Controllers shall be used to control street users to avoid conflict with plant, workers,traffic and pedestrians, and to stop and direct traffic in emergency situations.

Traffic Controllers shall:

- Complete Traffic Control Person/Flagger Online Course
- Hold a current certificate of completion of the Traffic Control Safety Training Course

- Be relieved from their duty after not more than 2 hours for a period of rest or “other duties” of at least 15 minutes.

1.13.5 Workers and Subcontractors

Workers and Subcontractors shall

- All personnel entering the work site shall correctly always wear high visibility vests/uniforms while on the worksite.
- Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other workers or the public.
- Enter and leave the site by approved routes and in accordance with safe work practices

1.14 Communicating TMP Requirements

Traffic Flaggers will have radio communication between each other and the facility.

1.15 Emergency Arrangements and Contingencies

Traffic Incident Procedures

In the event of an incident or accident, call 911 and City Police.

Street area that may impact on any services requiring access to a crash site will be cleared from the area quickly as necessary.

Emergency Services

On-site traffic controllers will be equipped with mobile communications (cell phones) to advise and/or liaise with emergency services to ensure a prompt response should the need arise.

1.16 Failure of Power

In the event that power infrastructure is damaged and poses a risk through live current, Traffic Controllers (and other personnel if necessary) shall be deployed immediately to secure the site and prevent entry to the area affected by live power. P.G.&E. shall be notified immediately (911 then 1-800-743-5000).

1.17 Emergency Contacts

In the event of an emergency the following relevant authorities must be contacted and advised of the nature of works, location, type of emergency and contact details for the site supervisor.

Emergency Service	E-mail/Website	Phone (Emergency)
City of Arcata Police	https://www.cityofarcata.org/206/Police	911
Arcata Mad River Ambulance	amra@norcalsafety.com	911
OES	https://humboldtgov.org/356/Office-of-Emergency-Services	707-268-2500 707-445-7251
Pacific Gas and Electric Power	www.pge.com	911 1-800-743-5000
Pacific Gas and Electric Gas	www.pge.com	911 1-800-743-5000
Hambro Group	www.hambrocrvbuyback.com	707-951-6203

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Hambro Recycling
Site Plan
Arcata, California

January 2022 | Figure2_TrafficManagement

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