REQUEST FOR QUALIFICATIONS

to provide

Engineering Design and Right-of-Way Services

for

50629 – Hueneme Road Widening
Edison Drive to Rice Avenue
HIPL-5952(215)

RESPONSE DUE
by 2:00 p.m.
on
July 10, 2025
at
County of Ventura – Public Works Agency
Hall of Administration Main Floor
Attention: Matt Hespenheide,
800 S. Victoria Avenue, #1620
Ventura, CA 93009

All questions relating to this RFQ must be addressed in writing to matt.hespenheide@ventura.org and received no later than the time specified in Section I. Questions and responses will be posted on the website. It will be the proposer's responsibility to periodically review the website for addenda and responses to questions and to review any additional information that may be provided by the County.

Issue Date: 6-10-2025

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I. Exhibit 10-H2 Cost Proposal Form (Sample)
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I. SCHEDULE OF EVENTS

Issuance of RFQ	6-10-2025
Last Date to Submit Inquiries	7-7-2025
Closing Date for SOQs	7-10-2025
Scoping/Negotiations Complete	8-29-2025
Contract Approval (Board of Supervisors)	11-11-2025

II. INTRODUCTION

The Ventura County Public Works Agency (VCPWA) invites Statements of Qualifications (SOQ) from highly qualified and experienced professionals in engineering and design services for the Hueneme Road Widening Project. This project widens Hueneme Road between Edison Drive and Rice Avenue in unincorporated Ventura County from a two-lane to four-lane roadway with buffered bike lanes. Environmental assessments under NEPA and CEQA have been contracted separately, with completion anticipated by the end of calendar year 2025. Draft technical studies are provided for review. Proposers must demonstrate expertise in designing and delivering federalized projects efficiently and on schedule, as well as extensive experience in utility coordination. PA/ED was funded by HIP, and as a result this federalized project requires full compliance with applicable local, state, and federal regulations. PS&E and ROW is tentatively funded by TCEP and STBG. All project activities shall align with the policies and procedures outlined in the Caltrans Local Assistance Procedures Manual (LAPM). Additionally, the **Disadvantaged Business Enterprise (DBE) participation goal for this project is set at 22%.**

III. PROJECT DESCRIPTION AND PURPOSE

The Hueneme Road Widening project between Edison Drive and Rice Avenue removes the last traffic bottleneck on the Hueneme Road - Rice Avenue Truck Corridor that serves as the primary truck route between the Port of Hueneme and the US 101 freeway. This project will complete final design and acquire right-of-way to widen a two-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a two-lane to four-lane roadway with buffered bike lanes, and a 14-foot paved median. Total width of the new roadway would vary between 63 feet to 120 feet to accommodate existing improvements.

IV. SCOPE OF WORK

The Scope of Work required includes the preparation of engineering studies and construction documents including detailed plans, specifications, and cost estimates (PS&E). The design must conform to all laws, ordinances, and codes, including the latest ADA Title II regulations, County of Ventura Road Standards, Caltrans Standard Specifications and Standard Plans, Standard

Specifications for Public Works Construction (Greenbook) and Plans, and the latest CA-MUTCD Manual. All work products shall become the property of the County and submitted to the County for review.

Task 1 - Project Management & Meetings

The Consultant will oversee project tasks, including:

- Leading, directing, and supervising the Consultant team.
- Organizing, attending, and documenting team meetings and action items.
- Developing and maintaining a critical path method schedule.
- Providing coordination, support, and preparing progress reports and invoices summarizing completed work.

Monthly meetings will include the Consultant, VCPWA, and sub-consultants, if needed. The Consultant will:

- Prepare and distribute meeting agendas, ensure participants are invited and have access (for virtual meetings), and arrange meeting logistics.
- Deliver meeting minutes within five working days, detailing updated schedules (if applicable) and "Action Items" with responsibilities, due dates, and completion status.

This task includes implement a quality control plan to verify the accuracy, completeness, and constructability of design calculations, plans, reports, and exhibits.

Task 2 – Data Collection

A detailed topographic survey has already been completed. The Consultant will review existing data and mapping provided by the County to identify any deficiencies. This task also includes contacting utility companies, obtaining utility plat maps, preparing base maps for review and comment, and securing written confirmation from utility companies regarding the locations of existing facilities.

Additionally, the Consultant will develop a base map that includes property boundaries, easements, rights-of-way, existing utilities, existing monuments, and relevant topographic information.

Task 3 – Field Exploration & Geotechnical Engineering

Consultant will review any readily available geologic and geotechnical work near the site and develop a Geotechnical Design Report (GDR) for the roadway widening. Work will include geotechnical investigations, laboratory testing, geotechnical analyses, studies, foundation designs, roadway

structural sections, recommendations, and associated documentation will be presented in a GDR similar to Caltrans requirements in accordance with the latest edition of Caltrans' Report Preparation Guidelines. The purpose of the GDR is to provide geotechnical recommendations and opinions to aid in project design.

Consultant will perform site reconnaissance to review project limits, evaluate potential access issues, and mark the exploratory boring locations for required USA utility clearance. Driller must obtain a no-fee encroachment permit from the County and perform the exploratory borings utilizing hollow stem auger and roadway coring.

Assuming a boring every 1,000 ft, there would be approximately 12 shallow (5 to 10 feet) test borings along the existing roadway and proposed widening area in order to obtain the existing pavement sections and collect soil samples of the subsurface conditions. The existing pavement section at each location will be measured. In addition, bulk samples will be obtained from certain borings for R-value and other required laboratory tests. Borings shall also be collected at culvert crossings and intersections for pole foundations. Boring locations will depend on available access and the proposed foundation location.

Laboratory testing will be performed to evaluate certain characteristics of the subgrade soils. Typical tests can include In-Place Density and Moisture Content, Direct Shear Strength, Grain-Size Distribution, Atterberg Limits, Sand Equivalent, R-value Testing, Soluble Sulfate, Soluble Chloride, pH and Minimum Electrical Resistivity, Unconfined Compression, Corrosion Tests, Plasticity Index Test.

The GDR will summarize the field and laboratory programs and provide comments and preliminary recommendations to support the future design phase. The GDR should include recommendations for site preparation and earthwork grading; new roadway structural sections; pole foundations, if required; lateral earth pressures for use in design of retaining walls, if required.

Task 4 – 35% Concept and Preliminary Design Report

The Consultant will develop preliminary roadway plans for the preferred alignment for budgeting and funding purposes, right-of-way acquisition, permitting and final design.

The 35% roadway design submittal will show the initial design concept and how major components of the project will be addressed to facilitate VCPWA approval of the roadway geometrics. Identification of project impacts, i.e. right-of-way requirements including temporary easements for construction, utility relocations, environmental impacts, and constructability.

The design of the roadway may differ from that shown in the environmental documents for this Project. The Consultant's scope will include further development of the roadway typical section to accommodate items like utility relocations.

The Consultant will prepare a memorandum including:

- Preferred alignment including preliminary plans, right-of-way, staging areas and access, utility relocation and accommodation, summary of geotechnical findings, structural section design, and anticipated design exceptions (if any).
- Drainage analysis including a hydrologic analysis of peak flows for the purposes of sizing the facilities located in the Project area. Consultant will also perform a hydraulic analysis for the various drainage facilities anticipated for this Project including ditches and culverts. The Consultant will review feasibility of various stormwater retention/detention options to satisfy the County's MS4 permit.
- Analysis of the intersection of Hueneme Road and Rice Avenue similar to a high level Intersection Control Evaluation.
- Preliminary Quantities and Estimated Construction Cost for preferred alternative.
- Recommendations to be implemented in Final Design.
- List of design decisions needed by the County.
- List of issues that require resolution during Final Design.

Task 5 – Right-of-Way & Utility Relocation

The Consultant will coordinate with the affected utility companies to prepare relocation plans, secure necessary permits, and obtain any utility agreements required to facilitate the relocation. Consultant shall coordinate utility relocations and provide the reports and notifications in accordance with the Uniform Act and Chapter 14 of the Caltrans LAPM. Work includes Verification Request Letters, Conflict Exhibits, Liability Letters, and Notice to Owners and Utility Agreements.

Conflict exhibits should be scoped to include potholing.

The Right-of-Way task will include the preparation of right-of-way appraisal maps, plat maps and legal descriptions. This also includes the preparation of right-of-way exhibits, for utility, drainage, slope, temporary construction easements, and any other acquisition required for the Project.

Task 6 – Final Engineering

65% PS&E

Upon acceptance of the 35% design by the VCPWA, the Consultant will prepare and submit the draft plans, specifications, and estimates at a 65% level. Consultant will also prepare Special Provisions for the project based on the Greenbook. VCPWA will provide their Standard Specifications boiler plate for the Consultant's use in preparing the specifications.

90% PS&E

Upon acceptance of the 65% PS&E, the Consultant will prepare a 90% Submittal. The submittal will address comments from the previous submittal.

100% PS&E

After receiving final approval, a set of signed and stamped plans, Special Provisions, and an Engineer Estimate will be submitted to the County for its use in soliciting construction bids. The Consultant shall provide any quantity calculations to the County for use in administering the contract.

V. SUBMITTALS AND INQUIRIES

All Submittals should be sent by registered mail, certified mail, overnight mail, hand delivery, or by email. Incomplete submittals and/or submittals received after the deadline will not be accepted. Statements of Qualifications (SOQ's) should be submitted no later than **2:00 P.M. on July 10, 2025**, to the following address:

County of Ventura – Public Works Agency
Hall of Administration Main Floor
Attention: Matt Hespenheide
800 S. Victoria Avenue, #1620
Ventura, CA 93009
Or via email to matt.hespenheide@ventura.org

VI. SUBMISSIONS

The SOQ must not be more than 30 single sided pages in 8.5"x11", 11-Pt format and spacing. The SOQ shall include the following:

1. A cover letter signed by an authorized representative of the prospective consulting firm. The cover letter shall include contact information: Name, Address, Telephone Number, and e-mail address.

2. Statement of Understanding – Consulting firm shall include a statement describing their understanding of the work to be performed under this contract and a brief description of the firm including the types of services offered.

3. List of personnel to be made available for these services and a brief resume for each describing their education, experience, and qualifications. The letter shall also include a listing of the Consultant's proposed sub-consultants and their addresses where their work will be performed.

4. Consultant shall list a minimum of three (3) projects of a similar nature completed in the last 5 years. Please include:

- Project Description

- Description of services provided and key personnel.
- Client name, contact person, and current phone number.

VII. SELECTION CRITERIA

The selection committee, comprised of VCPWA staff, will evaluate and score the SOQ's based on the selection criteria listed below:

	Evaluation Criteria	Max. Possible
1	Project Understanding and Approach	20
2	Quality, Clarity, Responsiveness, & Overall Impression	15
3	Project Team/Sub-Consultants Qualifications	20
4	Relevant Experience	30
5	Past Experiences	15

Maximum Points = 100

Project Understanding/Approach: Does the Consultant's understanding of the project requirements conform to the Scope of Services offered? Does the Consultant offer a sensible approach in response to the Scope of Services? Does the Consultant offer an expanded scope for the project (Additional Services) that is justified and reasonable?

Quality, Clarity, Responsiveness, & Overall Impression: The overall look of the SOQ is professional, well organized, and easy to follow. The SOQ meets the terms and format required in the RFQ and follows the breakdown of the scope of work in the SOQ.

Project Team / Sub-Consultant Qualifications: Is the proposed team composed of members/sub-consultants with expertise and background related to the proposed project? Are appropriate disciplines presented? How much of the work will be handled by the Consultant's in-house staff and how long has that staff has been working for the firm? How many similar projects have the proposed subconsultants worked with the Consultant as a team?

Relevant Experience: Has the Consultant completed similar projects in both scope and size for similar type for other public agencies?

Past Experiences: What is the County's experience in working with the Consultant in the past?

Upon completion of the SOQ evaluations, the final ranking of the of the firms will be established. The highest-scoring firm will be invited to submit a written fee proposal and if accepted, invited to enter into a contract with the County.

If a responding firm fails to sign and return the contract drawn pursuant to this RFQ, VCPWA may determine, at its sole discretion, that the Respondent is nonresponsive to the terms of this RFQ and rejects the SOQ and withdraws the offered contract. VCPWA reserves the right to negotiate with the next highest ranked Responding Firm.

VIII. PAYMENT METHOD

The method of payment for this contract shall be "Specific Rates of Compensation". Under this method of payment, the proposed Consultant is paid at an agreed upon and supported fixed hourly rate for each employee working directly on the contract work. These rates shall be negotiated and agreed upon between VCPWA and Consultant and included in the contract. The specific fixed rate includes the proposed Consultant's fee and indirect costs, such as overhead, fringe, and other administrative charges. Rates of Other Direct Costs (ODC) shall be reimbursed using separate itemized unit costs, such as mileage, printing, postage, and other reimbursable expenses. Exhibit 10-H2 – Cost Proposal Form is included with this SOQ for reference only.

A schedule of costs and fees shall NOT be submitted with the SOQ. Upon selection of the highest-ranking firm, a request for cost proposal will be issued to the highest-ranking firm. The top-ranked consultant will attend a scoping meeting with County staff to review the Project, and to ensure that the Consultant has a complete understanding of the work that is required. The County will provide

the Consultant with as much material as is available regarding the Project. Following the scoping meeting, a revised cost proposal will be submitted by the Consultant based on any changes to the scope that were discussed. If agreement cannot be reached with the top ranked consultant, then negotiations will proceed with the next most qualified consultant.

Review of the SOQs, interviews, and contract negotiations with the top ranked consultant will be conducted in compliance with the one-step RFQ method outlined in Chapter 10 of the Caltrans LAPM. A formal notice to proceed to the selected consultant will occur immediately following the County Board of Supervisors' award of the contract as recommended by PWA staff.

IX. ADDITIONAL INFORMATION

This RFQ does not commit the County to award a contract, to pay any costs incurred in the preparation of an SOQ for this request, or to procure or contract for services. The County reserves the right to accept or reject any or all SOQs received as a result of this request, to negotiate with any qualified firm or to modify or cancel in part or in its entirety the RFQ process if it is in the best interests of the County to do so.

Prospective consultants are advised that the consultant selection process described in this RFQ, and any award of an agreement to provide the requested services, is subject to compliance by the selected Consultant with the requirements of the Levine Act after selection and prior to agreement award. The Levine Act is found in California Government Code section 84308, a portion of the Political Reform Act of 1974 (Gov. Code, § 81000 et seq.).

The prospective Consultant is advised that should this RFQ result in a recommendation for award of a contract, then the contract will not be in force until it is approved and fully executed by the County, which will include approval by the Board of Supervisors.

All products used or developed in the execution of any contract resulting from this RFQ will become public domain.

A sample of the proposed contract agreement is attached herein. The Consultant shall adhere to the provisions of this agreement. The Consultant shall advise the County, in the SOQ transmittal letter, of any provision which they cannot accept.

Contract award as a result of this RFQ will be made without discrimination based on race, color, religion, age, sex, or national origin

Where funds allocated to this Project are not made available, withheld, or reduced by any federal, state, regional or local government entity, the County is under no obligation to fund this Project, including, but not limited to, any agreement that may be negotiated for consulting services which is the subject of this RFQ.

Any consulting firm selected must, as a condition of entering into any agreement with the County, comply with any requirements imposed upon the County by any federal, state, regional or local public agency or entity, which has agreed to provide funding for this Project including, but not limited

to, any agreement or amendment that may be negotiated for professional consulting services which is the subject of this RFQ.

All costs incurred in the preparation and submission of SOQs and related documentation will be borne by the consulting firm.

The County reserves the right to award the contract to the proposer who presents the SOQ which, in the judgment of the County, best accomplishes the desired results.

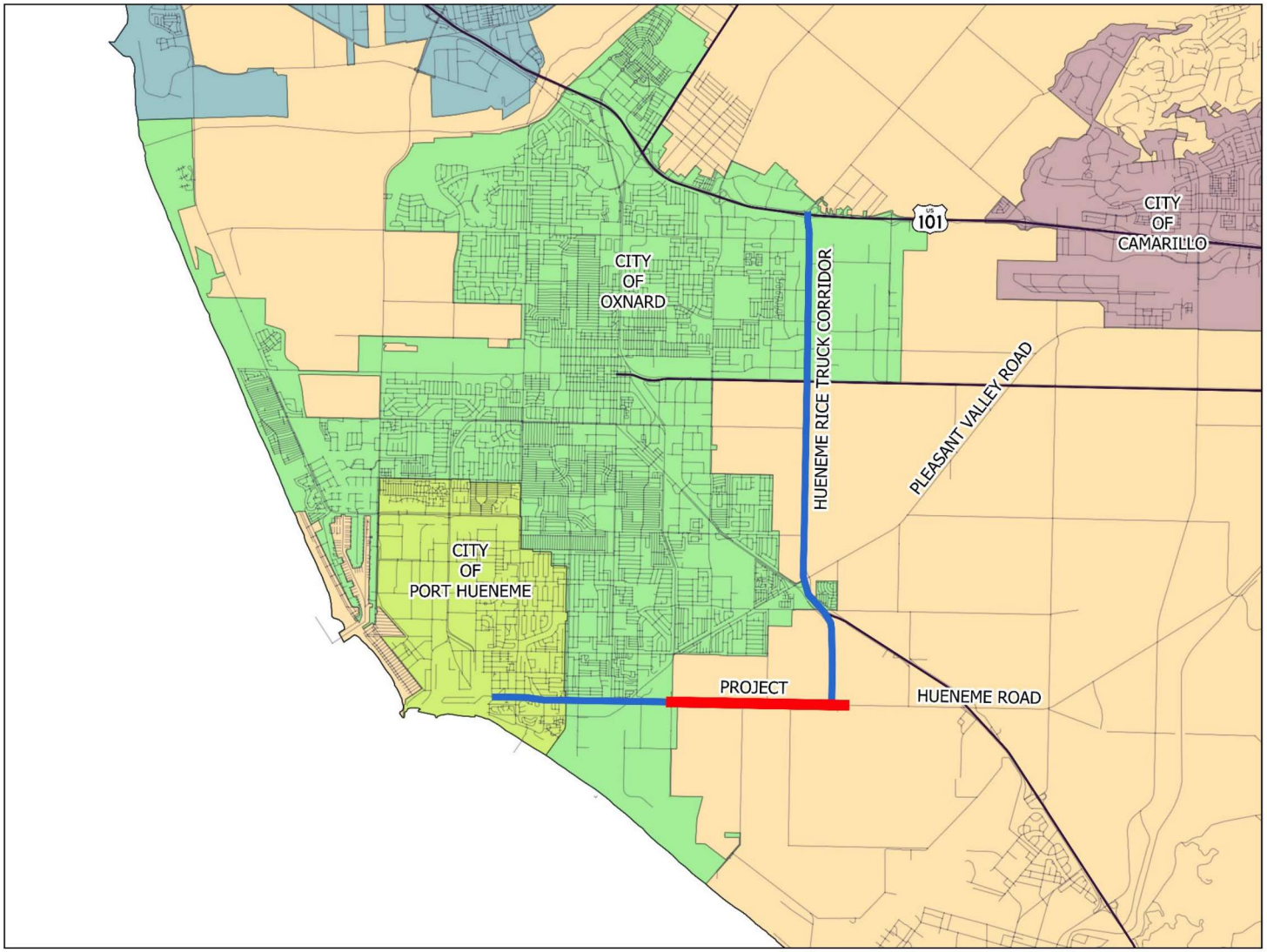
The County reserves the option to accept or reject any or all SOQs, wholly or in part, received by reason of this request, and make an award, or no award, by reason of the County's judgment as to its best interests.

All documents submitted to the County in response to this RFQ will become the exclusive property of the County and may be returned to the proposer or kept by the County, at the sole discretion of the County.

Any contract awarded pursuant to this RFQ will incorporate the requirements and specifications contained in this RFQ. All information presented in a consulting firm's SOQ will be considered binding upon selection of the successful proposer, unless otherwise modified and agreed to by the County during subsequent negotiations.

The selected consulting firm must be fully qualified, and licensed in the State of California, to provide the requested services, able to satisfy all insurance requirements of the County, and be available to commence work according to the proposed schedule contained in this RFQ.

Under the provisions of the California Public Records Act (the "Act"), Government Code section 7920.000, et seq., all "public records" (as defined in the Act) of a local agency, such as the County, must be available for inspection and copying upon request of any person. Under the Act, the County may be obligated to provide a copy of any and all responses to this RFQ, if such requests are made after the date the County gives notice of its intent to award a contract to a specific Consultant for the project services. One exception to this required disclosure is information which fits within the definition of a confidential trade secret [Government Code section 6254(k)] or contains other technical, financial or other data whose public disclosure could cause injury to the proposer's competitive position. If any consulting firm believes that information contained in its response to this RFQ should be protected from disclosure, then the consulting firm MUST specifically identify the pages of the response that contains the information by properly marking the applicable pages. The County will not honor any attempt by a consulting firm to designate its entire SOQ as proprietary, confidential, or a trade secret.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CITY
OF
CAMARILLO
101
HUENEME RICE TRUCK CORRIDOR
PLEASANT VALLEY ROAD
PROJECT
HUENEME ROAD

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Federal Project No.

The following provisions and document included in Exhibit D represents the complete agreement between Agency and Consultant.

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EXHIBIT D

FEDERAL AID CONTRACT REQUIREMENTS
Specific Rate of Compensation for Projects >$150,000
(For Local Assistance Federal-aid Projects)

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1. ALLOWABLE COSTS AND PAYMENTS

A. CONSULTANT shall refer to the applicable provisions included in the Contract in Exhibit C "Fees & Payment".

2. COST PRINCIPALS AND ADMINISTRATIVE REQUIREMENTS

A. CONSULTANT agrees that 48 CFR Part 31, Contract Cost Principles and Procedures, shall be used to determine the allowability of individual terms of cost.

B. The CONSULTANT also agrees to comply with Federal procedures in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

C. Any costs for which payment has been made to the CONSULTANT that are determined by subsequent audit to be unallowable under 48 CFR Part 31 or 2 CFR Part 200 are subject to repayment by the CONSULTANT to AGENCY.

D. When a CONSULTANT or Subconsultant is a Non-Profit Organization or an Institution of Higher Education, the Cost Principles for Title 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards shall apply.

3. RETENTION OF RECORDS/AUDIT

For the purpose of determining compliance with Government Code §8546.37, the CONSULTANT, Subconsultant, and AGENCY shall maintain all books, documents papers, accounting records, Independent CPA Audited Indirect Cost Rate work papers and other evidence pertaining to the performance of the CONTRACT including, but not limited to, the costs of administering the CONTRACT. All parties, including the CONSULTANT'S Independent CPA, shall make such workpapers and materials available at their respective offices at all reasonable times during the CONTRACT period and for three (3) years from the date of final payment under the CONTRACT. AGENCY, Caltrans Auditor, FHWA, or any duly authorized representative of the Federal Government having jurisdiction under Federal laws or regulations (including the basis of Federal funding in whole or in part) shall have access to any books, records, and documents of the CONSULTANT, Subconsultant, and the CONSULTANT'S Independent CPA, that are pertinent to the

CONTRACT for audits, examinations, workpaper review excerpts, and transaction, and copies thereof shall be furnished if requested without limitation.

4. AUDIT REVIEW PROCEDURES

A. Any dispute concerning a question of fact arising under an interim or post audit of this CONTRACT that is not disposed of by agreement, shall be reviewed by AGENCY's Chief Financial Officer.

B. Not later than 30 days after issuance of the final audit report, CONSULTANT may request a review by AGENCY's Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.

C. Neither the pendency of a dispute nor its consideration by AGENCY will excuse CONSULTANT from full and timely performance, in accordance with the terms of this CONTRACT.

D. CONSULTANT and Subconsultant CONTRACTS, including cost proposals and Indirect Cost Rates (ICR), may be subject to audits or reviews such as, but not limited to, a Contract audit, an incurred cost audit an ICR Audit, or a CPA ICR audit work paper review. If selected for audit or review, the CONTRACT, cost proposal and ICR and related work papers, if applicable, will be reviewed to verify compliance with 48 CFR Part 31 and other related laws and regulations. In the instances of a CPA ICR audit work paper review it is the CONSULTANT's responsibility to ensure Federal, AGENCY, or Local Government officials are allowed full access to the CPA's work papers including making copies as necessary. The CONTRACT, cost proposal, and ICR shall be adjusted by CONSULTANT and approved by AGENCY's Contract Administrator to conform to the audit or review recommendations. CONSULTANT agrees that individual terms of costs identified in the audit report shall be incorporated into the CONTRACT by this reference, if directed by AGENCY at its sole discretion. Refusal by CONSULTANT to incorporate audit or review recommendations, or to ensure that Federal, AGENCY, or Local Government officials have access to CPA work papers will be considered a breach of CONTRACT terms and cause for termination of the CONTRACT and disallowance of prior reimbursed costs.

E. CONSULTANT's Cost Proposal may be subject to a CPA ICR Audit Work Paper Review and/or audit by Caltrans Audits and Investigation (A&I). Caltrans A&I, at its sole discretion, may review and/or audit and approve the CPA ICR documentation. The Cost Proposal shall be adjusted by the CONSULTANT and approved by AGENCY's Contract Administrator to conform to the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report. Refusal by the CONSULTANT to incorporate the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report will Be considered a breach of the CONTRACT terms and cause for termination of the CONTRACT and disallowance of prior reimbursed costs.

1. During Caltrans A&I's review of the ICR audit work papers created by the CONSULTANT's independent CPA, Caltrans A&I will work with the CPA and/or CONSULTANT toward a resolution of issues that arise during the review. Each party agrees to use its best efforts to resolve any audit disputes in a timely manner. If Caltrans A&I identifies significant issues during the review and is unable to issue a cognizant approval letter, AGENCY will reimburse the CONSULTANT at an accepted ICR until a FAR (Federal Acquisition Regulation) compliant ICR {e.g. 48 CFR Part 31; GAAS (Generally Accepted Auditing Standards); CAS (Cost Accounting Standards), if applicable; in accordance with procedures and guidelines of the American Association of State Highways and Transportation Officials (AASHTO) Audit Guide; and other applicable procedures and guidelines}is received and approved by A&I.

   Accepted rates will be as follow:

   a. If the proposed rate is less than one hundred fifty percent (150%) - the accepted rate reimbursed will be ninety percent (90%) of the proposed rate.
   b. If the proposed rate is between one hundred fifty percent (150%) and two hundred percent (200%) - the accepted rate will be eighty-five percent (85%) of the proposed rate.
   c. If the proposed rate is greater than two hundred percent (200%) - the accepted rate will be seventy-five percent (75%) of the proposed rate.

2. If Caltrans A&I is unable to issue a cognizant letter per paragraph E.1. above, Caltrans A&I may require CONSULTANT to submit a revised independent CPA-audited ICR and audit report within three (3) months of the effective date of the management letter. Caltrans A&I will then have up to six (6) months to review the CONSULTANT's and/or the independent CPA's revisions.

3. If the CONSULTANT fails to comply with the provisions of this paragraph E, or if Caltrans A&I is still unable to issue a cognizant approval letter after the revised independent CPA audited ICR is submitted, overhead cost reimbursement will be limited to the accepted ICR that was established upon initial rejection of the ICR and set forth in paragraph E.1. above for all rendered services. In this event, this accepted ICR will become the actual and final ICR for reimbursement purposes under this CONTRACT.

4. CONSULTANT may submit to AGENCY the final invoice only when all of the following items have occurred: (1) Caltrans A&I accepts or adjusts the original or revised independent CPA audited ICR; (2) all work under this CONTRACT has been completed to the satisfaction of AGENCY; and, (3) Caltrans A&I has issued its final ICR review letter. The CONSULTANT must submit its final invoice to no later than sixty (60) calendar days after occurrence of the last of these items. The accepted ICR will apply to this CONTRACT and all other agreements executed between AGENCY and the CONSULTANT, either as a prime or subconsultant, with the same fiscal period ICR.

5. SUBCONTRACTING

A. Nothing contained in this CONTRACT or otherwise, shall create any contractual relation between AGENCY and any subconsultant(s), and no subcontract shall relieve CONSULTANT of its responsibilities and obligations hereunder. CONSULTANT agrees to be as fully responsible to AGENCY for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by CONSULANT. CONSULTANT'S obligation to pay its subconsultant (s) is an independent obligation from AGENCY's obligation to make payments to the CONSULTANT.

B. CONSULTANT shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this contract shall be subcontracted without written authorization by AGENCY's Contract Administrator, except that, which is expressly identified in the approved Cost Proposal.

C. Any subagreement entered into as a result of this CONTRACT, shall contain all the provisions stipulated in this entire CONTRACT to be applicable to Subconsultants unless otherwise noted.

D. CONSULTANT shall pay its subconsultants within (15) calendar days from receipt of each payment made to CONSULTANT by AGENCY.

E. Any substitution of subconsultant(s) must be approved in writing by AGENCY's Contract Administrator prior to the start of work by the subconsultant(s).

F. Prompt Progress Payment:

CONSULTANT or subconsultant shall pay to any subconsultant, no later than fifteen (15) days after receipt of each progress payment, unless otherwise agreed to in writing, the respective amounts allowed CONSULTANT on account of the work performed by the subconsultant, to the extent of each subconsultant's interest therein. In the event that there is a good faith dispute over all or any portion of the amount due on a progress payment from CONSULTANT or subconsultant to a subconsultant, CONSULTANT or subconsultant may withhold no more than 150 percent of the disputed amount. Any violation of this requirement shall constitute a cause for disciplinary action and shall subject the licensee to a penalty, payable to the subconsultant, of 2 percent of the amount due per month for every month that payment is not made.

In any action for the collection of funds wrongfully withheld, the prevailing party shall be entitled to his or her attorney's fees and costs. The sanctions authorized under this requirement shall be separate from, and in addition to, all other remedies, either civil, administrative, or criminal. This clause applies to both DBE and non-DBE subconsultants.

G. Prompt Payment of Withheld Funds to Subconsultants:

No retainage will be held by the AGENCY from progress payments due to CONSULTANT. CONSULTANTS and subconsultants are prohibited from holding retainage from subconsultants. Any delay or postponement of payment may take place only for good cause and with the AGENCY'S prior written approval. Any violation of these provisions shall subject the violating CONSULTANT or subconsultant to the penalties, sanctions, and other remedies specified in Section 3321 of the California Civil Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to CONSULTANT or subconsultant in the event of a dispute involving late payment or nonpayment by CONSULTANT, deficient subconsultant performance and/or noncompliance by a subconsultant. This clause applies to both DBE and non-DBE subconsultants.

6. STATE PREVAILING WAGE RATES

A. No CONSULTANT or Subconsultant may be awarded a CONTRACT containing public work elements unless registered with the Department of Industrial Relations (DIR) pursuant to Labor Code §1725.5. Registration with DIR must be maintained throughout the entire term of this CONTRACT, including any subsequent amendments.

B. The CONSULTANT shall comply with all of the applicable provisions of the California Labor Code requiring the payment of prevailing wages. The General Prevailing Wage Rate Determinations applicable to work under this CONTRACT are available and on file with the Department of Transportation's Regional/District Labor Compliance Officer (http://www.dot.ca.gov/hq/construc/LaborCompliance/documents/District-Region_Map_Construction_7-8-15.pdf). These wage rates are made a specific part of this CONTRACT by reference pursuant to Labor Code §1773.2 and will be applicable to work performed at a construction project site. Prevailing wages will be applicable to all inspection work performed at AGENCY's construction sites, at AGENCY's facilities and at off-site locations that are set up by the construction contractor or one of its subcontractors solely and specifically to serve AGENCY's projects. Prevailing wage requirements do not apply to inspection work performed at the facilities of vendors and commercial materials suppliers that provide goods and services to the general public.

C. General Prevailing Wage Rate Determinations applicable to this project may also be obtained from the Department of Industrial Relations Internet site at http://www.dir.ca.gov**.**

D. Payroll Records

1. Each CONSULTANT and Subconsultant shall keep accurate certified payroll records and supporting documents as mandated by Labor Code §1776 and as defined in 8 CCR §16000 showing the name, address, social security number, work classification, straight time and

overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the CONSULTANT or Subconsultant in connection with the public work. Each payroll record shall contain or be verified by a written declaration that it is made under penalty of perjury, stating both of the following:

a. The information contained in the payroll record is true and correct.

b. The employer has complied with the requirements of Labor Code §1771, §1811, and §1815 for any work performed by his or her employees on the public works project.

2. The payroll records enumerated under paragraph (1) above shall be certified as correct by the CONSULTANT under penalty of perjury. The payroll records and all supporting documents shall be made available for inspection and copying by AGENCY's Representative's at all reasonable hours at the principal office of the CONSULTANT. The CONSULTANT shall provide copies of certified payrolls or permit inspection of its records as follows:

   a. A certified copy of an employee's payroll record shall be made available for inspection or furnished to the employee or the employee's authorized representative on request.

   b. A certified copy of all payroll records enumerated in paragraph (1) above, shall be made available for inspection or furnished upon request to a representative of the AGENCY, the Division of Labor Standards Enforcement and the Division of Apprenticeship Standards of the Department of Industrial Relations. Certified payroll submitted to AGENCY, the Division of Labor Standards Enforcement and the Division of Apprenticeship Standards shall not be altered or obliterated by the CONSULTANT.

   c. The public shall not be given access to certified payroll records by the CONSULTANT. The CONSULTANT is required to forward any requests for certified payrolls to AGENCY's Contract Administrator by email and regular mail on the business day following receipt of the request.

3. Each CONSULTANT shall submit a certified copy of the records enumerated in paragraph (1) above, to the entity that requested the records within ten (10) calendar days after receipt of a written request.

4. Any copy of records made available for inspection as copies and furnished upon request to the public or any public agency by AGENCY shall be marked or obliterated in such a manner as to prevent disclosure of each individual's name, address, and social security number. The name and address of the CONSULTANT or Subconsultant performing the work shall not be marked or obliterated.

5. The CONSULTANT shall inform AGENCY of the location of the records enumerated under paragraph (1) above, including the street address, city, and county, and shall, within five (5) working days, provide a notice of change of location and address.

6. The CONSULTANT or Subconsultant shall have ten (10) calendar days in which to comply subsequent to receipt of written notice requesting the records enumerated in paragraph (1) above. In the event the CONSULTANT or Subconsultant fails to comply within the ten (10) day period, he or she shall, as a penalty to AGENCY, forfeit one hundred dollars ($100) for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated. Such penalties shall be withheld by AGENCY from payments then due. CONSULTANT is not subject to a penalty assessment pursuant to this section due to the failure of a Subconsultant to comply with this section.

E. When prevailing wage rates apply, the CONSULTANT is responsible for verifying compliance with certified payroll requirements. Invoice payment will not be made until the invoice is approved by AGENCY's Contract Administrator.

F. Penalty

1. The CONSULTANT and any of its Subconsultants shall comply with Labor Code §1774 and §1775. Pursuant to Labor Code §1775, the CONSULTANT and any Subconsultant shall forfeit to AGENCY a penalty of not more than two hundred dollars ($200) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the Director of DIR for the work or craft in which the worker is employed for any public work done under the CONTRACT by the CONSULTANT or by its Subconsultant in violation of the requirements of the Labor Code and in particular, Labor Code §§1770 to 1780, inclusive.

2. The amount of this forfeiture shall be determined by the Labor Commissioner and shall be based on consideration of mistake, inadvertence or neglect of the CONSULTANT or Subconsultant in failing to pay the correct rate of prevailing wages, or the previous record of the CONSULTANT or Subconsultant in meeting their respective prevailing wage obligations, or the willful failure by the CONSULTANT or Subconsultant to pay the correct rates of prevailing wages. A mistake, inadvertence, or neglect in failing to pay the correct rates of prevailing wages is not excusable if the CONSULTANT or Subconsultant had knowledge of the obligations under the Labor Code. He CONSULTANT is responsible for paying the appropriate rate, including any escalations that take place during the term of the CONTRACT.

3. In addition to the penalty and pursuant to Labor Code §1775, the difference between the prevailing wage rates and the amount paid to each worker for Each calendar day or portion thereof for which each worker was paid less than the prevailing wage rate shall be paid to each worker by the CONSULTANT or Subconsultant.

4. If a worker employed by a Subconsultant on a public works project is not paid the general prevailing per diem wages by the Subconsultant, the prime CONSULTANT of the project is not liable for the penalties described above unless the prime CONSULTANT had knowledge of that failure of the Subconsultant to pay the specified prevailing rate of wages to those workers or unless the prime CONSULTANT fails to comply with all of the following requirements:

    a. The CONTRACT executed between the CONSULTANT and the Subconsultant for the performance of work on public works projects shall include a copy of the requirements in Labor Code §§1771, 1775, 1776, 1777.5, 1813 and 1815.

    b. The CONSULTANT shall monitor the payment of the specified general prevailing rate of per diem wages by the Subconsultant to the employees by periodic review of the certified payroll records of the Subconsultant.

    c. Upon becoming aware of the Subconsultant's failure to pay the specified prevailing rate of wages to the Subconsultant's workers, the CONSULTANT shall diligently take corrective action to halt or rectify the failure, including but not limited to, retaining sufficient funds due the Subconsultant for work performed on the public works project.

    d. Prior to making final payment to the Subconsultant for work performed on the public works project, the CONSULTANT shall obtain an affidavit signed under penalty of perjury from the Subconsultant that the Subconsultant had paid the specified general prevailing rate of per diem wages to the Subconsultant's employees on the public works project and any amounts due pursuant to Labor Code §1813.

5. Pursuant to Labor Code §1775, AGENCY shall notify the CONSULTANT on a public works project within fifteen (15) calendar days of receipt of a complaint that a Subconsultant has failed to pay workers the general prevailing rate of per diem wages.

6. If AGENCY determines that employees of a Subconsultant were not paid the general prevailing rate of per diem wages and if AGENCY did not retain sufficient money under the CONTRACT to pay those employees the balance of wages owed under the general prevailing rate of per diem wages, the CONSULTANT shall withhold an amount of funds due the Subconsultant sufficient to pay those employees the general prevailing rate of per diem wages if requested by AGENCY.

G. Hours of Labor

Eight (8) hours labor constitutes a legal day's work. The CONSULTANT shall forfeit, as a penalty to AGENCY, twenty-five dollars ($25) for each worker employed in the execution of the CONTRACT by the CONSULTANT or any of its Subconsultants for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any once calendar week in violation of the provisions of

the Labor Code, and in particular §§1810 to 1815 thereof, inclusive, except that work performed by employees in excess of eight (8) hours per day, and forty (40) hours during any one week, shall be permitted upon compensation for all hours worked in excess of eight (8) hours per day and forty (40) hours in any week, at not less than one and one-half (1.5) times the basic rate of pay, as provided in §1815.

H. Employment of Apprentices
   1. Where either the prime CONTRACT or the subconsultant contract exceeds thirty thousand dollars ($30,000), the CONSULTANT and any subconsultants under him or her shall comply with all applicable requirements of Labor Code §§ 1777.5, 1777.6, 1777.7 in the employment of apprentices.
   2. CONSULTANT's and subconsultants are required to comply with all Labor Code requirements regarding the employment of apprentices, including mandatory ratios of journey level to apprentice workers. Prior to commencement of work, CONSULTANT and subconsultant are advised to contact DIR Division of Apprenticeship Standards website at https://www.dir.ca.gov/das/, for additional information regarding the employment of apprentices and for the specific journey-to-apprentice ratios for the CONTRACT work. The CONSULTANT is responsible for all subconsultants' compliance with these requirements. Penalties are specified in Labor Code §1777.7.

7. REBATES, KICKBACKS OR OTHER UNLAWFUL CONSIDERATION

The CONSULTANT warrants that this CONTRACT was not obtained or secured through rebates, kickbacks or other unlawful consideration either promised or paid to any AGENCY employee. For breach or violation of tis warranty, AGENCY shall have the right, in its discretion, to terminate tis CONTRACT without liability, to pay only for the value of the work performed, or to deduct from this CONTRACT price or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

8. PROHIBITION OF EXPENDING LOCAL AGENCY, STATE, OR FEDERAL FUNDS FOR LOBBYING

A. CONSULTANT certifies, to the best of his or her knowledge and belief, that:
   1. No State, Federal, or Local Agency appropriated funds have been paid or will be paid, by or on behalf of the CONSULTANT, to any person for influencing or attempting to influence an officer or employee of any local, State, or Federal Agency, a Member of the State Legislature or United States Congress, an Officer or employee of the Legislature or Congress in connection with the awarding or making of this CONTRACT, or with the extension, continuation, renewal, amendment, or modification of this CONTRACT.

   2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an office or employee of Congress, or an employee of a member of Congress in connection with this CONTRACT, the CONSULTANT shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instruction.

B. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than ten thousand dollars ($10,000) and not more than one hundred thousand dollars ($100,000) for each such failure.

C. The CONSULANT also agrees by signing this document that he or she shall require that the language of this certification be included in all lower tier subagreements, which exceed one hundred thousand dollars ($100,000), and that all such subrecipients shall certify and disclose accordingly.

9. NON-DISCRIMINATION CLAUSE AND STATEMENT OF COMPLIANCE

A. The CONSULTANT's signature affixed herein and dated shall constitute a certification under penalty of perjury under the laws of the State of California that the CONSULTANT has, unless exempt, complied with the nondiscrimination program requirements of Gov. Code §12990 and 2 CCR § 8103.

B. During the performance of this CONTRACT, CONSULTANT and its subconsultants shall not deny the CONTRACT's benefits to any person on the basis of race, religious creed, color, national origin ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation or military and veteran status, nor shall they unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of race, religious creed, color, national origin ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation or military and veteran status. CONSULTANT and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment.

C. CONSULTANT and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 et seq.), the applicable regulations promulgated there under (2 CCR §11000 et seq.), the provisions of Gov. Code §§11135-11139.5, and the regulations or standards adopted by AGENCY to implement such article. The applicable regulations of the Fair Employment and Housing Commission implementing Gov. Code §12990 (a-f), set forth 2 CCR §§8100-8504, are incorporated into this CONTRACT by reference and made a part hereof as if set forth in full.

D. CONSULTANT shall permit access by representatives of the Department of Fair Employment and Housing and AGENCY upon reasonable notice at any time during the normal business hours, but in no case less than twenty-four (24) hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or AGENCY shall require to ascertain compliance with this clause.

E. CONSULTANT and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

F. CONSULTANT shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the CONTRACT.

G. The CONSULTANT, with regard to the work performed under this CONTRACT, shall act in accordance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. §2000d et seq.). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the United States, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.

H. The CONSULTANT shall comply with regulations relative to non-discrimination in Federally-assisted programs of the U.S. Department of Transportation (49 CFR Part 21 - Effectuation of Title VI of the Civil Rights Act of 1964). Specifically, the CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR §21.5, including employment practices and the selection and retention of Subconsultants.

I. CONSULTANT, subrecipient or subconsultant will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR 26 on the basis of race, color, sex, or national origin. In administering the AGENCY'S components of the DBE Program Plan, CONSULTANT, subrecipient or subconsultant will not, directly, or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE Program Plan with respect to individuals of a particular race, color, sex, or national origin.

10. DEBARMENT AND SUSPENSION CERTIFICATION

A. The CONSULTANT's signature affixed herein shall constitute a certification under penalty of perjury under the laws of the State of California, that the CONSULTANT or any person associated therewith in the capacity of owner, partner, director, officer or manager:

1. Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency;

2. Has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years.

3. Does not have a proposed debarment pending; and

4. Has not been indicted, convicted, or had a civil judgement rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years.

B. Any exceptions to this certification must be disclosed to AGENCY. Exceptions will not necessarily result in denial of recommendation for award but will be considered in determining responsibility. Disclosures must indicate the party to whom the exceptions apply, the initiating agency, and the dates of agency action.

C. Exceptions to the Federal Government Excluded Parties List System maintained by the U.S. General Services Administration are to be determined by FHWA.

11. DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION

A. CONSULTANT, subrecipient (AGENCY), or subconsultant shall take necessary and reasonable steps to ensure that DBEs have opportunities to participate in the contract (49 CFR 26). To ensure equal participation of DBEs provided in 46 CFR 26.5, the AGENCY shows a contract goal for DBEs. CONSULTANT shall make work available DBEs and select work parts consistent with available DBE subconsultants and suppliers.

CONSULTANT shall meet the DBE goal shown elsewhere in these special provisions or demonstrate that they made adequate good faith efforts to meet this goal. It is CONSULTANT'S responsibility to verify at date of proposal opening that the DBE firm is certified as a DBE by using the California Unified Certification Program (CUCP) database and possesses the most specific available North American industry Classification system (NAICS) codes or work code applicable to the type of work the firm will perform on the contract. Additionally, the Consultant is responsible for documenting the verification record by printing out the CUCP data for each DBE firm. A list of DBEs certified by the CUCP can be found at http://dot.ca.gov/programs/civil-rights/dbe-search.

All DBE participation will count toward the California Department of Transportation's federally mandated statewide overall DBE goal. Credit for materials or supplies CONSULTANT purchases from DBEs count towards the goal in the following manner:

- 100 percent counts if the materials or supplies are obtained from a DBE manufacturer.
- 60 percent counts if the materials or supplies are purchased from a DBE regular dealer.
- Only fees, commissions, and changes for assistance in the procurement and delivery of materials or supplies count if obtained from a DBE that is neither a manufacturer nor regular dealer. 49 CFR 26.55 defines "manufacturer" and "regular dealer."

  This CONTRACT is subject to 49 CFR Part 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance

Programs". CONSULTANT's who enter into a Federally-funded contract will assist the AGENCY in a good faith effort to achieve California's statewide overall DBE goal.

B. The goal for DBE participation for this CONTRACT is 22%. Participation by DBE CONSULTANT or subconsultants if any, shall be in accordance with information contained in Exhibit 10-O1: Consultant Proposal DBE Commitment, or in Exhibit 10-O2: Consultant Contract DBE Commitment attached hereto and incorporated as part of the CONTRACT. If a DBE subconsultant is unable to perform, CONSULTANT must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met.

C. CONSULTANT can meet the DBE participation goal by either documenting commitments to DBE's to meet the Agreement goal, or by documenting adequate good faith efforts to meet the CONTRACT goal. An adequate good faith effort means that the CONSULTANT must demonstrate that all the necessary and reasonable steps to achieve the DBE goal were met. If CONSULTANT is not able to meet the DBE goal, then CONSULTANT shall complete and submit Exhibit 15-H: DBE Information-Good Faith Efforts documenting their efforts in meeting the goal. Refer to 49 CFR Part 26 for guidance regarding evaluation of good faith efforts to meet the DBE goal.

D. Contract Assurance

CONSULTANT, subrecipient, or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. CONSULTANT shall carry out applicable requirements of 49 CFR in award and administration of federal-aid contracts.

Failure by the CONSULTANT to carry out these requirements is material breach of this contract which may result in the termination of tis contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments:
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying CONSULTANT from future proposing as non-responsible

E. Termination and Replacement of DBE Subconsultants

CONSULTANT shall utilize the specific DBE listed to perform the work and supply the materials for which each is listed unless CONSULTANT or DBE subconsultant obtains the AGENCY'S written consent. CONSULTANT shall not terminate or replace a listed DBE for convenience and perform the work with their own force or obtain materials from other sources without authorization from the AGENCY. Unless the AGENCY consent is provided, the CONSULTANT shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE on the Exhibit 10-02 Consultant Contract DBE Commitment.

Termination of DBE Subconsultants

After execution of the CONTRACT, termination of a DBE may be allowed for the following, but not limited to, justifiable reasons with prior written authorization from the AGENCY:

1. Listed DBE fails or refuses to execute a written contract bason on plans and specifications for the project.
2. The AGENCY stipulated that a bond is a condition of executing the subcontract and the listed DBE fails t meet the AGENCY'S bond requirement.
3. Work requires a consultant's license and listed DBE does not have a valid license under Contractors License Law.
4. Listed DBE fails or refuses to perform the work or furnish the listed materials (failing or refusing to perform is not an allowable reason to remove a DBE if the failure or refusal is a result of bad faith or discrimination).
5. Listed DBE's work is unsatisfactory and not in compliance with the contract.
6. Listed DBE is ineligible to work on the project because of suspension or debarment.
7. Listed DBE becomes bankrupt or insolvent or exhibits credit unworthiness.
8. Listed DBE voluntarily withdraws with written notice from the Contract.
9. Listed DBE is ineligible to receive credit for the type of work required.
10. Listed DBE owner dies or becomes disabled resulting in the inability to perform the work on the Contract.
11. The AGENCY determines other documented good cause.

CONSULTANT must use the following procedures to request the termination of a DBE or portion of DBE's work:

1. Send a written notice to the DBE of the CONSULTANT's intent to use other forces or material sources and include one or more justifiable reasons listed above. Simultaneously send a copy of this written notice to the AGENCY. The written notice to the DBE must request they provide any responses within five (5) business days to both the CONSULTANT and the AGENCY by either acknowledging their agreement or documenting their reasoning as to why the use of other forces or sources of materials should not occur.
2. If the DBE does not respond within five (5) business days, CONSULTANT may move forward with the request as if the DBE has agreed to CONSULTANT's written notice.
3. Submit CONSULANT's DBE termination request by written letter to the AGENCY and include:
    a. One or more above listed justifiable reasons along with supporting documentation.
    b. CONSULTANT's written notice to the DBE regarding the request, including proof of transmission and tracking documentation of CONSULTANT'S written notice.
    c. The DBE's response to CONSULTANT's written notice, if received. If a written response was not provided, provide a statement to that effect.

The AGENCY shall respond in writing to CONSULTANT's DBE termination request within (5) business days.

Replacement of DBE Subconsultants

After receiving the AGENCY's written authorization of DBE termination request, CONSULTANT must obtain the AGENCY's written agreement for DBE replacement. CONSULTANT must find or demonstrate GFEs to find qualified DBE replacement firms to perform the work to the extent needed to meet the DBE commitment.

The following procedures shall be followed to request authorization to replace a DBE firm:

1. Submit a request to replace a DBE with other forces or material sources in writing to the AGENCY which must include:
    a. Description of remaining uncommitted work item made available for replacement DBE solicitation and participation.
    b. The proposed DBE replacement firm's business information, the work they have agreed to perform and the following:
        i. Description of scope of work and cost proposal
        ii. Proposed subcontract agreement and written confirmation of agreement to perform on the Contract.
        iii. Revised Exhibit 10-O2: Consultant Contract DBE Commitment.
2. If CONSULTANT has not identified a DBE replacement firm, submits documentation of CONSULTANT's GFEs to use DBE replacement firms within seven (7) days of AGENCY's authorization to terminate the DBE. CONSULTANT may request the AGENCY's approval to extend this submittal period to a total of 14 days. Submit documentation of actions taken to find a DBE replacement firm, such as:
    a. Search results of certified DBEs available to perform the original DBE work identified and or other work CONSULTANT had intended to self-perform, to the extend needed to meet DBE commitment.
    b. Solicitations of DBEs for performance of work identified.
    c. Correspondence with interested DBEs that may have included contract details and requirements.
    d. Negotiation efforts with DBEs that reflect why an agreement was not reached.
    e. If a DBE's quote was rejected, provide reasoning for the rejection, such as why the DBE was unqualified for the work, or why the price quote was unreasonable or excessive.
    f. Copies of each DBE's and non-DBE's price quotes for work identified, as the AGENCY may contact the firms to verify solicitation efforts and determine if the DBE quotes are substantially higher.
    g. Additional documentation that supports CONSULTANT's GFE

The AGENCY shall respond in writing to CONSULTANT's DBE replacement request within five (5) business days.

F. Commitment and Utilization

The AGENCY DBE program must include a monitoring and enforcement mechanism to ensure that DBE commitments reconcile to DBE utilization.

The AGENCY shall request CONSULTANT to:

1. Notify the AGENCY'S contract administrator or designated representative of any changes to its anticipated DBE participation.
2. Provide this notification before starting the affected work.
3. Maintain records including:

    - Name and business address of each 1st tier subconsultant
    - Name and business address of each DBE subconsultant, DBE vendor, and DBE trucking company, regardless of tier.
    - Date of payment and total amount paid to each business (see Exhibit 9-F Monthly Disadvantaged Business Enterprise Payment)

If CONSULTANT is a DBE CONSULTANT, they shall include the date of work performed by their own forces and the corresponding value of the work.

If a DBE is decertified before completing its work, the DBE must notify CONSULTANT in writing of the decertification date. If a business becomes a certified DBE before completing its work, the business must notify CONSULTANT in writing of the certification date. CONSULTANT shall submit the notifications to the AGENCY. On work completion CONSULTANT shall complete a Disadvantaged Business Enterprise (DBE) Certification Status Change, Exhibit 17-O, form and submit the form to the AGENCY within 30 days of contract acceptance.

Upon work completion, CONSULTANT shall complete Exhibit 17-F Final Report – Utilization of Disadvantaged Business Enterprise (DBE), First Tier Subcontractors and submit it to the AGENCY within 90 days of contract acceptance. The AGENCY will withhold $10,000 until the form is submitted. The AGENCY will release the withhold upon submission of the completed form.

G. **Commercially Useful Function**

DBEs must perform a commercially useful function (CUF) under 49 CFR 26.55 when performing work or supplying materials listed on the DBE Commitment form. The DBE value of work will only count toward the DBE commitment if the DBE performs a CUF. A DBE performs a CUF when it is responsible for execution of the work of the CONTRACT and is carrying out its responsibilities by performing, managing, and supervising the work involved. To perform a CUF, the DBE must also be responsible, with respect to materials and supplies used on the CONTRACT, for negotiating price, determining quality and quantity, ordering the material and installing (where applicable), and paying for the material itself.

CONSULTANT must perform CUF evaluation for each DBE working on a federal-aid contract, with or without a DBE goal. Perform a CUF evaluation at the beginning of the DBE's work and continue to monitor the performance of CUF for the duration of the project.

CONSULTANT must provide written notification to the AGENCY at least 15 days in advance of each DBE's initial performance of work or supplying materials for the Contract. The notification must include the DBE's name, work the DBE will perform on the contract, and the location, date, and time of where their work will take place.

Within 10 days of a DBE initially performing work or supplying materials on the Contract, CONSULTANT shall submit to the LPA the initial evaluation and validation of DBE performance of a CUF using the LAPM 9-J: Disadvantaged Business Enterprise Commercially Useful Function Evaluation. Include the following information with the submittal:

- Subcontract agreement with the DBE
- Purchase orders
- Bills of lading
- Invoices
- Proof of payment

CONSULTANT must monitor all DBE's performance of CUF by conducting quarterly evaluations and validations throughout their duration of work on the Contract using the LAPM 9-J: DBE Commercially Useful Function Evaluation. CONSULTANT must submit to the AGENCY these quarterly evaluations and validations by the 5th of the month for the previous three months of work.

CONSULTANT must notify the AGENCY immediately if they believe the DBE may not be performing a CUF.

The AGENCY will verify DBEs performance of CUF by reviewing the initial and quarterly submissions of LAPM 9-J: DBE Commercially Useful Function Evaluation, submitted supporting information, field observations, and through any additional AGENCY evaluations. The AGENCY must evaluate DBEs and their CUF performance throughout the duration of a Contract. The AGENCY will provide written notice to the CONSULTANT and the DBE at least two (2) business days prior to any evaluation. The CONSULTANT and the DBE must participate in the evaluation. Upon completing the evaluation, the AGENCY must share the evaluation results with the CONSULTANT and the DBE. An evaluation could include items that must be remedied upon receipt. If the AGENCY determines the DBE is not performing a CUF, the CONSULTANT must suspend performance of the noncompliant work.

CONSULTANT and DBEs must submit any additional CUF related records and documents within five (5) business days of AGENCY's request such as:

- Proof of ownership or lease and rental agreements for equipment
- Tax records
- Employee rosters
- Certified payroll records

- Inventory rosters

Failure to submit required DBE Commercially Useful Function Evaluation forms or requested records and documents can result in withholding of payment for the value of work completed by the DBE.

If CONSULTANT and/or the AGENCY determine that a listed DBE is not performing a CUF in performance of their DBE committed work, CONSULTANT must immediately suspend performance of the noncompliant portion of the work. AGENCY may deny payment for the noncompliant portion of the work. AGENCY will ask the CONSULTANT to submit a corrective action plan (CAP) to the AGENGY within five (5) days of the noncompliant CUF determination. The CAP must identify how the CONSULTANT will correct the noncompliance findings for the remaining portion of the DBE's work. AGENCY has five (5) days to review the CAP in conjunction with the CONSULTANT's review. The CONSULTANT must implement the CAP within five (5) days of the AGENCY's approval. The AGENCY will then authorize the prior noncompliant portion of work for the DBE's committed work.

If corrective actions cannot be accomplished to ensure the DBE performs a commercially useful function on the Contract, CONSULTANT may have good cause to request termination of the DBE.

H. A DBE does not perform a CUF if its role its role is limited to that of an extra participant in a transaction, CONTRACT, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transaction, particularly those in which DBE's do not participate.

I. If a DBE does not perform or exercise responsibility for at least thirty percent (30%) of the total cost of its CONTRACT with its own work force, or the DBE subcontracts a greater portion of the work in the CONTRACT than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a CUF.

J. CONSULTANT shall maintain records of materials purchased or supplied from subcontracts entered into with certified DBE's. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE CONSULTANT's shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

K. If a DBE subconsultant is decertified during the life of the CONTRACT, the decertified subconsultant shall notify CONSULTANT in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the CONTRACT, the subconsultant shall notify CONSULTANT in writing with the date of certification Any changes should be reported to AGENCY's Contract Administrator within thirty (30) calendar days.

L. For projects awarded on or after March 1, 2020, but before September 1, 2023: No later than the 10th of the month following the month of any payment(s), the CONSULTANT must submit

an invoice for payment along with Exhibit 9-F: Monthly Disadvantaged Business Enterprise (DBE) Payment to the Caltrans Business Support Unit at Business.Support.Unit@dot.ca.gov. Provide a copy to the AGENCY administering the contract.

For projects awarded on or after September 1, 2023: Exhibit 9-F is no longer required. Instead, by the 15th of the month following the month of any payment(s), the CONSULTANT must now submit Exhibit 9-P to the AGENCY administering the contract. If the CONSULTANT does not make any payments to subconsultants, supplier(s), and/or manufacturers they must report "no payments were made to subs this month" and write this visibly and legibly on Exhibit 9-P.

M. Any subcontract entered into as a result of this CONTRACT shall contain the provisions of this section.

12. PROMPT PAYMENT

A. Prompt Payment from AGENCY to CONSULTANT

The AGENCY shall make any progress payment within 30 days after receipt of an undisputed and properly submitted payment request from CONSULTANT on a professional service contract. If the AGENCY fails to pay promptly, the AGENCY shall pay interest to the CONSULTANT which accrues at the rate of 10 percent per annum on the principal amount of a money judgement remaining unsatisfied and pro-rated as necessary. Upon receipt of a payment request, the AGENCY shall act in accordance with both of the following:

1. Each payment request shall be reviewed by the AGENCY as soon as practicable after receipt for the purpose of determining that the payment request is a proper payment request.
2. Any payment request determined not to be a proper payment request suitable for payment shall be returned to CONSULTANT as soon as practicable, but not later than seven (7) days, after receipt. A request returned pursuant to this paragraph shall be accomplished by a document setting forth in writing the reasons why the payment request is not proper.

B. Prompt Payment Certification

For Projects awarded on or after September 1, 2023: the CONSULTANT must now submit Exhibit 9-P to the AGENCY administering the contract by the 15th of the month following the month of any payment(s). If the CONSULTANT does not make any payments to subconsultants, supplier(s), and/or manufacturers they must report "no payments were made to subs this month" and write this visibly and legibly on Exhibit 9-P.

The AGENCY must verify all Exhibit 9-P information, monitor compliance with prompt payment requirements for DBE and non-DBE firms, and address any shortfalls to the DBE commitment and prompt payment issues until the end of the project. The AGENCY must

email a copy of Exhibit 9-P to DBE.Forms@dot.ca.gov before the end of the month after receiving the Exhibit 9-P from the CONSULTANT.

13. TITLE VI ASSURANCES

APPENDICES A-E OF THE TITE VI ASSURANCES

The U.S. Department of Transportation Order No. 1050.2A requires all federal-aid Department of Transportation contracts between an agency and a consultant to contain Appendices A and E of the Title VI Assurances. Include appendices B, C, and D if applicable as shown below. In addition, the consultant must include the Title VI Assurances Appendices A and E, and if applicable Appendices B, C, and D in all subcontracts to perform work under the contract.

The clauses of Appendix B of this Assurance shall be included as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Local Agency.

The clauses set forth in Appendix C and Appendix D of this Assurance shall be included as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Local Agency with other parties:

a. For the subsequent transfer of real property acquired or improved under the applicable activity project, or program; and
b. For the construction of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program

APPENDIX A

During the performance of this Agreement, the contractor, for itself, its assignees and successors in interest (hereinafter collectively referred to as CONSULTANT) agrees as follows:

a. Compliance with Regulation: CONSULTANT shall comply with the regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49, code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the REGULATIONS), which are herein incorporated by reference and made a part of this Agreement.
b. Nondiscrimination: CONSULTANT, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, color, sex, national origin, religion, age, or disability in the selection and retention of sub-applicants, including procurements of materials and leases of equipment. CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the regulations, including employment practices when the agreement covers a program set forth in Appendix B of the Regulations.
c. Solicitations for Sub-agreements, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by CONSULTANT for work to be

performed under a Sub-agreement, including procurements of materials or leases of equipment, each potential sub-applicant or supplier shall be notified by CONSULTANT of the CONSULTANT'S obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

d. Information and Reports: CONSULTANT shall provide all information and reports required by the regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the recipient or FHWA to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of CONSULTANT is in the exclusive possession of another who fails or refuses to furnish this information, CONSULTANT shall so certify to the recipient or FHWA as appropriate and shall set forth what efforts CONSULTANT has made to obtain the information.

e. Sanctions for Noncompliance: In the event of CONSULTANT's noncompliance with the nondiscrimination provisions of this agreement, the recipient shall impose such agreement sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
    i. withholding of payments to CONSULTANT under the Agreement within a reasonable period of time, not to exceed 90 days; and/or
    ii. Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions: CONSULTANT shall include the provisions of paragraphs (1) through (6) in every sub-agreement, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

CONSULTANT shall take such action with respect to any sub-agreement or procurement as the recipient or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event CONSULTANT becomes involved in, or is threatened with, litigation with a sub-applicant or supplier as a result of such direction, CONSULTANT may request the recipient enter into such litigation to protect the interests of the State, and, in addition, CONSULTANT may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B
CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the recipient will accept title to the lands and maintain the project constructed thereon in accordance with Title 23 U.S.C., the regulations for the administration of the preceding statute, and the policies and procedures prescribed by the FHWA of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title

VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the recipient all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the recipient and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the recipient, its successors and assigns. The recipient, in consideration of the conveyance of said lands and interest in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the recipient will use the lands and interests in lands and interest in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said lands, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].* (*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C
CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the recipient pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
    1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in

compliance with all requirements imposed by the Acts and Regulations (aa may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, the recipient will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the recipient will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the recipient and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D
CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the recipient pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest ,and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishings of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits or, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.) in the event of breach of any of the above of the above Non-discrimination covenants, the recipient will have the right to terminate the (license, permits, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above non-discrimination covenants, the recipient will there upon revert to and vest in and become the absolute property of the recipient and its assigns.

APPENDIX E

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest (hereinafter referred to as the "CONSULTANT") agrees to comply with the following non-discrimination statutes and authorities, including, but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), prohibits discrimination on the basis of sex;
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended,(prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination of the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations 49 C.F.R. parts 37 and 38;

- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Excerpts from the California Labor Code

AS of January 1, 2018.

These excerpts from the Labor Code are furnished for the convenience of the Consultant and in no way limit the required compliance with all laws.

1771. Except for public works projects of one thousand dollars ($1,000) or less, not less than the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is performed, and not less than the general prevailing rate of per diem wages for holiday and overtime work fixed as provided in this chapter, shall be paid to all workers employed on public works.
This section is applicable only to work performed under contract and is not applicable to work carried out by a public agency with its own forces. This section is applicable to contracts let for maintenance work.

1775. (a) (1) The contractor and any subcontractor under the contractor shall, as a penalty to the state or political subdivision on whose behalf the contract is made or awarded, forfeit not more than two hundred dollars ($200) for each calendar day, or portion thereof, for each worker paid less than the prevailing wage rates as determined by the director for the work or craft in which the worker is employed for any public work done under the contract by the contractor or, except as provided in subdivision (b), by any subcontractor under the contractor.

(2)(A) The amount of the penalty shall be determined by the Labor Commissioner based on consideration of both of the following:
(i) Whether the failure of the contractor or subcontractor to pay the correct rate of per diem wages was a good faith mistake and, if so, the error was promptly and voluntarily corrected when brought to the attention of the contractor or subcontractor.
(ii) Whether the contractor or subcontractor has a prior record of failing to meet its prevailing wage obligations.
(B) (i) The penalty may not be less than forty dollars ($40) for each calendar day, or portion thereof, for each worker paid less than the prevailing wage rate, unless the failure of the contractor or subcontractor to pay the correct rate of per diem wages was a good faith mistake and, if so, the error was promptly and voluntarily corrected when brought to the attention of the contractor or subcontractor.
(ii) The penalty may not be less than eighty dollars ($80) for each calendar day, or portion thereof, for each worker paid less than the prevailing wage rate, if the contractor or subcontractor has been assessed penalties within the previous three years for failing to meet its prevailing wage obligations on a separate contract, unless those penalties were subsequently withdrawn or overturned.
(iii) The penalty may not be less than one hundred twenty dollars ($120) for each calendar day, or portion thereof, for each worker paid less than the prevailing wage rate, if the Labor Commissioner determines that the violation was willful, as defined in subdivision (c) of Section 1777.1.
(C) If the amount due under this section is collected from the contractor or subcontractor, any outstanding wage claim under Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 against that contractor or subcontractor

shall be satisfied before applying that amount to the penalty imposed on that contractor or subcontractor pursuant to this section.
(D) The determination of the Labor Commissioner as to the amount of the penalty shall be reviewable only for abuse of discretion.
(E) The difference between the prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the prevailing wage rate shall be paid to each worker by the contractor or subcontractor, and the body awarding the contract shall cause to be inserted in the contract a stipulation that this section will be complied with.
(b) If a worker employed by a subcontractor on a public works project is not paid the general prevailing rate of per diem wages by the subcontractor, the prime contractor of the project is not liable for any penalties under subdivision (a) unless the prime contractor had knowledge of that failure of the subcontractor to pay the specified prevailing rate of wages to those workers or unless the prime contractor fails to comply with all of the following requirements:
(1) The contract executed between the contractor and the subcontractor for the performance of work on the public works project shall include a copy of the provisions of this section and Sections **1771, 1776, 1777.5, 1813, and 1815.**
(2) The contractor shall monitor the payment of the specified general prevailing rate of per diem wages by the subcontractor to the employees, by periodic review of the certified payroll records of the subcontractor.
(3) Upon becoming aware of the failure of the subcontractor to pay his or her workers the specified prevailing rate of wages, the contractor shall diligently take corrective action to halt or rectify the failure, including, but not limited to, retaining sufficient funds due the subcontractor for work performed on the public works project.
(4) Prior to making final payment to the subcontractor for work performed on the public works project, the contractor shall obtain an affidavit signed under penalty of perjury from the subcontractor that the subcontractor has paid the specified general prevailing rate of per diem wages to his or her employees on the public works project and any amounts due pursuant to Section 1813.
(c) The Division of Labor Standards Enforcement shall notify the contractor on a public works project within 15 days of the receipt by the Division of Labor Standards Enforcement of a complaint of the failure of a subcontractor on that public works project to pay workers the general prevailing rate of per diem wages.

1776. (a) Each contractor and subcontractor shall keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by him or her in connection with the public work. Each payroll record shall contain or be verified by a written declaration that it is made under penalty of perjury, stating both of the following:

(1) The information contained in the payroll record is true and correct.
(2) The employer has complied with the requirements of Sections 1771, 1811, and 1815 for any work performed by his or her employees on the public works project

(b) The payroll records enumerated under subdivision (a) shall be certified and shall be available for inspection at all reasonable hours at the principal office of the contractor on the following basis:

(1) A certified copy of an employee's payroll record shall be made available for inspection or furnished to the employee or his or her authorized representative on request.

2) A certified copy of all payroll records enumerated in subdivision (a) shall be made available for inspection or furnished upon request to a representative of the body awarding the contract and the Division of Labor Standards Enforcement of the Department of Industrial Relations.

(3) A certified copy of all payroll records enumerated in subdivision (a) shall be made available upon request by the public for inspection or for copies thereof. However, a request by the public shall be made through either the body awarding the contract or the Division of Labor Standards Enforcement. If the requested payroll records have not been provided pursuant to paragraph (2), the requesting party shall, prior to being provided the records, reimburse the costs of preparation by the contractor, subcontractors, and the entity through which the request was made. The public may not be given access to the records at the principal office of the contractor.

(C) Unless required to be furnished directly to the Labor Commissioner in accordance with paragraph (3) of subdivision (a) of Section 1771.4, the certified payroll records shall be on forms provided by the Division of Labor Standards Enforcement or shall contain the same information as the forms provided by the division. The payroll records may consist of printouts of payroll data that are maintained as computer records, if the printouts contain the same information as the forms provided by the division and the printouts are verified in the manner specified in subdivision (a).

(d) A contractor or subcontractor shall file a certified copy of the records enumerated in subdivision (a) with the entity that requested the records within 10 days after receipt of a written request.

(e) Except as provided in subdivision (f), any copy of records made available for inspection as copies and furnished upon request to the public or any public agency by the awarding body or the Division of Labor Standards Enforcement shall be marked or obliterated to prevent disclosure of an individual's name, address, and social security number. The name and address of the contractor awarded the contract or the subcontractor performing the contract shall not be marked or obliterated. Any copy of records made available for inspection by, or furnished to, a multiemployer Taft-Hartley trust fund (29 U.S.C. Sec. 186(c)(5)) that requests the records for the purposes of allocating contributions to participants shall be marked or obliterated only to prevent disclosure of an individual's full social security number, but shall provide the last four digits of the social security number. Any copy of records made available for inspection by, or furnished to, a joint labor-management committee established pursuant to the federal Labor Management Cooperation Act of 1978 (29 U.S.C. Sec. 175a) shall be marked or obliterated only to prevent disclosure of an individual's social security number.

(f) (1) Notwithstanding any other provision of law, agencies that are included in the Joint Enforcement Strike Force on the Underground Economy established pursuant to Section 329 of the Unemployment Insurance Code and other law enforcement agencies investigating violations of law shall, upon request, be provided nonredacted copies of certified payroll records. Any copies of records or certified payroll made available for inspection and furnished upon request to the public by an agency included in the Joint Enforcement Strike Force on the Underground Economy or to a law enforcement agency investigating a violation of law shall be marked or redacted to

prevent disclosure of an individual's name, address, and social security number.

(2) An employer shall not be liable for damages in a civil action for any reasonable act or omission taken in good faith in compliance with this subdivision.

(g) The contractor shall inform the body awarding the contract of the location of the records enumerated under subdivision (a), including the street address, city, and county, and shall, within five working days, provide a notice of a change of location and address.

(h) The contractor or subcontractor has 10 days in which to comply, subsequent to receipt of a written notice requesting the records enumerated in subdivision (a). In the event that the contractor or subcontractor fails to comply within the 10-day period, he or she shall, as a penalty to the state or political subdivision on whose behalf the contract is made or awarded, forfeit one hundred dollars ($100) for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated. Upon the request of the Division of Labor Standards Enforcement, these penalties shall be withheld from progress payments then due. A contractor is not subject to a penalty assessment pursuant to this section due to the failure of a subcontractor to comply with this section.

(i) The body awarding the contract shall cause to be inserted in the contract stipulations to effectuate this section.

(j) The director shall adopt rules consistent with the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code) and the Information Practices Act of 1977 (Title 1.8 (commencing with Section 1798) of Part 4 of Division 3 of the Civil Code) governing the release of these records, including the establishment of reasonable fees to be charged for reproducing copies of records required by this section.

1777.5. (a) This chapter does not prevent the employment of properly registered apprentices upon public works.
(b) (1) Every apprentice employed upon public works shall be paid the prevailing rate of per diem wages for apprentices in the trade to which he or she is registered and shall be employed only at the work of the craft or trade to which he or she is registered.
(2) Unless otherwise provided by a collective bargaining agreement, when a contractor requests the dispatch of an apprentice pursuant to this section to perform work on a public works project and requires the apprentice to fill out an application or undergo testing, training, an examination, or other preemployment process as a condition of employment, the apprentice shall be paid for the time spent on the required preemployment activity, including travel time to and from the required activity, if any, at the prevailing rate of per diem wages for apprentices in the trade to which he or she is registered. Unless otherwise provided by a collective bargaining agreement, a contractor is not required to compensate an apprentice for the time spent on preemployment activities if the apprentice is required to take a preemployment drug or alcohol test and he or she fails to pass that test.
(c) Only apprentices, as defined in Section 3077, who are in training under apprenticeship standards that have been approved by the Chief of the Division of Apprenticeship Standards and who are parties to written apprentice agreements under Chapter 4 (commencing with Section 3070) of Division 3 are

eligible to be employed at the apprentice wage rate on public works. The employment and training of each apprentice shall be in accordance with either of the following:

(1) The apprenticeship standards and apprentice agreements under which he or she is training.

(2) The rules and regulations of the California Apprenticeship Council.

(d) If the contractor to whom the contract is awarded by the state or any political subdivision, in performing any of the work under the contract, employs workers in any apprenticeable craft or trade, the contractor shall employ apprentices in at least the ratio set forth in this section and may apply to any apprenticeship program in the craft or trade that can provide apprentices to the site of the public work for a certificate approving the contractor under the apprenticeship standards for the employment and training of apprentices in the area or industry affected. However, the decision of the apprenticeship program to approve or deny a certificate shall be subject to review by the Administrator of Apprenticeship. The apprenticeship program or programs, upon approving the contractor, shall arrange for the dispatch of apprentices to the contractor. A contractor covered by an apprenticeship program's standards shall not be required to submit any additional application in order to include additional public works contracts under that program. "Apprenticeable craft or trade," as used in this section, means a craft or trade determined as an apprenticeable occupation in accordance with rules and regulations prescribed by the California Apprenticeship Council. As used in this section, "contractor" includes any subcontractor under a contractor who performs any public works not excluded by subdivision (o).

(e) Before commencing work on a contract for public works, every contractor shall submit contract award information to an applicable apprenticeship program that can supply apprentices to the site of the public work. The information submitted shall include an estimate of journeyman hours to be performed under the contract, the number of apprentices proposed to be employed, and the approximate dates the apprentices would be employed. A copy of this information shall also be submitted to the awarding body, if requested by the awarding body. Within 60 days after concluding work on the contract, each contractor and subcontractor shall submit to the awarding body, if requested, and to the apprenticeship program a verified statement of the journeyman and apprentice hours performed on the contract. The information under this subdivision shall be public. The apprenticeship programs shall retain this information for 12 months.

(f) The apprenticeship program supplying apprentices to the area of the site of the public work shall ensure equal employment and affirmative action in apprenticeship for women and minorities.

(g) The ratio of work performed by apprentices to journeymen employed in a particular craft or trade on the public work may be no higher than the ratio stipulated in the apprenticeship standards under which the apprenticeship program operates if the contractor agrees to be bound by those standards. However, except as otherwise provided in this section, in no case shall the ratio be less than one hour of apprentice work for every five hours of journeyman work.

(h) This ratio of apprentice work to journeyman work shall apply during any day or portion of a day when any journeyman is employed at the jobsite and shall be computed on the basis of the hours worked during the day by journeymen so employed. Any work performed by a journeyman in excess of eight hours per day or 40 hours per week shall not be used to calculate the ratio. The contractor shall employ apprentices for the number of hours computed as above before the end of the contract or, in the case of a subcontractor, before the end of the subcontract. However, the contractor shall endeavor, to the

greatest extent possible, to employ apprentices during the same time period that the journeymen in the same craft or trade are employed at the jobsite. When an hourly apprenticeship ratio is not feasible for a particular craft or trade, the Administrator of Apprenticeship, upon application of an apprenticeship program, may order a minimum ratio of not less than one apprentice for each five journeymen in a craft or trade classification.

(i) A contractor covered by this section who has agreed to be covered by an apprenticeship program's standards upon the issuance of the approval certificate, or who has been previously approved for an apprenticeship program in the craft or trade, shall employ the number of apprentices or the ratio of apprentices to journeymen stipulated in the applicable apprenticeship standards, but in no event less than the 1-to-5 ratio required by subdivision (g).

(j) Upon proper showing by a contractor that he or she employs apprentices in a particular craft or trade in the state on all of his or her contracts on an annual average of not less than one hour of apprentice work for every five hours of labor performed by journeymen, the Administrator of Apprenticeship may grant a certificate exempting the contractor from the 1-to-5 hourly ratio, as set forth in this section for that craft or trade.

(k) An apprenticeship program has the discretion to grant to a participating contractor or contractor association a certificate, which shall be subject to the approval of the Administrator of Apprenticeship, exempting the contractor from the 1-to-5 ratio set forth in this section when it finds that any one of the following conditions is met:

(1) Unemployment for the previous three-month period in the area exceeds an average of 15 percent.

(2) The number of apprentices in training in the area exceeds a ratio of 1 to 5.

(3) There is a showing that the apprenticeable craft or trade is replacing at least one-thirtieth of its journeymen annually through apprenticeship training, either on a statewide basis or on a local basis.

(4) Assignment of an apprentice to any work performed under a public works contract would create a condition that would jeopardize his or her life or the life, safety, or property of fellow employees or the public at large, or the specific task to which the apprentice is to be assigned is of a nature that training cannot be provided by a journeyman.

(l) If an exemption is granted pursuant to subdivision (k) to an organization that represents contractors in a specific trade from the 1-to-5 ratio on a local or statewide basis, the member contractors shall not be required to submit individual applications for approval to local joint apprenticeship committees, if they are already covered by the local apprenticeship standards.

(m) (1) A contractor to whom a contract is awarded, who, in performing any of the work under the contract, employs journeymen or apprentices in any apprenticeable craft or trade shall contribute to the California Apprenticeship Council the same amount that the director determines is the prevailing amount of apprenticeship training contributions in the area of the public works site. A contractor may take as a credit for payments to the council any amounts paid by the contractor to an approved apprenticeship program that can supply apprentices to the site of the public works project. The contractor may add the amount of the contributions in computing his or her bid for the contract.

(2) (A) At the conclusion of the 2002–03 fiscal year and each fiscal year thereafter, the California Apprenticeship Council shall distribute training contributions received by the council under this subdivision, less the expenses of the Department of Industrial Relations for administering this subdivision, by making grants to approved apprenticeship programs for the purpose of training apprentices. The grant funds shall be distributed as follows:
(i) If there is an approved multiemployer apprenticeship program serving the same craft or trade and geographic area for which the training contributions were made to the council, a grant to that program shall be made.
(ii) If there are two or more approved multiemployer apprenticeship programs serving the same craft or trade and county for which the training contributions were made to the council, the grant shall be divided among those programs based on the number of apprentices from that county registered in each program.
(iii) All training contributions not distributed under clauses (i) and (ii) shall be used to defray the future expenses of the Department of Industrial Relations for the administration and enforcement of apprenticeship standards and requirements under this code.

(B) An apprenticeship program shall only be eligible to receive grant funds pursuant to this subdivision if the apprenticeship program agrees, prior to the receipt of any grant funds, to keep adequate records that document the expenditure of grant funds and to make all records available to the Department of Industrial Relations so that the Department of Industrial Relations is able to verify that grant funds were used solely for training apprentices. For purposes of this subparagraph, adequate records include, but are not limited to, invoices, receipts, and canceled checks that account for the expenditure of grant funds. This subparagraph shall not be deemed to require an apprenticeship program to provide the Department of Industrial Relations with more documentation than is necessary to verify the appropriate expenditure of grant funds made pursuant to this subdivision.

(C) The Department of Industrial Relations shall verify that grants made pursuant to this subdivision are used solely to fund training apprentices. If an apprenticeship program is unable to demonstrate how grant funds are expended or if an apprenticeship program is found to be using grant funds for purposes other than training apprentices, then the apprenticeship program shall not be eligible to receive any future grant pursuant to this subdivision and the Department of Industrial Relations may initiate the process to rescind the registration of the apprenticeship program.

(3) All training contributions received pursuant to this subdivision shall be deposited in the Apprenticeship Training Contribution Fund, which is hereby created in the State Treasury. Upon appropriation by the Legislature, all moneys in the Apprenticeship Training Contribution Fund shall be used for the purpose of carrying out this subdivision and to pay the expenses of the Department of Industrial Relations.

(n) The body awarding the contract shall cause to be inserted in the contract stipulations to effectuate this section. The stipulations shall fix the responsibility of compliance with this section for all apprenticeable occupations with the prime contractor.

(o) This section does not apply to contracts of general contractors or to contracts of specialty contractors not bidding for work through a general or prime contractor when the contracts of general contractors or those specialty contractors involve less than thirty thousand dollars ($30,000).

(p) An awarding body that implements an approved labor compliance program in accordance with subdivision (b) of Section 1771.5 may, with the approval of the director, assist in the enforcement of this section under the terms and conditions prescribed by the director.

1813. The contractor or subcontractor shall, as a penalty to the state or political subdivision on whose behalf the contract is made or awarded, forfeit twenty-five dollars ($25) for each worker employed in the execution of the contract by the respective contractor or subcontractor for each calendar day during which the worker is required or permitted to work more than 8 hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of this article. In awarding any contract for public work, the awarding body shall cause to be inserted in the contract a stipulation to this effect. The awarding body shall take cognizance of all violations of this article committed in the course of the execution of the contract,and shall report them to the Division of Labor Standards Enforcement.

1815. Notwithstanding the provisions of Sections 1810 to 1814, inclusive, of this code, and notwithstanding any stipulation inserted in any contract pursuant to the requirements of said sections, work performed by employees of contractors in excess of 8 hours per day, and 40 hours during any one week, shall be permitted upon public work upon compensation for all hours worked in excess of 8 hours per day at not less than $1^1/_2$ times the basic rate of pay.

ATTACHMENTS

(REQUIRED CALTRANS DOCUMENTS)

Exhibit 10-I: Notice to Proposers DBE Information
(federally funded projects only)

The Local Public Agency (LPA) has established a DBE goal for this Contract of 22%

1. TERMS AS USED IN THIS DOCUMENT

- The term "Disadvantaged Business Enterprise" or "DBE" means a for-profit small business concern owned and controlled by a socially and economically disadvantaged person(s) as defined in Title 49, Code of Federal Regulations (CFR), Part 26.5.
- The term "Agreement" also means "Contract."
- LPA also means the local entity entering into this contract with the Contractor or Consultant.
- The term "Small Business" or "SB" is as defined in 49 CFR 26.65.

2. AUTHORITY AND RESPONSIBILITY

A. DBEs and other small businesses are strongly encouraged to participate in the performance of Contracts financed in whole or in part with federal funds (see 49 CFR 26: Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs). The Consultant must ensure that DBEs and other small businesses have the opportunity to participate in the performance of the work that is the subject of this solicitation and should take all necessary and reasonable steps for this assurance. The proposer must not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.

B. Proposers are encouraged to use services offered by financial institutions owned and controlled by DBEs.

3. SUBMISSION OF DBE INFORMATION

If there is a DBE goal on the contract, Exhibit 10-O1: Consultant Proposal DBE Commitment must be included in the Proposal. In order for a proposer to be considered responsible and responsive, the proposer must make good faith efforts to meet the goal established for the contract. If the goal is not met, the proposer must document adequate good faith efforts. All DBE participation will be counted towards meeting the contract goal; therefore, all DBE participation must be collected and reported.

Exhibit 10-O2: Consultant Contract DBE Information must be included in best qualified consultant's executed consultant contract. Even if no DBE participation will be reported, the successful proposer must execute and return the form.

4. DBE PARTICIPATION GENERAL INFORMATION

It is the proposer's responsibility to be fully informed regarding the requirements of 49 CFR 26, and the Department's DBE program developed pursuant to the regulations. Particular attention is directed to the following:

A. A DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program (CUCP).

B. A certified DBE may participate as a prime consultant, subconsultant, joint venture partner, as a vendor of material or supplies, or as a trucking company.

C. A DBE proposer not proposing as a joint venture with a non-DBE, will be required to document one or a combination of the following:

1. The proposer is a DBE and will meet the goal by performing work with its own forces.

2. The proposer will meet the goal through work performed by DBE subconsultants, suppliers or trucking companies.
3. The proposer, prior to proposing, made adequate good faith efforts to meet the goal.

D. A DBE joint venture partner must be responsible for specific contract items of work or clearly defined portions thereof. Responsibility means actually performing, managing, and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.

E. A DBE must perform a commercially useful function pursuant to 49 CFR 26.55, that is, a DBE firm must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.

F. The proposer must list only one subconsultant for each portion of work as defined in their proposal and all DBE subconsultants should be listed in the bid/cost proposal list of subconsultants.

G. A prime consultant who is a certified DBE is eligible to claim all of the work in the Contract toward the DBE participation except that portion of the work to be performed by non-DBE subconsultants.

5. COUNTING DBE PARTICIPATION

Materials or supplies purchased from DBEs count towards the DBE goal under the following conditions:

A. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory, or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract and of the general character described by the specifications.

B. If the materials or supplies purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business provided in this section.

C. If the person both owns and operates distribution equipment for the products, any supplementing of regular dealers' own distribution equipment must be, by a long-term lease agreement and not an ad hoc or Agreement-by-Agreement basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this section.

D. Materials or supplies purchased from a DBE, which is neither a manufacturer nor a regular dealer, will be limited to the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services

6. RESOURCES

A. The CUCP database includes the certified DBEs from all certifying agencies participating in the CUCP. If you believe a firm is certified that cannot be located on the database, please email DBE.Certification@dot.ca.gov for assistance.

B. Access the CUCP database from the Department of Transportation, Office of Civil Rights website. For guidance on how to search for certified firms using the CUCP database, please visit: DBE Goal Setting | Caltrans

EXHIBIT 10-O1 CONSULTANT PROPOSAL DBE COMMITMENT

1. Local Agency: VENTURA COUNTY 2. Contract DBE Goal: 22%

3. Project Description: _____

4. Project Location: _____

5. Consultant's Name: _____ 6. Prime Certified DBE: ☐

7. Description of Work, Service, or Materials Supplied	8. DBE Certification Number	9. DBE Contact Information	10. DBE %

Local Agency to Complete this Section

17. Local Agency Contract Number: _____

18. Federal-Aid Project Number: _____

19. Proposed Contract Execution Date:

20. Consultant's Ranking after Evaluation: _____

Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.

21. Local Agency Representative's Signature _____ 22. Date _____

23. Local Agency Representative's Name _____ 24. Phone _____

25. Local Agency Representative's Title _____

11. TOTAL CLAIMED DBE PARTICIPATION **%**

IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required.

12. Preparer's Signature _____ 13. Date _____

14. Preparer's Name _____ 15. Phone _____

16. Preparer's Title _____

DISTRIBUTION: Original – Included with consultant's proposal to local agency.

ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

INSTRUCTIONS – CONSULTANT PROPOSAL DBE COMMITMENT

CONSULTANT SECTION

1. Local Agency - Enter the name of the local or regional agency that is funding the contract.
2. Contract DBE Goal - Enter the contract DBE goal percentage as it appears on the project advertisement.
3. Project Location - Enter the project location as it appears on the project advertisement.
4. Project Description - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc.).
5. Consultant's Name - Enter the consultant's firm name.
6. Prime Certified DBE - Check box if prime contractor is a certified DBE.
7. Description of Work, Services, or Materials Supplied - Enter description of work, services, or materials to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant's own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
8. DBE Certification Number - Enter the DBE's Certification Identification Number. All DBEs must be certified on the date bids are opened.
9. DBE Contact Information - Enter the name, address, and phone number of all DBE subcontracted consultants. Also, enter the prime consultant's name and phone number, if the prime is a DBE.
10. DBE % - Percent participation of work to be performed or service provided by a DBE. Include the prime consultant if the prime is a DBE. See LAPM Chapter 9 for how to count full/partial participation.
11. Total Claimed DBE Participation % - Enter the total DBE participation claimed. If the total % claimed is less than item "Contract DBE Goal," an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-H DBE Information - Good Faith Efforts of the LAPM).
12. Preparer's Signature - The person completing the DBE commitment form on behalf of the consultant's firm must sign their name.
13. Date - Enter the date the DBE commitment form is signed by the consultant's preparer.
14. Preparer's Name - Enter the name of the person preparing and signing the consultant's DBE commitment form.
15. Phone - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
16. Preparer's Title - Enter the position/title of the person signing the consultant's DBE commitment form.

LOCAL AGENCY SECTION

17. Local Agency Contract Number - Enter the Local Agency contract number or identifier.
18. Federal-Aid Project Number - Enter the Federal-Aid Project Number.
19. Proposed Contract Execution Date - Enter the proposed contract execution date.
20. Consultant's Ranking after Evaluation – Enter consultant's ranking after all submittals/consultants are evaluated. Use this as a quick comparison for evaluating most qualified consultant.
21. Local Agency Representative's Signature - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
22. Date - Enter the date the DBE commitment form is signed by the Local Agency Representative.
23. Local Agency Representative's Name - Enter the name of the Local Agency Representative certifying the consultant's DBE commitment form.
24. Phone - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
25. Local Agency Representative Title - Enter the position/title of the Local Agency Representative certifying the consultant's DBE commitment form.

EXHIBIT 10-O2 CONSULTANT CONTRACT DBE COMMITMENT

1. Local Agency: VENTURA COUNTY 2. Contract DBE Goal: 22%

3. Project Description: _____

4. Project Location: _____

5. Consultant's Name: _____ 6. Prime Certified DBE: ☐ 7. Total Contract Award Amount: _____

8. Total Dollar Amount for **ALL** Subconsultants: _____ 9. Total Number of **ALL** Subconsultants: _____

10. Description of Work, Service, or Materials Supplied	11. DBE Certification Number	12. DBE Contact Information	13. DBE Dollar Amount

Local Agency to Complete this Section

20. Local Agency Contract Number: _____

21. Federal-Aid Project Number: _____

22. Contract Execution Date: _____

Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.

23. Local Agency Representative's Signature _____ 24. Date _____

25. Local Agency Representative's Name _____ 26. Phone _____

27. Local Agency Representative's Title _____

14. TOTAL CLAIMED DBE PARTICIPATION

$

%

IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required.

15. Preparer's Signature _____ 16. Date _____

17. Preparer's Name _____ 18. Phone _____

19. Preparer's Title _____

DISTRIBUTION: 1. Original – Local Agency
2. Copy – Caltrans District Local Assistance Engineer (DLAE). Failure to submit to DLAE within 30 days of contract execution may result in de-obligation of federal funds on contract.

ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

INSTRUCTIONS – CONSULTANT CONTRACT DBE COMMITMENT

CONSULTANT SECTION

1. Local Agency - Enter the name of the local or regional agency that is funding the contract.
2. Contract DBE Goal - Enter the contract DBE goal percentage as it appears on the project advertisement.
3. Project Description - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc).
4. Project Location - Enter the project location as it appears on the project advertisement.
5. Consultant's Name - Enter the consultant's firm name.
6. Prime Certified DBE - Check box if prime contractor is a certified DBE.
7. Total Contract Award Amount - Enter the total contract award dollar amount for the prime consultant.
8. Total Dollar Amount for ALL Subconsultants – Enter the total dollar amount for all subcontracted consultants. SUM = (DBEs + all Non-DBEs). Do not include the prime consultant information in this count.
9. Total number of ALL subconsultants – Enter the total number of all subcontracted consultants. SUM = (DBEs + all Non-DBEs). Do not include the prime consultant information in this count.
10. Description of Work, Services, or Materials Supplied - Enter description of work, services, or materials to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant's own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
11. DBE Certification Number - Enter the DBE's Certification Identification Number. All DBEs must be certified on the date bids are opened.
12. DBE Contact Information - Enter the name, address, and phone number of all DBE subcontracted consultants. Also, enter the prime consultant's name and phone number, if the prime is a DBE.
13. DBE Dollar Amount - Enter the subcontracted dollar amount of the work to be performed or service to be provided. Include the prime consultant if the prime is a DBE. See LAPM Chapter 9 for how to count full/partial participation.
14. Total Claimed DBE Participation - $: Enter the total dollar amounts entered in the "DBE Dollar Amount" column. %**:** Enter the total DBE participation claimed ("Total Participation Dollars Claimed" divided by item "Total Contract Award Amount"). If the total % claimed is less than item "Contract DBE Goal," an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-H DBE Information - Good Faith Efforts of the LAPM).
15. Preparer's Signature - The person completing the DBE commitment form on behalf of the consultant's firm must sign their name.
16. Date - Enter the date the DBE commitment form is signed by the consultant's preparer.
17. Preparer's Name - Enter the name of the person preparing and signing the consultant's DBE commitment form.
18. Phone - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
19. Preparer's Title - Enter the position/title of the person signing the consultant's DBE commitment form.

LOCAL AGENCY SECTION

20. Local Agency Contract Number - Enter the Local Agency contract number or identifier.
21. Federal-Aid Project Number - Enter the Federal-Aid Project Number.
22. Contract Execution Date - Enter the date the contract was executed.
23. Local Agency Representative's Signature - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
24. Date - Enter the date the DBE commitment form is signed by the Local Agency Representative.
25. Local Agency Representative's Name - Enter the name of the Local Agency Representative certifying the consultant's DBE commitment form.
26. Phone - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
27. Local Agency Representative Title - Enter the position/title of the Local Agency Representative certifying the consultant's DBE commitment form.

EXHIBIT 15-H: PROPOSER/CONTRACTOR GOOD FAITH EFFORTS

Cost Proposal Due Date _____ PE/CE

Federal-aid Project No(s). _____ Bid Opening Date _____ CON

The County of Ventura established a Disadvantaged Business Enterprise (DBE) goal of 22% for this contract. The information provided herein shows the required good faith efforts to meet or exceed the DBE contract goal.

Proposers or bidders submit the following information to document their good faith efforts within five (5) calendar days from cost proposal due date or bid opening. Proposers and bidders are recommended to submit the following information even if the Exhibit 10-O1: Consultant Proposal DBE Commitments or Exhibit 15-G: Construction Contract DBE Commitment indicate that the proposer or bidder has met the DBE goal. This form protects the proposer's or bidder's eligibility for award of the contract if the administering agency determines that the bidder failed to meet the goal for various reasons, e.g., a DBE firm was not certified at bid opening, or the bidder made a mathematical error.

The following items are listed in the Section entitled "Submission of DBE Commitment" of the Special Provisions, **please attach additional sheets as needed**:

A. The names and dates of each publication in which a request for DBE participation for this project was placed by the bidder (please attach copies of advertisements or proofs of publication):

Publications	Dates of Advertisement

B. The names and dates of written notices sent to certified DBEs soliciting bids for this project and the dates and methods used for following up initial solicitations to determine with certainty whether the DBEs were interested (please attach copies of solicitations, telephone records, fax confirmations, etc.):

Names of DBEs Solicited	Date of Initial Solicitation	Follow Up Methods and Dates

C. The items of work made available to DBE firms including those unbundled contract work items into economically feasible units to facilitate DBE participation. It is the bidder's responsibility to demonstrate that sufficient work to facilitate DBE participation in order to meet or exceed the DBE contract goal.

Items of Work	Proposer or Bidder Normally Performs Item (Y/N)	Breakdown of Items	Amount ($)	Percentage Of Contract
				0.00%
				0.00%
				0.00%
				0.00%

D. The names, addresses and phone numbers of rejected DBE firms, the reasons for the bidder's rejection of the DBEs, the firms selected for that work (please attach copies of quotes from the firms involved), and the price difference for each DBE if the selected firm is not a DBE:

Names, addresses and phone numbers of rejected DBEs and the reasons for the bidder's rejection of the DBEs:

Names, addresses and phone numbers of firms selected for the work above:

E. Efforts (e.g. in advertisements and solicitations) made to assist interested DBEs in obtaining information related to the plans, specifications and requirements for the work which was provided to DBEs:

F. Efforts (e.g. in advertisements and solicitations) made to assist interested DBEs in obtaining bonding, lines of credit or insurance, necessary equipment, supplies, materials, or related assistance or services, excluding supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate:

G. The names of agencies, organizations or groups contacted to provide assistance in contacting, recruiting and using DBE firms (please attach copies of requests to agencies and any responses received, i.e., lists, Internet page download, etc.):

Name of Agency/Organization	Method/Date of Contact	Results

H. Any additional data to support a demonstration of good faith efforts:

EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

1. Type of Federal Action:

☐ a. contract
☐ b. grant
☐ c. cooperative agreement
☐ d. loan
☐ e. loan guarantee
☐ f. loan insurance

2. Status of Federal Action:

☐ a. bid/offer/application
☐ b. initial award
☐ c. post-award

3. Report Type:

☐ a. initial
☐ b. material change

For Material Change Only:
year ____ quarter _____
date of last report _____

4. Name and Address of Reporting Entity

☐ Prime ☐ Subawardee
Tier _____, if known

Congressional District, if known

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:

Congressional District, if known

6. Federal Department/Agency:

7. Federal Program Name/Description:

CFDA Number, if applicable _____

8. Federal Action Number, if known:

9. Award Amount, if known:

10. Name and Address of Lobby Entity
(If individual, last name, first name, MI)

11. Individuals Performing Services
(including address if different from No. 10)
(last name, first name, MI)

(attach Continuation Sheet(s) if necessary)

12. Amount of Payment (check all that apply)

$ _____ ☐ actual ☐ planned

13. Form of Payment (check all that apply):

☐ a. cash
☐ b. in-kind; specify: nature _____
Value _____

14. Type of Payment (check all that apply)

☐a. retainer
☐b. one-time fee
☐c. commission
☐d. contingent fee
☐e. deferred
☐f. other, specify _____

15. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 12:

(attach Continuation Sheet(s) if necessary)

16. Continuation Sheet(s) attached: ☐ **Yes** ☐**No**

17. Information requested through this form is authorized by Title 31 U.S.C. Section 1352. This disclosure of lobbying reliance was placed by the tier above when his transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to Congress semiannually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: _____

Print Name: _____

Title: _____

Telephone No.: _____ Date:_____

Authorized for Local Reproduction

Standard Form - LLL

Federal Use Only:

Standard Form LLL Rev. 04-28-06

Distribution: Orig- Local Agency Project Files

INSTRUCTIONS FOR COMPLETING EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime federal recipient at the initiation or receipt of covered federal action or a material change to previous filing pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for such payment or agreement to make payment to lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress an officer or employee of Congress or an employee of a Member of Congress in connection with a covered federal action. Attach a continuation sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered federal action for which lobbying activity is or has been secured to influence, the outcome of a covered federal action.
2. Identify the status of the covered federal action.
3. Identify the appropriate classification of this report. If this is a follow-up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last, previously submitted report by this reporting entity for this covered federal action.
4. Enter the full name, address, city, state, and zip code of the reporting entity. Include Congressional District if known. Check the appropriate classification of the reporting entity that designates if it is or expects to be a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the first tier. Subawards include but are not limited to: subcontracts, subgrants, and contract awards under grants.
5. If the organization filing the report in Item 4 checks "Subawardee" then enter the full name, address, city, state, and zip code of the prime federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organization level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the federal program name or description for the covered federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans and loan commitments.
8. Enter the most appropriate federal identifying number available for the federal action identification in item 1 (e.g., Request for Proposal (RFP) number, Invitation for Bid (IFB) number, grant announcement number, the contract grant. or loan award number, the application/proposal control number assigned by the federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered federal action where there has been an award or loan commitment by the Federal agency, enter the federal amount of the award/loan commitments for the prime entity identified in item 4 or 5.
10. Enter the full name, address, city, state, and zip code of the lobbying entity engaged by the reporting entity identified in Item 4 to influence the covered federal action.
11. Enter the full names of the individual(s) performing services and include full address if different from 10 (a). Enter Last Name, First Name and Middle Initial (Ml).
12. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (Item 4) to the lobbying entity (Item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
13. Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
14. Check all boxes that apply. If other, specify nature.
15. Provide a specific and detailed description of the services that the lobbyist has performed or will be expected to perform and the date(s) of any services rendered. Include all preparatory and related activity not just time spent in actual contact with federal officials. Identify the federal officer(s) or employee(s) contacted or the officer(s) employee(s) or Member(s) of Congress that were contacted.
16. Check whether or not a continuation sheet(s) is attached.
17. The certifying official shall sign and date the form, and print his/her name title and telephone number.

Public reporting burden for this collection of information is estimated to average 30-minutes per response, including time for reviewing instruction, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503. SF-LLL-Instructions Rev. 06-04

This contract is made and entered into this XXth day of XXXXX 2025 by and between the County of Ventura, hereinafter referred to as AGENCY, and _____hereinafter referred to as CONSULTANT, regarding CONSULTANT's performance of the work and services described in Exhibit A hereto (the "Work"). CONSULTANT, or a principal of the firm, is registered, licensed or certified by the State of California as a_____ number _____ .

In consideration of the mutual promises contained herein and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Scope of Work; Standard of Performance

AGENCY hereby retains CONSULTANT to perform the Work described in Exhibit A hereto. The Work shall be performed in accordance with the terms and conditions of this contract and the County of Ventura Public Works Agency Consultant's Guide to Ventura County Procedures ("Guide") as amended from time to time, which is on file in the office of the Public Works Agency, and which by reference is made a part hereof. This contract shall take precedence over the Guide in case of conflicting provisions; otherwise they shall be interpreted together. In performing the Work CONSULTANT shall exercise the degree of skill and care customarily exercised by professionals in the State of California when providing similar services with respect to similarly complex work and projects.

2. Time Schedule

All Work and any portion thereof separately identified shall be completed within the time provided in the "Time Schedule" attached hereto as Exhibit B. AGENCY will issue a suspension of the contract time if CONSULTANT is delayed by any public agency reviewing documents produced by CONSULTANT under this contract, or solely due to acts or omissions of AGENCY, provided that CONSULTANT promptly notifies AGENCY in writing of such delays.

3. Fees and Payments

Payment shall be made monthly, or as otherwise provided, on presentation of a completed AGENCY Consultant Services Invoice Form in accordance with the "Fees and Payment" provisions attached hereto as Exhibit C.

4. Termination

AGENCY retains the right to terminate this contract for any reason prior to completion of the Work upon five days written notice to CONSULTANT. Upon termination, AGENCY shall pay CONSULTANT for all Work performed prior to such termination, provided however, that such charges shall not exceed the maximum fee specified in Exhibit C for completion of any separately identified task/phase of the Work which, at the time of termination, has been started by request of AGENCY, plus the outstanding amount of contract retention withheld to date.

5. Right to Review

AGENCY shall have the right to review the Work at any time during AGENCY's usual working hours. Review, checking, approval or other action by the AGENCY shall not relieve CONSULTANT of CONSULTANT's responsibility for the accuracy and completeness of the Work.

6. Work Product

On completion or termination of the contract, AGENCY shall be entitled to immediate possession of, and CONSULTANT shall promptly furnish, on request, all reports, drawings, designs, computations, plans, specifications, correspondence, data and other work product prepared or gathered by CONSULTANT arising out of or related to the Work (collectively, "Work Product"). AGENCY has a royalty-free

nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and authorize others to use, Work Product for government purposes. CONSULTANT may retain copies of the Work Product for its files. Work Product prepared by CONSULTANT pursuant to this contract shall not be modified by AGENCY unless CONSULTANT's name, signatures and professional seals are completely deleted. CONSULTANT shall not be responsible for any liabilities to AGENCY for the use of such Work Product that is modified by persons other than CONSULTANT. CONSULTANT is authorized to place the following statement on the drawings, specifications and other Work Product prepared pursuant to this contract:

> "This drawing [or These specifications], including the designs incorporated herein, is [are] an instrument of professional service prepared for use in connection with the project identified hereon under the conditions existing on [date]. Any use, in whole or in part, for any other project without written authorization of [CONSULTANT's name] shall be at the user's sole risk."

7. Errors and Omissions

Without limiting AGENCY's other available remedies, if a construction change order is required for the subject project as a proximate result of an error or omission of CONSULTANT in the preparation of the construction or survey documents pursuant to this contract, regardless of whether or not such error or omission was the result of negligence, the necessary amendment or supplement to the construction documents required for such change order shall be made by CONSULTANT at no additional charge to AGENCY.

8. Correction of Work

If any Work performed by CONSULTANT does not conform to the requirements and professional standards of this contract, AGENCY may require CONSULTANT to correct the Work until it conforms to said requirements and standards at no additional cost to AGENCY. AGENCY may withhold payment for disputed Work until CONSULTANT correctly performs the Work or the dispute is otherwise resolved in accordance with this contract. When the Work to be performed is of such a nature that CONSULTANT cannot correct its performance, AGENCY may reduce the CONSULTANT's compensation to reflect the reduced value of the Work received by AGENCY. If CONSULTANT fails to promptly correct non-conforming Work, AGENCY may have the Work performed by a third party in conformance with the requirements and professional standards of this contract and charge CONSULTANT, or withhold from payments due CONSULTANT, any costs AGENCY incurs that are directly related to the performance of the corrective work. AGENCY shall not unreasonably withhold or reduce payment for CONSULTANT's Work under this section.

9. Sub Consulting

With the prior written consent of AGENCY, CONSULTANT may engage the professional services of subconsultants for the performance of a portion of the Work ("Subconsultants"). CONSULTANT shall be fully responsible for all Work performed by Subconsultants which must be performed in accordance with all terms and conditions of this contract. All insurance requirements set forth in section 13 below, "Insurance Requirements," shall apply to each Subconsultant, except to the extent such requirements are modified or waived in writing by AGENCY. CONSULTANT shall ensure that each Subconsultant obtains and keeps in force and effect during the term of this contract the required insurance.

10. Independent Contractor

a. No Employment Relationship. CONSULTANT is an independent contractor, and no relationship of employer and employee is created by this contract. Neither CONSULTANT nor any of the persons performing services for CONSULTANT pursuant to this contract, whether said person be a principal, member, partner, officer, employee, agent, volunteer, associate, Subconsultant or otherwise of CONSULTANT, will have any claim under this contract or otherwise against AGENCY for any salary, wages, sick leave, vacation pay, retirement, social security, workers' compensation, disability,

unemployment insurance, federal, state or local taxes, or other compensation, benefits or taxes of any kind. AGENCY is not required to make any deductions from the compensation payable to CONSULTANT under the provisions of this contract. CONSULTANT shall be solely responsible for self-employment Social Security taxes, income taxes and any other taxes levied against self-employed persons. CONSULTANT does not assign such obligation to AGENCY for collection or administration except as may be required by federal and state law.

b. No AGENCY Control of Means and Methods of Performance. Except as otherwise provided in this contract, AGENCY will have no control over the means or methods by which CONSULTANT will perform services under this contract, provided, however, that CONSULTANT will perform services hereunder and function at all times in accordance with approved methods of practice in the professional specialty of CONSULTANT.

c. Third Parties Employed by CONSULTANT. If, in the performance of this contract, any third parties (including, without limitation, Subconsultants) are employed by CONSULTANT, such third parties will be entirely and exclusively under the direction, supervision and control of CONSULTANT. All terms of employment, including hours, wages, working conditions, discipline, hiring and discharging, and other applicable requirements of law will be the responsibility of and determined by CONSULTANT, and AGENCY will have no right or authority over such third parties or the terms of such employment, except as provided in this contract.

d. Compliance with Workers' Compensation Laws. CONSULTANT will comply with all applicable provisions of the Workers Compensation Insurance and Safety Act of the State of California (codified as amended commencing at Labor Code section 3200), including, without limitation, divisions 4 and 5 of the California Labor Code, and all amendments thereto, and all applicable similar state and federal acts or laws, and will indemnify and hold harmless AGENCY from and against all Third Party Claims (defined elsewhere herein) presented, brought or recovered against AGENCY, for or on account of any liability under any of said laws which may be incurred by reason of any services to be performed under this contract.

e. Indemnity for Claims of Employer-Employee Relationship. CONSULTANT agrees to defend, through attorneys approved by AGENCY, indemnify and hold harmless AGENCY and its boards, agencies, departments, officers, employees, agents and volunteers from and against any and all Third-Party Claims (defined elsewhere herein) made against AGENCY based upon any contention by any third party that an employer-employee relationship exists by reason of this contract. CONSULTANT further agrees to hold AGENCY harmless from and to compensate AGENCY for any Third-Party Claims against AGENCY for payment of state or federal income or other tax obligations relating to CONSULTANT's compensation under the terms of this contract. CONSULTANT will not settle or otherwise compromise a Third-Party Claim covered by this subsection without AGENCY's advance written approval. This subsection does not apply to any penalty imposed by any governmental agency that is not caused by or the fault of CONSULTANT.

11. Duty of Loyalty; Conflicts of Interest

a. CONSULTANT owes AGENCY a duty of undivided loyalty in performing the Work under this contract, including the obligation to refrain from having economic interests and participating in activities that conflict with AGENCY's interests with respect to the Work and subject project. CONSULTANT shall take reasonable measures to ensure that CONSULTANT and its principals, officers, employees, agents and Subconsultants do not possess a financial conflict of interest with respect to the Work and subject project. CONSULTANT shall promptly inform AGENCY of any matter that could reasonably be interpreted as creating a conflict of interest for CONSULTANT with respect to the Work and subject project. This section is not intended to modify the standard of performance as set forth in Section 1.

b. CONSULTANT acknowledges that the California Political Reform Act ("Act"), Government Code section 81000 et seq., provides that principals, officers, employees and agents of consultants retained by a public agency may be deemed "public officials" subject to the Act if they make or advise AGENCY on decisions or actions to be taken by AGENCY. To the extent AGENCY determines that the Act applies to CONSULTANT or its principals, officers, employees or agents, each designated person shall abide by the Act, including the requirement for public officials to prepare and file statements disclosing specified economic interests, as directed by AGENCY. In addition, CONSULTANT acknowledges and shall abide by the contractual conflict of interest restrictions imposed on public officials by Government Code section 1090 et seq.

c. During the term of this contract CONSULTANT shall not employ or compensate AGENCY's current employees.

12. Defense and Indemnification

If this contract is a contract **"for design professional services"** within the meaning of Civil Code section 2782.8, then subsection b. applies, and subsection a. does not apply and is not part of this contract, notwithstanding its inclusion below. Otherwise, subsection a. applies, and subsection b. does not apply and is not part of this contract, notwithstanding its inclusion below.

a. CONSULTANT agrees to defend, through attorneys approved by AGENCY, indemnify and hold harmless AGENCY and the County of Ventura (if not defined as AGENCY) and their boards, agencies, departments, officers, employees, agents and volunteers (collectively, "Indemnitee") from and against any and all claims, lawsuits, judgments, debts, demands, and liability (including attorney fees and costs) (collectively, "Third Party Claims"), including, without limitation, those arising from injuries or death of persons and/or damage to property, whether against CONSULTANT, AGENCY or others, arising directly or indirectly out of the obligations herein described or undertaken or out of operations conducted or subsidized in whole or in part by CONSULTANT, save and except third party claims arising through the sole gross negligence or sole willful misconduct of Indemnitee. CONSULTANT shall not settle or otherwise compromise a Third-Party Claim covered by this section without AGENCY's advance written approval.

b. CONSULTANT agrees to defend, through attorneys approved by AGENCY, indemnify and hold harmless AGENCY and the County of Ventura (if not defined as AGENCY) and their boards, agencies, departments, officers, employees, agents and volunteers (collectively, "Indemnitee") from and against any and all claims, lawsuits, judgments, debts, demands and liability (including attorney fees and costs) (collectively, "Third Party Claims"), including, without limitation, those arising from injuries or death of persons and/or damage to property, that arise out of, pertain to, or relate to the negligence, recklessness or willful misconduct of CONSULTANT or its principals, officers, employees, agents or Subconsultants in the performance of this contract. This indemnity provision does not apply to Third Party Claims arising from the sole negligence or willful misconduct of Indemnitee, or to the extent caused by the active negligence of Indemnitee. The cost to defend charged to CONSULTANT or an Indemnitee shall not exceed its proportionate percentage of fault. However, notwithstanding the previous sentence, in the event one or more defendants is unable to pay its share of defense costs due to bankruptcy or dissolution of the business, CONSULTANT shall meet and confer with Indemnitee and any other defendants regarding unpaid defense costs. In the event AGENCY or Third-Party tenders, a Third-Party Claim to CONSULTANT for defense under this subsection 12.b., AGENCY and CONSULTANT shall meet and confer in good faith and make best efforts to agree to an equitable sharing of the costs of defense between them prior to any determination and apportionment of fault (or if no such determination and apportionment is made) based on the allegations of the claim. CONSULTANT shall not settle or otherwise compromise a Third-Party Claim covered by this section without AGENCY's advance written approval.

13. Insurance Requirements

a. Without limiting CONSULTANT's duty to defend and indemnify AGENCY as required herein, CONSULTANT shall, at CONSULTANT's sole cost and expense and throughout the term of this contract and any extensions hereof, carry one or more insurance policies that provide at least the following minimum coverage:

   i. Commercial general liability insurance shall provide a minimum of $1,000,000.00 coverage for each occurrence and $2,000,000.00 in general aggregate coverage.

   ii. Automobile liability insurance shall provide a minimum of either a combined single limit (CSL) of $1,000,000.00 for each accident or all of the following: $250,000.00 bodily injury (BI) per person, and $500,000.00 bodily injury per accident, and $100,000.00 property damage (PD). Automobile liability insurance is not required if CONSULTANT does no traveling in performing the Work.

   iii. Workers' compensation insurance in full compliance with California statutory requirements for all employees of CONSULTANT in the minimum amount of $1,000,000.00. This workers' compensation insurance requirement may only be waived by AGENCY in writing if CONSULTANT is a sole proprietor with no employees and CONSULTANT provides AGENCY with evidence of such before commencing any work under the contract.

   iv. Professional liability (errors and omissions) insurance shall provide a minimum of $1,000,000.00 coverage per claim and $2,000,000.00 in annual aggregate coverage.

   If CONSULTANT maintains higher limits than the minimums shown above, AGENCY requires and shall be entitled to coverage for the higher limits maintained by CONSULTANT. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to AGENCY.

b. With respect to any coverage written on a "claims made" basis, CONSULTANT shall, for three years after the date when this contract is terminated or completed, maintain such policy with a retroactive date that is on or before the start date of contract services or purchase an extended reporting period endorsement (tail coverage). AGENCY may withhold final payments due until satisfactory evidence of the continued maintenance of such policy or the tail coverage is provided by CONSULTANT to AGENCY. Such policy shall allow for reporting of circumstances or incidents that may give rise to future claims.

c. CONSULTANT shall notify AGENCY immediately if CONSULTANT's general aggregate of insurance is exceeded by valid litigated claims in which case additional levels of insurance must be obtained to maintain the above-stated requirements. All required insurance shall be written by a financially responsible company or companies authorized to do business in the State of California. CONSULTANT shall notify AGENCY of any and all policy cancellations within three working days of the cancellation.

d. The commercial general liability policy shall name AGENCY and the County of Ventura (if not defined as AGENCY) and their respective officials, employees, and agents as additional insureds ("Additional Insureds"). All required insurance shall be primary coverage as respects the Additional Insureds, and any insurance or self-insurance maintained by Additional Insureds shall be in excess of CONSULTANT's insurance coverage and shall not contribute to it. Coverage shall apply separately to each insured, except with respect to the limits of liability, and an act or omission by one of the named insureds shall not reduce or avoid coverage to the other named insureds. Additional Insured coverage shall include both ongoing and completed operations. In

the case of policy cancellation, AGENCY shall be notified by the insurance company or companies as provided for in the policy.

e. CONSULTANT hereby waives all rights of subrogation against AGENCY, the County of Ventura, all special districts governed by the Board of Supervisors, and each of their boards, directors, employees and agents for losses arising directly or indirectly from the activities or Work under this contract. The commercial general liability, automobile liability and workers' compensation policies shall contain a provision or endorsement needed to implement CONSULTANT's waiver of these rights of subrogation.

f. Prior to commencement of the Work, CONSULTANT shall furnish AGENCY with certificates of insurance and endorsements effecting all coverage required hereunder. Copies of renewal certificates and endorsements shall be furnished to AGENCY within 30 days of the expiration of the term of any required policy. CONSULTANT shall permit AGENCY at all reasonable times to inspect any policies of insurance required hereunder.

g. Each insurance policy required above shall state that coverage shall not be canceled except with notice to AGENCY.

Claims and Disputes

a. Administrative Review. Prior to filing a complaint in arbitration against AGENCY seeking payment of money or damages regarding the Work, an extension of contract time, or an interpretation or adjustment of the terms of this contract, including "pass-through" claims asserted by CONSULTANT on behalf of a Subconsultant (collectively referred to hereinafter as "claim"), CONSULTANT shall first exhaust its administrative remedies by attempting to resolve the claim with AGENCY's staff in the following sequence: 1) Project Manager, 2) Deputy Director of Public Works ("Department Director") and 3) Director of Public Works Agency ("Agency Director"). CONSULTANT shall initiate the administrative review process no later than 30 days after the claim has arisen by submitting to the Project Manager a written statement describing each claim and explaining why CONSULTANT believes AGENCY is at fault, as well as all correspondence and evidence regarding each claim. CONSULTANT may appeal the decision made by the Project Manager to the Deputy Director and may appeal the decision made by the Deputy Director to the Agency Director, provided that AGENCY receives such appeal in writing no later than seven days after the date of the decision being appealed. If CONSULTANT does not appeal a decision to the next level of administrative review within this seven-day period, the decision shall become final and binding and not subject to appeal or challenge.

b. Arbitration. All CONSULTANT claims not resolved through the administrative review process stated above shall be resolved by arbitration unless AGENCY and CONSULTANT agree in writing, after the claim has arisen, to waive arbitration and to have the dispute litigated in a court of competent jurisdiction. Arbitration shall be pursuant to article 7.1 (commencing with section 10240) of chapter 1 of part 2 of the Public Contract Code and the regulations promulgated thereto, chapter 4 (commencing with section 1300) of division 2 of title 1 of the California Code of Regulations (collectively, "Rules for Public Works Contract Arbitrations"). Arbitration shall be initiated by a complaint in arbitration prepared, filed and served in full compliance with all requirements of the Rules for Public Works Contract Arbitrations. CONSULTANT consents and agrees that AGENCY may join it as a party to any arbitration involving third party claims asserted against AGENCY arising from or relating to any Work performed by CONSULTANT hereunder.

12. Compliance with Laws and Regulations; Permits and Licenses

CONSULTANT shall perform its obligations hereunder in compliance with all applicable federal, state, and local laws and regulations. CONSULTANT certifies that it possesses and shall continue to maintain or shall cause to be obtained and maintained, at no cost to AGENCY, all approvals, permissions, permits, licenses, and other forms of documentation required for it and its principals, officers, employees, agents

and Subconsultants to comply with all applicable statutes, ordinances, and regulations, or other laws, that apply to performance of the Work. AGENCY is entitled to review and copy all such applications, permits, and licenses which CONSULTANT shall promptly make available upon AGENCY's request.

13. Prevailing Wage Requirements

Certain work to be performed under this contract may be considered "public works" subject to prevailing wage, apprenticeship and other labor requirements of Labor Code division 2, part 7, chapter 1, section 1720 et seq. Such public works may include work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work. CONSULTANT is solely responsible for determining whether the Work, or any portion thereof, is subject to said requirements, and for complying with all such requirements that apply. All such public works projects are subject to compliance monitoring by the California Department of Industrial Relations (DIR). AGENCY has obtained from the DIR general prevailing wage determinations for the locality in which the Work is to be performed that are on file with AGENCY's Public Works Agency and are available upon request. CONSULTANT is responsible for posting job site notices as prescribed by regulation pursuant to Labor Code section 1771.4(a)(2). CONSULTANT acknowledges that it is aware of state and federal prevailing wage and related requirements and shall comply with these requirements to the extent applicable to the Work, including, without limitation, Labor Code sections 1771 (payment of prevailing wage), 1771.1 (registration with DIR) and 1771.4 (submission of certified payrolls to Labor Commissioner).

14. Miscellaneous

a. Entire Understanding. This contract is an integrated agreement and constitutes the final expression, and the complete and exclusive statement of the terms of, the parties' agreement with respect to the subject matter hereof. This contract supersedes all contemporaneous oral and prior oral and written agreements, understandings, representations, inducements, promises, communications or warranties of any nature whatsoever, by either party or any agent, principal, officer, partner, employee or representative of either party, with respect to the subject matter hereof. Without limiting the foregoing, CONSULTANT acknowledges that no representation, inducement, promise or warranty not contained in this contract will be valid or binding against AGENCY.

b. No modification, waiver, amendment or discharge of this contract shall be valid unless the same is in writing and signed by duly authorized representatives of both parties.

c. Non-assignability. CONSULTANT will not assign this contract or any portion thereof to a third party without the prior written consent of AGENCY, and any attempted assignment without such prior written consent will be null and void and will be cause, at AGENCY's sole and absolute discretion, for immediate termination of this contract. AGENCY may withhold its consent to assignment at its discretion. In the event AGENCY consents to assignment, the obligations of CONSULTANT hereunder shall be binding on CONSULTANT's assigns.

d. Third Party Beneficiaries. Except for indemnitees under sections 10.e and 12 above, this contract does not, and the parties to this contract do not intend to, confer a third party beneficiary right of action on any third party whatsoever, and nothing set forth in this contract will be construed so as to confer on any third party a right of action under this contract or in any manner whatsoever.

e. Time limits stated herein are of the essence.

f. Governing Law; Venue. This contract is made and entered into in the State of California and shall, in all respects, be interpreted, governed and enforced in accordance with the laws of the State of California applicable to contracts entered into and fully to be performed therein. The venue for any action, suit, arbitration, judicial reference or other proceeding concerning this contract shall be in Ventura County, California.

g. All notices, requests, claims, and other official communications under the contract shall be in writing and transmitted by one of the following methods:

(1) Personal delivery.

(2) Courier where receipt is confirmed.

(3) Registered or certified mail, postage prepaid, return receipt requested.

Such notices and communications shall be deemed given and received upon actual receipt in the case of all except registered or certified mail; and in the case of registered or certified mail, on the date shown on the return receipt or the date delivery during normal business hours was attempted. All notices and communications shall be sent to CONSULTANT at the current address on file with AGENCY for contract payment purposes, and shall be sent to AGENCY as follows:

Public Works Agency
County of Ventura L#1670
800 South Victoria Avenue
Ventura, CA 93009-1670

Either party may change its contact information by providing written notice of the change to the other party in accordance herewith.

h. Further Actions. The parties hereto agree that they will execute any and all documents and take any and all other actions as may be reasonably necessary to carry out the terms and conditions of this contract.

i. Legal Representation. Each party warrants and represents that in executing this contract, the party has relied upon legal advice from attorneys of the party's choice (or had a reasonable opportunity to do so); that the party has read the terms of this contract and had their consequences (including risks, complications and costs) completely explained to the party by the party's attorneys (or had a reasonable opportunity to do so); and that the party fully understands the terms of this contract. Each party further acknowledges and represents that the party has executed this contract freely and voluntarily without the undue influence of any person, and the party has not relied on any inducements, promises or representations made by any person not expressly set forth in this contract.

j. No Waiver. Failure by a party to insist upon strict performance of each and every term, condition and covenant of this contract shall not be deemed a waiver or relinquishment of the party's rights to enforce any term, condition or covenant.

k. Partial Invalidity. If any provision of this contract is held by a court of competent jurisdiction to be invalid, void or unenforceable, the parties intend, and it shall be so deemed, that the remaining provisions of this contract shall continue in full force without being impaired or invalidated in any way. If such provision is held to be invalid, void or unenforceable due to its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

l. Interpretation of Contract. For purposes of interpretation, this contract shall be deemed to have been drafted by both parties, and no ambiguity shall be resolved against any party by virtue of the party's participation in the drafting of the contract. Accordingly, Civil Code section 1654 shall not apply to the interpretation of this contract. Where appropriate in the context of this contract, the use of the singular shall be deemed to include the plural, and the use of the masculine shall be deemed to include the feminine and/or neuter.

m. Counterparts. This contract may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same contract.

CONSULTANT:

Signature

Print Name and Title

Signature

Print Name and Title

Vendor Number

AGENCY:
County of Ventura

Public Works Director

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #2)

SPECIFIC RATE OF COMPENSATION (USE FOR ON-CALL OR AS-NEEDED CONTRACTS)
(CONSTRUCTION ENGINEERING AND INSPECTION CONTRACTS)

Consultant or Subconsultant _____ Contract No. _____ Date _____

Fringe Benefit % (= 0% if Included in OH) + Overhead % (= 0% if Included in OH) + General Administration % = Combined Indirect Cost Rate (ICR) %

FEE % = _____

BILLING INFORMATION CALCULATION INFORMATION

Name/Job Title/Classification[1]	Hourly Billing Rates[2] Straight	OT(1.5x)	OT(2x)	Effective date of hourly rate From	To	Actual **or** Avg. hourly rate[3]	% or $ increase	Hourly range - for classifications only
John Doe – Project Manager	$0.00	$0.00	$0.00	01/01/2000	12/31/2000	$0.00		Not Applicable
Civil Engineer II	$0.00	$0.00	$0.00	01/01/2001	12/31/2001	$0.00	0.0 %	
	$0.00	$0.00	$0.00	01/01/2002	12/31/2002	$0.00	0.0 %	
Sue Jones – Construction	$0.00	$0.00	$0.00	01/01/2000	12/31/2000	$0.00		Not Applicable
Engineer/Inspector	$0.00	$0.00	$0.00	01/01/2001	12/31/2001	$0.00	0.0%	
Engineer I	$0.00	$0.00	$0.00	01/01/2002	12/31/2002	$0.00	0.0 %	
Buddy Black - Claims Engineer	$0.00	$0.00	$0.00	01/01/2000	12/31/2000	$0.00		Not Applicable
Engineer III	$0.00	$0.00	$0.00	01/01/2001	12/31/2001	$0.00	0.0%	
	$0.00	$0.00	$0.00	01/01/2002	12/31/2002	$0.00	0.0 %	
Land Surveyor *	$0.00	$0.00	$0.00	01/01/2000	12/31/2000	$0.00		$00 - $00
	$0.00	$0.00	$0.00	01/01/2001	12/31/2001	$0.00	0.0%	$00 - $00
	$0.00	$0.00	$0.00	01/01/2002	12/31/2002	$0.00	0.0 %	$00 - $00
Technician	$0.00	$0.00	$0.00	01/01/2000	12/31/2000	$0.00		$00 - $00
	$0.00	$0.00	$0.00	01/01/2001	12/31/2001	$0.00	0.0%	$00 - $00
	$0.00	$0.00	$0.00	01/01/2002	12/31/2002	$0.00	0.0 %	$00 - $00

1. Names and classifications of consultant (key staff) team members must be listed. Provide separate sheets for prime and all subconsultant firms.
2. Billing rate = actual hourly rate * (1+ ICR) * (1+ Fee). Agreed upon billing rates are not adjustable for the term of contract.
3. For named employees enter the actual hourly rate. For classifications only, enter the average hourly rate for that classification.

Note:

- Denote all employees subject to prevailing wage with an asterisks (*)
- For "Other Direct Cost" listing, see page 2 of this Exhibit

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #2)

SPECIFIC RATE OF COMPENSATION (USE FOR ON-CALL OR AS-NEEDED CONTRACTS)

(CONSTRUCTION ENGINEERING AND INSPECTION CONTRACTS)

Consultant or Subconsultant _____ Contract No. _____ Date _____

SCHEDULE OF OTHER DIRECT COST ITEMS											
PRIME CONSULTANT				**SUBCONSULTANT #1**				**SUBCONSULTANT #2**			
DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL	DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL	DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL
Special Tooling				Special Tooling				Special Tooling			
A.				A.				A.			
B.				B.				B.			
C.				C.				C.			
Travel				Travel				Travel			
A.				A.				A.			
B.				B.				B.			
C.				C.				C.			
PRIME TOTAL ODCs =				**SUBCONSULTANT #1 ODCs =**				**SUBCONSULTANT #2 ODCs =**			

IMPORTANT NOTES:

1. List direct cost items with estimated costs. These costs should be competitive in their respective industries and supported with appropriate documentations.
2. Proposed items should be consistently billed directly to all clients (Commercial entities, Federal Govt., State Govt., and Local Govt. Agency), and not just when the client will pay for them as a direct cost.
3. Items when incurred for the same purpose, in like circumstance, should not be included in any indirect cost pool or in the overhead rate.
4. Items such as special tooling, will be reimbursed at actual cost with supporting documentation (invoice).
5. Items listed above that would be considered "tools of the trade" are not reimbursable as other direct cost.
6. Travel related costs should be pre-approved by the contracting agency. The rates should not exceed the State Department of Personnel Administration (DPA) requirements.
7. If mileage is claimed, the rate should be properly supported by the consultant's calculation of their actual costs for company vehicles. In addition, the miles claimed should be supported by mileage logs.
8. If a consultant proposes rental costs for a vehicle, the company must demonstrate that this is their standard procedure for all of their contracts and that they do not own any vehicles that could be used for the same purpose.

July 29, 2021

County of Ventura

Public Works Agency

Hueneme Road and Lewis Road Widening

PROJECT STUDY REPORT

MNS ENGINEERS, INC.
4580 East Thousand Oaks Boulevard, Suite 101
Westlake Village, CA 91362

www.mnsengineers.com
805.648.4840 Office
805.692.6931 Fax

APPROVAL RECOMMENDED:

Glenn Derossett, Roads & Transportation — 08/01/2021
Date

APPROVED:

Director of Roads & Transportation — 29 Sep 21
Date

This project initiation document has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions and decisions are based.

Registered Civil Engineer — 7/29/2021
Date

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Section 1. Introduction

Ventura County Public Works Agency Roads & Transportation (PWA-RT) proposes to widen Hueneme Road and Lewis Road from a two-lane roadway to a four-lane roadway with buffered bike lanes and a paved median. The project site is located in the unincorporated area of Ventura County on Hueneme Road and Lewis Road from Edison Drive (City of Oxnard City Limits) to approximately 1200' north of University Drive. Lewis Road begins at the intersection of Potrero Road/Laguna Road intersection. The project is approximately 7.2 miles. The project is located mainly in agricultural farmland. See Attachment A for the Project Location Map. The project will include widening the Hueneme Road undercrossing at State Route 1 (Pacific Coast Highway) and the Hueneme Road Bridge over the Revolon Slough. The project will provide improvements to regional vehicle and bicycle travel between Cities of Oxnard and Camarillo.

Section 2. Background

Hueneme Road and Lewis Road within the project limits is a two-lane roadway classified as a County Secondary Free Access Road. Hueneme Road is an east-west arterial from the Port Hueneme to the edge of the California State University Channel campus at the Potrero Road/Laguna Road intersection. Lewis Road starts at this intersection and runs northeast and becomes State Route 34 at the intersection of Pleasant Valley Road. The road functional classification for Hueneme Road changes from Other Principal Arterial to Major Collector, and Lewis Road is classified as a Major Arterial.

Hueneme Road is part of the National Highway System and is designated the primary truck route between US101 and the Port of Hueneme also known as the Hueneme Road – Rice Avenue Corridor. Hueneme Road provides access to the Naval Base Ventura County (NBVC) and Port Hueneme. The Port of Hueneme is the U.S. Port of Entry for the central coast of California, and the only deep-sea port between Los Angeles and the San Francisco Bay area.

Section 3. Purpose and Need

3.1 Purpose

The purpose of this project are as follows:

- Improve vehicle and bicycle travel and safety on Hueneme Road from Oxnard City Limits to Laguna Road/Potrero Road and Lewis Road from Laguna Road/Potrero Road to University Drive.
- Improve the freight movement corridor on Hueneme Road from Oxnard City Limits to Rice Avenue.
- Increase regional connectivity between the coast and City of Camarillo for drivers and bicycle riders.
- Complete vehicle and bicycle improvements consistent with the County of Ventura General Plan.

3.2 Need

Hueneme Road and Lewis Road within the project corridor is a two-lane roadway which experiences heavy travel flows during peak hours. In addition, Hueneme Road serves as the primary freight route to and from Port of Hueneme; therefore, Hueneme Road experiences a large percentage of truck traffic from the Oxnard City Limit to Rice Avenue.

Section 4. Traffic Engineering Performance Assessment

A Traffic Engineering Performance Assessment was based on traffic data and information available from Ventura County Transportation Commission and Ventura County PWA-RT. This assessment provides a technical foundation for developing the purpose and need for the proposed project and outlines the scope of the traffic study to be conducted as part of the PA&ED phase of the project.

LOS D is the minimum acceptable level of service for all County-maintained thoroughfares and federal/state highways in Ventura County, with a few exceptions. LOS C is the minimum acceptable level of service for all County -maintained local roads. Below are the traffic conditions for the Level of Service as presented in Table 6-7 of the 2040 General Plan Update.

LEVEL OF SERVICE DESCRIPTIONS	
LOS	**Traffic Conditions**
A	Free uninterrupted low volume flow at high speeds with no restriction on maneuverability (lane changing) and with little or no delays.
B	Stable flow with some restrictions to operating speed occurring.
C	Stable flow but with speed and maneuverability restricted by higher traffic volumes. Satisfactory operating speed for urban locations with some delays at signals.
D	Approaching unstable flow with tolerable operating speeds subject to considerable and sudden variation, little freedom to maneuver and with major delays at signals.
E	Unstable flow with volume at or near capacity, lower operating speeds and major delays and stoppages.
F	Forced flow operation with low speeds and stoppages for long periods due to congestion. Volumes below capacity.

Table 6-10 in Chapter 6 – Transportation and Mobility of the 2040 General Plan Update provides existing Level of Service based on 2015 traffic volumes for Hueneme Road and Lewis Road.

Road	Location	Road Class[1]	Lanes	Count (Day: 2015 VPD)	LOS	Part of Regional Network
Hueneme Road	e/o Las Posas Rd	1	2	11,200	D	✓
	e/o Nauman Rd	1	2	10,500	D	✓
	e/o Wood Rd	1	2	10,400	D	✓
	w/o Olds Rd	1	2	12,300	D	✓
Lewis Road	s/o Pleasant Valley Rd	1	4	15,500	A	✓
	n/o Potrero Rd	1	2	9,500	C	✓

Note: 1 - Class I roadways are rural two-lane or multi-lane roads of essentially level terrain,where the road section has been improved to meet current road standard criteria

In addition, Table 6-12 in Chapter 6 – Transportation and Mobility of the 2040 General Plan Update provides the LOS on Freeway/Multilane Highway Facilities.

Fwy Rte	Post mile	Location Description	Road Class	Lanes	AADT	LOS
1	12.785	Hueneme Road	Freeway	4	11,500	A

Ventura County PWA-RT updates the County's road daily traffic volumes periodically and has the following 2019 daily traffic volumes for this corridor. Due to the impact of COVID-19 stay at home order traffic counts have not been conducted for 2020-21.

Road	Location	Count (Day: 2019 VPD)	LOS
Hueneme Road	e/o Las Posas Rd	12,800	D
	e/o Nauman Rd	11,300	D
	e/o Wood Rd	10,300	D
	w/o Olds Rd	15,700	D
Lewis Road	s/o Pleasant Valley Rd	19,700	B
	n/o Potrero Rd	11,400	D

The roadway segments are within the minimum acceptable level of service; however, the Hueneme Road segment from the Oxnard City Limit to Olds Road is nearing a LOS E. There has not been any recent traffic study to estimate the future traffic volumes and movements for this corridor based projected growth rates in the County. In addition, there are no recent vehicle turning volumes in the corridor to determine the need for left and right turn pockets and the required pocket lengths. As part of the next project phase, a Traffic Operational Analysis Report should be prepared for the project corridor. New data should be collected to reflect the most current conditions and new traffic forecasts for the Opening Year and Design Year. Safety analysis should be updated with the latest accident data.

Section 5. Deficiencies

The project proposes to address the existing and future level of service for this corridor. Hueneme Road and Lewis Road experience higher vehicles volumes for a two-lane roadway (i.e. LOS D). Due to high vehicle speeds in this project corridor, the County proposes to include a paved median to provide a buffer between opposing traffic and to accommodate the movements of agricultural vehicles and equipment.

The existing corridor has minimum roadway shoulders. The project would widen the roadway shoulder to 8'. The shoulder would provide additional lateral clearance and emergency access. The new roadway shoulder would serve as a Class II bike lane. When completed, a Class II bicycle facility would stretch from the City of Oxnard to the City of Camarillo through the County green belt.

Section 6. Corridor and System Coordination

6.1 Regional

6.1.1 Vehicle

Hueneme Road and Lewis Road within the project limits have been identified to be widened to a 4-lane roadway in past and recent regional transportation plans and studies.

In 2005, the County of Ventura Subsequent Environmental Impact Report for Focused General Plan Update amended the Public Facilities Map to reflect the road widening of the Regional Road Network to accommodate the projected traffic flows for the year 2020 at the prescribed LOS standards of the General Plan. Hueneme Road would be widened as follows:

Limits	Current Number of Lanes	Existing Plan Number of Lanes (2010)	Proposed Number of Lanes
Oxnard City Limits to Rice Avenue	2	4	4
Rice Avenue to Las Posas Road	2	2	4

The 2009 Ventura County Congestion Management Program identified the roadway improvements which included Hueneme Road from Oxnard City Limits to Rice Avenue – Widen 2 to 4 Lanes in the Near-Term Project List (FY2008/09 through FY2014/15) and Hueneme Road from Rice Avenue to Las Posas Road – Widen 2 to 4 lanes in the Long-Term Project List (FY2026/27 through FY2034/35).

The adopted Ventura County 2040 General Plan Update includes the County's plan for Transportation and Mobility in Chapter 6. Hueneme Road and Lewis Road are "Federally Classified Unincorporated County Roads." Hueneme Road is classified as a "Other Principal Arterial" (OPA) from Edison Drive to Olds Road and a "Major Collector" (MJC) from Olds Road to Laguna Road. Hueneme Road operates with a Level of Service of D in these segments based on 2015 traffic volumes. Lewis Road is a "Minor Arterial" (MA) from Laguna Road to Pleasant Valley Road. This segment operates at Level of Service of C using 2015 traffic volumes. Traffic conditions for Level of Service D is "approaching unstable flow with tolerable operating speeds subject to considerable and sudden variation, little freedom to maneuver and with major delays at signals."

6.1.2 Bicycle

Continue providing Class II Bike Lanes on Hueneme Road from the Oxnard City Limits to Laguna Road and on Lewis Road.

Adopted in 2007, Ventura County Transportation Commission (VCTC) - Ventura Countywide Bicycle Master Plan established a planning document that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. This master plan included the Recommended Countywide Bicycle Network consisting of existing facilities and proposed bikeway improvements. Hueneme Road and Lewis Road are to include Class II Bicycle Lanes as part of this master plan.

The County's Comprehensive Transportation Plan (CTP) developed by VCTC (2013) identified the need for pedestrian and bike facility improvements and funding. The CTP found that the bike and pedestrian infrastructure were relatively well developed within the cities but were not well connected across jurisdictional boundaries.

In 2017, VCTC released Ventura County Bicycle Wayfinding Plan to identify regional bicycle routes, inform prioritization of locations for bike infrastructure improvements, and develop a consistent bicycle wayfinding sign design for regional bike routes throughout Ventura County. Regional routes prioritized connections between communities. Lewis Road is part of the County's "Camarillo to Coastal Route." Hueneme Road is part of County's "Coast Route to Westlake Village" and the "Coast Route." The plan rated Hueneme Road as a segment with "most stress bicycling."

Presently, Hueneme Road and Lewis Road corridor has the following existing bike facilities:

Road Name	Road Limit	Bike Lane Miles	Class Type
Hueneme Road	Edison Drive to Laguna Road	12.58	II
Lewis Road	Laguna Road to Pleasant Valley Road	7.08	II

6.2 Freight Movement

Moving goods through Ventura County is critical to its economy and sustainability. The Port of Hueneme is the only deep-water port between Los Angeles and the San Francisco Bay Area, and the U.S. Port of Entry for California's central coast region. The Port of Hueneme specializes in the import and export of automobiles, fresh fruit and produce. Its location on the Santa Barbara Channel positions it as the primary support facility for the offshore oil industry.

Freight truck and rail movement to and from Port Hueneme is critical to its continued viability. The challenge for freight movements is that Port Hueneme is surrounded in urban development, placing truck traffic in competition with local traffic on local streets and roads. Maintaining effective and efficient port access that minimizes impacts to surrounding communities is a significant challenge for the future. VCTC recognized this challenge and has prepared studies to improve the access to and from the Port.

2008 Southern California Association of Governments (SCAG) Cities of Port Hueneme/Oxnard Truck Traffic Study recommended widening Hueneme Road to a full four lane divided arterial street between Ventura Road and Rice Avenue, installing directional signage along Port Hueneme Road/Hueneme Road and Rice Avenue and coordination of traffic signal along Port Hueneme Road/Hueneme Road between Ventura Road and Rice Avenue.

2009 Ventura County Congestion Management Program discussed Port Truck Access Corridor in Chapter 2. Government agencies and the Oxnard Harbor District (Port operator) designated a primary truck corridor for Port-related truck traffic traveling between the Port and US 101. The purpose for designating the corridor is to reduce truck traffic in residential neighborhoods, reduce congestion on city streets, and to speed the flow of goods between the freeway and the Port. The corridor selected was Hueneme Road to Rice Avenue. Projects required to bring the corridor up to standards for truck use include Widening Hueneme Rd between Oxnard City Limits and Rice Ave from 2 to 4 lanes - County of Ventura (Chapter 7 Near-Term Project List, RTIP# VEN011202)

Section 6.5 Goods Movement of the 2040 County of Ventura General Plan Update includes discussion of truck freight. Hueneme Road was identified as the Primary Port Access Route as well as the Cities of Oxnard and Port Hueneme Commercial Vehicle Route.

Section 7. Alternatives

This project evaluated three alternatives for Hueneme Road from Oxnard City Limit to the Laguna Road/Potrero Road intersection. This section provides the design parameters used in developing the three alternatives and a description of the proposed improvements.

Lewis Road would need to be widened to the west as the Calleguas Creek and Ventura County Watershed Protection District (VCWPD) right of way is immediately east of Lewis Road. As part of the Lewis Road Widening project, Ventura County PWA-RT coordinated the layout of the new Lewis Road with VCPWD. The space between Lewis Road and Calleguas Creek is reserved for future levee heightening.

7.1 Design Standards

7.1.1 Roadway Standards

The proposed roadway widening would conform to the Ventura County Road Standards (RdStds). Hueneme Road and Lewis Road within the project limits are classified as a Secondary Free Access Road B-3 [A] per Plate B-3. Based on the flat and open terrain, the proposed design speed for this corridor would be a minimum of 55 mph. The County proposes to include a paved 14' wide median to provide a buffer for oncoming traffic and movements of agricultural vehicles and equipment. The road section would include 4 -12' wide vehicle lanes, 2 – 8' wide roadway shoulders / bike lanes and 8' wide parkways. The parkway would include 4' wide shoulder backing. In result, the minimum roadway right of way width would be 94'. For roadway segments in fill, the roadway right of way would be wider to include the fill slope and the roadside ditch.

The minimum longitudinal grade for a Secondary Free Access Road is 1.0%. Some of the existing grades on Hueneme Road are far below this standard as the Oxnard Plain is flat. The roadway widening would not include reprofiling the roadway and therefore a design exception will be required for a substandard longitudinal grade. Hueneme Road is located in rural setting without curb and gutters; therefore, the proposed 2% cross slope would push stormwater flows to the roadway shoulder and/or ditch.

The final roadway pavement section would be based on geotechnical field testing. For this report, the project would use the Lewis Road pavement section of 2" ARHM, 6" AC, 7" PMB and 18" Sand as Lewis Road is a four-lane roadway with similar underlying soil conditions. With poor soil conditions, the 18" sand layer would improve the R value for the proposed pavement section.

The proposed roadway would include Class II bike lanes. With high vehicle speeds in the corridor, the 8' wide roadway shoulder would be striped as a 6' wide bike lane with a 2' wide buffer.

7.1.2 Roadway Drainage

The project would follow Plates A-4 and B-3 of the RdStds for roadway drainage. County roads are designed for 10-year average return period while ensuring that adjacent lot pads do not flood in 100-year average return period.

Per Section 4.4 of the RdStds, roadside ditches are provided on each side of the road to carry drainage from the road right-of-way and from overland sheet flows of adjacent property to the nearest natural drainage path or drainage channel. The ditch would be omitted when adjacent land drains away from the road. The roadside ditches would not intercept or divert natural or artificial channels.

For the ten percent storm, water shall be maintained below the elevation of the outer edge of the shoulder. For the two percent storm, water shall be maintained below the elevation of the edge of pavement.

7.1.3 Waterways

For County Transportation drainage facilities, culverts and bridges shall be designed to accommodate the two percent (50-year average return period) storm flow per Section 4.2, Plate A-4 of the RdStds. Bridges and large box culverts shall include 2 feet of freeboard to allow for debris bulking.

Mugu Drain and Revolon Slough are under the jurisdiction of Ventura County Watershed Protection District (VCWPD). Per VCWPD, formerly Ventura County Flood Control District (VCFCD) Design Manual, channels (i.e. Mugu Drain) are to be designed for a 50-year return period. For major waterways like the Revolon Slough, VCWPD requires bridge structures to convey 100-year return period flows and comply with VCWPD levee guidelines of 4 feet of freeboard.

7.1.4 Floodplain Encroachment

Based on a review of FEMA Flood Insurance Rate Maps (FIRM) 06111C0920E, 0611C0937E, 0611C0938E, 06111C0939E and 06111C0941E, Hueneme Road is within the 100-year floodplain from Wood Road to south of the Laguna Road/Potrero Road. Lewis Road is outside of the 100-year floodplain. FIRM maps are provided in Appendix C. The County flood encroachment permit requires the project not to increase the base flood elevation over a foot. This project would widen the existing roadway and would not reprofile the roadway except at Revolon Slough. In result, the project is not expected to have any impacts to the existing 100-year floodplain.

7.1.5 Stormwater Treatment

Proposed Ventura County projects need to abide by the California Regional Water Quality Control Board – Los Angeles Region Order R4-2010-0108, NPDES Permit No. CAS004002 for Stormwater (Wet Weather) and Non-Stormwater (Dry Weather) Discharge from the Municipal Separate Storm Sewer Systems. Per Section II – Applicability, "streets, roads, highways, and freeway construction of 10,000 square feet or more of impervious surface area shall incorporate United States Environmental Protection Agency (USEPA) guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets to the maximum extent practicable." USEPA Green Street - Alternative Street Design include street width modification, swales, bioretention curb extensions and sidewalk planters, permeable pavement, sidewalk trees and tree boxes.

Since the project is located in a rural setting without curb and gutter and sidewalks, the green elements within an urban street parkway are not plausible. The proposed roadway section for Hueneme Road and Lewis Road will include roadside ditches. These ditches could include bioswale or bioretention elements to treat the stormwater. Although not required for a roadway project, this project could look into install desilting basins for drainage culverts that outlet directly to Mugu Drain, Revolon Slough and Calleguas Creek.

7.2 Geotechnical Considerations

Oakridge Geoscience, Inc. performed a desktop geotechnical review of the project corridor. See Appendix A for the Desktop Geotechnical Memorandum.

7.2.1 Geotechnical Site Conditions

The onsite earth materials generally consist of granular alluvial soils (silty to clayey sand) with interbedded fine-grained silt and clay soils to depths of greater than 70 feet. Shallow groundwater is present at depths of about 4 to 10 feet along the alignment. The granular soil in the upper 30 feet is typically loose to medium dense or fine-grained soils are soft to medium stiff. Below a depth of about 30 feet the soil is generally medium dense/medium stiff. The project alignment has an estimated peak ground acceleration of about 0.65g which is normal for the Ventura County area. Liquefaction potential is high, especially in the upper 30 feet of the onsite native soils. Based on previous studies, the estimated liquefaction related settlement is in the range of 4 to 6 inches. Preliminary evaluation of the liquefaction potential near the SR-1 structure is in the range of 6 inches to one foot.

7.2.2 Embankment Settlement

Previous studies by Fugro along the eastern portion of the study area (southern portion of Lewis Road) estimated settlement for roadway embankments up to about 6 to 12 inches for 20- foot high embankments and as high as about 1 to 2 feet for a 30-foot high embankment at the Laguna Road/Potrero Road/Lewis Road intersection founded on a relatively thick layer of soft clay soil. Mitigations for the settlement included vertical (wick) drains with a 2.5-foot thick sand layer to collect and disperse water generated from the vertical drains, survey monitoring of settlement and controlled fill loading height of a maximum of 2 feet of soil per day. New roadway embankments higher than about 8 to 10 feet would need to be evaluated to estimate settlement and possible subgrade improvement requirements.

7.2.3 Structure Foundation Design

Structure foundation design for bridges should use Caltrans structure design procedures which include site specific exploration, seismic evaluation and foundation design. Previous bridges have been founded primarily on driven piles founded in dense sand at an elevation of about -35 feet. Deeper foundations may be required depending on the type of pile support utilized and amount of downdrag associated with liquefaction related settlement evaluated as part of the foundation design studies.

Culverts and surface water conveyance facilities outside of the Caltrans right of way should be designed in accordance with VCWPD standards. The VCWPD standards include site specific soil and seismic design parameters based on CBC and in-house design procedures. Shallow groundwater and agricultural return water flow in the drainage facility in a year-round basis. Surface and groundwater dewatering would likely be required during construction of culverts and other surface water conveyance structures.

7.2.4 Constructability

Standard road improvements along a majority of the alignment will need to consider foundation subgrade preparation for the existing agricultural areas as well as protection of existing utilities and improvements. Preparation and compaction of the upper 1 to 2 feet of the existing agriculturally disturbed soil along the road widening alignment will likely result in a 20 percent volume reduction, requiring additional soil to be imported to construct the road subgrade. Groundwater should not be encountered during standard road subgrade preparation but likely will be encountered during subsurface work more than about 4 to 5 feet below existing grade. Existing utilities will need to be protected in-place and agencies should be contacted if additional loading is proposed over existing utilities.

7.3 Alternatives

7.3.1 Alternative # 1 - Widening on Both Sides

Alternative 1 would widen Hueneme Road approximately 20' on both sides. The roadway fill embankments range from close to existing to approximately 5 feet. Drainage cross culverts would need to be extended, and existing roadside ditches would need to be relocated. The project would require upgrading and modifying 9 traffic signals. (This assumes the proposed Wood Road intersection traffic signal would be in place.)

This alternative would acquire approximately the same right of way width from each property owner. This results in requiring property acquisition from 86 separate parcels and the removal of 3 building structures and approximately 1,784 trees. Hueneme Road is a major utility corridor. With SCE utility poles at close proximity to the roadway, a total of 185 poles would need to be relocated. Many water purveyors have facilities in or adjacent to the roadway. The project does not anticipate relocating any existing waterlines but would need to relocate or adjust existing appurtenances. Two Pleasant Valley Water District (PVWD) well stations would need to be relocated. Discussion of the right of way impacts (property owner and utilities) are found in Section 8.

See attachment B for Alternative 1 - Preliminary Hueneme and Lewis Road Plan and Profile. Below are discussions of the proposed improvements at the major intersections, interchange, and waterways.

7.3.1.1 Rice Avenue Intersection

The Rice Avenue intersection is a major truck/freight corridor to and from the US 101. The intersection presently has free right turns with lane tapers to merge vehicle in and out of Hueneme Road. With the road widening, the project would maintain the merging lane tapers. A traffic study would be needed to confirm the turn pocket lengths.

7.3.1.2 Mugu Drain

Mugu Drain is discussed in Section 7.3. The required modifications would not impact the profile of Hueneme Road.

7.3.1.3 Hueneme Road/State Route 1 (SR-1) Interchange

The existing Hueneme Road Undercrossing structure has existing bents adjacent to the roadway shoulder; therefore, the roadway widening would require a new undercrossing structure. The structure alternatives would be discussed further in Section 7.3. The new structure span and depth would require the reprofiling of SR-1. In result, Hueneme Road widening would most likely trigger the upgrade of this interchange. The improvements at the Hueneme Road/SR-1 interchange would need to follow Caltrans Project Development Procedures which would include Caltrans format Project Study Report, Project Report/Environmental Approval and Final Design Plans, Specifications and Estimate.

7.3.1.4 Revolon Slough Bridge

Revolon Slough is discussed in Section 7.3. The Revolon Slough presently does not contain the 100-year return storm event. To meet all the VCWPD bridge and levee requirements, the Hueneme Road profile would need to be raised over 9 feet. The large elevation difference would create challenges if the County chooses to keep the existing bridge in place. A retaining wall and/or an offset concrete barrier would need to be constructed between the two bridges. The VCWPD levee access driveways would need to be moved far west and east away from the levee. With proposed fill heights over 8', settlement would be an issue with poor underlying soil. Fill surcharge and settlement monitoring would most likely be needed.

7.3.1.5 Wood Road Intersection

The Wood Road intersection is the location of a large horizontal roadway curve. To avoid complicating the intersection and existing drainage pattern, the roadway would remain crowned through this curve. The curve radius is approximately 1800'. Per Figure 202.2 of the Caltrans Highway Design Manual, this radius with an adverse cross slope of -2% has a comfortable speed on horizontal curve of 55 mph.

7.3.1.6 Lewis Road

Lewis Road would be widened to the west as Calleguas Creek is located immediately east of Lewis Road. The fill embankment heights would be over 20 feet high at the Laguna Road/Potrero Road intersection and the University Drive intersection. With the expected poor soil conditions, settlement would be an issue. As done in the Lewis Road

Widening Project, the underlying soil and embankment would need to be consolidated using surcharge and wick drains.

7.3.2 Alternative #2 - Widening on One Side

Alternative 2 would widen the roadway approximately 38' on one side where the impacts would be less. In general, the project would widen one side; however, the existing roadway shoulder and shoulder backing on the opposite side of the road would be brought to County standards.

From the Oxnard City Limits to the Wood Road intersection, Hueneme Road would be widened to the south. From the Wood Road Intersection to the Laguna Road/Potrero Road intersection, Hueneme Road would be widened to the north / west. This alternative would require right of way acquisition from 62 parcels, the removals of 4 building structures and approximately 1,255 trees and the relocation of 56 SCE utility poles.

Improvement details to the major intersections, interchange, waterways and Lewis would be similar to Alternative 1. See Attachment C for the Alternative 2 - Preliminary Hueneme and Lewis Road Plan and Profile.

7.3.3 Alternative #3 – Hybrid

Alternative 3 would use a combination of widening both sides and only one side to lessen roadway improvement impacts.

From the Oxnard City Limits to the Olds Road intersection, Hueneme Road would be widened to the south. From the Olds Road intersection, Hueneme Road would transition to be widened on both side at the Rice Avenue intersection. East of the Rice Avenue intersection, Hueneme Road would transition back to be widened on the south. The roadway widening would continue to the south up to the Raytheon Road intersection (east of SR-1 highway). At the Raytheon Road intersection, the roadway widening would transition to be widened to the north. The roadway widening would continue to the north / west to the Laguna Road/Potrero Road intersection. Adjusting the roadway alignment provided limited benefits as the centerline transitions for a 55-mph facility requires thousands of feet. In result, this alternative would require right of way acquisition from 72 parcels, the removals of 3 building structures and approximately 1,282 trees, and the relocation of 72 SCE utility poles.

Improvement details for the major intersections, interchange, waterways and Lewis would be similar to Alternative 1. See Attachment D for the Alternative 3 - Preliminary Hueneme and Lewis Road Plan and Profile.

7.4 Structures

7.4.1 Hueneme Road Undercrossing at State Route 1 (Pacific Coast Highway)

The existing Hueneme Road Undercrossing structure has bents adjacent to Hueneme Road roadway shoulders; therefore, widening Hueneme Road will require the replacement of the existing structure. The proposed structure design would need to consider the falsework depth, the existing structure depth of 4.5', and the 15' minimum vertical clearance to minimize the impacts to the State Route 1 (SR-1) highway profile. With turn pockets required in the median, the proposed structure would need to clear the full Hueneme Road width. In order to provide longer spans while keeping the structure depth similar to the existing structure, precast concrete girder structures are proposed. The structure would have a pile foundation and require dewatering.

This report looked at two alternatives. The first alternative is a three-span precast concrete girder bridge. The structure span is 240' long with a middle span of 130'. The overall structure depth including the composite cast in place deck is 5.25'. The preliminary construction cost is $10,075,000.

The second alternative is a single-span precast concrete girder bridge with a 140' long span. The overall structure depth including the composite cast in place deck is 6.75'. The preliminary construction cost is $8,096,000. Alternatives 1 and 2 would increase the SR-1 highway profile by 0.75' and 2.25' respectively. The proposed structures followed the depth to span ratios prescribed in the Caltrans High Design Manual. The Hueneme Road Undercrossing - Preliminary Advanced Planning Studies are provided in Attachments E and F.

7.4.2 Hueneme Road Bridge at Revolon Slough

Revolon Slough is under the jurisdiction of VCWPD. The existing Hueneme Bridge at Revolon Slough was built in 1975 by VCWPD (Drawing No. Y-3-1400.) Existing Revolon Slough levees at Hueneme Road was built in 1977 by VCWPD (Drawing Y3-1566) for a 50-year Q of 10,800 cfs with 3' of freeboard.

VCPWD provided a hydrology study of the Revolon Slough watershed (Ventura County Watershed Protection District, 2005) in which the drainage area # 5869AC (Revolon Sl. At Jct. W/ Hueneme Rd. Drain) has 10,600 cfs and 13,920 cfs for a 50-year and a 100-year return period respectively. (Both flows include an aerial reduction factor peak.)

VCWPD also provided a HEC-RAS hydraulic model for Revolon Slough; however, the model did not cover the Hueneme Road Bridge. Using County LIDAR data, the HEC-RAS model was extended to cover this project. The hydraulic model based on the existing ground conditions shows the existing bridge does not pass the Q50 flow without the removal of the built-up sedimentation.

Revolon Slough is not specifically identified in VCWPD levee system; therefore, VCWPD was contacted to provide the requirements for the proposed bridge. Per correspondence from VCWPD Planning Division, the proposed bridge would need to convey the Q100 flow and comply with the levee guideline of a 4-foot freeboard.

The existing levee and bridge are not designed for a Q100 flow. The proposed bridge would need to consider the existing levees to contain the Q100 flow and account for freeboard to set the bridge span and height. Due to this new requirement, the proposed bridge would need to be approximately 9' higher, and the bridge span would increase from 225' to 266'. A Manning's roughness coefficient "n" of 0.031 was used in the hydraulic model based on the existing levee drawings. This roughness coefficient will need to be confirmed with VCWPD in final design.

This report looked at two bridge alternatives. Alternative 1 would remove the existing bridge and replace with a 4-lane vehicle bridge. The preliminary construction cost for Alternative 1 is $9,519,000. Alternative 2 would keep the existing bridge in place and construct a parallel two-lane vehicle bridge. The preliminary construction cost for Alternative 2 is $4,327,000. Both bridge alternatives would be cast in place and have a single bent/pier wall in the Revolon Slough. The bridge would have a pile foundation and require dewatering. The study did not consider widening the existing 45-year old bridge as repairing and seismic retrofitting would be problematic.

See Attachments G and H for the Advance Planning Studies - Hueneme Bridge at Revolon Slough Alternatives. Preliminary Revolon Slough Hydrology and HEC-RAS summary, profile and cross sections are provided in Appendix C.

7.4.3 Mugu Drain

Mugu Drain is a low flow well-defined trapezoidal soft bottom channel with earthen embankments. Mugu Drain under Hueneme Road (Bridge No. 535) maintained by Ventura County PWA-RT was constructed in 1952 and is a 12'-7" wide x 10' high reinforced concrete box (RCB) culvert. The existing culvert has 73-degree skew with Hueneme Road and has close to no cover (i.e. vehicles are driving direct on top of the RCB culvert.) This culvert was given a fair rating in a 2011 inspection.

A VCWPD Hydrology study done in 1994 shows an upstream drainage area of 2794 acres and a Q50 of 2442 cfs. Hydraulic analysis show both the existing trapezoidal open channel and box culvert being undersized for the Q50 flow. To avoid reprofiling Hueneme Road, this study considered the following two alternatives. Alternative 1 would remove existing culvert and replace with triple 10" wide x 10' high RCB culverts. The preliminary construction cost for Alternative 1 is $1,648,000. Alternative 2 would install a Double 7' wide x 7' high RCB culvert adjacent to the existing culvert. The trapezoidal open channel upstream will need to be widened to provide proper hydraulic transitions to the wider culvert. The preliminary construction cost for Alternative 2 is $1,047,000.

See Attachments I and J for the Advance Planning Studies – Mugu Drain Alternatives. Preliminary Mugu Drain Hydrology and Hydraulics are provided in Appendix C.

7.5 Bicycle, Pedestrian and Transit Facilities

The project would construct 8' wide roadway shoulders which would be signed and striped as 6' wide Class II bike lane with a 2' wide buffer. Enhanced green bike marking would be installed at intersection approaches and departures. Bicycle loop detectors would be installed at signalized intersections.

The project would not construct pedestrian facilities as the pedestrians are not anticipated in this rural agricultural setting.

The project would not construct transit facilities as Hueneme Road is not a transit route.

7.6 Project Segments

The project is over 7 miles long. The project costs have been broken down into five segments to help in identifying potential funding sources. The following are the segments:

1) Hueneme Road from Oxnard City Limits to the Rice Avenue Intersection
2) Hueneme Road from east of Rice Avenue Intersection to west of the SR-1 Interchange (Naval Air Road)
3) Hueneme Road/SR-1 Interchange
4) Hueneme Road from east of Raytheon Road to Las Posas Road Intersection
5) Hueneme Road/Lewis Road from east of Las Posas Road Intersection to 1200' north of University Drive

The first segment - Hueneme Road from Oxnard City Limits to the Rice Avenue Intersection is a regional freight movement corridor. Past and upcoming infrastructure funds have made this type of corridor a priority. The third segment is the Caltrans Hueneme Road/SR-1 interchange. The interchange improvements would need to follow Caltrans Project Development procedures; therefore, the segment could be made into a separate project/package.

Section 8. Right of Way

8.1 Right of Way Acquisition

The roadway widening would require additional County right of way from adjacent property owners. The right of way would include the necessary roadway embankments, roadside ditches and a toe of fill maintenance width. The corridor is located in mainly agricultural lands protected by the 2016 Save Open and Agricultural Resources (SOAR) initiative. In addition to right of way, the project would displace irrigation facilities and tree rows. The project would require the replacement of 3 to 4 building structures. Due to the required roadway width, the structures would either be within the new roadway footprint or have no setback from the road. The following is a right of way summaries of each alternative.

Alternative	Parcels	R/W need (acres)	Structure Replacement	Tree Replacements
1 – Widen Both Sides	86	30.1	3	1,784
2 – Widen One Side Only	62	32.3	4	1,255
3 - Hybrid	72	31.2	3	1,282

Attachment K provides a summary of the right of way impacts for each parcel for each alternative.

8.2 Utilities

The Lewis Road segment from Laguna Road/Potrero Road Intersection to University Drive was constructed in 2006 in a new alignment and in result has minimal utilities. Hueneme Road is a major utility corridor. The following section describes the known utilities within the project limits. Attachment L provides a summary of the utility impacts.

8.2.1 Southern California Edison (SCE)

SCE overhead power poles are located along the side of Hueneme Road within the whole project corridor. The poles are located within the County right-of-way and most likely installed in franchise agreement. Although the pole relocation would be at the expense of SCE, the project would require extensive coordination and preplanning with SCE. Alternatives 1, 2 and 3 would require the relocation of 185, 56 and 72 poles respectively.

8.2.1 Telecommunication

Frontier Communications are located on the existing SCE overhead poles Frontier have underground lines within Hueneme Road. Charter Communication has underground facilities at the SR-1 interchange. Crown Castle facilities are on SCE poles near and around the SR-1 interchange. Like SCE, the facilities were installed in franchise agreement; therefore, the County would not bear the relocation costs.

8.2.2 Water and Sewer Agencies

There are multiple water purveyors within the project corridor. The following are a brief description of the water agencies' facilities.

- Calleguas Municipal Water District – Brine pipeline, manhole/vaults, blow offs and air release valves
- Pleasant Valley Water District – Well stations and pipelines
- City of Oxnard – Waterline, Recycled Waterline/Turnouts and Sewer Lines and appurtenances
- Port Hueneme – Recycled waterline and appurtenances
- United Water Conversation - Waterline and appurtenances
- Navy – Sewer force main
- Oceanview Municipal Water District – Waterline and appurtenances
- Private waterline

The project would not relocate any waterlines, recycle waterlines or sewer main. Appurtenances such as blow offs, air release valves, backflow preventers, turnouts, service lines would need to be relocated with the roadway widening. Two Pleasant Valley Water District's well stations would need to be relocated. The City of Oxnard is presently constructing Phase 2 – Recycled Waterline Improvements from Olds Road to Wood Road. Portions of the City of Oxnard recycled waterline facilities are located outside of the County right of way; therefore, the City of Oxnard obtained easements for their facilities. Depending on which alternative is chosen, the County may need obtain a new easements on behalf of the City of Oxnard if the City of Oxnard facilities need to remain outside of the County right of way. The City of Oxnard Plans for Recycled Water Pipeline Phase 2 from Olds Road to Wood Road depicted the City's easements. More research will be needed to determine City's easements' width and locations from the Oxnard City limits to Olds Road. The City's Phase 1 Plans do not show the required easements.

8.2.3 Gas

Sempra Utilities (Gas Company) has gas transmission mains Hueneme Road near Edison Drive and from SR-1 to Wood Road. The existing gas main most likely would not be impacted except where drainage and/or waterline facilities are relocated.

Section 9. Environmental Compliance

Padre Associates, Inc. performed a desktop environmental review of biological and cultural constraints in the project corridor.

9.1 Biological Constraints

9.1.1 Vegetation

Native trees or vegetation would not be removed for construction or displaced by proposed roadway pavement and shoulders. Linear rows of small trees and shrubs and roadside landscaping would be removed by proposed roadway widening. Implementation of Alternative 1 would result in the greatest removal of trees and landscaping (about 9,600 linear feet), and Alternative 3 would result in the least (about 6,600 linear feet). The affected linear tree rows and landscaping provide wildlife habitat. However, special-status species are not anticipated to rely on this vegetation as foraging and nesting habitat. Therefore, impacts to special-status species are not anticipated.

Active bird nests are protected under the California Fish and Game Code and Federal Migratory Bird Treaty Act. The County policy is to avoid tree removal during the breeding season (February 15 through August 1) or conduct breeding bird surveys to determine if vegetation to be removed supports active bird nests. If active nests are found, vegetation removal is postponed until the nest is abandoned. Alternative 1 involves the greatest roadside vegetation removal which may increase the potential to find active nests which may adversely affect the construction schedule.

9.1.2 Revolon Slough

Two alternatives are under consideration to improve the Hueneme Road crossing of the Revolon Slough: four-lane bridge replacement and two-lane bridge adjacent to the existing bridge. Tidewater goby, arroyo chub, two striped garter snake and western pond turtle may be present at the bridge construction site and be adversely affected including direct mortality (by construction equipment), temporary habitat removal and surface flow diversion (habitat modification). Burrowing owl is known to winter in old ground squirrel burrows in local levees. The owls could be present at the bridge construction site and may suffer direct mortality by construction equipment.

White-faced ibis, tricolored blackbird, least Bell's vireo and yellow warbler may forage along Revolon Slough near the bridge construction site; however, these species are highly mobile and not expected to nest in Revolon Slough. In result, substantial adverse effects to these species are not expected.

The four-lane bridge replacement is anticipated to result in greater impacts to special-status species because more piles would be installed in the streambed, and a longer surface flow diversion duration is likely to be required.

Wetlands within Revolon Slough would be impacted by bridge improvements, with the four-lane bridge replacement likely involving greater impacts to wetlands. Costly wetlands mitigation may be required by regulatory agencies.

9.1.3 Calleguas Creek

The proposed project includes widening a 4,500-foot-long segment of Lewis Road adjacent to Calleguas Creek. White rabbit-tobacco has been reported in Calleguas Creek adjacent to the eastern terminus of the proposed project. It is unknown if this species is currently present at this location, considering that vegetation is removed annually by the VCWPD to maintain storm flow capacity.

Arroyo chub, two-striped garter snake and western pond turtle may be present in Calleguas Creek in proximity to proposed roadway improvements. Burrowing owl is known to winter in old ground squirrel burrows in local levees and could be present in proximity to proposed roadway improvements. White-faced ibis, tricolored blackbird, least Bell's vireo and yellow warbler may forage along Calleguas Creek near proposed roadway improvements.

All three alternatives under consideration involve widening to the north of the existing roadway along Calleguas Creek, such that encroachment into Calleguas Creek would not occur. Therefore, impacts to special-status species associated with Calleguas Creek is not anticipated.

See Appendix B for the Biological Resource Constraints Memorandum.

9.2 Cultural Resource Constraints

The records search results indicate that the 21 studies listed in Table 2 have covered most of the proposed Project corridor, and five cultural resources have been identified. P-56-001508 is a redeposited shell and lithic scatter that is believed to be buried by fill during construction of the new Hueneme Road Bridge (Maki, 2001). P-56-150027 is the location of the Old Ocean View School. While none of the original school buildings remain, there is a slight potential for buried historic-aged deposits (Durio, 2003). P-56-153096 is the original Hueneme Road Bridge, which was replaced in the early 2000s. The locations of Temporary Designations AS-2 and AS-3 were identified by Archaeological Advisory Group through archival research. While field surveys of both locations did not yield cultural materials, Temporary Designations AS-2 and AS-3 have a slight potential to contain nineteenth century deposits (Brock, 1987).

P-56-150028 is a Queen Anne style house built by Herbert H. Eastwood, a locally prominent businessman, farmer, and civic leader. The resource was evaluated by Caltrans in 1996 and not found eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) (Clement, 1996). The resource is located 35 feet north of the Project corridor.

CA-VEN-174 was initially recorded in 1967 as a prehistoric shell midden site bisected by Potrero Road on the south face of Round Mountain. The site boundary was expanded in the late 1990s to include all of Round Mountain as a possible Chumash summer solstice observation point (Maki, 2001). CA-VEN-174 has also been associated with the Chumash village site, Satwiwa (Singer, 1986). The edge of CA-VEN-174 is approximately 276 feet southeast of the Project corridor, and the shell midden is approximately 0.40 mile southeast of the Project corridor.

To avoid impacts to previously recorded and potential subsurface cultural resources, Padre recommends all project impacts stay within the proposed project corridor. The project corridor has been adequately surveyed more than once and has been previously disturbed from the previous construction of Hueneme Road and the channelization of Calleguas Creek. A change in scope (i.e., increased area of disturbance), will require additional study and a possible archaeological survey.

See Appendix B for the Cultural Resource Constraints Memorandum.

9.3 Environmental Clearance

The project would require an Environmental Impact Report. Key environmental issues would include:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hydrology/Water Quality
- Noise
- Transportation and Traffic

Specific project impacts include protected agricultural resources, improvements over and in waterways (Revolon Slough and Mugu Drain) and right of way acquisition.

The project corridor is located within agricultural properties. As part of the environmental phase, the project will need to investigate and test for contaminated soils (pesticides) in areas where there will be grading and earthwork activities.

The State's GeoTracker website tracks and archives compliance data from authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from underground storage tanks. Hueneme Road

and Lewis Road within the project limits are adjacent to past Leaking Underground Storage Tanks (LUST) cleanup sites. There are no active cleanup sites within the corridor. The approximate locations are provided in Appendix B.

The funding and implementing agency for PA&ED is not known at this time and will be decided on a date to be determined by the County. Caltrans would act as the lead agency for CEQA/NEPA.

Section 10. Funding

Funding for this project is expected to come from Federal, State and County funds.

Preliminary project cost estimates are provided in Attachment M. A summary of preliminary project cost is provided below. The project cost includes the construction, right of way, utility, environmental, engineering and construction engineering costs.

Capital Outlay Project Estimate

Alt 1 Widen Both Sides	**Segment**				
	Oxnard City Limit to Rice Ave	E/O Rice Ave to W/O SR-1	SR-1 Interchange	E/O Raytheon Dr to Las Posas Rd	E/O Las Posas Rd to 1200' N/O Univ. Dr
Project Cost	$19,438,000	$12,691,000	$26,837,000	$42,928,000	$14,088,000
				Grand Total	$115,982,000

Alt 2 Widen One Side	**Segment**				
	Oxnard City Limit to Rice Ave	E/O Rice Ave to W/O SR-1	SR-1 Interchange	E/O Raytheon Dr to Las Posas Rd	E/O Las Posas Rd to 1200' N/O Univ. Dr
Project Cost	$18,292,000	$13,323,000	$26,689,000	$43,002,000	$13,941,000
				Grand Total	$115,247,000

Alt 3 Hybrid	**Segment**				
	Oxnard City Limit to Rice Ave	E/O Rice Ave to W/O SR-1	SR-1 Interchange	E/O Raytheon Dr to Las Posas Rd	E/O Las Posas Rd to 1200' N/O Univ. Dr
Project Cost	$18,319,000	$12,663,000	$26,705,000	$41,213,000	$13,993,000
Grand Total					$112,893,000

The preliminary project costs are based on full replacement of the Mugu Drain, Hueneme Road Undercrossing at SR-1 and Revolon Slough Bridge. The level of detail available to develop these capital outlay project estimates is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or

commit State-programmed capital outlay funds. The project report would serve as the appropriate document from which the remaining support and capital components of the project would be programmed.

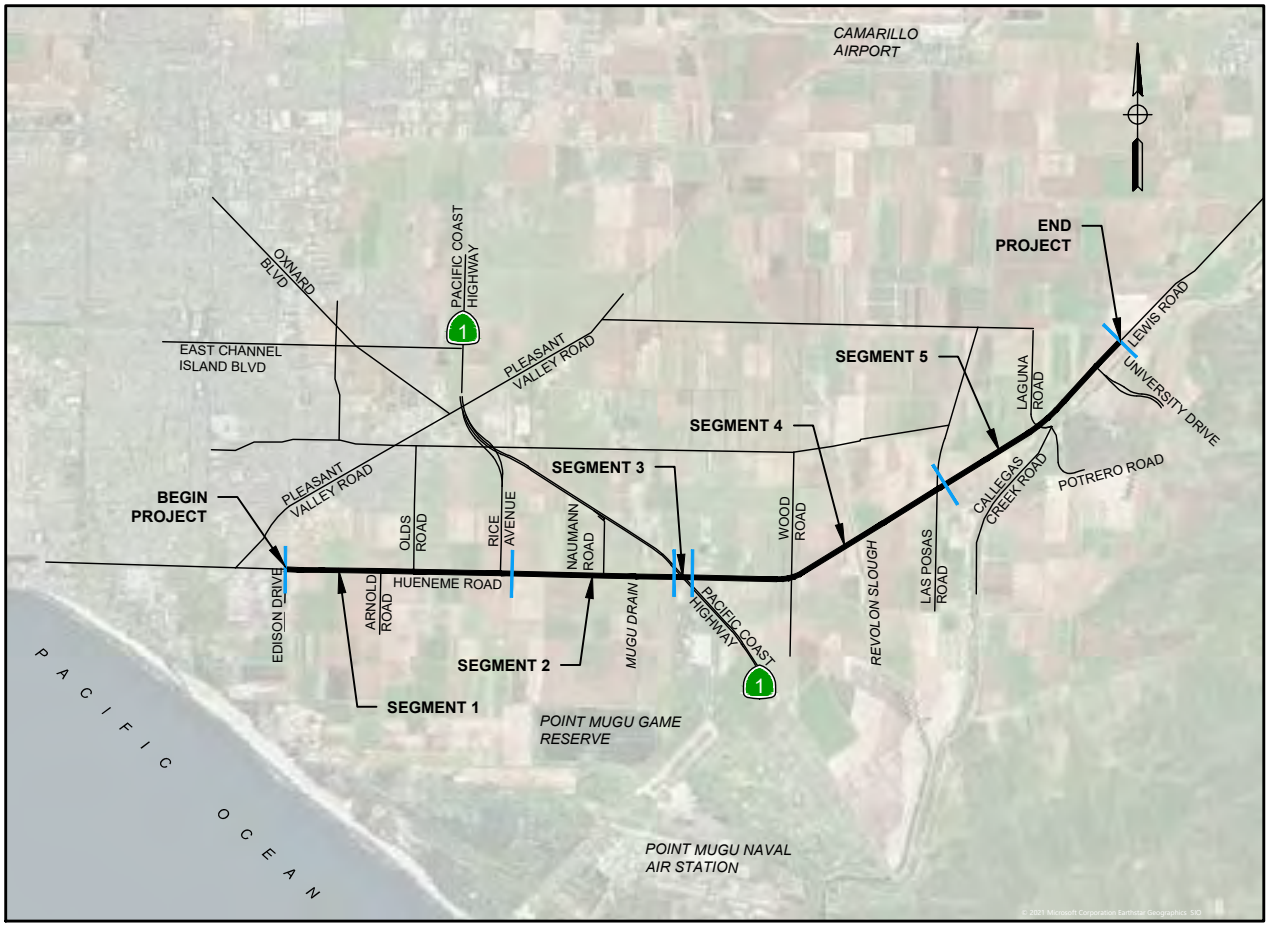
Section 11. External Agency Coordination

The project will require coordination with the following agencies:

- Caltrans
- Ventura County Watershed Protection District
- City of Oxnard
- Regional Water Quality Control Board – Los Angeles
- California Department of Fish and Wildlife
- Army Corps of Engineer

Section 12. Attachments

Attachment A. Project Location Map



8000' 0' 8000'

SCALE 1" = 8000'

MNS ENGINEERS INC
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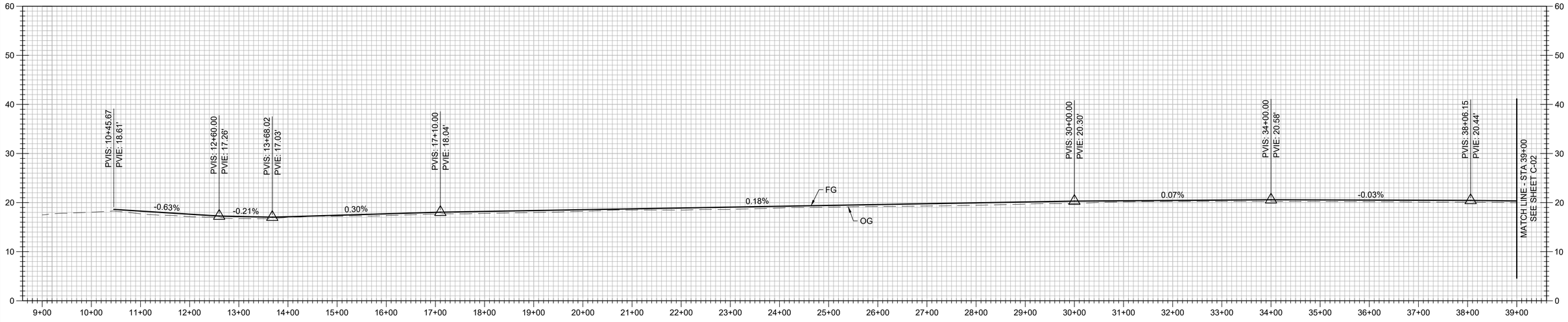
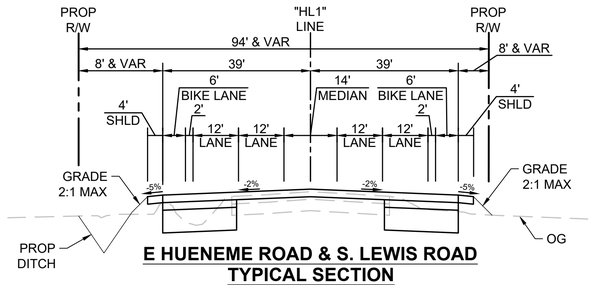
Westlake Village, CA 91362
Phone: 805-648-4840
www.mnsengineers.com

Hueneme Road and Lewis Road Widening Location Map

Attachment B. Alternative 1 – Widen Both Sides

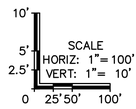


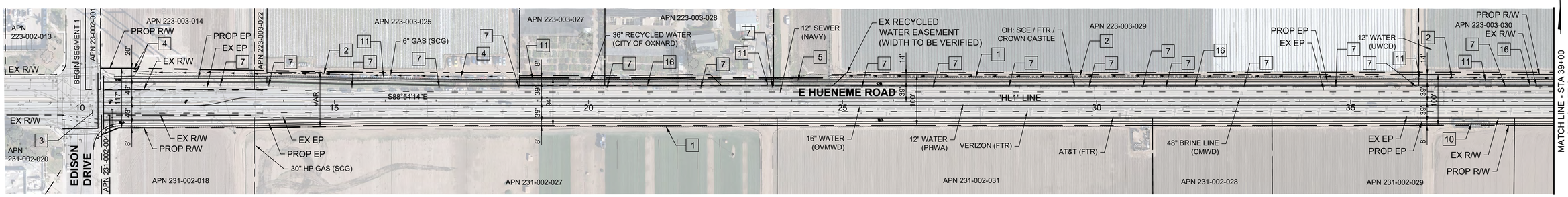


E HUENEME ROAD & S. LEWIS ROAD
TYPICAL SECTION
NOT TO SCALE
STA 10+00 TO 392+79

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
4	DRAINAGE PIPE / INLET RELOCATION	12	BRIDGE RECONSTRUCTION
5	CULVERT EXTENSION / RELOCATION	13	BUILDING REMOVAL
6	CULVERT RECONSTRUCTION	14	REMOVE SHRUBS
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION





DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
B				
A				
△	REVISION	DESCRIPTION	APP	DATE

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MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
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STATE OF CALIFORNIA

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DRAWN RW
CHECKED SP
APPROVED MI

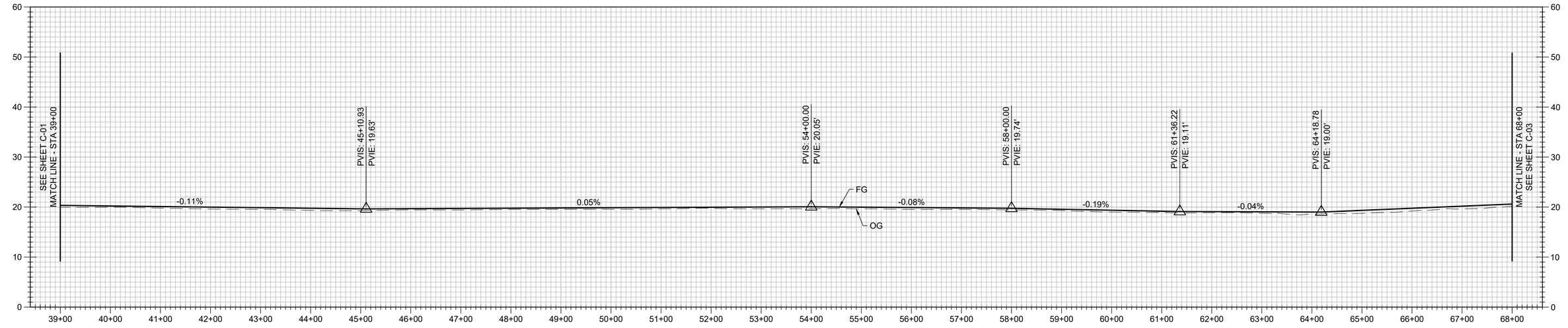
COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

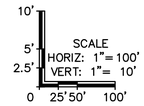
SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 1
OF 13
DRAWING NO. C-01

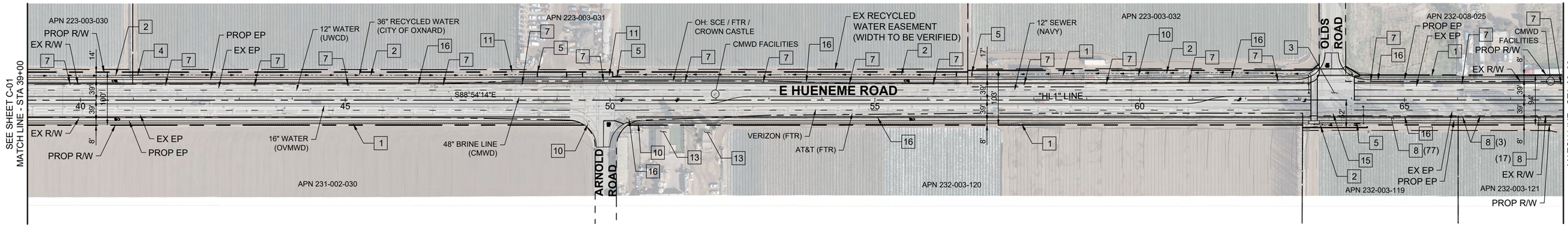
C:\Box\Projects\CIVIL\Huneme\CIVIL\100180.01 Widening of Huneme\2 Engr\CAD Drawings\TRAFFIC PLANS\C-01_1.dwg
Plot: 2021-07-28 9:29 AM by Robert Wilson





DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
4	DRAINAGE PIPE / INLET RELOCATION	12	BRIDGE RECONSTRUCTION
5	CULVERT EXTENSION / RELOCATION	13	BUILDING REMOVAL
6	CULVERT RECONSTRUCTION	14	REMOVE SHRUBS
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D			
C			
B			
A			
△	REVISION	APP	DATE

PLANS PREPARED BY:
MNS ENGINEERS INC
ENGINEERING | SURVEYING
CONSTRUCTION MANAGEMENT
4580 E. Thousand Oaks Blvd.
Suite 101
Westlake Village, CA 91362
Phone: 805-648-4840
www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

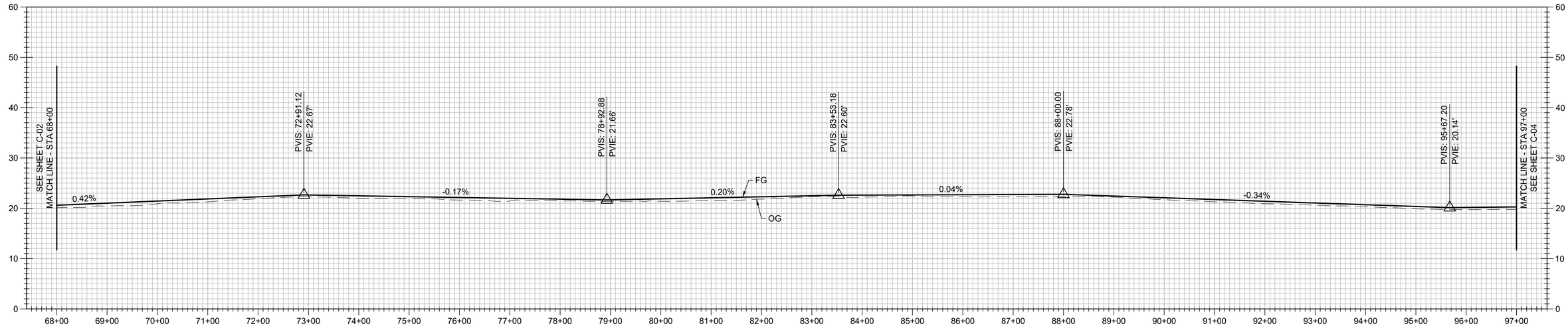
PROJ. NO. 50058

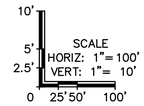
HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-1)

SHEET 2
OF 13

DRAWING NO. C-02

C:\Data\Projects\CIVIL\Hueneme\CIVIL\2019\02 01 Widening of Hueneme\2 Engr\CAD\2 Sheets\TSHEET-PLAN&_ALT_1.dwg
Plot: 2021-07-28 9:38 AM by Robert Wilcox





DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
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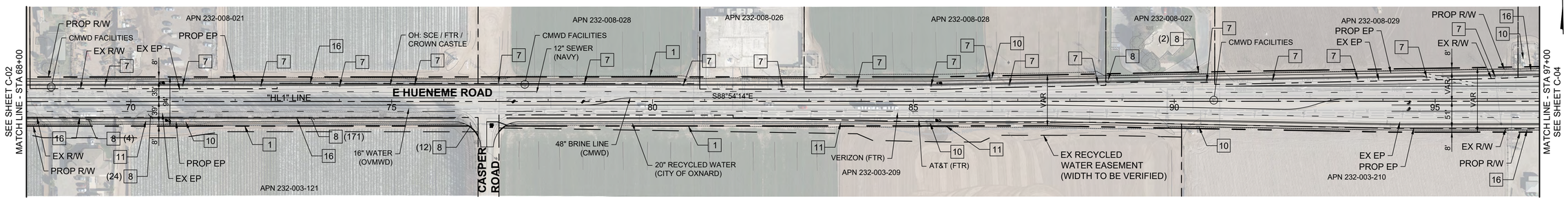
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE **811** AT LEAST TWO DAYS BEFORE YOU DIG

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
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A				
△	REVISION	DESCRIPTION	APP	DATE

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PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

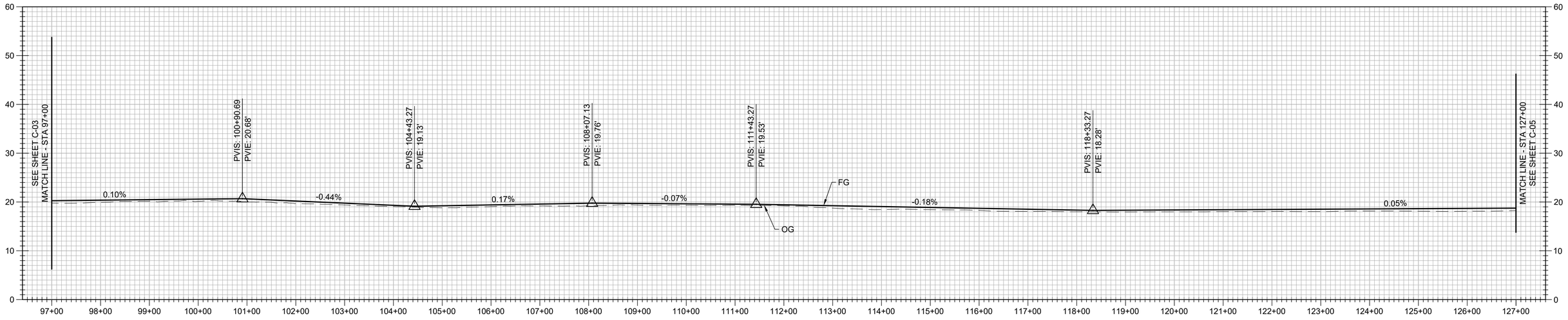
COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

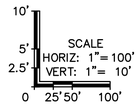
SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 3
OF 13
DRAWING NO. C-03

C:\Users\Plotter\DOCUMENTS\Network\CIVIL\2019\02 01 Widening of Hueneme\C-Engr\Civil\2-Sheets\SHEET PLAN&E ALT_1.dwg
Plot: 2021-07-28 9:38 AM by Robert Wilcox





DISPOSITION NOTES

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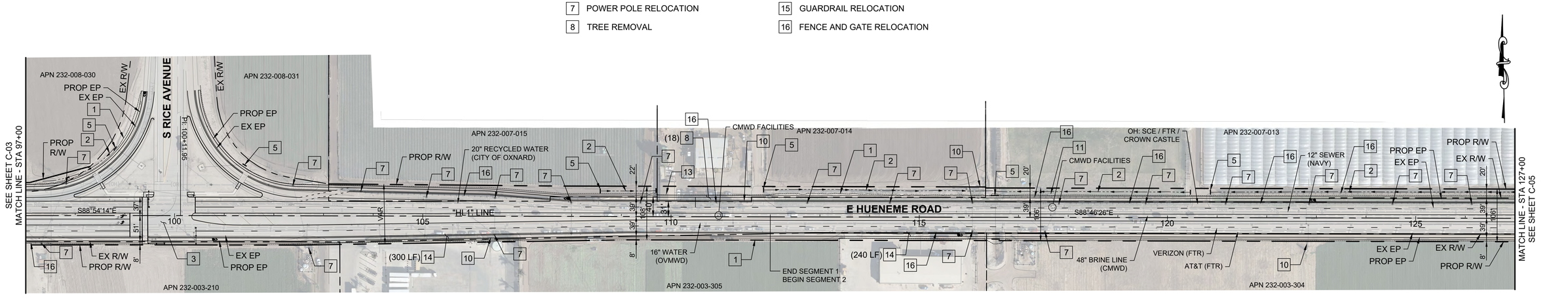

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

D				
C				
B				
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△	REVISION	DESCRIPTION	APP	DATE

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PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-1)

SHEET 4
OF 13
DRAWING NO. C-04

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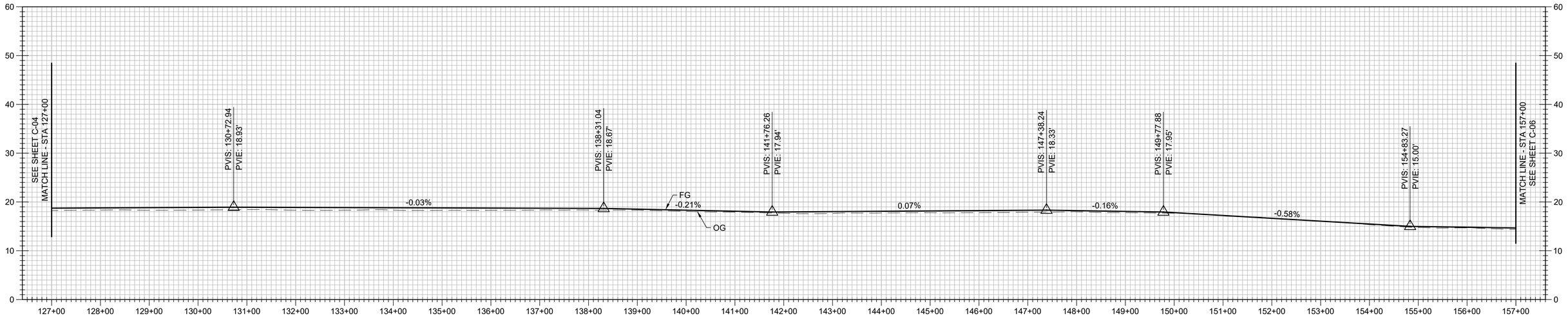

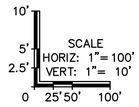

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
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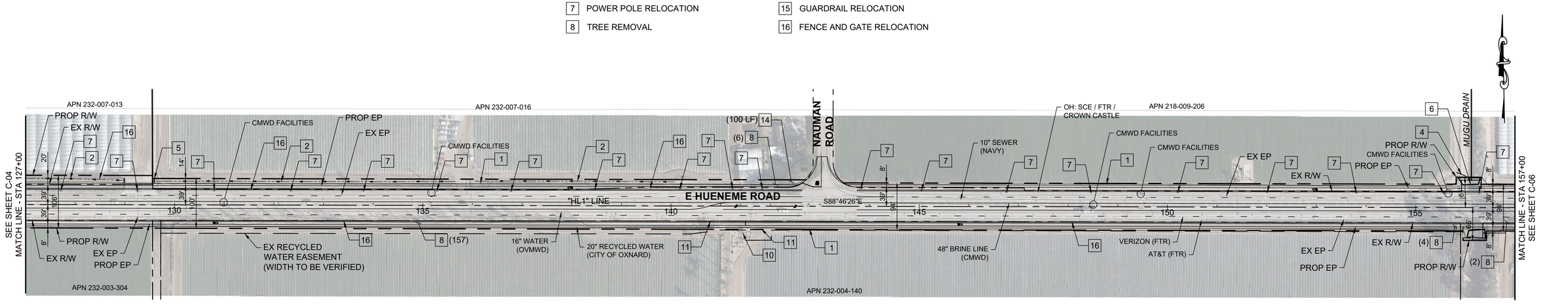

DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
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B				
A				
△	REVISION	DESCRIPTION	APP	DATE

PLANS PREPARED BY:
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www.mnsengineers.com

PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 5
OF 13
DRAWING NO. C-05

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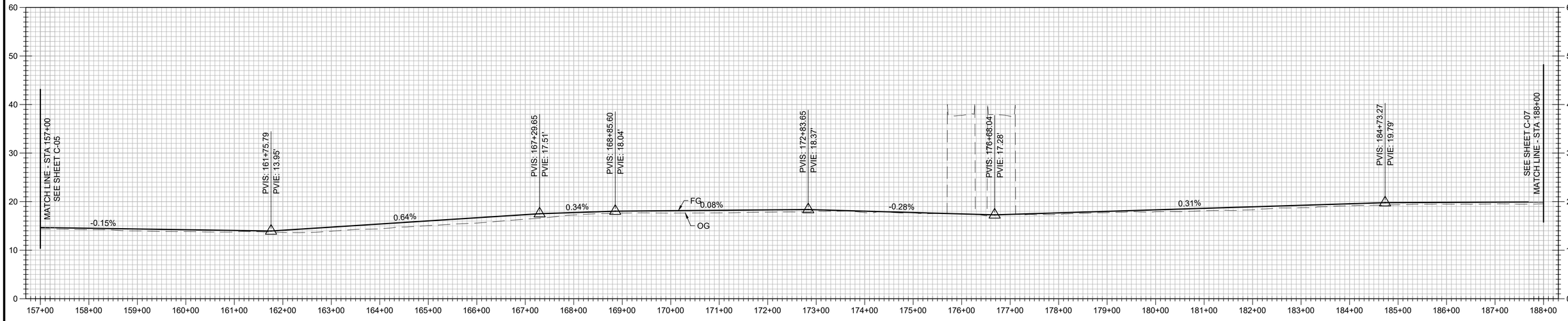
Plot: 2021-07-28 9:38 AM by Robert Wilcox



10'
5'
2.5'
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
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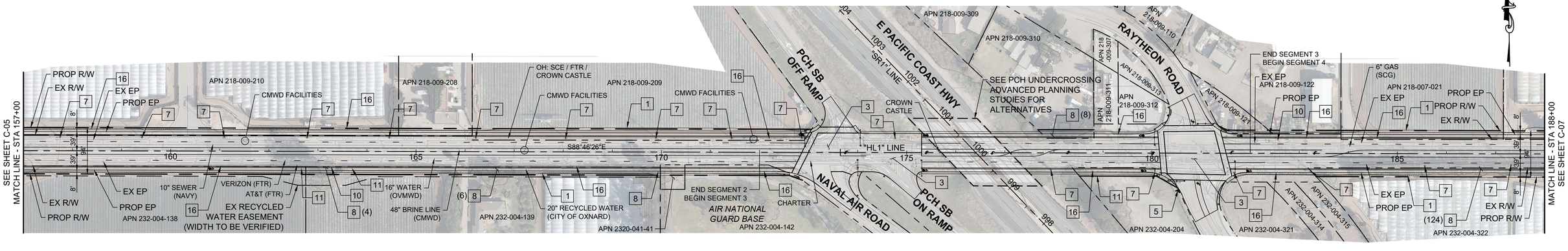
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
B				
A				
△	REVISION	DESCRIPTION	APP	DATE

PLANS PREPARED BY:
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Suite 101
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Phone: 805-648-4840
www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 6
OF 13
DRAWING NO. C-06

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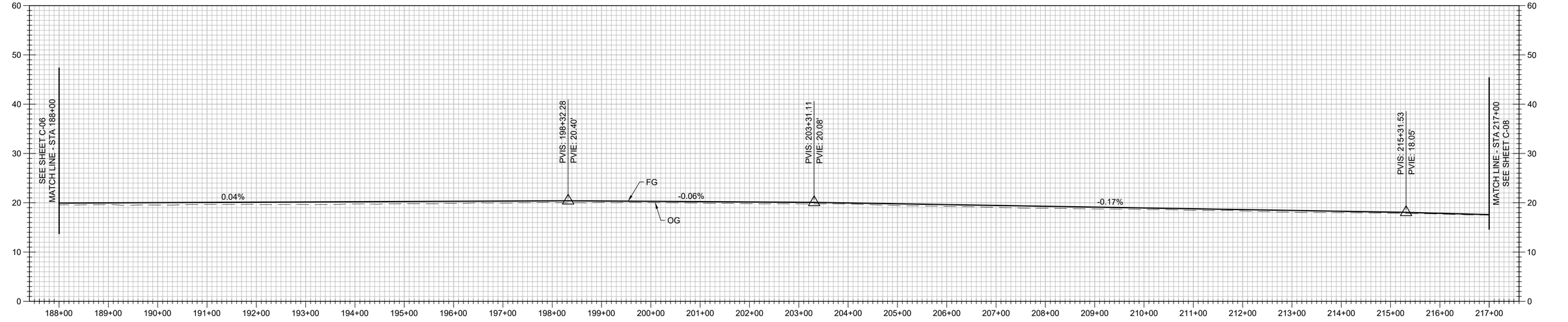
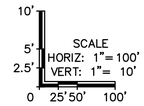
Plot: 2021-07-28 9:38 AM by Robert Wilcox





DISPOSITION NOTES

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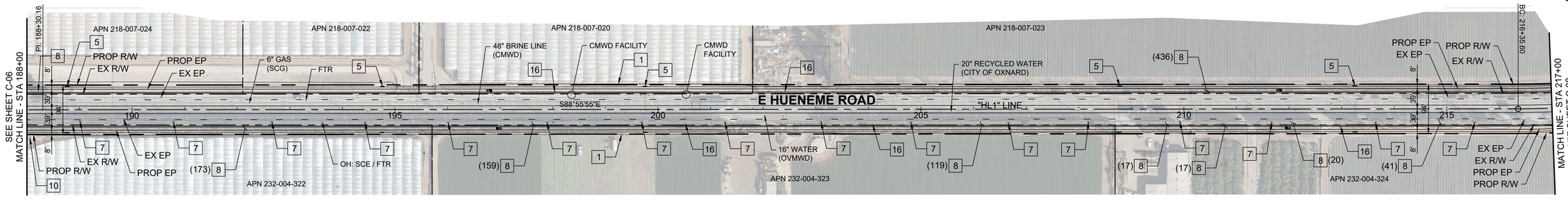
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
B				
A				
△	REVISION	DESCRIPTION	APP	DATE

PLANS PREPARED BY:
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REGISTERED PROFESSIONAL ENGINEER
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Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS

PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 7 OF 13

DRAWING NO. C-07

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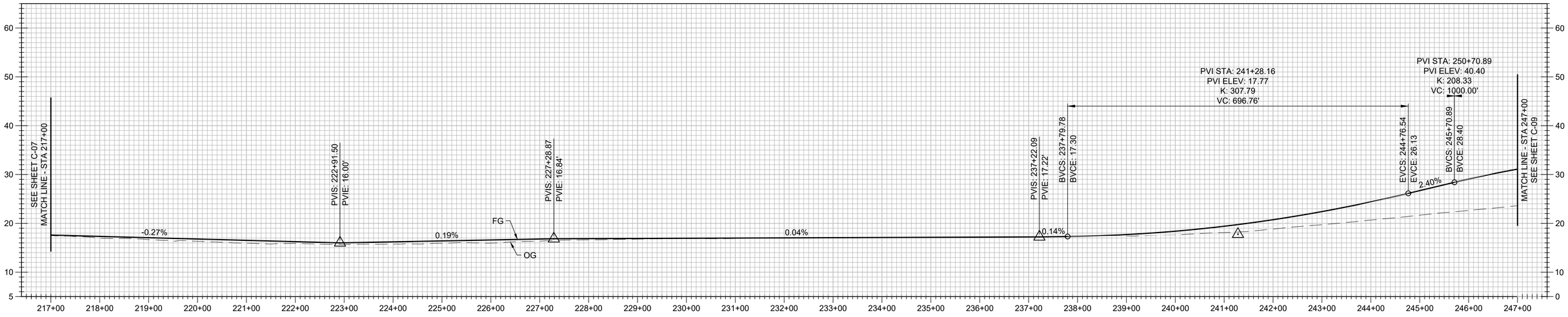
Plot: 2021-07-28 9:38 AM by Robert Wilcox



SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
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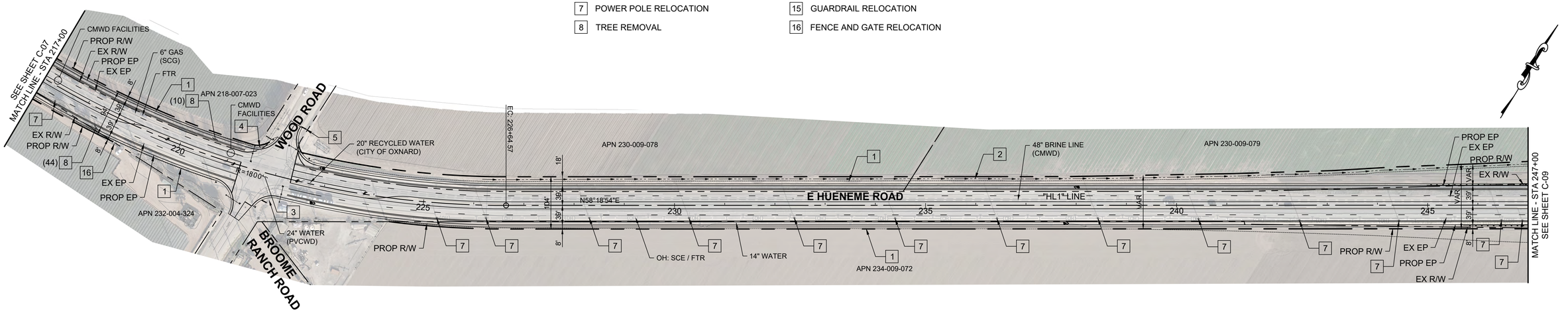

GRAPHIC SCALE
1 Inch = 100 ft.

DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
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△	REVISION	DESCRIPTION	APP	DATE

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PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER — Michael Ip — No.43671 — Exp. 3/31/23 — CIVIL — STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS

PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 8
OF 13

DRAWING NO. C-08

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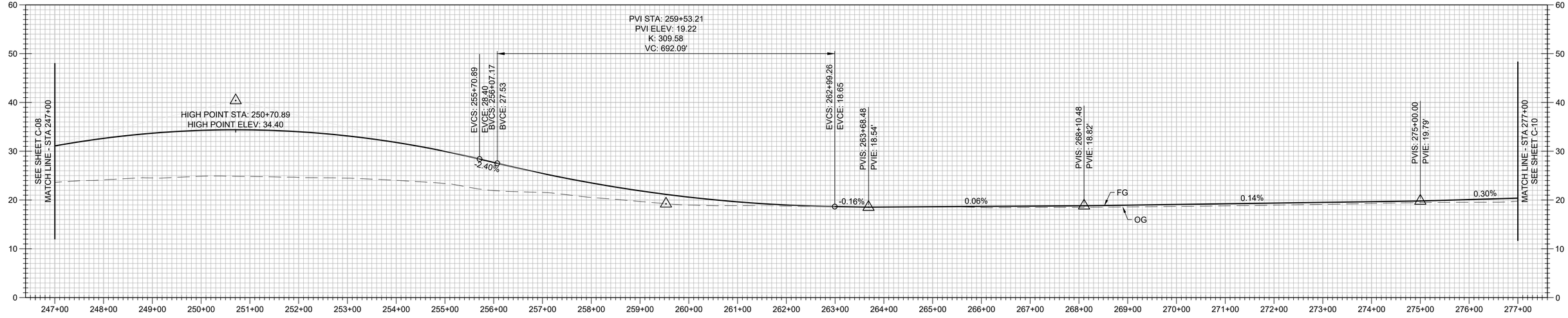
Plot: 2021-07-28 9:38 AM by Richard Wilcox



SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
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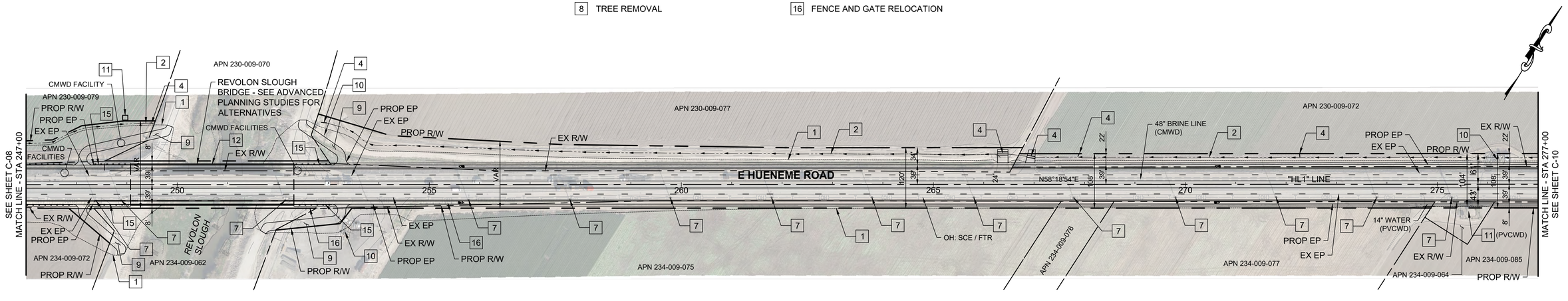

DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

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△	REVISION	DESCRIPTION	APP	DATE

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ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-1)

SHEET 9
OF 13

DRAWING NO. C-09

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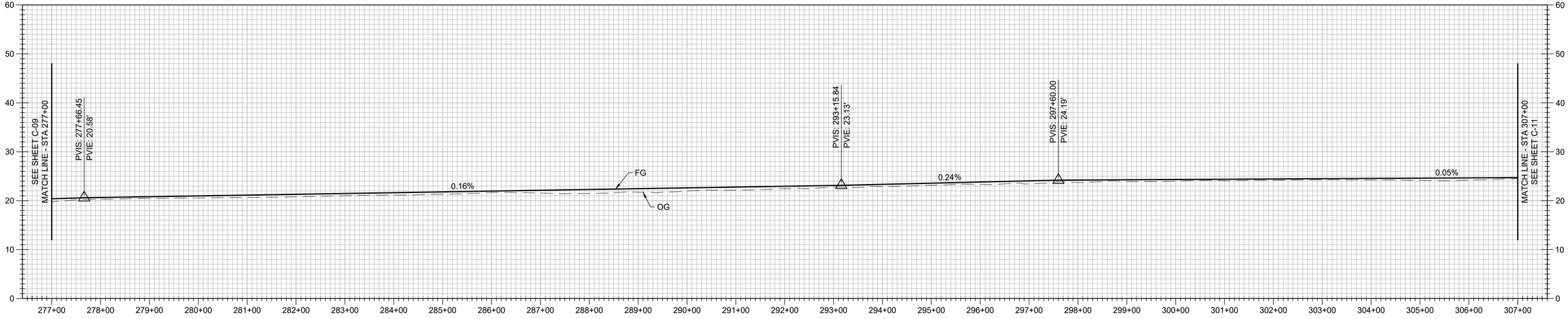
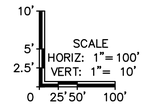
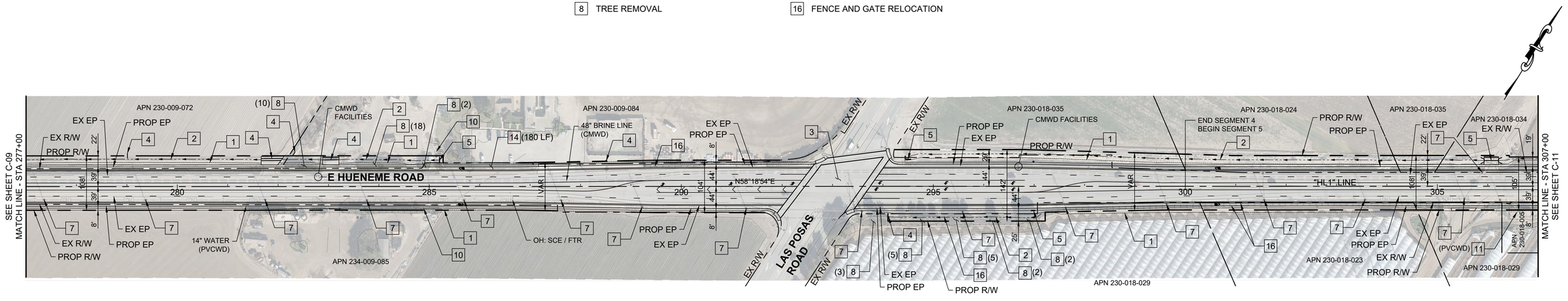
Plot: 2021-07-28 9:38 AM by Robert Wilcox





DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
4	DRAINAGE PIPE / INLET RELOCATION	12	BRIDGE RECONSTRUCTION
5	CULVERT EXTENSION / RELOCATION	13	BUILDING REMOVAL
6	CULVERT RECONSTRUCTION	14	REMOVE SHRUBS
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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4580 E. Thousand Oaks Blvd.
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Westlake Village, CA 91362
Phone: 805-648-4840
www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-1)

SHEET 10
OF 13

DRAWING NO. C-10

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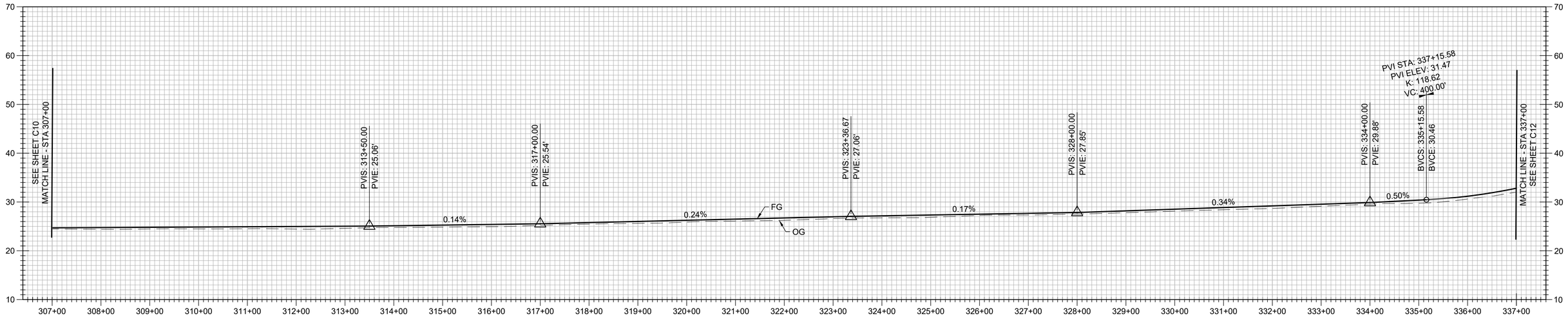

10'
5'
2.5'
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
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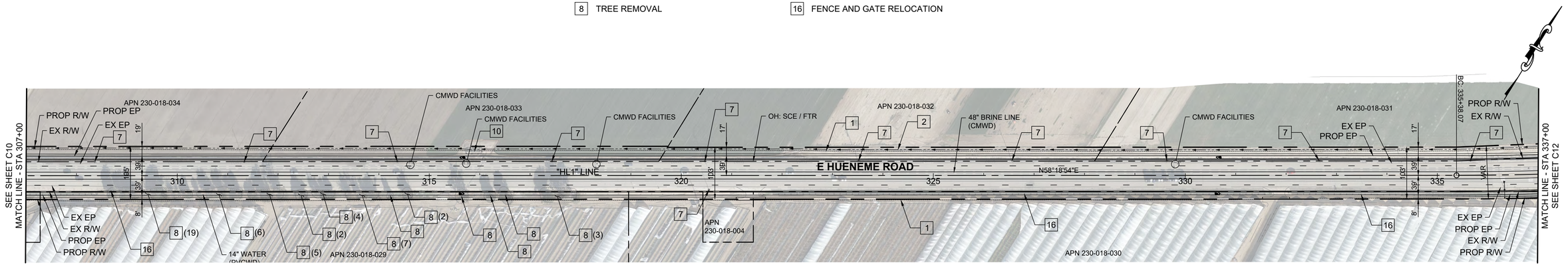
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



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DIAL TOLL FREE **811** AT LEAST TWO DAYS BEFORE YOU DIG

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

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SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 11
OF 13
DRAWING NO. C-11

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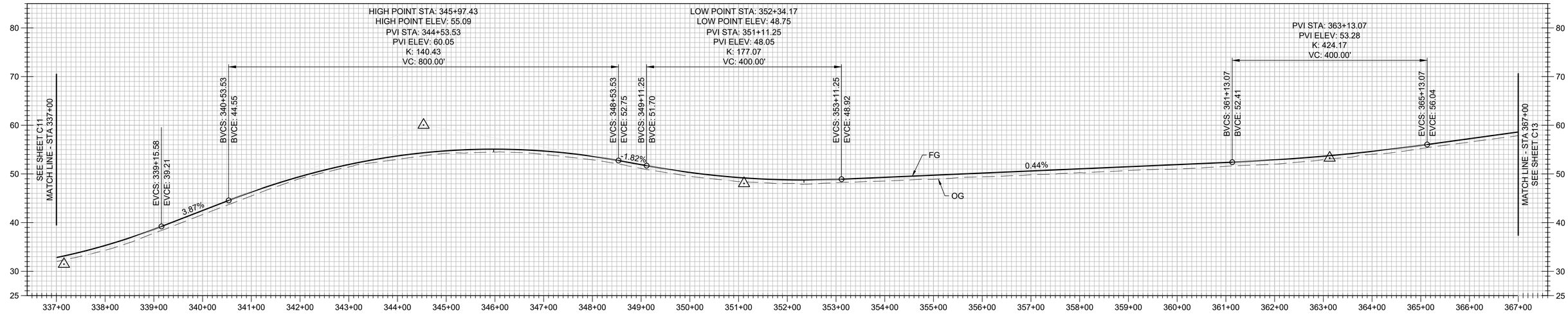

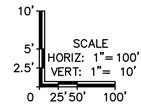

DISPOSITION NOTES

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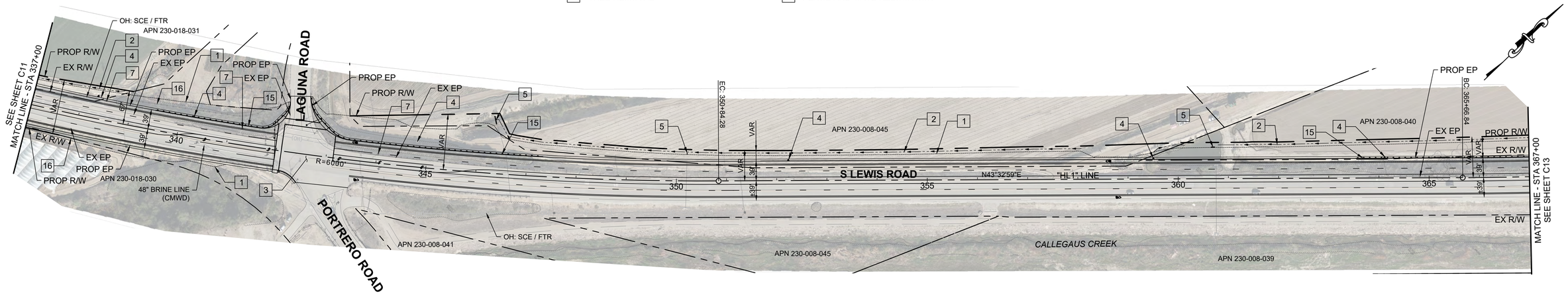

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE **811** AT LEAST TWO DAYS BEFORE YOU DIG

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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Exp. 3/31/23
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STATE OF CALIFORNIA

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DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 12
OF 13
DRAWING NO. C-12

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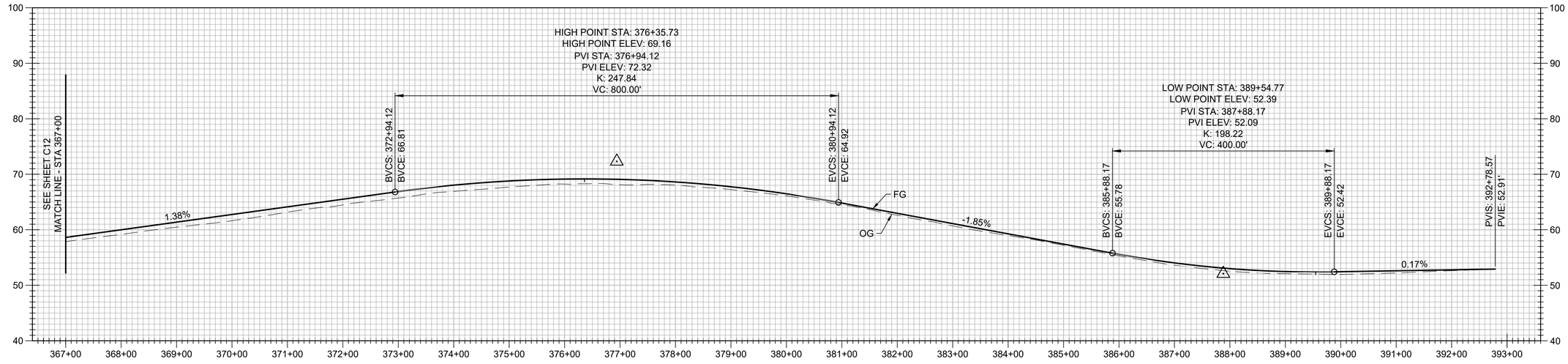

10'
5'
2.5'
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'

DISPOSITION NOTES

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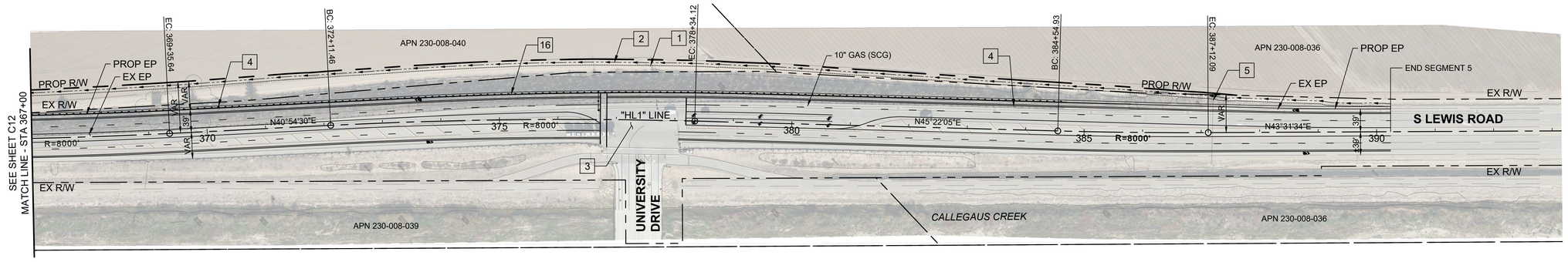

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE **811** AT LEAST TWO DAYS BEFORE YOU DIG

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Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-1)

SHEET 13
OF 13
DRAWING NO. C-13

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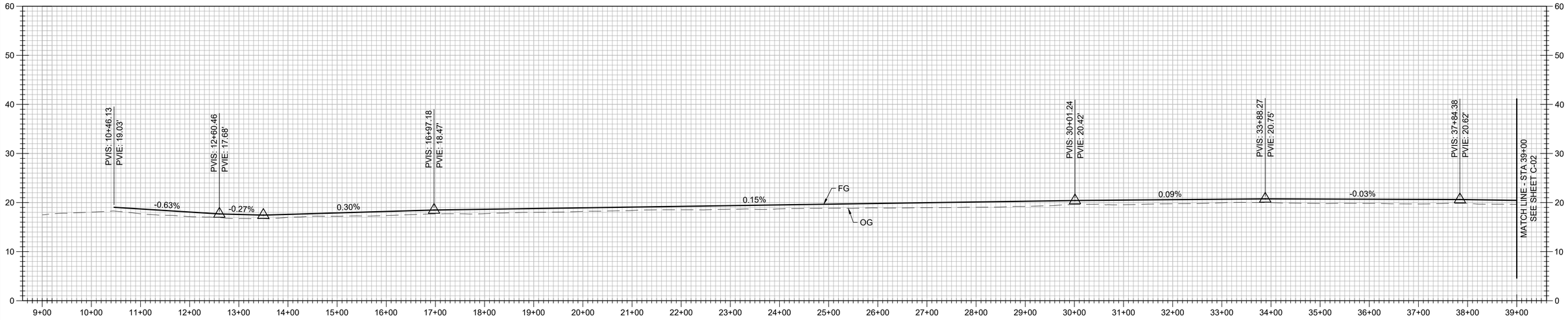
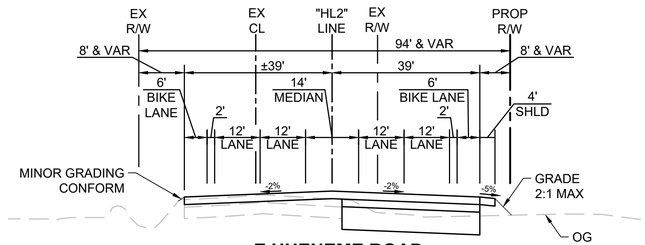
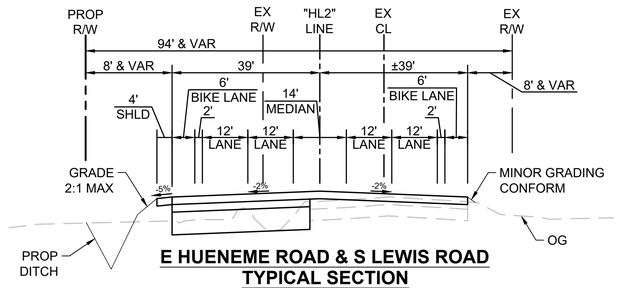
Plot: 2021-07-28 9:38 AM by Robert Wilcox

Attachment C. Alternative 2 – Widen One Side





E HUENEME ROAD
TYPICAL SECTION
NOT TO SCALE
STA 10+00 TO 216+45



E HUENEME ROAD & S LEWIS ROAD
TYPICAL SECTION
NOT TO SCALE
STA 222+86 TO 392+79

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
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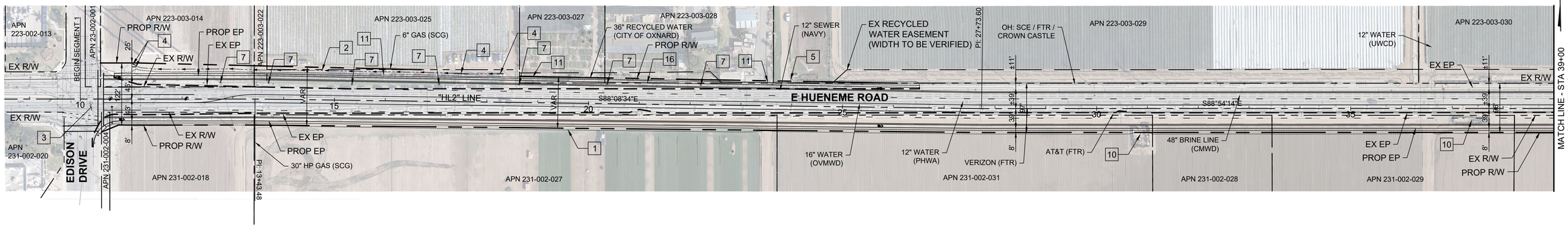
		17	CONCRETE BARRIER / RETAINING FEATURE



DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

GRAPHIC SCALE
0 50' 100' 200'
1 inch = 100 ft.

SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
10' 5' 2.5' 0 25' 50' 100'

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A			
△	REVISION	APP	DATE

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PLANS PREPARED UNDER THE DIRECTION OF:
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REGISTERED PROFESSIONAL ENGINEER
Michael Ip
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Exp. 3/31/23
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STATE OF CALIFORNIA

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APPROVED MI

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SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 1 OF 13
DRAWING NO. C-01

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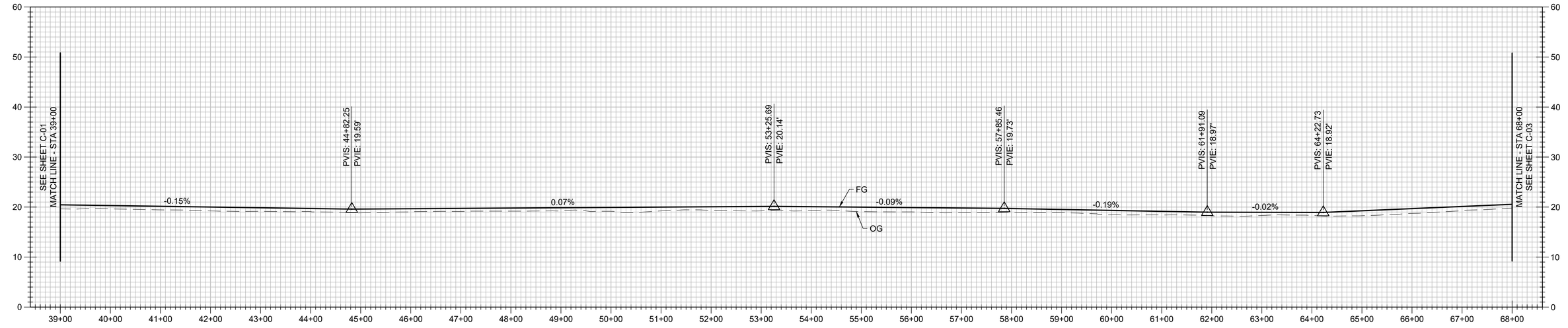

10'
5'
2.5'
SCALE
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0 25' 50' 100'

DISPOSITION NOTES

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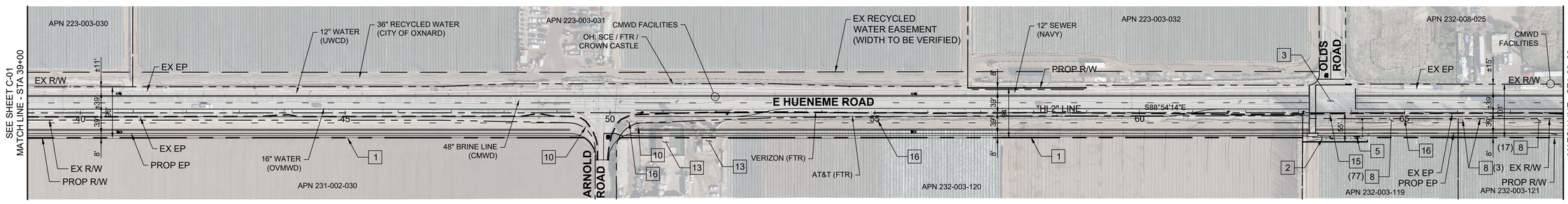

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
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SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 2
OF 13
DRAWING NO. C-02

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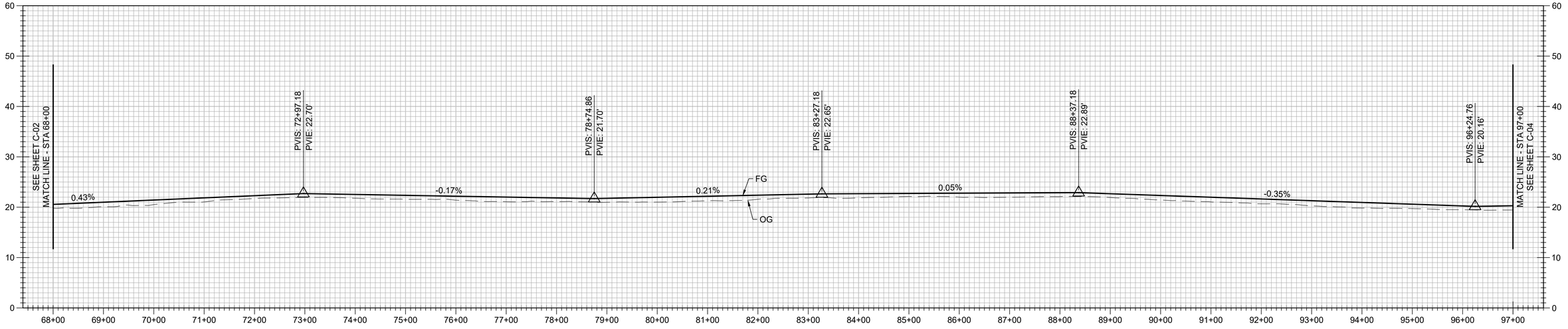

10'
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SCALE
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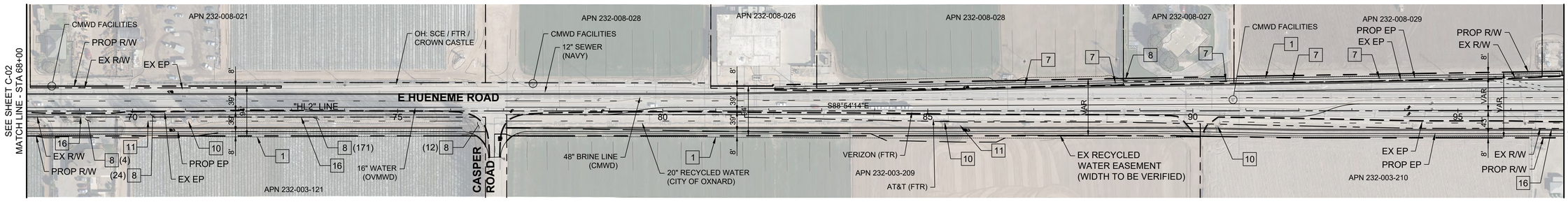

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DIAL TOLL FREE **811** AT LEAST TWO DAYS BEFORE YOU DIG

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PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 3
OF 13
DRAWING NO. C-03

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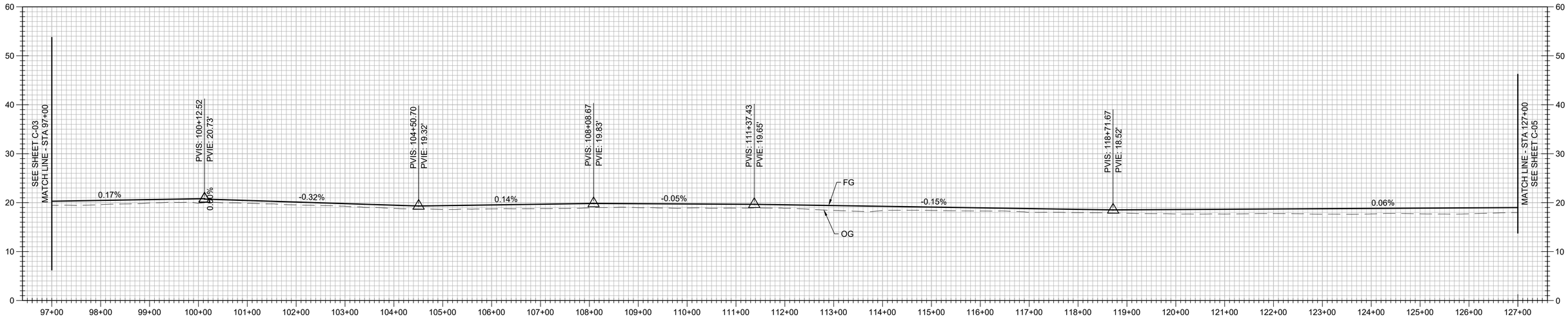

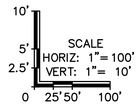

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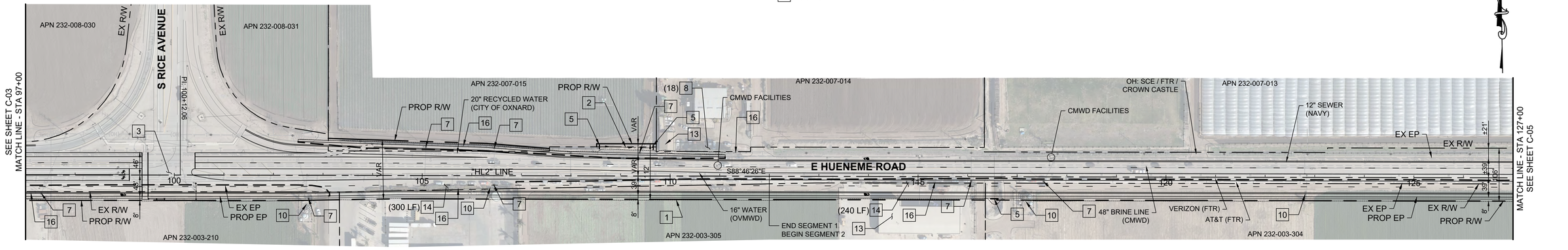

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COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS

PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 4
OF 13

DRAWING NO. C-04

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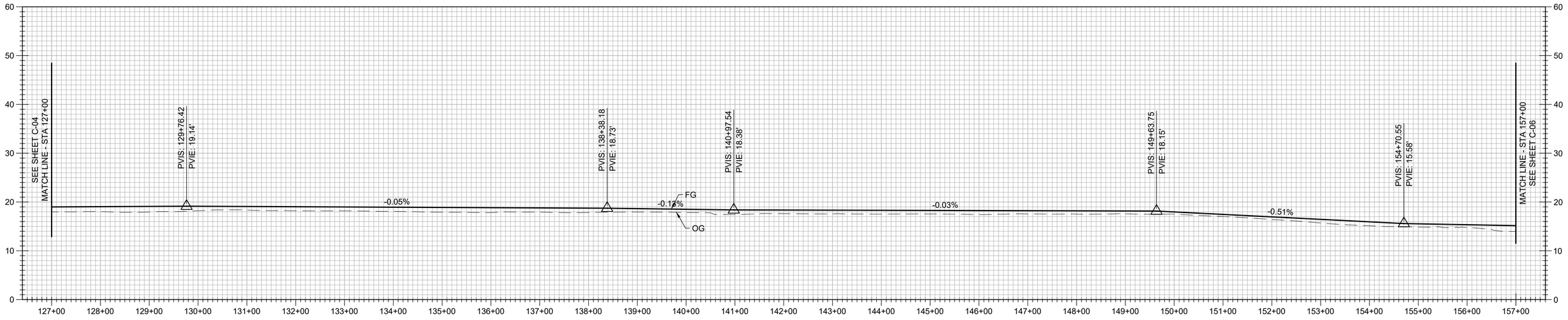
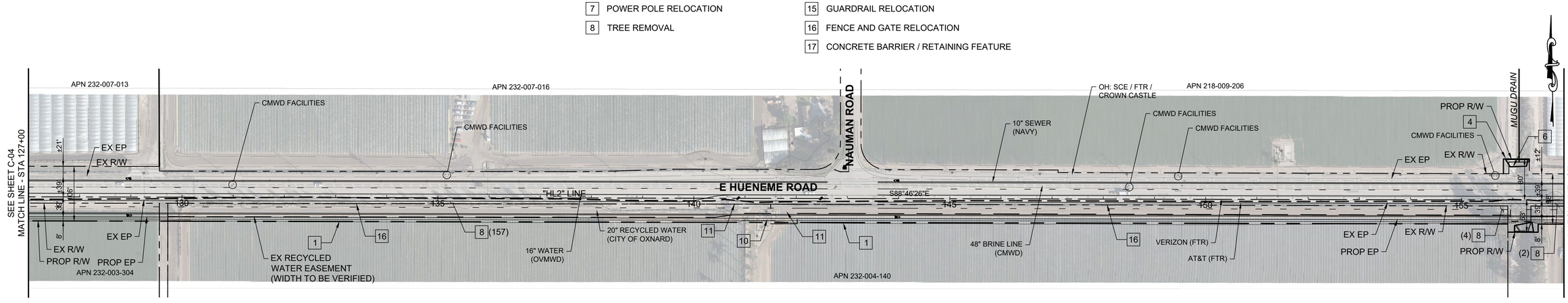


10'
5'
2.5'
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
4	DRAINAGE PIPE / INLET RELOCATION	12	BRIDGE RECONSTRUCTION
5	CULVERT EXTENSION / RELOCATION	13	BUILDING REMOVAL
6	CULVERT RECONSTRUCTION	14	REMOVE SHRUBS
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION
		17	CONCRETE BARRIER / RETAINING FEATURE



DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE **811** AT LEAST TWO DAYS BEFORE YOU DIG

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
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PLANS PREPARED BY:
MNS ENGINEERS INC
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4580 E. Thousand Oaks Blvd.
Suite 101
Westlake Village, CA 91362
Phone: 805-648-4840
www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 5
OF 13
DRAWING NO. C-05

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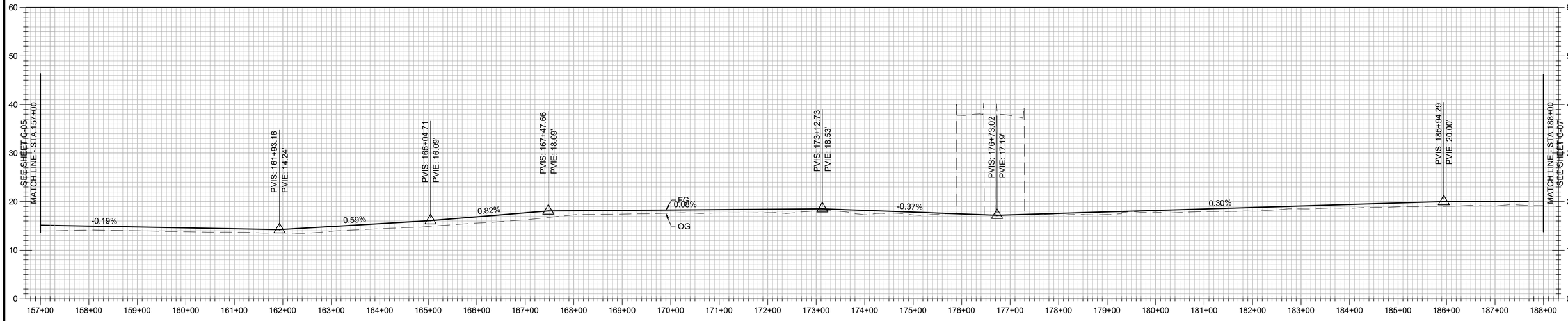

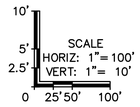

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
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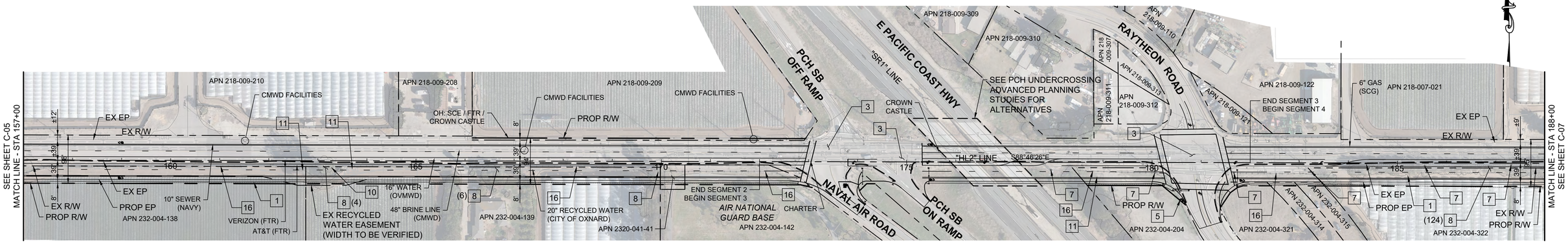
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION
		17	CONCRETE BARRIER / RETAINING FEATURE



DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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△	REVISION	DESCRIPTION	APP	DATE

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www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER — Michael Ip — No.43671 — Exp. 3/31/23 — CIVIL — STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-2)

SHEET 6
OF 13
DRAWING NO. C-06

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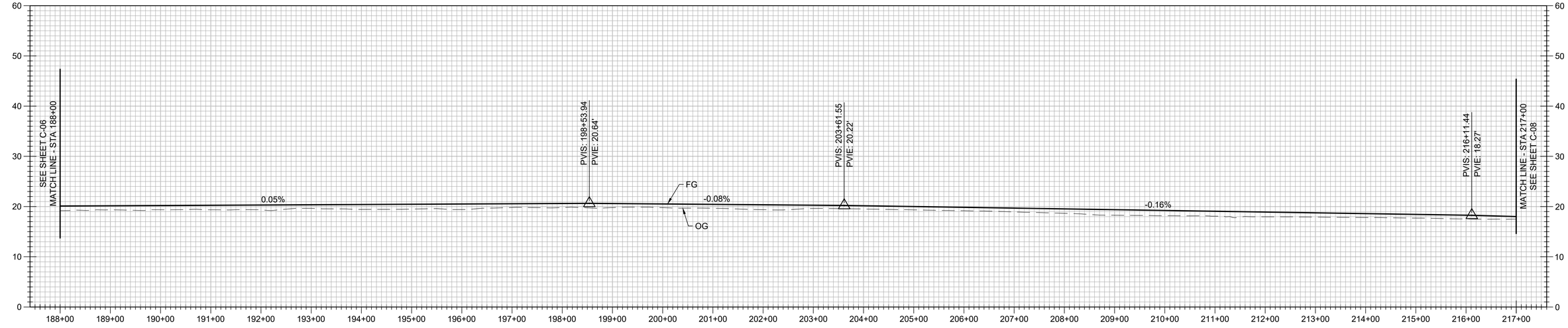

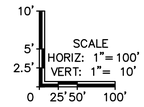

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
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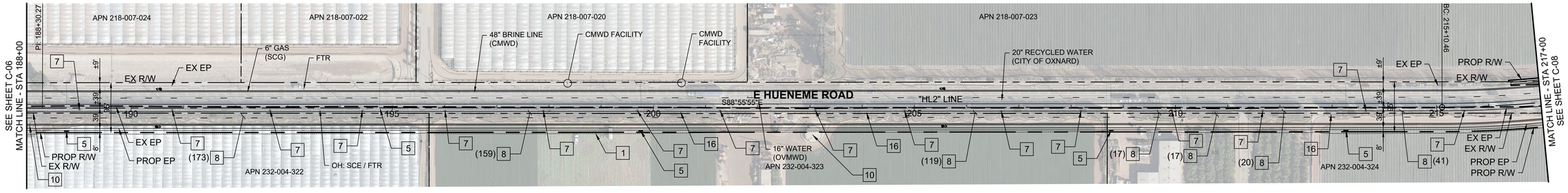
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION
		17	CONCRETE BARRIER / RETAINING FEATURE



DIGALERT — DIAL TOLL FREE 811 — AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

D			
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MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER — Michael Ip — No.43671 — Exp. 3/31/23 — CIVIL — STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 7 OF 13
DRAWING NO. C-07

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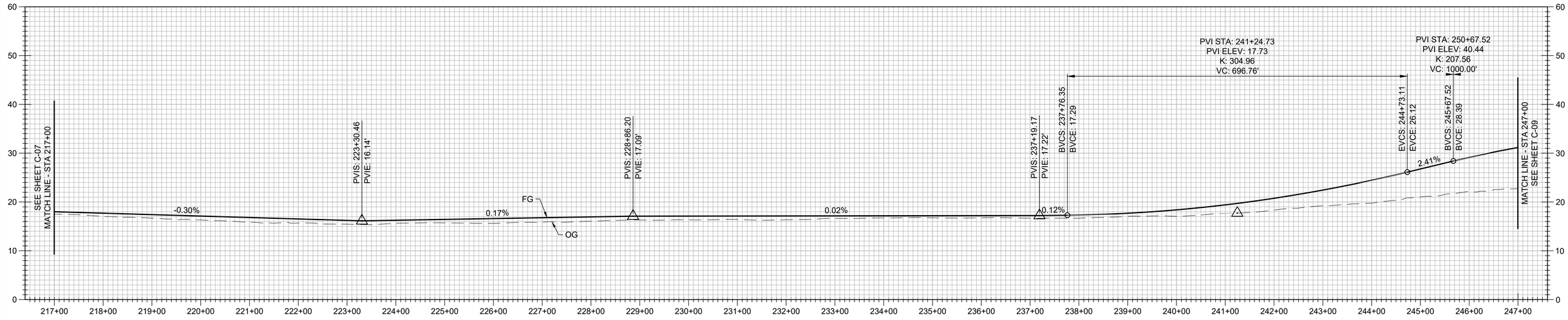

SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
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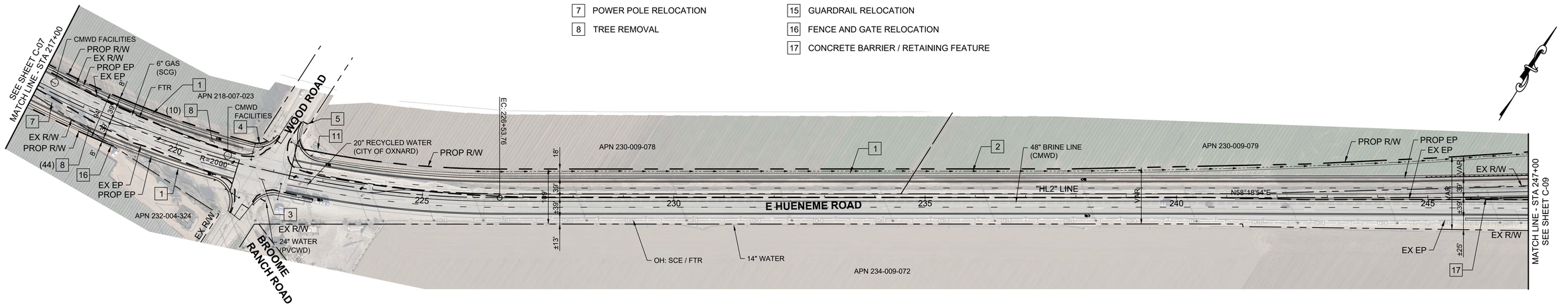

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
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www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER — Michael Ip — No.43671 — Exp. 3/31/23 — CIVIL — STATE OF CALIFORNIA

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DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-2)

SHEET 8
OF 13

DRAWING NO. C-08

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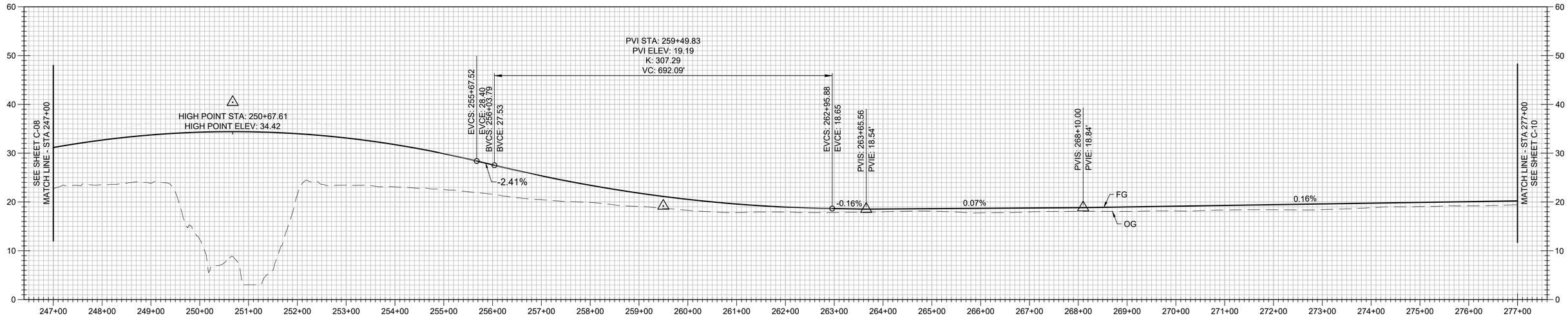

DISPOSITION NOTES

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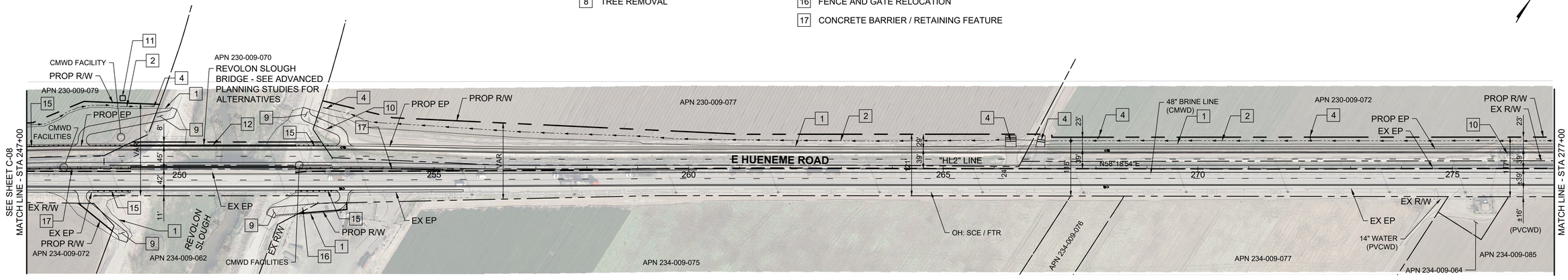
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'



GRAPHIC SCALE
0 50' 100' 200'
1 inch = 100 ft.

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

	REVISION	DESCRIPTION	APP	DATE
D				
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PLANS PREPARED UNDER THE DIRECTION OF:
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REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 9 OF 13
DRAWING NO. C-09

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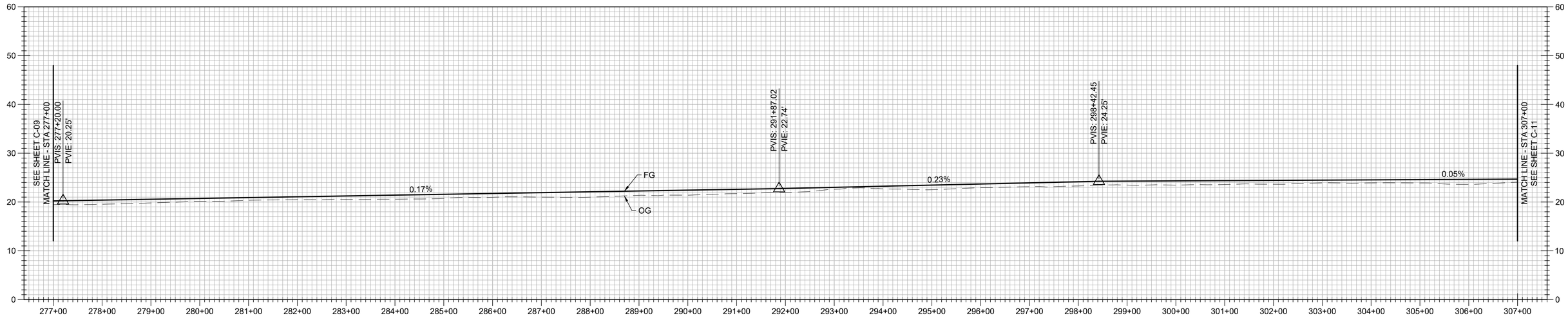

DISPOSITION NOTES

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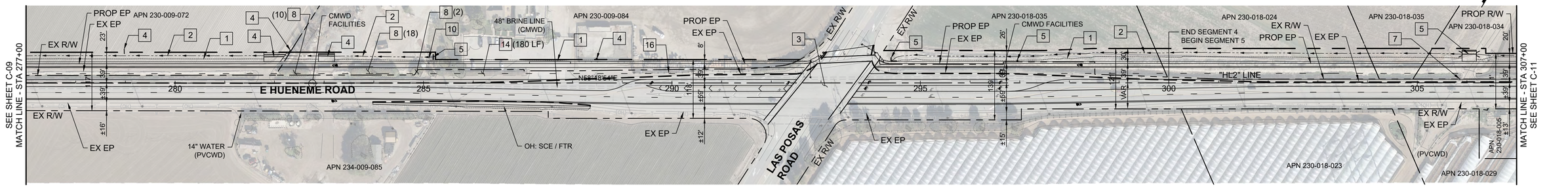
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'
10' 5' 2.5'



GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D			
C			
B			
A			
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Phone: 805-648-4840
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PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 10
OF 13
DRAWING NO. C-10

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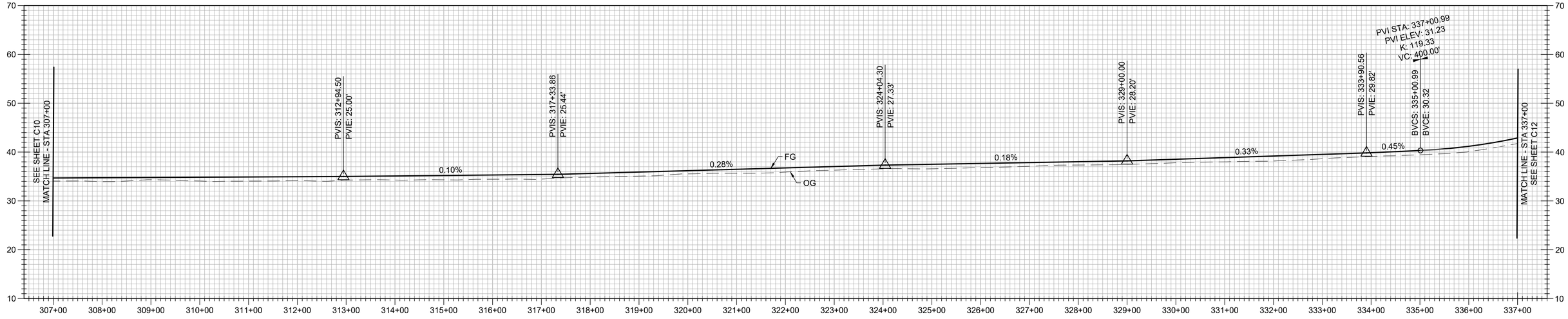

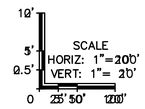

DISPOSITION NOTES

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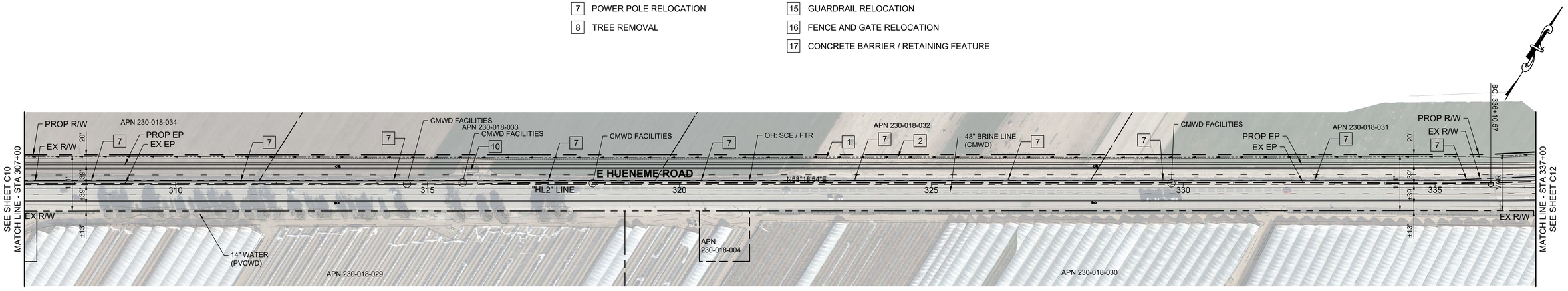

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D			
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△	REVISION	DESCRIPTION	APP DATE

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Exp. 3/31/23
CIVIL
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DESIGNED RW
DRAWN RW
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COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-2)

SHEET 11
OF 13

DRAWING NO. C-11

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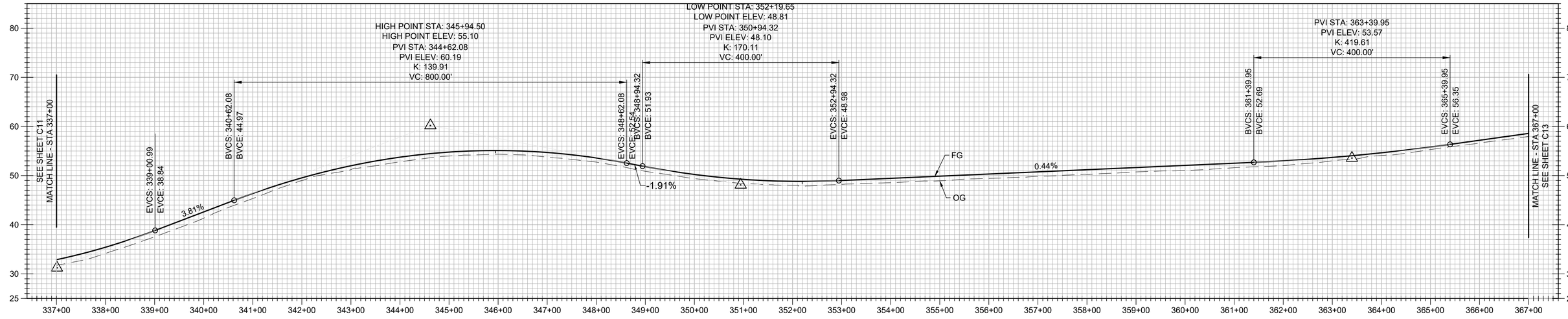

10'
5'
2.5'
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'

DISPOSITION NOTES

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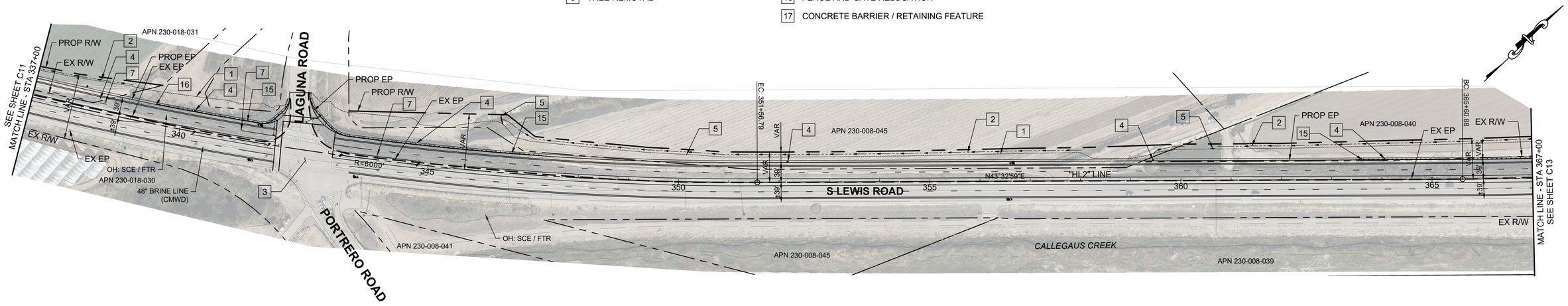

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

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DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 12
OF 13
DRAWING NO. C-12

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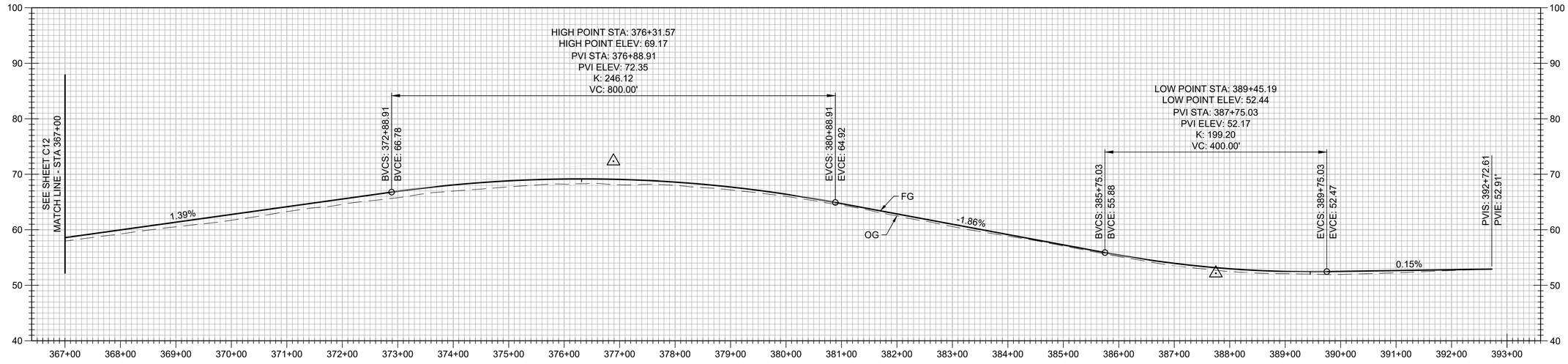
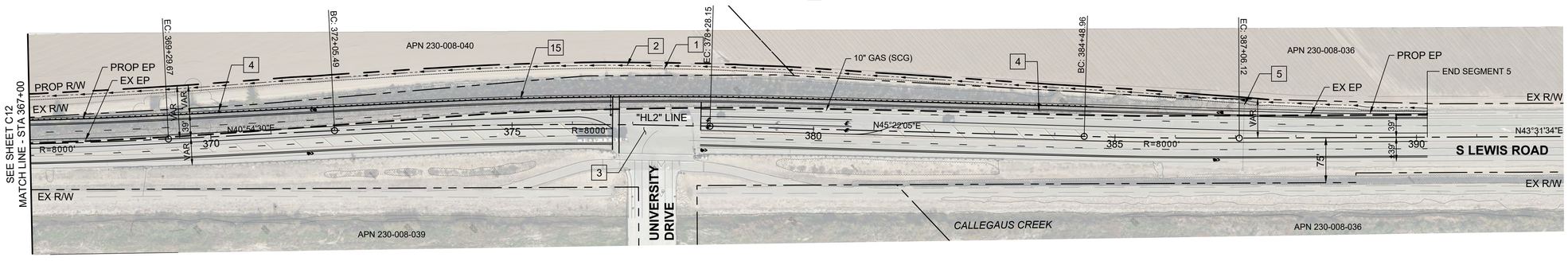
Plot: 2021-07-28 9:38 AM by Robert Wilcox



10'
5'
2.5'
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
4	DRAINAGE PIPE / INLET RELOCATION	12	BRIDGE RECONSTRUCTION
5	CULVERT EXTENSION / RELOCATION	13	BUILDING REMOVAL
6	CULVERT RECONSTRUCTION	14	REMOVE SHRUBS
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION
		17	CONCRETE BARRIER / RETAINING FEATURE



GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D			
C			
B			
A			
△	REVISION DESCRIPTION	APP	DATE

PLANS PREPARED BY:
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CONSTRUCTION MANAGEMENT
4580 E. Thousand Oaks Blvd.
Suite 101
Westlake Village, CA 91362
Phone: 805-648-4840
www.mnsengineers.com

PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-2)

SHEET 13
OF 13
DRAWING NO. C-13

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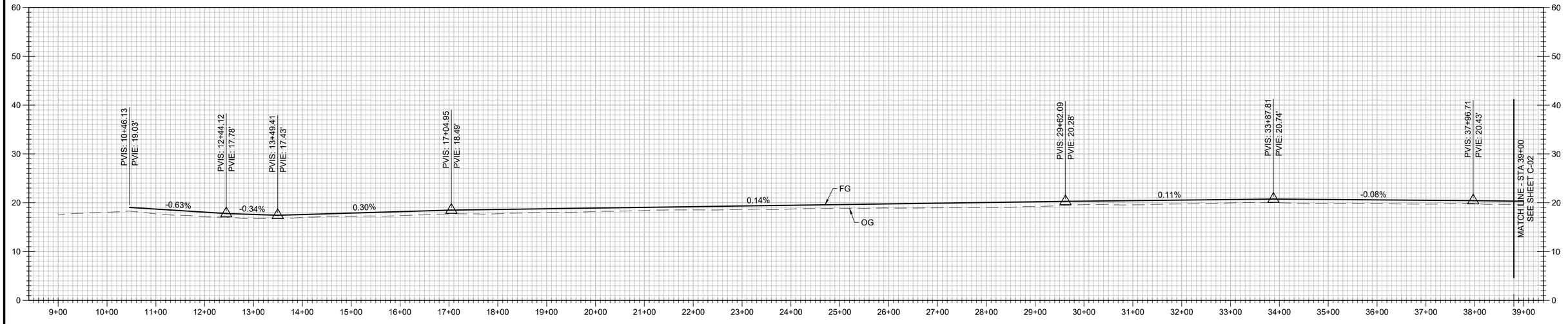
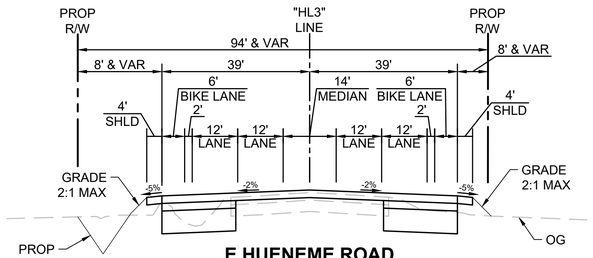
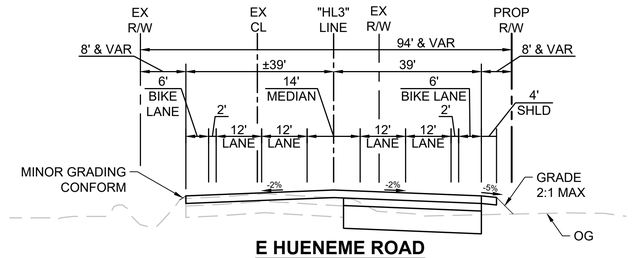
Plot: 2021-07-28 9:38 AM by Robert Wilcox

Attachment D. Alternative 3 - Hybrid

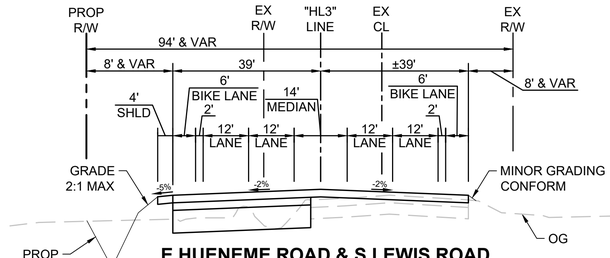




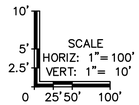
E HUENEME ROAD
TYPICAL SECTION
NOT TO SCALE
STA 10+00 TO 26+51
STA 76+97 TO 125+86
STA 161+62 TO 197+25
STA 273+92 TO 310+42

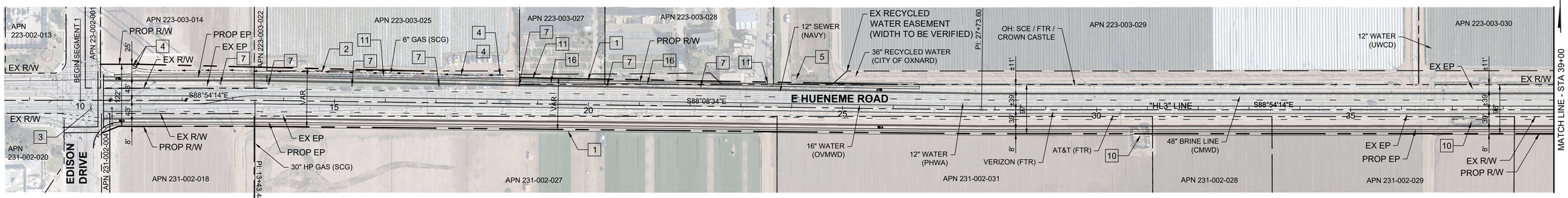


E HUENEME ROAD
TYPICAL SECTION
NOT TO SCALE
STA 26+51 TO 76+97
STA 125+86 TO 161+62



E HUENEME ROAD & S LEWIS ROAD
TYPICAL SECTION
NOT TO SCALE
STA 197+25 TO 273+92
STA 310+42 TO 392+79





DISPOSITION NOTES

1	GRADING LIMIT	5	CULVERT EXTENSION / RELOCATION	9	ACCESS ROAD	13	BUILDING REMOVAL
2	DRAINAGE DITCH	6	CULVERT RECONSTRUCTION	10	IRRIGATION FACILITY RELOCATION	14	REMOVE SHRUBS
3	TRAFFIC SIGNAL MODIFICATIONS	7	POWER POLE RELOCATION	11	WATER FACILITY RELOCATION	15	GUARDRAIL RELOCATION
4	DRAINAGE PIPE / INLET RELOCATION	8	TREE REMOVAL	12	BRIDGE RECONSTRUCTION	16	FENCE AND GATE RELOCATION

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
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A				
△	REVISION	DESCRIPTION	APP	DATE

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DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 1 OF 13
DRAWING NO. C-01

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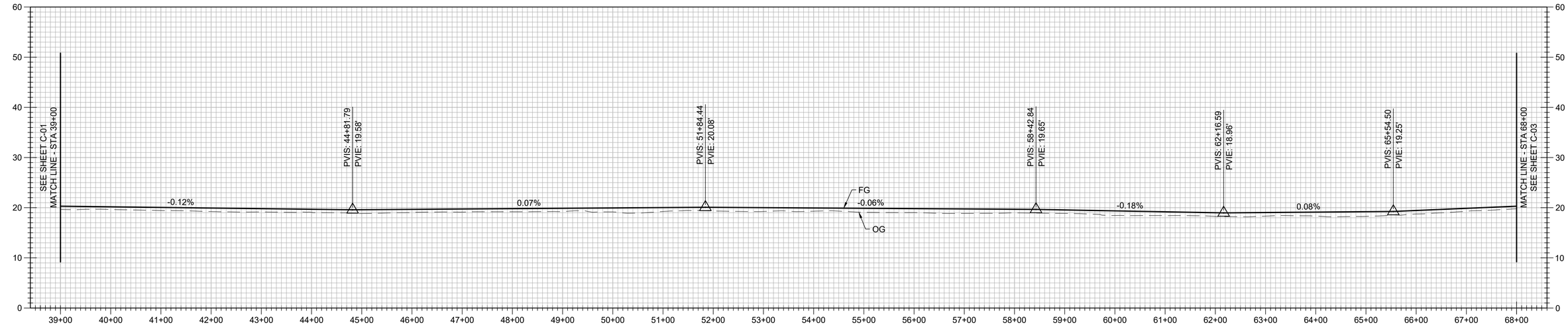

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HORIZ: 1"= 100'
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0 25' 50' 100'

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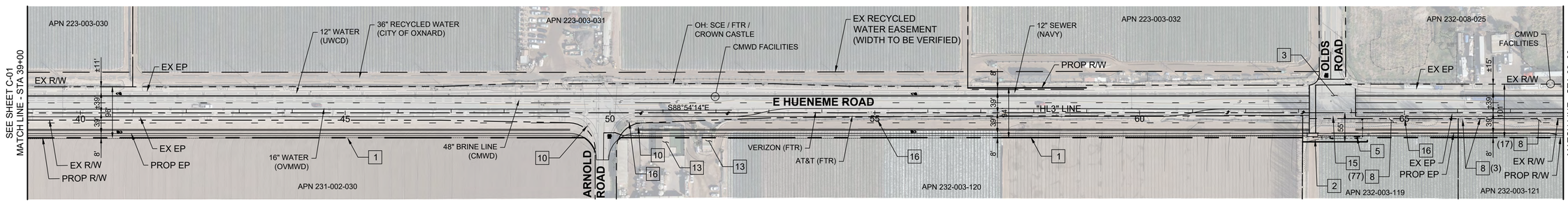

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

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PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 2
OF 13
DRAWING NO. C-02

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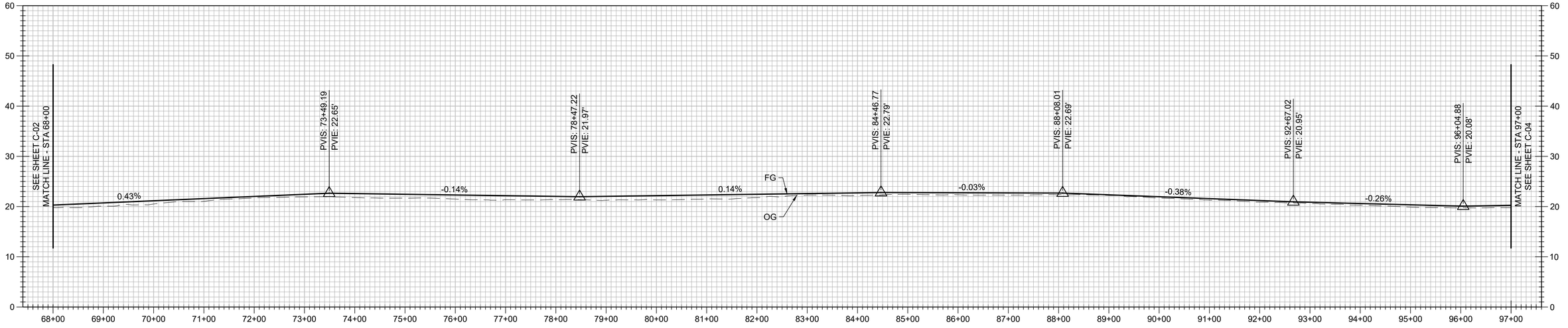

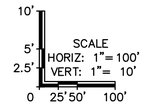

DISPOSITION NOTES

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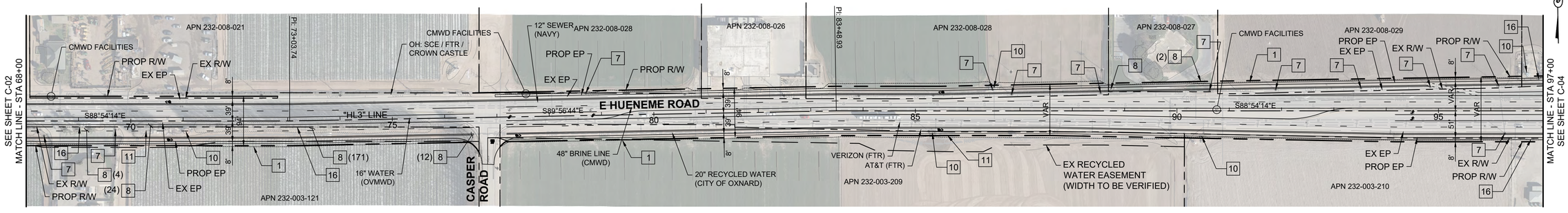

DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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B				
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www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER — Michael Ip — No.43671 — Exp. 3/31/23 — CIVIL — STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 3 OF 13
DRAWING NO. C-03

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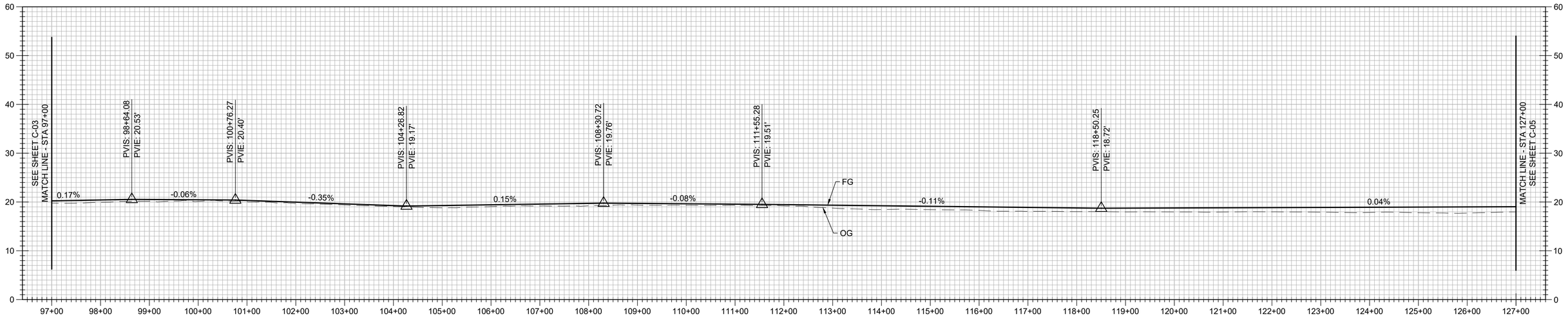

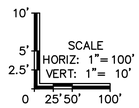

DISPOSITION NOTES

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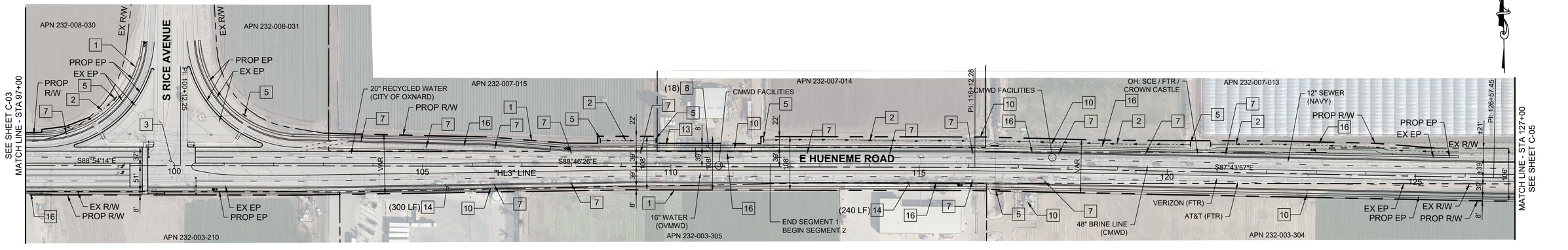

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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△	REVISION	DESCRIPTION	APP	DATE

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MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

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DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 4
OF 13
DRAWING NO. C-04

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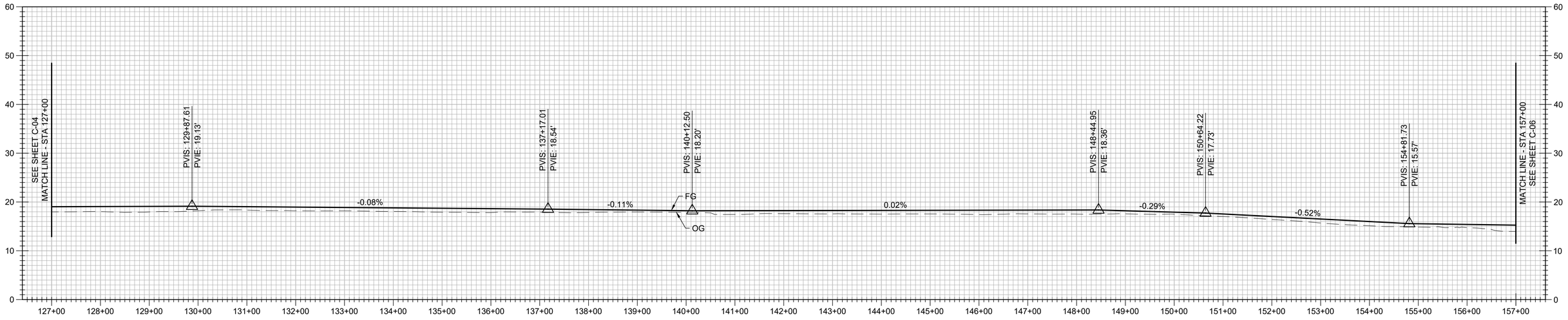

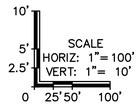

DISPOSITION NOTES

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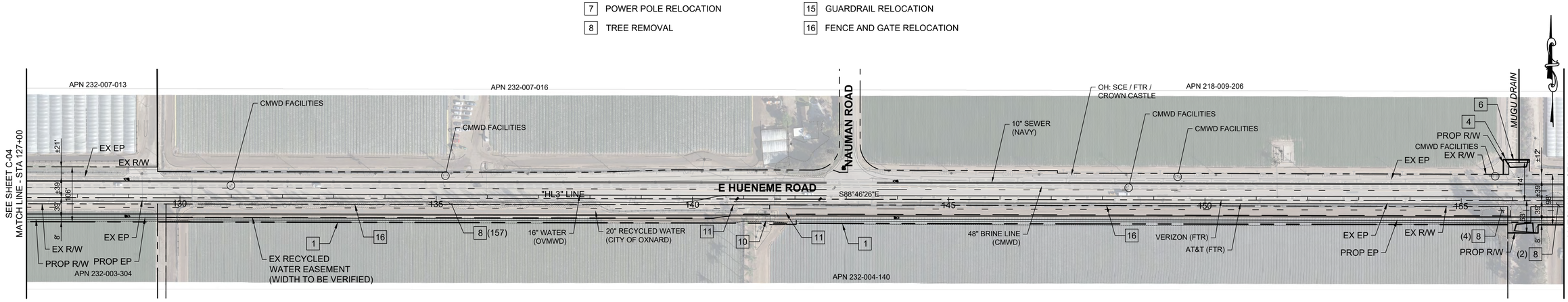

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE **811** AT LEAST TWO DAYS BEFORE YOU DIG

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
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DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
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ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 5 OF 13
DRAWING NO. C-05

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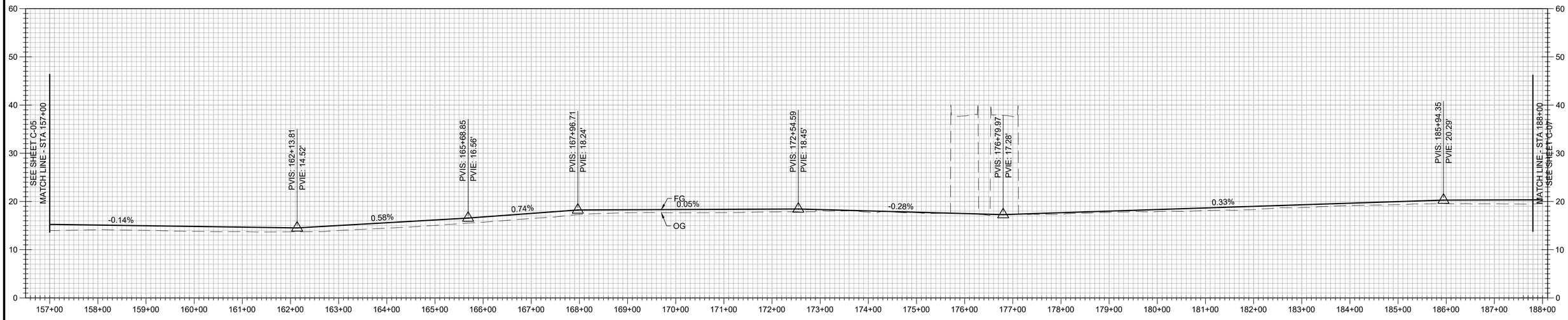

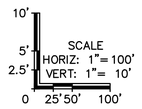

DISPOSITION NOTES

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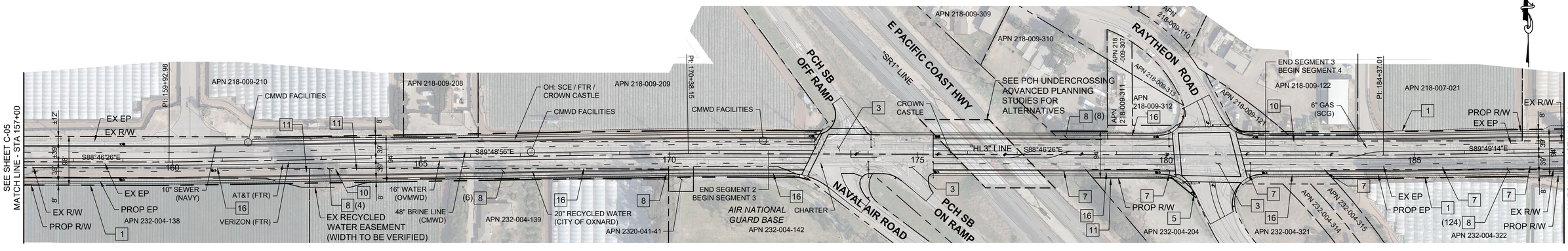

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SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-3)

SHEET 6
OF 13

DRAWING NO. C-06

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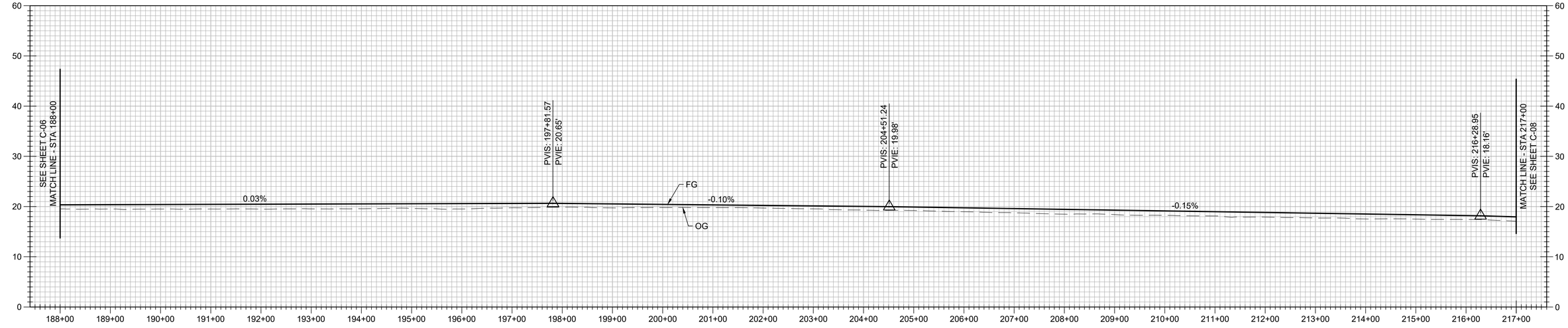

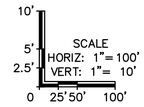

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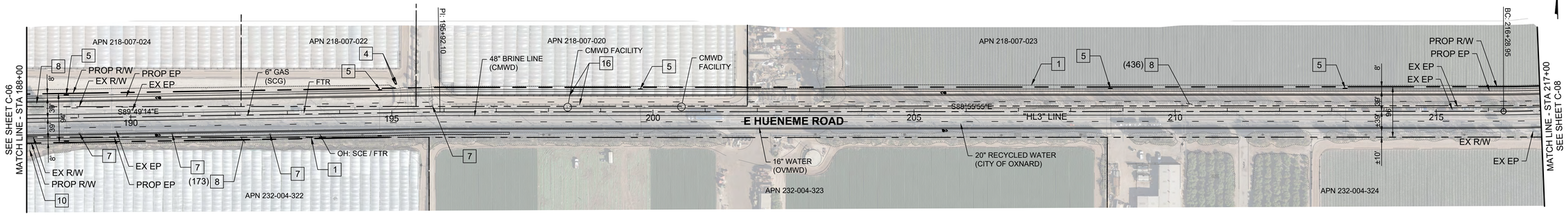
5	CULVERT EXTENSION / RELOCATION	13	BUILDING REMOVAL
6	CULVERT RECONSTRUCTION	14	REMOVE SHRUBS
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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A			
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Michael Ip
No.43671
Exp. 3/31/23
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STATE OF CALIFORNIA

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APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.

PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS

PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 7
OF 13

DRAWING NO. C-07

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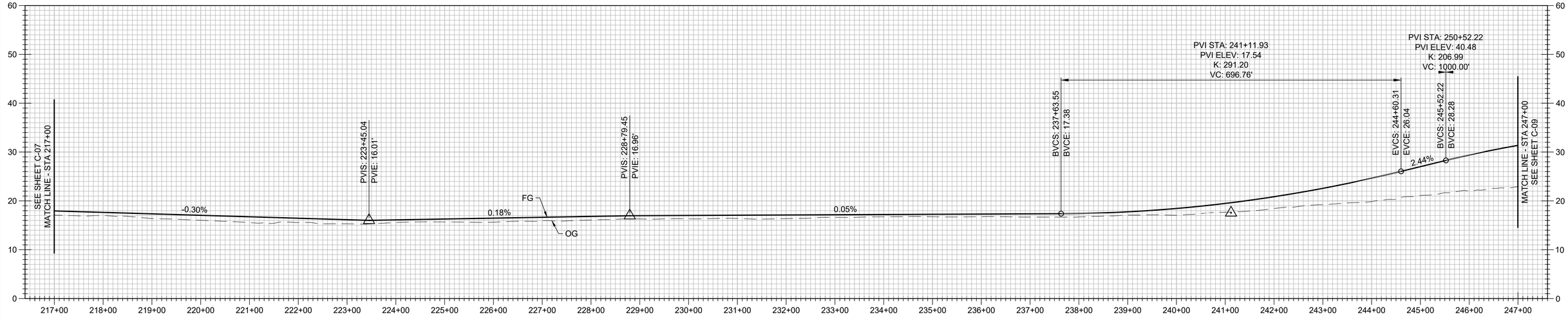
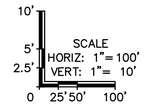
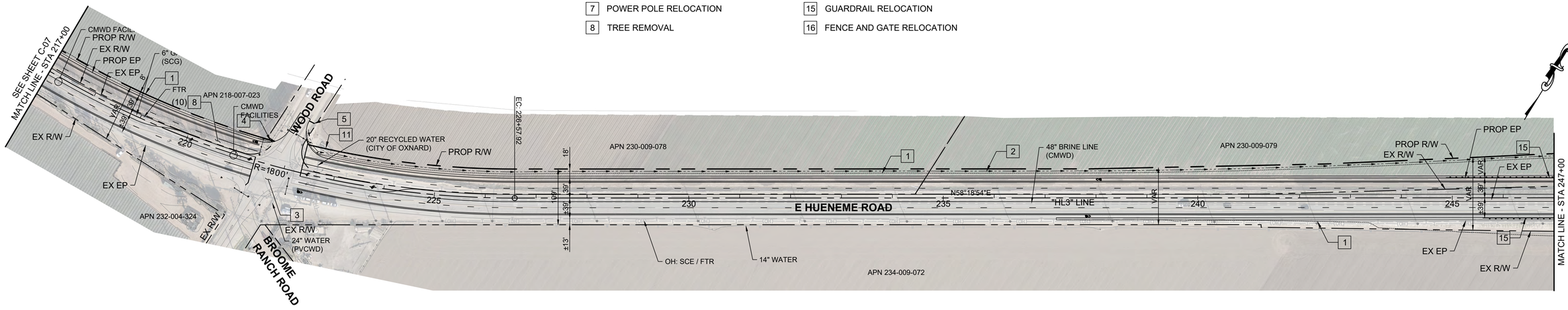
Plot: 2021-07-28 4:46 AM by Robert Wilcox





DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
4	DRAINAGE PIPE / INLET RELOCATION	12	BRIDGE RECONSTRUCTION
5	CULVERT EXTENSION / RELOCATION	13	BUILDING REMOVAL
6	CULVERT RECONSTRUCTION	14	REMOVE SHRUBS
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

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PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 8
OF 13

DRAWING NO. C-08

© MnsPlansets\CIVIL\Hueneme\CIVIL\2019\02 01 Widening of Hueneme\2 Engr\Civil\2 Sheets\SHEET PLANS_ALT_3.dwg
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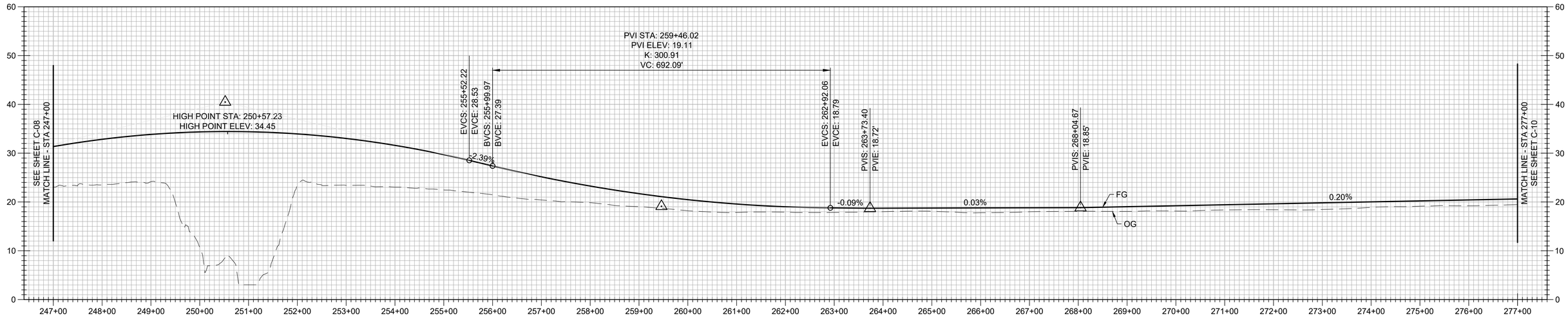

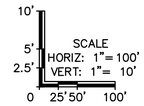

DISPOSITION NOTES

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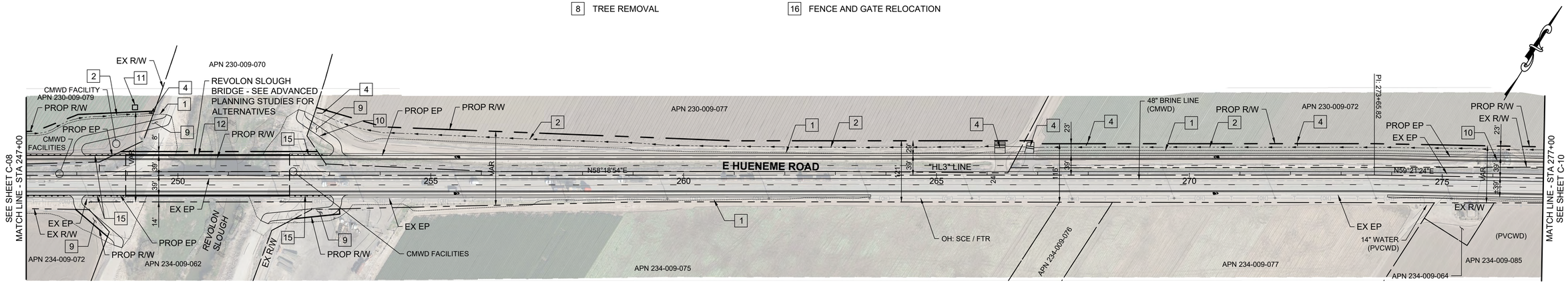
7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

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REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 9
OF 13
DRAWING NO. C-09

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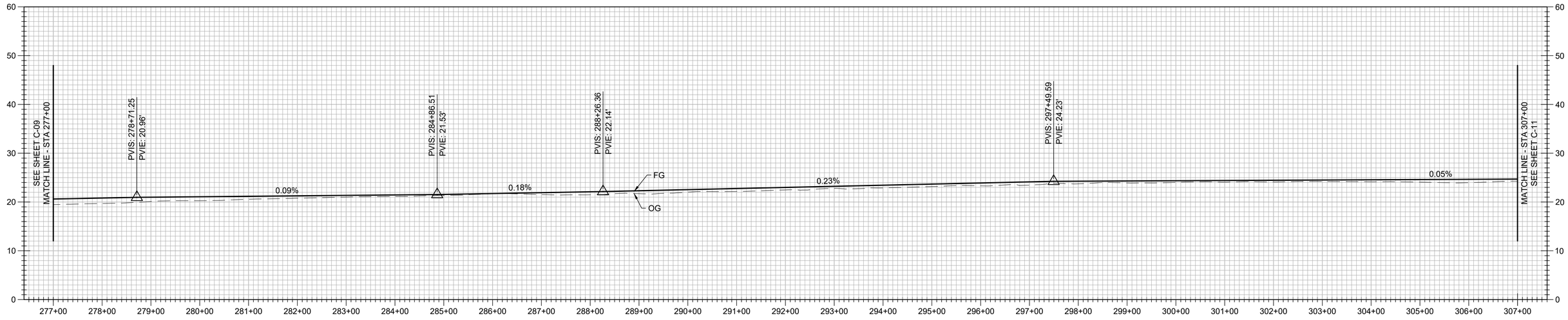

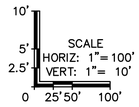

DISPOSITION NOTES

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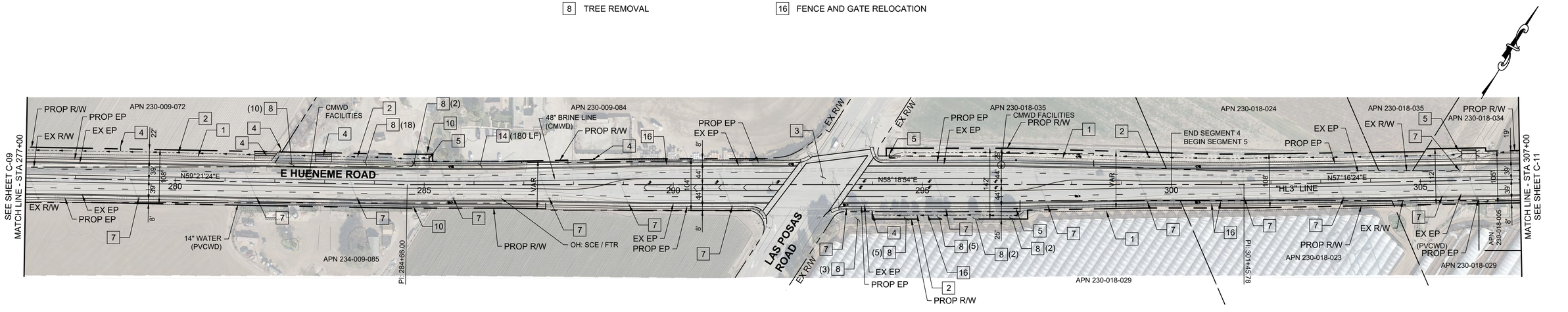
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION



DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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C				
B				
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REGISTERED PROFESSIONAL ENGINEER — Michael Ip — No.43671 — Exp. 3/31/23 — CIVIL — STATE OF CALIFORNIA

DESIGNED RW
DRAWN RW
CHECKED SP
APPROVED MI

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 10
OF 13
DRAWING NO. C-10

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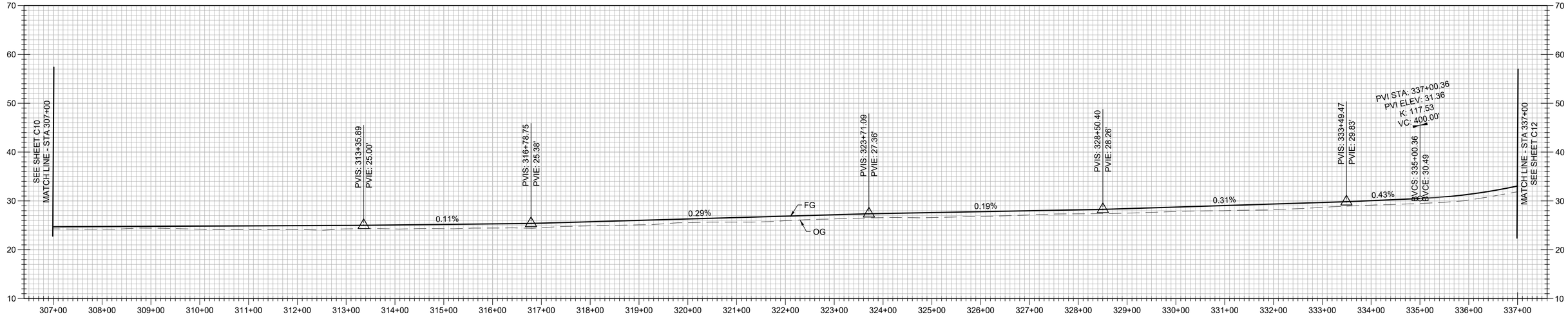

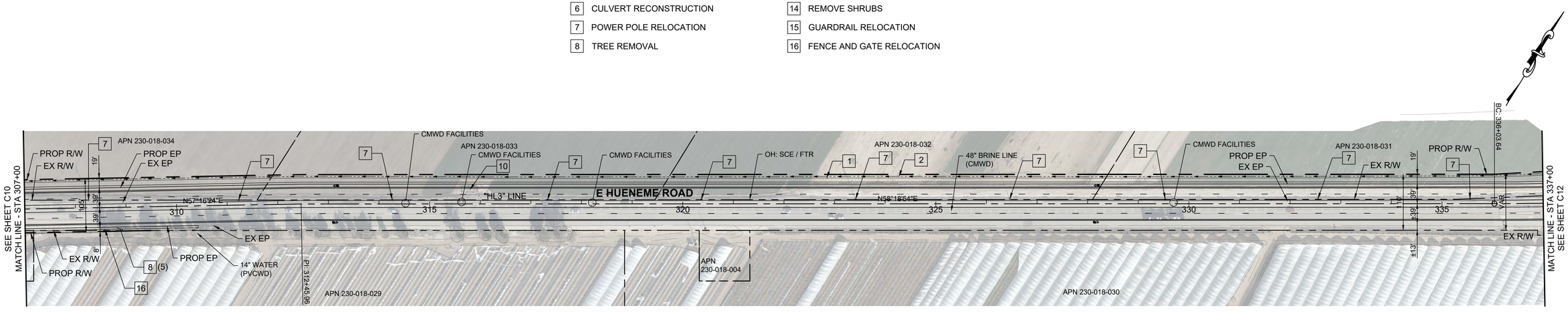

DISPOSITION NOTES

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7	POWER POLE RELOCATION	15	GUARDRAIL RELOCATION
8	TREE REMOVAL	16	FENCE AND GATE RELOCATION

SCALE
HORIZ: 1"= 200'
VERT: 1"= 20'

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

GRAPHIC SCALE
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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A				
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MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
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STATE OF CALIFORNIA

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APPROVED MI

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PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 11
OF 13
DRAWING NO. C-11

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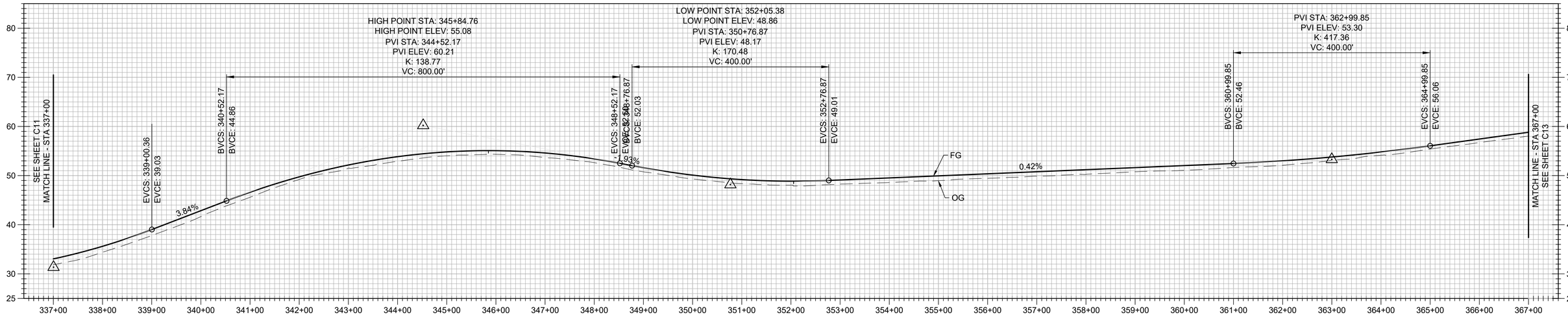

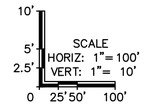

DISPOSITION NOTES

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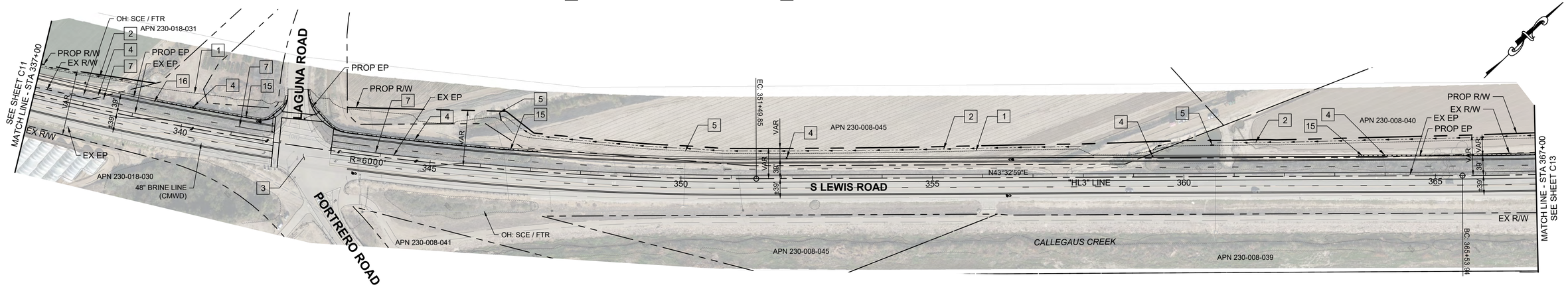

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
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STATE OF CALIFORNIA

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CHECKED SP
APPROVED MI

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HUENEME ROAD WIDENING
STREET IMPROVEMENT PLANS
PLAN AND PROFILE
(ALTERNATIVE-3)

SHEET 12
OF 13

DRAWING NO. C-12

C:\Data\Projects\CIVIL\Hueneme\CIVIL\2019\C3D 21 Widening of Hueneme\C3\dgn\CAD\2 Sheets\SHEET PLAN&E ALT_3.dwg
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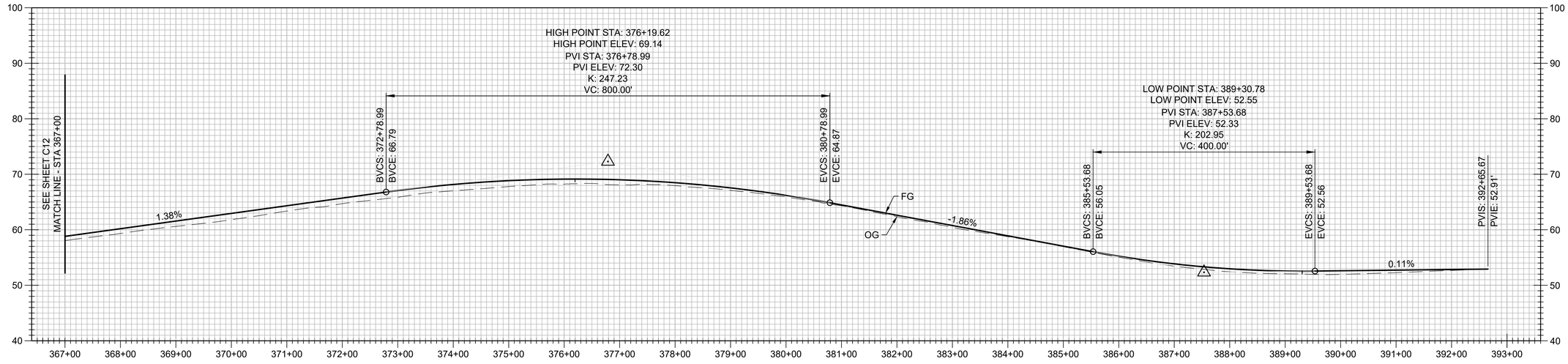

10'
5'
2.5'
SCALE
HORIZ: 1"= 100'
VERT: 1"= 10'
0 25' 50' 100'

DISPOSITION NOTES

1	GRADING LIMIT	9	ACCESS ROAD
2	DRAINAGE DITCH	10	IRRIGATION FACILITY RELOCATION
3	TRAFFIC SIGNAL MODIFICATIONS	11	WATER FACILITY RELOCATION
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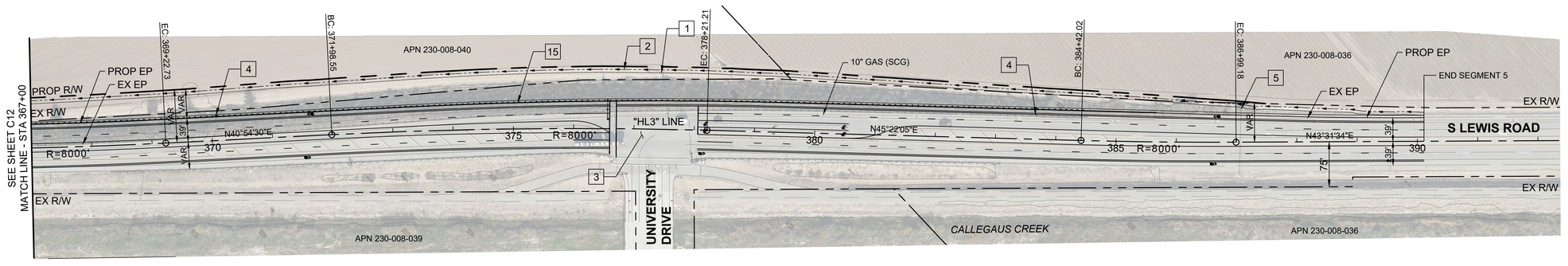

GRAPHIC SCALE
0 50' 100' 200'
1 Inch = 100 ft.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
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STATE OF CALIFORNIA

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DRAWN RW
CHECKED SP
APPROVED MI

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PROJ. NO. 50058

HUENEME ROAD WIDENING STREET IMPROVEMENT PLANS
PLAN AND PROFILE (ALTERNATIVE-3)

SHEET 13
OF 13
DRAWING NO. C-13

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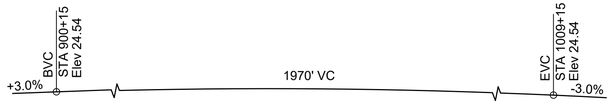
Plot: 2021-07-28 9:45 AM | By: Robert Wilcox

Attachment E. Advanced Planning Study – Alternative 1 - Hueneme Road Undercrossing at SR-1



PROFILE
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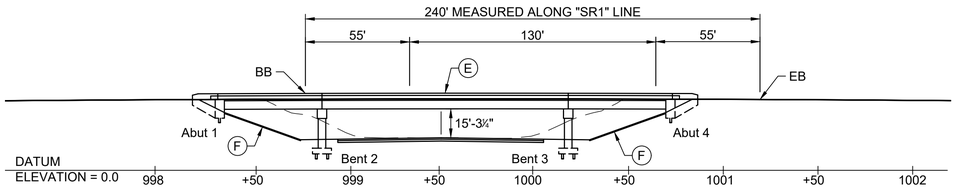
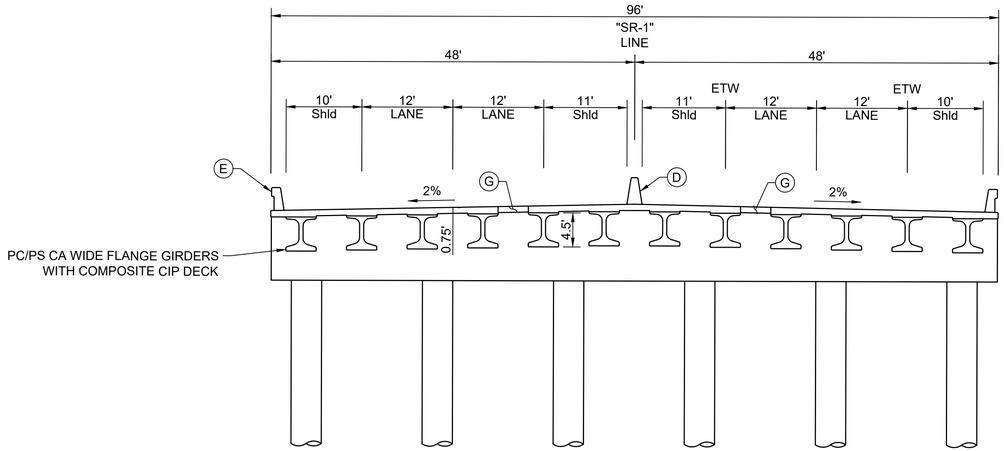


ELEVATION
1" =40'



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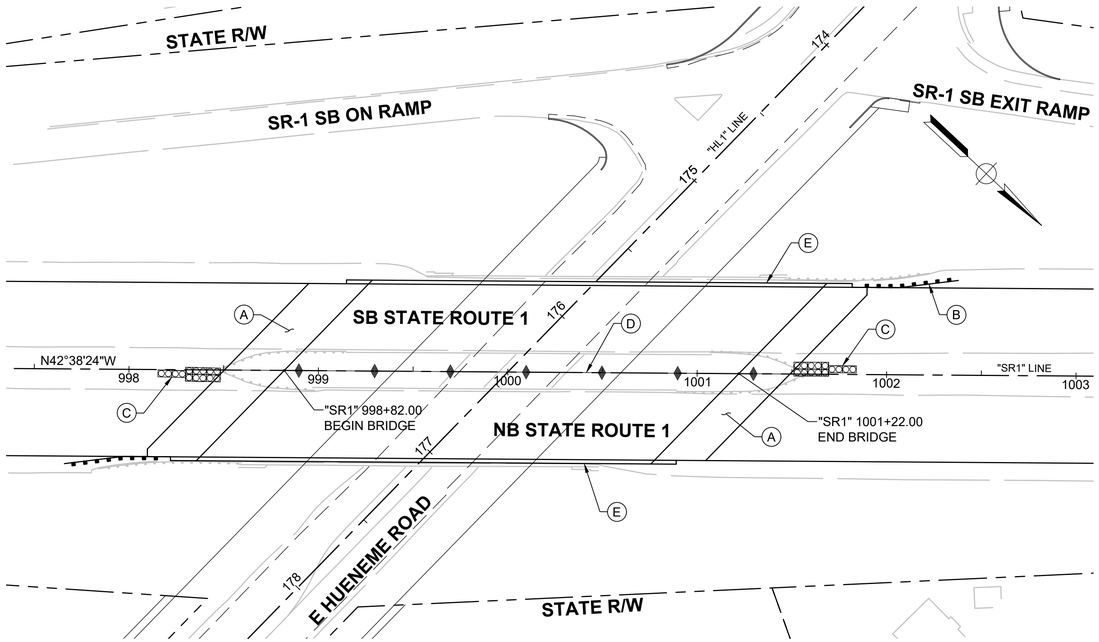

PLAN
1" =40'

NOTES:

(A) APPROACH SLAB TYPE N (30)

(B) MIDWEST GUARDRAIL SYSTEM TRANSITION (WB-31) AND TERMINAL SYSTEM

(C) CRASH CUSHION (ARRAY B14)

(D) CONCRETE BARRIER TYPE 60M

(E) CONCRETE BARRIER TYPE 836

(F) SLOPE PAVING

(G) CLOSURE POUR

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CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

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www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
SHAWN KOWALEWSKI RCE 59539 DATE

REGISTERED PROFESSIONAL ENGINEER
Shawn Kowalewski No.59539
Exp. 12/31/21
CIVIL
STATE OF CALIFORNIA

DESIGNED SK
DRAWN DS
CHECKED MI
APPROVED

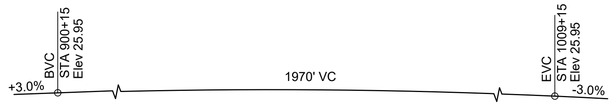
COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD UNDERCROSSING AT STATE ROUTE 1 ADVANCED PLANNING STUDY
REPLACEMENT- THREE SPAN GENERAL PLAN

SHEET 1
OF 1
DRAWING NO. G-01

Attachment F. Advanced Planning Study – Alternative 2 - Hueneme Road Undercrossing at SR-1



PROFILE
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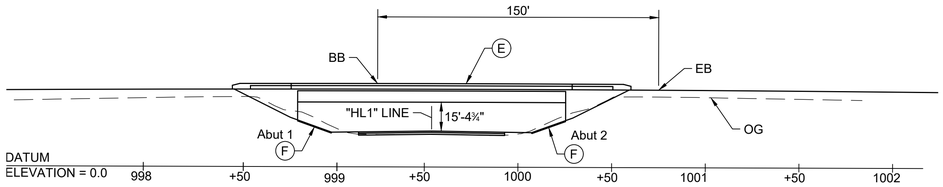
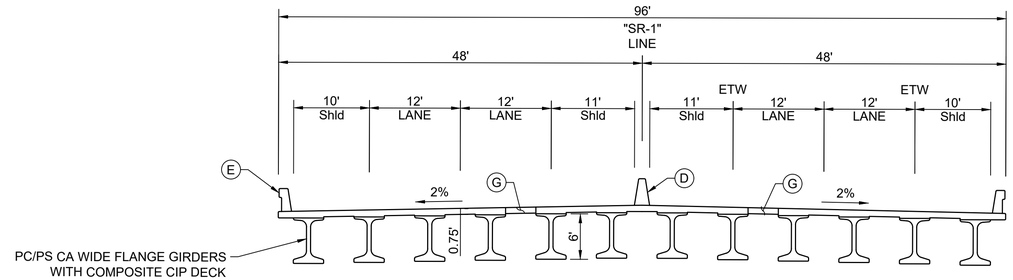
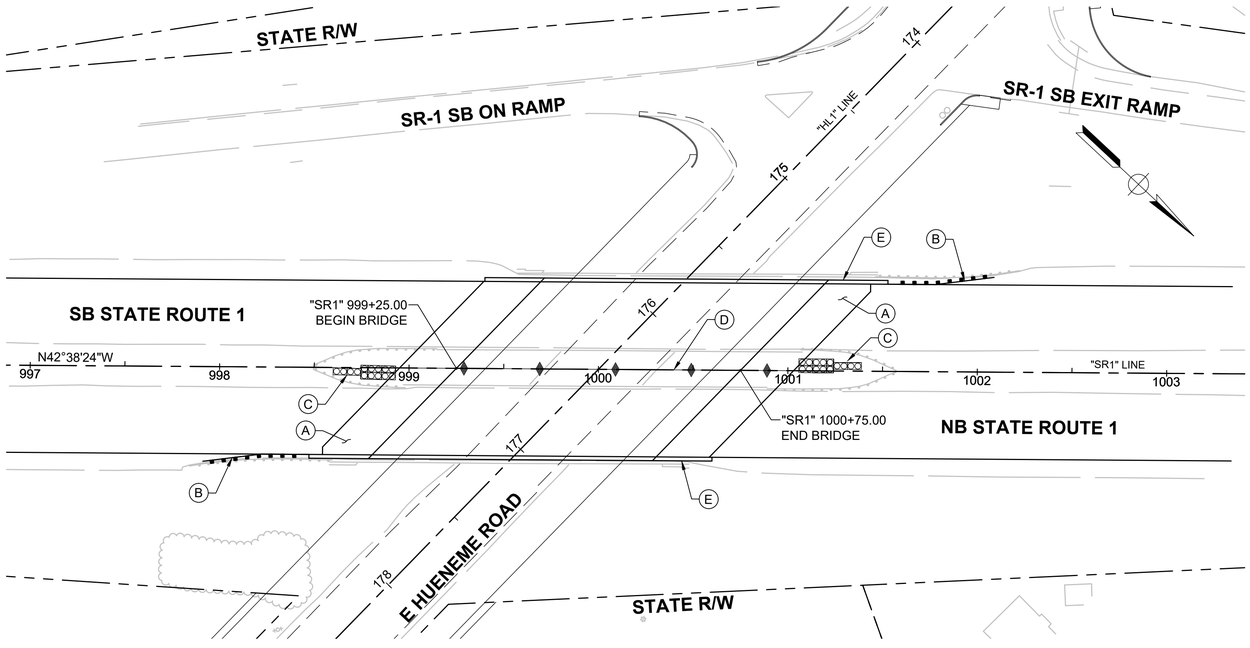


ELEVATION
1" =40'



TYPICAL SECTION
1" = 10'



PLAN
1" =40'

NOTES:

- (A) APPROACH SLAB TYPE N (30)
- (B) MIDWEST GUARDRAIL SYSTEM TRANSITION (WB-31) AND TERMINAL SYSTEM
- (C) CRASH CUSHION (ARRAY B14)
- (D) CONCRETE BARRIER TYPE 60M
- (E) CONCRETE BARRIER TYPE 836
- (F) SLOPE PAVING
- (G) CLOSURE POUR

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

	REVISION	DESCRIPTION	APP	DATE
D				
C				
B				
A				
△				

PLANS PREPARED BY:
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CONSTRUCTION MANAGEMENT
4580 E. Thousand Oaks Blvd.
Suite 101
Westlake Village, CA 91362
Phone: 805-648-4840
www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
SHAWN KOWALEWSKI RCE 59539 DATE

REGISTERED PROFESSIONAL ENGINEER
Shawn Kowalewski
No.59539
Exp. 12/31/21
CIVIL
STATE OF CALIFORNIA

DESIGNED SK
DRAWN DS
CHECKED MI
APPROVED

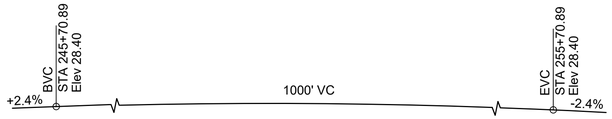
COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

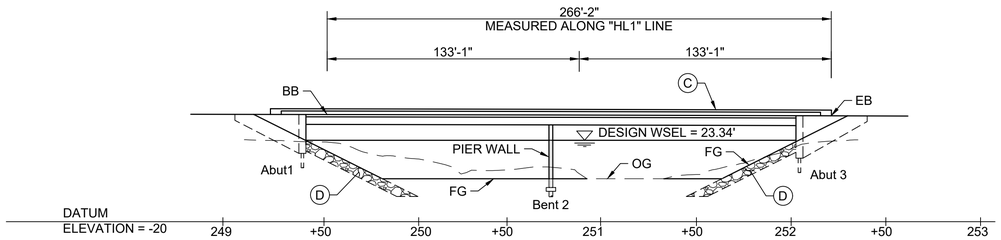
HUENEME ROAD UNDERCROSSING AT STATE ROUTE 1
ADVANCED PLANNING STUDY
REPLACEMENT- SINGLE SPAN GENERAL PLAN

SHEET 1
OF 1
DRAWING NO. G-02

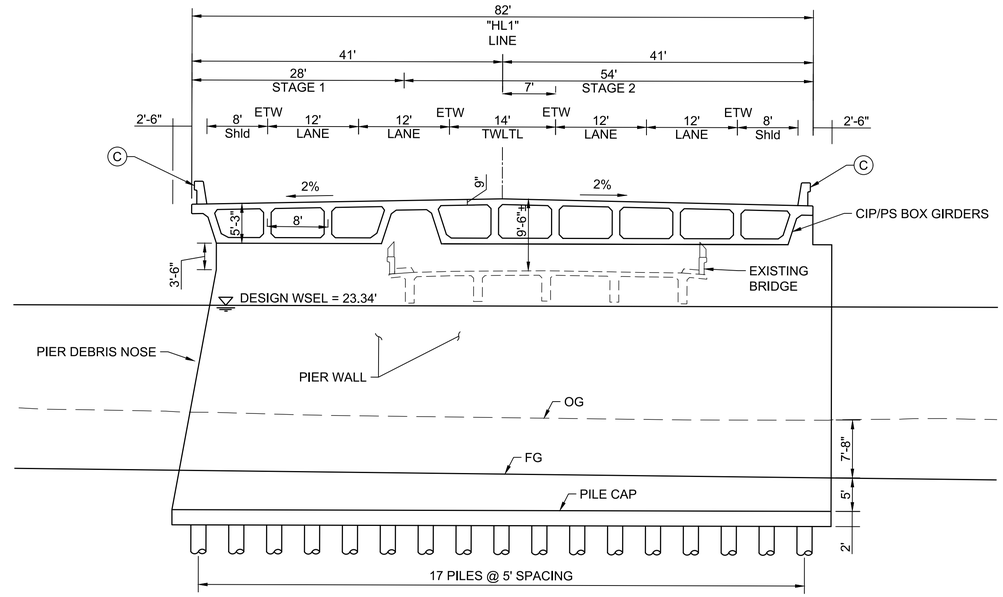
Attachment G. Advanced Planning Study – Alternative 1 - Revolon Slough Bridge



PROFILE
NO SCALE



ELEVATION
1" =40'



TYPICAL SECTION
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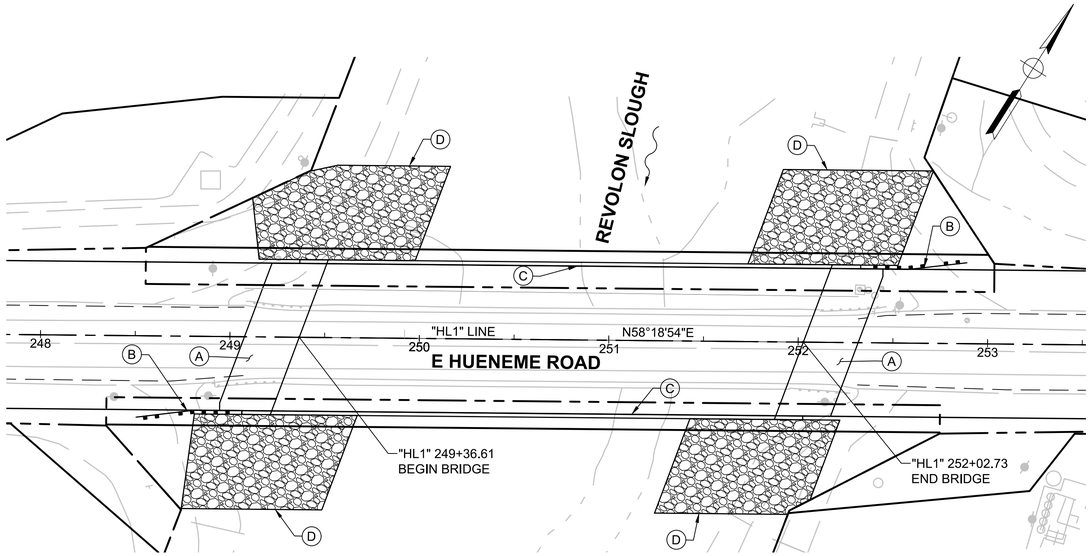

PLAN
1" =40'

CONSTRUCTION NOTES

- (A) APPROACH SLAB TYPE N (30)
- (B) MIDWEST GUARDRAIL SYSTEM TRANSITION (WB-31) AND TERMINAL SYSTEM
- (C) CONCRETE BARRIER TYPE 836
- (D) RSP CLASS IX

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
B				
A				
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REGISTERED PROFESSIONAL ENGINEER
Shawn Kowalewski
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DRAWN DS
CHECKED MI
APPROVED

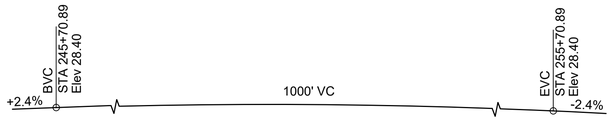
COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

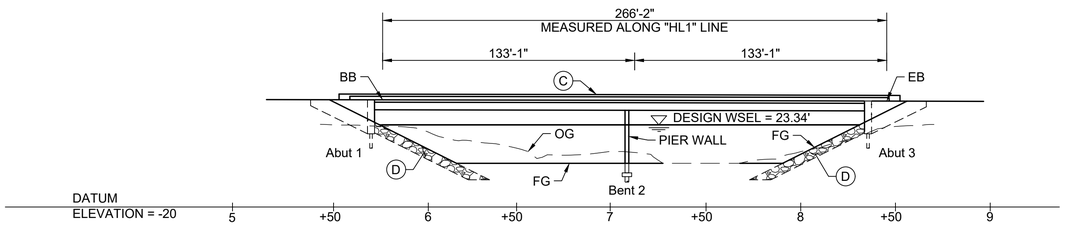
HUENEME ROAD BRIDGE AT REVOLON SLOUGH ADVANCED PLANNING STUDY
TWO SPAN (4-LANES) GENERAL PLAN

SHEET 1
OF 1
DRAWING NO. G-03

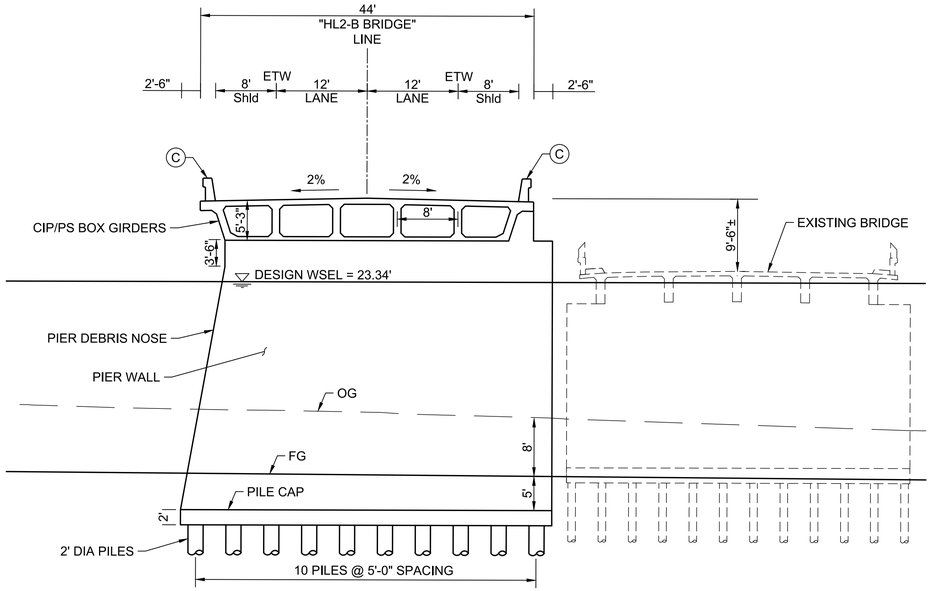
Attachment H. Advanced Planning Study – Alternative 2 - Revolon Slough Bridge



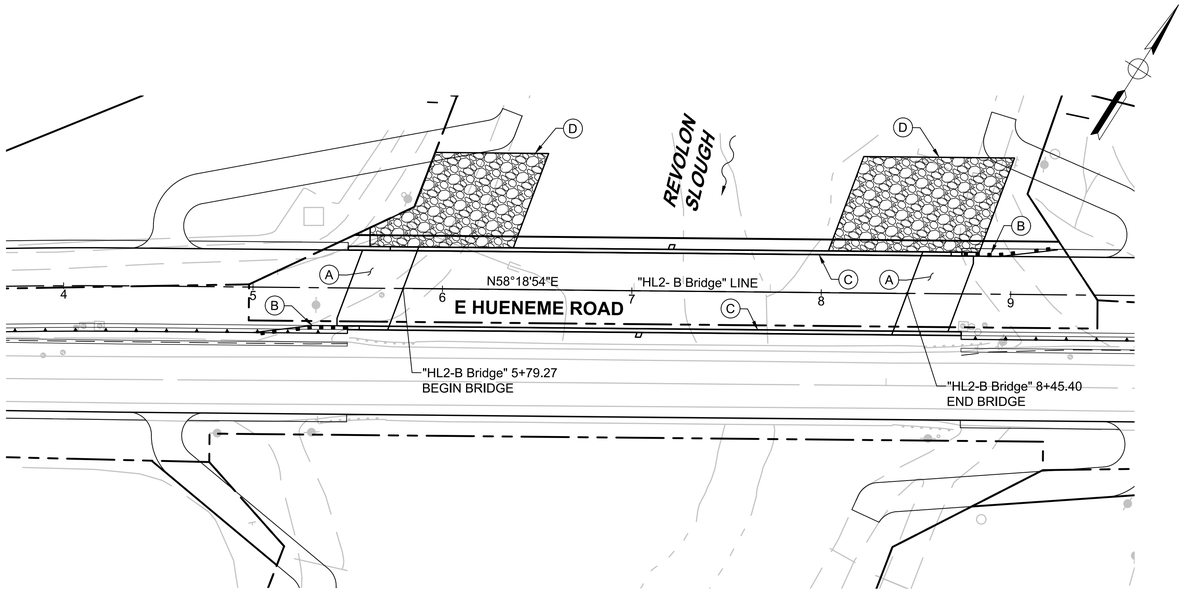
PROFILE
NO SCALE



ELEVATION
1" =40'



TYPICAL SECTION
NO SCALE



PLAN
1" =40'

CONSTRUCTION NOTES

- (A) APPROACH SLAB TYPE N (30)
- (B) MIDWEST GUARDRAIL SYSTEM TRANSITION (WB-31) AND TERMINAL SYSTEM
- (C) CONCRETE BARRIER TYPE 836
- (D) RSP CLASS IX

DIGALERT
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811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
B				
A				
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DRAWN DS
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APPROVED

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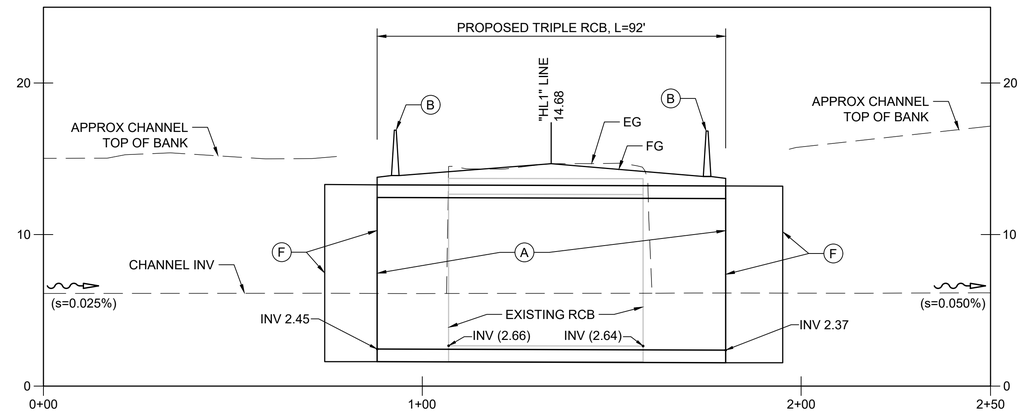
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

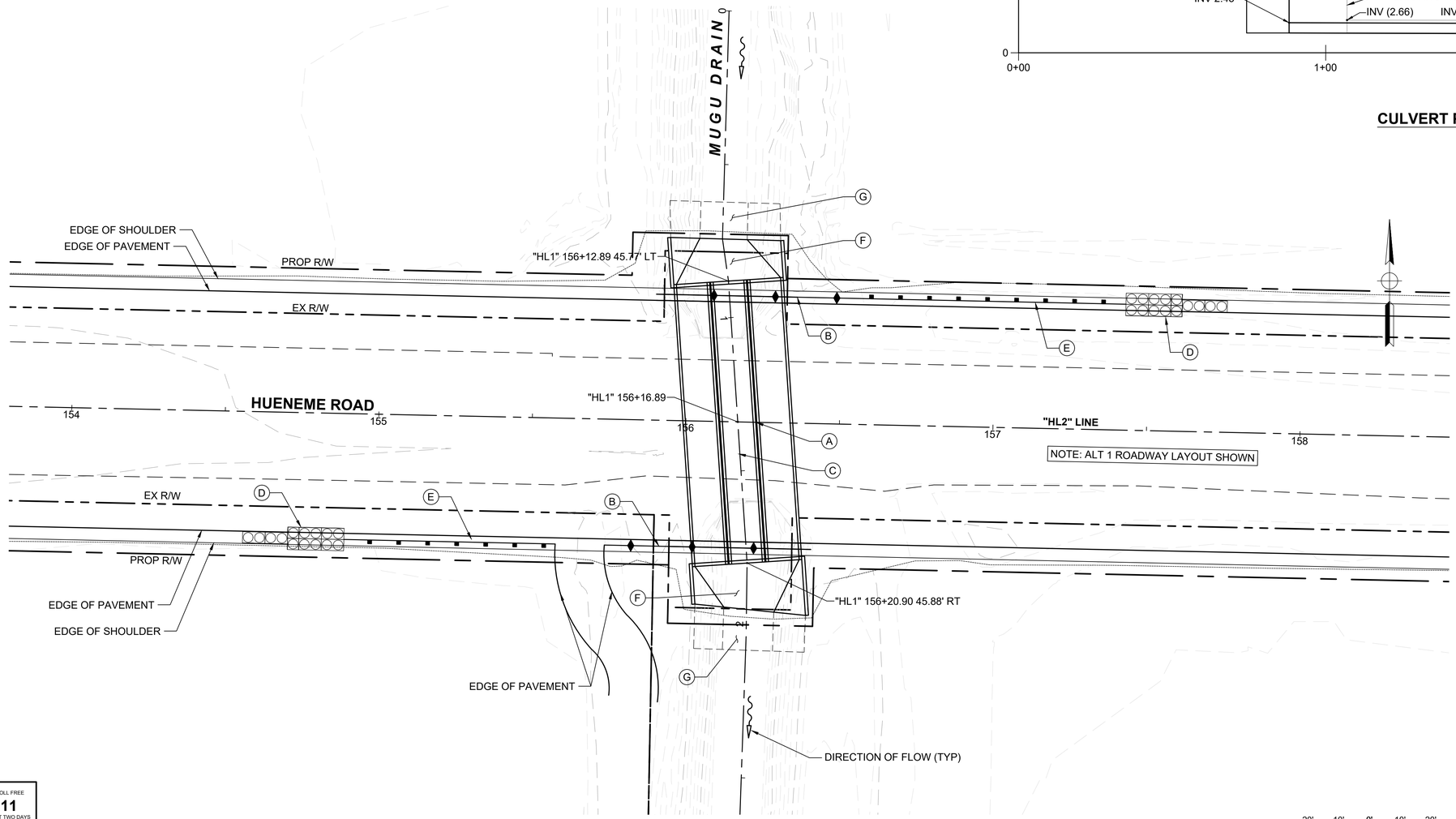
HUENEME ROAD BRIDGE AT REVOLON SLOUGH ADVANCED PLANNING STUDY
TWO SPAN (2-LANES) GENERAL PLAN

SHEET 1
OF 1
DRAWING NO. G-04

Attachment I. Advanced Planning Study – Alternative 1 - Mugu Drain

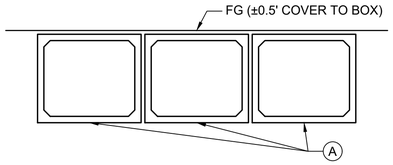


CULVERT PROFILE



CULVERT PLAN

20' 10' 0' 10' 20'
SCALE: 1" = 20'



CULVERT SECTION

NOT TO SCALE

CONSTRUCTION NOTES

- (A) REINFORCED CONCRETE BOX CULVERT (TRIPLE, 10' SPAN X 10' RISE)
- (B) CONCRETE BARRIER TYPE 60MS
- (C) REMOVE EXISTING CULVERT, HEADWALLS, AND WINGWALLS
- (D) CRASH CUSHION (ARRAY B14)
- (E) MIDWEST GUARDRAIL SYSTEM
- (F) HEADWALL AND WINGWALLS
- (G) RIPRAP

DIGALERT — DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG — UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
B				
A				
△	REVISION	DESCRIPTION	APP	DATE

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Phone: 805-648-4840
www.mnsengineers.com
PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER — Michael Ip — No.43671 — Exp. 3/31/23 — CIVIL — STATE OF CALIFORNIA

DESIGNED SP
DRAWN JP
CHECKED MI
APPROVED

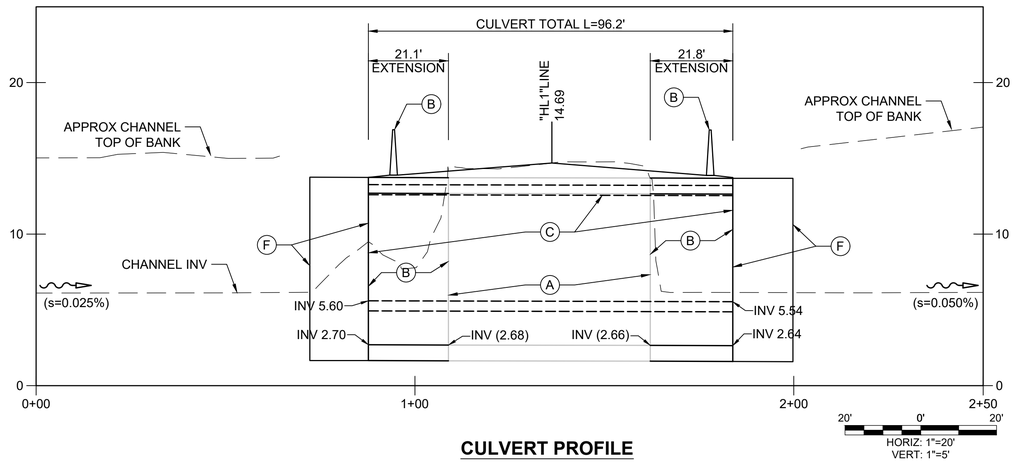
COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

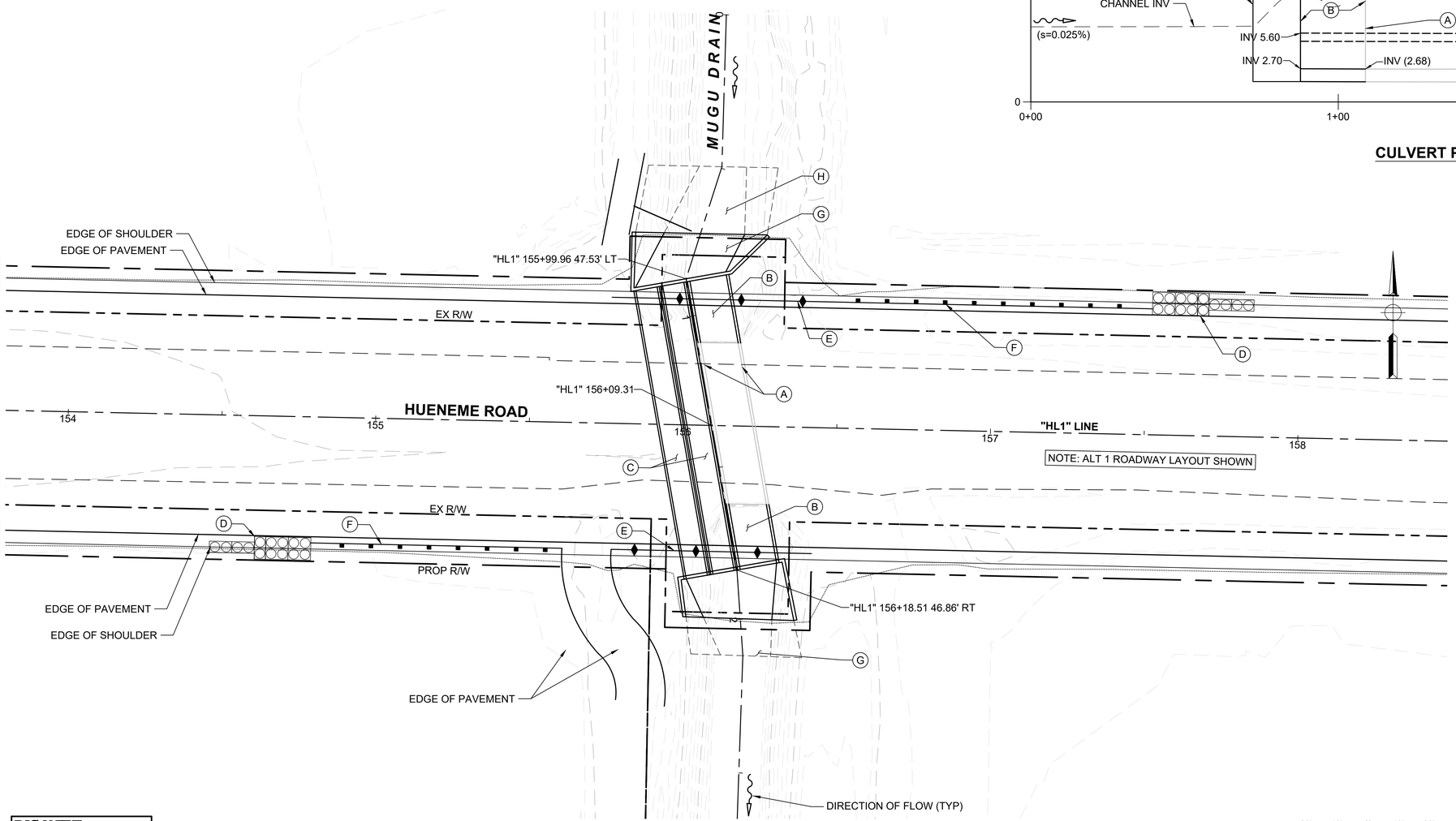
HUENEME ROAD AT MUGU DRAIN ADVANCED PLANNING STUDY
CULVERT REPLACEMENT - ALTERNATIVE 1

SHEET 1 OF 1
DRAWING NO. G-05

Attachment J. Advanced Planning Study – Alternative 2 - Mugu Drain

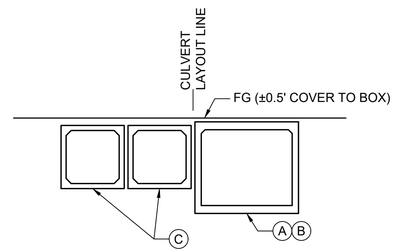


CULVERT PROFILE



CULVERT PLAN

20' 10' 0' 10' 20'
SCALE: 1" = 20'



CULVERT SECTION

NOT TO SCALE

CONSTRUCTION NOTES

(A) EXISTING REINFORCED CONCRETE BOX CULVERT. REMOVE EXISTING HEADWALLS AND WINGWALLS

(B) REINFORCED CONCRETE BOX CULVERT - EXTENSION - (1) 12' SPAN X 10' RISE

(C) REINFORCED CONCRETE BOX CULVERT - WIDEN - (2) 7' SPAN X 7' RISE

(D) CRASH CUSHION (ARRAY B14)

(E) CONCRETE BARRIER TYPE 60MS

(F) MIDWEST GUARDRAIL SYSTEM

(G) HEADWALL AND WINGWALLS

(H) RIPRAP AND CHANNEL TRANSITION

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UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

D				
C				
B				
A				
△	REVISION	DESCRIPTION	APP	DATE

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PLANS PREPARED UNDER THE DIRECTION OF:
MICHAEL IP RCE 43671 DATE

REGISTERED PROFESSIONAL ENGINEER
Michael Ip
No.43671
Exp. 3/31/23
CIVIL
STATE OF CALIFORNIA

DESIGNED SP
DRAWN JP
CHECKED MI
APPROVED

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ROADS & TRANSPORTATION

SPEC NO.
PROJ. NO. 50058

HUENEME ROAD AT MUGU DRAIN ADVANCED PLANNING STUDY

CULVERT EXTENSION AND WIDENING - ALTERNATIVE 2

SHEET 1
OF 1
DRAWING NO. G-06

Attachment K. Right of Way Impacts

APNs	SEGMENT	ALT-1 (R/W TAKES)(ACRES)	ALT-1 (R/W TAKES)(SQUARE FEET	ALT-1 (PROPERTY IMPACTS)	ALT-2 (R/W TAKES)(ACRES)	ALT-2 (R/W TAKES)(SQUARE FEET	ALT-2 (PROPERTY IMPACTS)	ALT-3 (R/W TAKES)(ACRES)	ALT-3 (R/W TAKES)(SQUARE FEET	ALT-3 (PROPERTY IMPACTS)	NOTES
223-003-014	SEGMENT 1 (STA 0-112)	0.28 AC	12,211.34 SF	DRAINAGE PIPE/INLET RELOCATION	0.31 AC	13,551.95 SF	DRAINAGE PIPE/INLET RELOCATION	0.31 AC	13,551.95 SF	DRAINAGE PIPE/INLET RELOCATION	
223-003-022	SEGMENT 1	0.02 AC	938.79 SF		0.02 AC	1,028.72 SF		0.02 AC	1,028.72 SF		
223-003-025	SEGMENT 1	0.007 AC	318.83 SF	DRAINAGE PIEP/INLET RELOCATION & DRAINAGE DITCH	0.02 AC	1,027.44 SF	DRAINAGE PIEP/INLET RELOCATION & DRAINAGE DITCH	0.02 AC	1,050.28 SF	DRAINAGE PIEP/INLET RELOCATION & DRAINAGE DITCH	
223-003-027	SEGMENT 1	0.06 AC	2,615.06 SF		0.04 AC	1,944.22 SF		0.04 AC	1,944.22 SF		
223-003-028	SEGMENT 1	0.12 AC	5,228.18 SF	FENCE & GATE RELOCATION	0.05 AC	2,394.33 SF	FENCE & GATE RELOCATION	0.05 AC	2,394.33 SF	FENCE & GATE RELOCATION	
223-003-029	SEGMENT 1	0.63 AC	27,505.83 SF	FENCE AND GATE RELOCATION, DRAINAGE DITCH, & CULVERT EXTENSION/RELOCATION	0.01 AC	526.08 SF		0.01 AC	526.08 SF		
223-003-030	SEGMENT 1	0.24 AC	10,478.83 SF	DRAINAGE DITCH AND IRRIGATION FACILITY, FENCE, AND GATE RELOCATION							
223-003-031	SEGMENT 1	0.72 AC	31,759.47 SF	DRAINAGE PIPE/INLET, FENCE, & GATE RELOCATION, CULVERT EXTENSION / RELOCATION, & DRAINAGE DITCH							
223-003-032	SEGMENT 1	0.39 AC	17,030.27 SF	CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, & FENCE AND GATE RELOCATION	0.01 AC	663.55 SF		0.01 AC	663.55 SF		
232-008-025	SEGMENT 1	0.12 AC	5,266.06 SF	FENCE AND GATE RELOCATION							
232-008-021	SEGMENT 1	0.35 AC	15,328.19 SF	FENCE & GATE RELOCATION				0.09 AC	4,097.46 SF		
232-008-028	SEGMENT 1	0.043 AC	18,908.81 SF	IRRIGATION FACILITY RELOCATION	0.15 AC	6,728.53 SF		0.35 AC	15,326.19 SF	IRRIGATION FACILITY RELOCATION	
232-008-026	SEGMENT 1	0.10 AC	4,670.67 SF		0.02 AC	1,112.48 SF		0.04 AC	1,861.89 SF		
232-008-027	SEGMENT 1	0.08 AC	3,788.27 SF	TREE REMOVAL	0.03 AC	1,565.38 SF	TREE REMOVAL	0.08 AC	3,788.37 SF	TREE REMOVAL	
232-008-029	SEGMENT 1	0.29 AC	13,002.47 SF		0.16 AC	7,020.08 SF		0.30 AC	13,252.37 SF		
232-008-030	SEGMENT 1	0.06 AC	2,985.08 SF	FENCE & GATE RELOCATION, DRAINAGE DITCH, & CULVERT EXTENSIONS / RELOCATION	0.007 AC	331.29 SF		0.05 AC	2,559.8 SF	FENCE & GATE RELOCATION, DRAINAGE DITCH, & CULVERT EXTENSIONS / RELOCATION	
232-007-015	SEGMENT 1	0.45 AC	19,907.02 SF	DRAINAGE DITCH, CULVERT EXTENSION / RELOCATION, & FENCE & GATE RELOCATION	0.20 AC	8,656.95 SF	DRAINAGE DITCH, CULVERT EXTENSION / RELOCATION, & FENCE & GATE RELOCATION	0.38 AC	16,606.69 SF	DRAINAGE DITCH, CULVERT EXTENSION / RELOCATION, & FENCE & GATE RELOCATION	
232-007-014	SEGMENT 1	0.36 AC	15,713.76 SF	TREE AND BUILDING REMOVAL, CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, & IRRIGATION FACILITY, GATE, & FENCE RELOCATION			TREE AND BUILDING REMOVAL, & GATE & FENCE RELOCATION	0.29 AC	12,787.69 SF	TREE AND BUILDING REMOVAL, CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, & GATE, & FENCE RELOCATION	
232-007-013	SEGMENT 2 (STA 112-172)	0.70 AC	30,707.03 SF	CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, IRRIGATION FACILITIES, FENCE, & GATE REMOVAL				0.42 AC	18,362.17 SF	CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, IRRIGATION FACILITIES, FENCE, & GATE REMOVAL	
232-007-016	SEGMENT 2	0.57 AC	25,044.49 SF	TREE & SHRUB REMOVAL, DRAINAGE DITCH, CULVERT EXTENSION / RELOCATION, & FENCE & GATE REMOVAL.							
218-009-206	SEGMENT 2	0.37 AC	16,384.90 SF		0.009 AC	422.36 SF		0.005	245.34 SF		
218-009-210	SEGMENT 2	0.28 AC	12,568.1 SF	FENCE & GATE RELOCATION	0.002 AC	115.96 SF		0.01 AC	614.52 SF		
218-009-208	SEGMENT 2	0.05 AC	2,286.3 SF					0.02 AC	928.27 SF		
218-009-209	SEGMENT 2	0.36 AC	15,706.16 SF	FENCE & GATE RELOCATION	0.06 AC	2,684.86 SF		0.32 AC	14,132.81 SF		
218-009-310	SEGMENT 3 (STA 172-182)	0.03 AC	1,350.94 SF	TREE REMOVAL, FENCE & GATE RELOCATION				0.04 AC	1,800.7 SF	TREE REMOVAL, FENCE & GATE RELOCATION	
218-009-121	SEGMENT 3	0.01 AC	615.75 SF					0.01 AC	629.78 SF		
218-009-122	SEGMENT 3	0.02 AC	939.43 SF	FENCE, GATE, & IRRIGATION FACILITY RELOCATION				0.02 AC	939.43 SF		
218-007-021	SEGMENT 4 (STA 182-302)	0.13 AC	6,007.86 SF	FENCE & GATE RELOCATION				0.15 AC	6,723.29 SF		
218-007-024	SEGMENT 4	0.19 AC	8,677.15 SF	TREE REMOVAL, CULVERT EXTENSION / RELOCATION				0.30 AC	13,181.12 SF	TREE REMOVAL, CULVERT EXTENSION / RELOCATION	
218-007-022	SEGMENT 4	0.13 AC	5,827.86 SF	CULVERT EXTENSION / RELOCATION				0.25 AC	11,088.05 SF	CULVERT EXTENSION / RELOCATION , DRAINAGE PIPE / INLET RELOCATION	
218-007-020	SEGMENT 4	0.25 AC	11,038.27 SF	CULVERT EXTENSION / RELOCATION & FENCE & GATE RELOCATION				0.53 AC	23,075.65 SF	CULVERT EXTENSION / RELOCATION & FENCE & GATE RELOCATION	
218-007-023	SEGMENT 4	0.79 AC	34,561.33 SF	TREE REMOVAL, CULVERT EXTENSION / RELOCATION, DRAINGAE PIPE / INLET RELOCATION	0.20 AC	8,784.13 SF	TREE REMOVAL	1.66 AC	72,360.74 SF	TREE REMOVAL, CULVERT EXTENSION / RELOCATION, DRAINGAE PIPE / INLET RELOCATION	
230-009-078	SEGMENT 4	0.81 AC	35,464.44 SF	CULVERT EXTENSION / RELOCATION	1.35 AC	59,080.98 SF		1.38 AC	60,246.42 SF	CULVERT EXTENSION / RELOCATION	
230-009-079	SEGMENT 4	1.32 AC	57,753.66 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET RELOCATION	2.03 AC	88,716.52 SF	DRAINAGE DITCH	2.00 AC	87,202.7 SF	DRAINAGE DITCH	
230-009-070	SEGMENT 4	0.20 AC	57,753.66 SF	ACCESS ROAD	0.44 AC	19,388.75 SF	ACCESS ROAD	0.39 AC	17,107.16 SF	ACCESS ROAD	REVLON SLOUGH
230-009-077	SEGMENT 4	1.72 AC	75,193.67 SF	IRRIGATION FACILITY & DRAINAGE PIPE / INLET RELOCATION & DRAINAGE DITCH	0.23 AC	10,026.37 SF	IRRIGATION FACILITY & DRAINAGE PIPE / INLET RELOCATION & DRAINAGE DITCH	2.27 AC	99,006.78 SF	IRRIGATION FACILITY & DRAINAGE PIPE / INLET RELOCATION & DRAINAGE DITCH	
230-009-072	SEGMENT 4	0.91 AC	39,924.50 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET & IRRIGATION FACILITY RELOCATION	1.66 AC	72,707.80 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET & IRRIGATION FACILITY RELOCATION	1.50 AC	65,757.5 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET & IRRIGATION FACILITY RELOCATION	
230-009-084	SEGMENT 4	0.22 AC	9,605.83 SF	TREE AND SHRUB REMOVAL, CULVERT EXTENSION / RELOCATION, & DRAINGAE PIPE / INLET, IRRIGATION FACILITY, FENCE, & GATE RELOCATION	0.64 AC	28,005.16 SF	TREE AND SHRUB REMOVAL, CULVERT EXTENSION / RELOCATION, & DRAINGAE PIPE / INLET, IRRIGATION FACILITY, FENCE, & GATE RELOCATION	0.23 AC	10,254.5 SF	TREE REMOVAL, CULVERT EXTENSION / RELOCATION, & DRAINGAE PIPE / INLET, IRRIGATION FACILITY, FENCE, & GATE RELOCATION	
230-018-035	SEGMENT 4	0.22 AC	9,816.46 SF	CULVERT EXTENSION / RELOCATION	0.43 AC	18,508.58 SF	CULVERT EXTENSION / RELOCATION	0.21 AC	9,559.02 SF	CULVERT EXTENSION / RELOCATION	
230-018-024	SEGMENT 4	0.32 AC	14,183.80 SF	DRAINAGE DITCH	0.59 AC	25,908.7 SF	DRAINAGE DITCH	0.33 AC	14,612.56 SF	DRAINAGE DITCH	
230-018-035	SEGMENT 4	0.06 AC	2,862.80 SF		0.14 AC	6,173.06 SF		0.07 AC	3,289.94 SF		
230-018-034	SEGMENT 5 (STA 302-END)	0.47 AC	20,867.28 AF	CULVERT EXTENSION / RELOCATION	0.82 AC	35,754.76 SF	CULVERT EXTENSION / RELOCATION	0.68 AC	29,923.38 SF	CULVERT EXTENSION / RELOCATION	
230-018-033	SEGMENT 5	0.54 AC	23,663.12 SF	IRRIGATION FACILITY RELOCATION	0.92 AC	40,151.72 SF	IRRIGATION FACILITY RELOCATION	0.90 AC	39,338.93 SF	IRRIGATION FACILITY RELOCATION	
230-018-032	SEGMENT 5	0.57 AC	24,807.05 SF	DRAINAGE DITCH	1.01 AC	43,937.06 SF	DRAINAGE DITCH	0.98 AC	43,072.75 SF	DRAINAGE DITCH	

APNs	SEGMENT	ALT-1 (R/W TAKES)(ACRES)	ALT-1 (R/W TAKES)(SQUARE FEET	ALT-1 (PROPERTY IMPACTS)	ALT-2 (R/W TAKES)(ACRES)	ALT-2 (R/W TAKES)(SQUARE FEET	ALT-2 (PROPERTY IMPACTS)	ALT-3 (R/W TAKES)(ACRES)	ALT-3 (R/W TAKES)(SQUARE FEET	ALT-3 (PROPERTY IMPACTS)	NOTES
230-018-031	SEGMENT 5	0.57 AC	28,746.46 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET, FENCE, & GATE RELOCATION	1.21 AC	52,851.56 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET, FENCE, & GATE RELOCATION	1.18 AC	51,491.56 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET, FENCE, & GATE RELOCATION	
230-008-045	SEGMENT 5	1.13 AC	49,361.31 SF	CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, DRAINAGE PIPE / INLET RELOCATION	1.25 AC	54,624.12 SF	CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, DRAINAGE PIPE / INLET RELOCATION	1.25 AC	54,619.88 SF	CULVERT EXTENSION / RELOCATION, DRAINAGE DITCH, DRAINAGE PIPE / INLET RELOCATION	
230-008-040	SEGMENT 5	1.54 AC	67,073.37 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET, FENCE, & GATE RELOCATION	1.53 AC	67,044.57 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET, FENCE, & GATE RELOCATION	1.54 AC	67,060.82 SF	DRAINAGE DITCH & DRAINAGE PIPE / INLET RELOCATION	
230-008-36	SEGMENT 5	0.18 AC	7,883.11 SF	DRAINAGE PIPE / INLET RELOCATION & CULVERT EXTENSION / RELOCATION	0.18 AC	7,867.66 SF	DRAINAGE PIPE / INLET RELOCATION & CULVERT EXTENSION / RELOCATION	0.18 AC	7,850.05 SF	DRAINAGE PIPE / INLET RELOCATION & CULVERT EXTENSION / RELOCATION	
231-002-004	SEGMENT 1 (STA 0-112)	0.01 AC	581.79 SF		0.01 AC	581.88 SF		0.01 AC	581.88 SF		
231-002-018	SEGMENT 1	0.16 AC	7,166 SF		0.16 AC	7,166 SF		0.16 AC	7,166 SF		
231-002-027	SEGMENT 1	0.37 AC	16,397.17 SF		0.58 AC	25,609.50 SF		0.58 AC	25,617.25 SF		
231-002-031	SEGMENT 1	0.25 AC	11,042.66 SF		0.55 AC	24,232.15 SF		0.54 AC	23,521.94 SF		
231-002-028	SEGMENT 1	0.08 AC	3,465.46 SF		0.18 AC	7,933.72 SF		0.18 AC	7,933.72 SF		
231-002-029	SEGMENT 1	0.16 AC	6,958.53 SF	IRRIGATION FACILITY RELOCATION	0.36 AC	16,023.07 SF	IRRIGATION FACILITY RELOCATION	0.36 AC	16,023.07 SF	IRRIGATION FACILITY RELOCATION	
231-002-030	SEGMENT 1	0.35 AC	15,257.97 SF		0.85 C	37,050.7 SF		0.85 AC	37,050.7 SF		
232-003-120	SEGMENT 1	0.57 AC	24,896.20 SF	FENCE, GATE, & IRRIGATION FACILITY RELOCATION & 2 BUILDING REMOVAL	1.13 AC	49,290.88 SF	FENCE, GATE, & IRRIGATION FACILITY RELOCATION & 2 BUILDING REMOVAL	1.13 AC	49,290.88 SF	FENCE, GATE, & IRRIGATION FACILITY RELOCATION & 2 BUILDING REMOVAL	
232-003-119	SEGMENT 1	0.12 AC	5,602.76 SF	DRAINAGE DITCH, TREE REMOVAL, CULVERT EXTENSION / RELOCATION, & FENCE & GATE RELOCATION	0.26 AC	11,551.15 SF	DRAINAGE DITCH, TREE REMOVAL, CULVERT EXTENSION / RELOCATION, & FENCE & GATE RELOCATION	0.26 AC	11,551.15 SF	DRAINAGE DITCH, TREE REMOVAL, CULVERT EXTENSION / RELOCATION, & FENCE & GATE RELOCATION	
232-003-121	SEGMENT 1	0.41 AC	17,850.61 SF	TREE REMOVAL & FENCE, GATE, AND IRRIGATION FACILITY RELOCATION	0.87 AC	38,060.65 SF	TREE REMOVAL & FENCE, GATE, AND IRRIGATION FACILITY RELOCATION	0.84 AC	36,886.36 SF	TREE REMOVAL & FENCE, GATE, AND IRRIGATION FACILITY RELOCATION	
232-003-209	SEGMENT 1	0.40 AC	17,670.26 SF	IRRIGATION FACILITY RELOCATION	0.96 AC	41,931.72 SF	IRRIGATION FACILITY RELOCATION	0.49 AC	21,420.33 SF	IRRIGATION FACILITY RELOCATION	
232-003-210	SEGMENT 1	0.21 AC	9,106.61 SF	IRRIGATION FACILITY, FENCE, & GATE RELOCATION	0.56 AC	24,718.05 SF	IRRIGATION FACILITY, FENCE, & GATE RELOCATION	0.21 AC	9,231.03 SF	IRRIGATION FACILITY, FENCE, & GATE RELOCATION	
232-003-305	SEGMENT 1	0.29 AC	12,672.67 SF	IRRIGATION FACILITIES, FENCE, & GATE RELOCATION & REMOVE SHRUBS	0.79 AC	34,502.93 SF	IRRIGATION FACILITIES, FENCE, & GATE RELOCATION & REMOVE SHRUBS & BUILDING	0.29 AC	12,678.0 SF	IRRIGATION FACILITIES, FENCE, & GATE RELOCATION & REMOVE SHRUBS	
232-003-304	SEGMENT 2 (STA 112-172)	0.47 AC	20,423.83 SF	IRRIGATION FACILITIES RELOCATION	1.04 AC	45,504.83 SF	IRRIGATION FACILITIES RELOCATION & CULVERT EXTENSION / RELOCATION	0.82 AC	36,028.18 SF	IRRIGATION FACILITIES RELOCATION & CULVERT EXTENSION / RELOCATION	
232-004-137	SEGMENT 2	0.006 AC	262.7 SF		0.01 AC	576.33 SF		0.01 AC	576.33 SF		
232-004-140	SEGMENT 2	0.96 AC	42,056.57 SF	GATE & FENCE RELOCATION & TREE REMOVAL	2.13 AC	92,752.14 SF	IRRIGATION FACILITY, GATE, & FENCE RELOCATION & TREE REMOVAL	2.13 AC	92,752.14 SF	IRRIGATION FACILITY, GATE, & FENCE RELOCATION & TREE REMOVAL	
232-004-138	SEGMENT 2	0.24 AC	42,056.57 SF	TREE REMOVAL, FENCE & GATE RELOCATION	0.54 AC	23,751.64 SF	TREE REMOVAL, FENCE & GATE RELOCATION	0.50 AC	22,144.74 SF	TREE REMOVAL, FENCE & GATE RELOCATION	
232-004-139	SEGMENT 2	0.26 AC	11,542.23 SF	IRRIGATION FACILITIES, FENCE, & GATE RELOCATION & TREE REMOVAL	0.58 AC	25,270.65 SF	IRRIGATION FACILITIES, FENCE, & GATE RELOCATION & TREE REMOVAL	0.38 AC	16,814.13 SF	IRRIGATION FACILITIES, FENCE, & GATE RELOCATION & TREE REMOVAL	
232-004-141	SEGMENT 2	0.02 AC	1,055.45 SF		0.04 AC	2,005.90 SF		0.02 AC	1,073.65 SF		
232-004-142	SEGMENT 2	0.09 AC	4,249.14 SF	FENCE & GATE RELOCATION	0.20 AC	8,773.55 SF	FENCE & GATE RELOCATION	0.09 AC	4,221.24 SF	FENCE & GATE RELOCATION	
232-004-204	SEGMENT 3 (STA 172-182)	0.07 AC	3,258.75 SF	CULVER EXTENSION / RELOCATION, FENCE & GATE RELOCATION	0.16 AC	6,981.65 SF	CULVER EXTENSION / RELOCATION, FENCE & GATE RELOCATION	0.07 AC	3,162.81 SF	CULVER EXTENSION / RELOCATION, FENCE & GATE RELOCATION	
232-004-321	SEGMENT 3				1,441.83 SF/0.03 AC	1,441.83 SF/0.03 AC					
232-004-314	SEGMENT 4 (STA 182-302)			FENCE & GATE RELOCATION	0.009 AC	415.24 SF	FENCE & GATE RELOCATION			FENCE & GATE RELOCATION	
232-004-315	SEGMENT 4				0.009 AC	397.72 SF					
232-004-322	SEGMENT 4	0.50 AC	21,806.03 SF	TREE REMOVAL, IRRIGATION FACILITY RELOCATION	1.01 AC	44,300.62 SF	TREE REMOVAL, IRRIGATION FACILITY RELOCATION, & CULVERT EXTENSION / RELOCATION	0.26 AC	11,374.26 SF	TREE REMOVAL, IRRIGATION FACILITY RELOCATION	
232-004-323	SEGMENT 4	0.50 AC	21,806.03 SF	TREE REMOVAL & FENCE & GATE RELOCATION	1.05 AC	45,835.22 SF	TREE REMOVAL, FENCE, IRRIGATION FACILITY & GATE RELOCATION, CULVERT EXTENSION / RELOCATION				
232-004-324	SEGMENT 4	0.35 AC	15,419.82 SF	TREE REMOVAL & FENCE & GATE RELOCATION	0.72 AC	31,746.50 SF	TREE REMOVAL, FENCE & GATE RELOCATION, & CULVERT EXTENSION / RELOCATION				
234-009-062	SEGMENT 4	0.15 AC	6,339.54 SF	ACCESS ROAD			ACCESS ROAD			ACCESS ROAD	REVOLON SLOUGH
234-009-072	SEGMENT 4	0.67 AC	29,434.80 SF		0.02 AC	1,100.52 SF		0.02 AC	983.74 SF		
234-009-075	SEGMENT 4	0.44 AC	19,317.07 SF	IRRIGATION FACILITY, FENCE, & GATE RELOCATION	0.02 AC	1,162.66 SF		0.02 AC	945.25 SF		
234-009-076	SEGMENT 4	0.03 AC	1,402.82 SF								
234-009-077	SEGMENT 4	0.18 AC	8,090.18 SF								
234-009-064	SEGMENT 4	0.03 AC	1,426.64 SF								
234-009-085	SEGMENT 4	0.29 AC	12,781.33 SF	IRRIGATION FACILITY RELOCATION				0.14 AC	6,399.23 SF	IRRIGATION FACILITY RELOCATION	
230-018-029	SEGMENT 4	0.44 AC	19,540.26 SF	TREE REMOVAL, DRAINAGE DITCH, CULVERT EXTENSION / RELOCATION, & FENCE , GATE, & DRAINAGE PIPE / INLET RELOCATION				0.04 AC	1,805.0 SF	TREE REMOVAL, DRAINAGE DITCH, CULVERT EXTENSION / RELOCATION, & FENCE , GATE, & DRAINAGE PIPE / INLET RELOCATION	
230-018-023	SEGMENT 4	0.14 AC	6,206.93 SF	FENCE & GATE RELOCATION				0.12 AC	5,380.63 SF		
230-018-005	SEGMENT 5 (STA 302-END)	0.03 AC	1,437.96 SF					0.01 AC	490.15 SF		
230-018-030	SEGMENT 5	0.56 AC	24,741.01 SF	FENCE & GATE RELOCATION			FENCE & GATE RELOCATION			FENCE & GATE RELOCATION	
230-018-004	SEGMENT 5	0.03 AC	1,456.75 SF								

Attachment L. Utility Impacts

SEGMENT LIMITS	UTILITIES	FACILITY TYPE	ALT-1 RELOCATION/ADJUST TO GRADE	ALT-2 RELOCATION/ADJUST TO GRADE	ALT-3 RELOCATION/ADJUST TO GRADE
EDISON DR TO ARNOLD					
	CMWD BRINE LINE	8" BLOW OFF	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
		MANHOLE	2 ADJUSTMENTS	1 ADJUSTMENT	1 ADJUSTMENT
		8" AVARV	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	SCE	POWER POLE	25 RELOCATIONS	7 RELOCATIONS	7 RELOCATIONS
	AT&T	MANHOLE & TBM	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	OCEAN VIEW MWD	WATER VALVE	8 ADJUSTMENTS	8 ADJUSTMENTS	8 ADJUSTMENTS
	UWCD	WATER VALVE	3 ADJUSTMENTS	3 ADJUSTMENTS	3 ADJUSTMENTS
		MANHOLE	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	PHWA	WATER VALVE	3 ADJUSTMENTS	3 ADJUSTMENTS	3 ADJUSTMENTS
	SEWER DEPT NAVY	MANHOLE	3 ADJUSTMENTS	3 ADJUSTMENTS	3 ADJUSTMENTS
	VERIZON	MANHOLE	7 ADJUSTMENTS	6 ADJUSTMENTS	6 ADJUSTMENTS
	VENTURA COUNTY SURVEY	MANHOLE	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	CITY OF OXNARD	MANHOLE (CTS)	2 ADJUSTMENTS	1 ADJUSTMENT	1 ADJUSTMENT
4 2"	CITY OF OXNARD - RECYCLED WATER LINE	8" BLOW OFF	3 ADJUSTMENTS		
		24" DISTRIBUTION TURNOUT	1 ADJUSTMENT		
		12" SERVICE TURNOUT	4 ADJUSTMENTS		
		42" TRANSMISSION TURNOUT	1 ADJUSTMENT		
		MANHOLE (VAULT)	2 RELOCATION		
		6" AVARV	1 ADJUSTMENT		
ARNOLD RD TO RICE AVE					
	CMWD BRINE LINE	MANHOLE & MANHOLE STRUCTURE	4 ADJUSTMENTS	4 ADJUSTMENTS	4 ADJUSTMENTS
		4" AVARV	2 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
	SCE	POWER POLE	32 RELOCATIONS	6 RELOCATIONS	13 RELOCATIONS
	OCEAN VIEW MWD	WATER VALVE	4 ADJUSTMENTS	4 ADJUSTMENTS	4 ADJUSTMENTS
	SEWER DEPT NAVY	MANHOLE	5 ADJUSTMENTS	5 ADJUSTMENTS	5 ADJUSTMENTS
	VERIZON	MANHOLE	7 ADJUSTMENTS	3 ADJUSTMENTS	7 ADJUSTMENTS
	CITY OF OXNARD - RECYCLED WATER LINE	BLOW OFF	4 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
		8" BLOW OFF	2 ADJUSTMENTS	1 ADJUSTMENT	1 ADJUSTMENT
		12" OUTLET	3 ADJUSTMENTS	3 ADJUSTMENTS	3 ADJUSTMENTS
		4" AVARV	2 ADJUSTMENTS	1 ADJUSTMENT	1 ADJUSTMENT
		10" TURNOUT	2 ADJUSTMENTS	1 ADJUSTMENT	1 ADJUSTMENT
		MANHOLE (VAULT)	1 RELOCATION		
		6" AVARV	1 ADJUSTMENT		

SEGMENT LIMITS	UTILITIES	FACILITY TYPE	ALT-1 RELOCATION/ADJUST TO GRADE	ALT-2 RELOCATION/ADJUST TO GRADE	ALT-3 RELOCATION/ADJUST TO GRADE
RICE AVE TO RAYTHEON RD					
	CMWD BRINE LINE	MANHOLE & MANHOLE STRUCTURE	5 ADJUSTMENTS	5 ADJUSTMENTS	5 ADJUSTMENTS
		8" BLOW OFF	2 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
		4" AVARV	2 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
		8" AVARV	2 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
	SCE	POWER POLE	50 RELOCATIONS	9 RELOCATIONS	17 RELOCATIONS
	AT&T	MANHOLE	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	OCEAN VIEW MWD	WATER VALVE	14 ADJUSTMENTS	14 ADJUSTMENTS	14 ADJUSTMENTS
		FIRE HYDRANT	7 ADJUSTMENTS	7 ADJUSTMENTS	7 ADJUSTMENTS
		BLOW OFF	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	SEWER DEPT NAVY	MANHOLE	6 ADJUSTMENTS	6 ADJUSTMENTS	6 ADJUSTMENTS
	VERIZON	MANHOLE	12 ADJUSTMENTS	12 ADJUSTMENTS	12 ADJUSTMENTS
	VENTURA COUNTY SURVEY	MANHOLE	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	CITY OF OXNARD - RECYCLED WATER LINE	8" BLOW OFF	6 ADJUSTMENTS	4 ADJUSTMENTS	6 ADJUSTMENTS
		MANHOLE (VAULT)	4 ADJUSTMENTS	4 ADJUSTMENTS	4 ADJUSTMENTS
		4" AVARV	7 ADJUSTMENTS	5 ADJUSTMENTS	7 ADJUSTMENTS
		10" TURNOUT	3 ADJUSTMENTS	3 ADJUSTMENTS	3 ADJUSTMENTS
		12" OUTLET	8 ADJUSTMENTS	7 ADJUSTMENTS	8 ADJUSTMENTS
RAYTHEON RD TO WOOD RD					
	CMWD BRINE LINE	8" BLOW OFF	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
		MANHOLE	3 ADUSTMENTS	3 ADUSTMENTS	3 ADUSTMENTS
		4" AVARV	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
		6" AVARV	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
	SCE	POWER POLE	21 RELOCATIONS	21 RELOCATIONS	8 RELOCATIONS
	CITY OF OXNARD - RECYCLED WATER LINE	8" BLOW OFF	3 ADJUSTMENTS	3 ADJUSTMENTS	3 ADJUSTMENTS
		4" AVARV	3 ADJUSTMENTS	3 ADJUSTMENTS	3 ADJUSTMENTS
		10" TURNOUT	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
		12" OUTLET	6 ADJUSTMENTS	6 ADJUSTMENTS	6 ADJUSTMENTS
WOOD RD TO LAS POSAS RD					
	CMWD BRINE LINE	MANHOLE	2 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
		MANHOLE & MANHOLE STRUCTURE	2 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
		8" BLOW OFF	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT
		8" AVARV	2 ADJUSTMENTS	2 ADJUSTMENTS	2 ADJUSTMENTS
		4" AVARV	1 ADJUSTMENT	1 ADJUSTMENT	1 ADJUSTMENT

SEGMENT LIMITS	UTILITIES	FACILITY TYPE	ALT-1 RELOCATION/ADJUST TO GRADE	ALT-2 RELOCATION/ADJUST TO GRADE	ALT-3 RELOCATION/ADJUST TO GRADE
	SCE	POWER POLE	35 RELOCATIONS	0 RELOCATIONS	7 RELOCATIONS
	PLEASANT VALLEY COUNTY WATER DISTRICT	WELL STATION	1 RELOCATION	0 RELOCATIONS	0 RELOCATIONS
LAS POSAS RD TO UNIVERSITY DR					
	CMWD BRINE LINE	MANHOLE & MANHOLE STRUCTURE 4" AVARV 6" AVARV 10" AVARV 8" BLOW OFF	3 ADJUSTMENTS 1 ADJUSTMENT 2 ADJUSTMENTS 1 ADJUSTMENT 3 ADJUSTMENTS	3 ADJUSTMENTS 1 ADJUSTMENT 2 ADJUSTMENTS 1 ADJUSTMENT 3 ADJUSTMENTS	3 ADJUSTMENTS 1 ADJUSTMENT 2 ADJUSTMENTS 1 ADJUSTMENT 3 ADJUSTMENTS
	SCE	POWER POLE	22 RELOCATIONS	13 RELOCATIONS	20 RELOCATIONS
	PLEASANT VALLEY COUNTY WATER DISTRICT	WELL STATION	1 RELOCATION	0 RELOCATIONS	0 RELOCATIONS

Attachment M. Preliminary Project Cost Estimate

County of Ventura
Hueneme Road - Lewis Road Widening
Project Study Report

PRELIMINARY PROJECT COST ESTIMATE

Item #	Description	Unit	Unit Cost	Segment 1: Edison Drive to E/O Rice Avenue						Segment 2: E/O Rice Avenue to W/O PCH (Highway 1)						Segment 3:PCH (Highway 1) to Raytheon Road						Segment 4: E/O Raytheon Road to W/O Las Posas Road						Segment 5: W/O Las Posas Road to W/O University Drive						Notes
				Quantity			Cost			Quantity			Cost			Quantity			Cost			Quantity			Cost			Quantity			Cost		
				Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	Alt-1	Alt-2	Alt-3	
1	Mobilization	LS	1	727,000	684,000	685,000	$ 727,000	$ 684,000	$ 685,000	475,000	499,000	474,000	$ 475,000	$ 499,000	$ 474,000	937,000	932,000	932,000	$ 937,000	$ 932,000	$ 932,000	1,450,000	1,452,000	1,392,000	$ 1,450,000	$ 1,452,000	$ 1,392,000	527,000	522,000	524,000	$ 527,000	$ 522,000	$ 524,000	
2	Storm Water Pollution Control	LS	1	150,000	150,000	150,000	$ 150,000	$ 150,000	$ 150,000	200,000	200,000	200,000	$ 200,000	$ 200,000	$ 200,000	50,000	50,000	50,000	$ 50,000	$ 50,000	$ 50,000	250,000	250,000	250,000	$ 250,000	$ 250,000	$ 250,000	150,000	150,000	150,000	$ 150,000	$ 150,000	$ 150,000	
3	Traffic Control	LS	1	15,000	15,000	15,000	$ 15,000	$ 15,000	$ 15,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	5,000	5,000	5,000	$ 5,000	$ 5,000	$ 5,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	
4	Signing	LS	1	4,000	4,000	4,000	$ 4,000	$ 4,000	$ 4,000	2,000	2,000	2,000	$ 2,000	$ 2,000	$ 2,000	1,000	1,000	1,000	$ 1,000	$ 1,000	$ 1,000	2,000	2,000	2,000	$ 2,000	$ 2,000	$ 2,000	2,000	2,000	2,000	$ 2,000	$ 2,000	$ 2,000	
5	Striping	LS	1	15,000	15,000	15,000	$ 15,000	$ 15,000	$ 15,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	5,000	5,000	5,000	$ 5,000	$ 5,000	$ 5,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	
6	Clearing and Grubbing	LS	1	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	7,500	7,500	7,500	$ 7,500	$ 7,500	$ 7,500	3,000	3,000	3,000	$ 3,000	$ 3,000	$ 3,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	10,000	10,000	10,000	$ 10,000	$ 10,000	$ 10,000	
7	Structure Demolition (House)	EA	$ 25,000	1	1	1	$ 25,000	$ 25,000	$ 25,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
8	Structure Demolition (Garage)	EA	$ 10,000	2	2	2	$ 20,000	$ 20,000	$ 20,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
9	Structure Demolition (Warehouse)	EA	$ 50,000	0	0	0	$ -	$ -	$ -	0	1	0	$ -	$ 50,000	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
10	Construct Structure (House)	EA	$ 300,000	1	1	1	$ 300,000	$ 300,000	$ 300,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
11	Construct Structure (Garage)	EA	$ 75,000	2	2	2	$ 150,000	$ 150,000	$ 150,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
12	Construct Structure (Warehouse)	EA	$ 600,000	0	0	0	$ -	$ -	$ -	0	1	0	$ -	$ 600,000	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
13	Extend Culvert & Reconstruct Headwalls	EA	$ 20,000	4	1	3	$ 80,000	$ 20,000	$ 60,000	1	1	1	$ 20,000	$ 20,000	$ 20,000	0	1	1	$ -	$ 20,000	$ 20,000	8	9	8	$ 160,000	$ 180,000	$ 160,000	0	0	0	$ -	$ -	$ -	
14	Reconstruct Culvert & Headwalls	EA	$ 25,000	4	1	1	$ 100,000	$ 25,000	$ 25,000	2	0	1	$ 50,000	$ -	$ 25,000	0	0	0	$ -	$ -	$ -	1	1	1	$ 25,000	$ 25,000	$ 25,000	5	5	5	$ 125,000	$ 125,000	$ 125,000	
15	Reconstruct Culvert & Flared End Sections	EA	$ 30,000	2	2	2	$ 60,000	$ 60,000	$ 60,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
16	Remove and Install Overside Drain	EA	$ 5,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	6	6	6	$ 30,000	$ 30,000	$ 30,000	
17	Remove and Install Drainage Pipe	EA	$ 30,000	2	2	2	$ 60,000	$ 60,000	$ 60,000	1	1	1	$ 30,000	$ 30,000	$ 30,000	0	0	0	$ -	$ -	$ -	9	10	10	$ 270,000	$ 300,000	$ 300,000	2	2	2	$ 60,000	$ 60,000	$ 60,000	
18	Remove and Install Drainage Pipe (Driveway)	EA	$ 10,000	2	1	1	$ 20,000	$ 10,000	$ 10,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	5	4	5	$ 50,000	$ 40,000	$ 50,000	0	0	0	$ -	$ -	$ -	
19	Relocate Backflow Preventor Apparatus	EA	$ 50,000	5	4	4	$ 250,000	$ 200,000	$ 200,000	5	5	6	$ 250,000	$ 250,000	$ 300,000	0	0	0	$ -	$ -	$ -	2	2	2	$ 100,000	$ 100,000	$ 100,000	1	1	1	$ 50,000	$ 50,000	$ 50,000	
20	Relocate Turnout	EA	$ 50,000	9	5	5	$ 450,000	$ 250,000	$ 250,000	4	3	4	$ 200,000	$ 150,000	$ 200,000	1	1	1	$ 50,000	$ 50,000	$ 50,000	0	1	1	$ -	$ 50,000	$ 50,000	0	0	0	$ -	$ -	$ -	
21	Relocate Standpipe	EA	$ 50,000	5	6	5	$ 250,000	$ 300,000	$ 250,000	1	2	2	$ 50,000	$ 100,000	$ 100,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
22	Relocate Irrigation Feeder	EA	$ 50,000	4	5	4	$ 200,000	$ 250,000	$ 200,000	1	2	2	$ 50,000	$ 100,000	$ 100,000	0	0	0	$ -	$ -	$ -	3	2	2	$ 150,000	$ 100,000	$ 100,000	0	0	0	$ -	$ -	$ -	
23	Relocate Irrigation Tank	EA	$ 75,000	2	2	2	$ 150,000	$ 150,000	$ 150,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	1	0	$ -	$ 75,000	$ -	0	0	0	$ -	$ -	$ -	
24	Relocate Irrigation Sump Pump	EA	$ 75,000	1	1	1	$ 75,000	$ 75,000	$ 75,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	1	1	1	$ 75,000	$ 75,000	$ 75,000	0	0	0	$ -	$ -	$ -	
25	Relocate Well Station	EA	$ 200,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	1	0	0	$ 200,000	$ -	$ -	1	0	0	$ 200,000	$ -	$ -	
26	Remove Existing Tree	EA	$ 500	311	309	287	$ 155,500	$ 154,500	$ 143,500	198	192	192	$ 99,000	$ 96,000	$ 96,000	8	0	8	$ 4,000	$ -	$ 4,000	1,232	754	795	$ 616,000	$ 377,000	$ 397,500	35	0	0	$ 17,500	$ -	$ -	
27	Remove Shrubs	LF	$ 20	300	300	300	$ 6,000	$ 6,000	$ 6,000	340	240	240	$ 6,800	$ 4,800	$ 4,800	0	0	0	$ -	$ -	$ -	180	180	180	$ 3,600	$ 3,600	$ 3,600	0	0	0	$ -	$ -	$ -	
28	Drainage Ditch	LF	$ 25	4,590	900	1,060	$ 114,750	$ 22,500	$ 26,500	2,680	0	1,360	$ 67,000	$ -	$ 34,000	0	0	0	$ -	$ -	$ -	6,530	6,240	6,920	$ 163,250	$ 156,000	$ 173,000	7,850	7,840	7,840	$ 196,250	$ 196,000	$ 196,000	
29	Unclassified Excavation	CY	$ 10	117	36	15	$ 1,170	$ 360	$ 150	111	36	21	$ 1,110	$ 360	$ 210	10	10	10	$ 100	$ 100	$ 100	52	188	238	$ 520	$ 1,880	$ 2,380	219	34	38	$ 2,190	$ 340	$ 380	
30	Unclassified Fill	CY	$ 10	1,771	2,706	2,685	$ 17,710	$ 27,060	$ 26,850	811	2,410	1,578	$ 8,110	$ 24,100	$ 15,780	150	150	150	$ 1,500	$ 1,500	$ 1,500	59,333	64,941	74,108	$ 593,330	$ 649,410	$ 741,080	62,846	90,450	88,691	$ 628,460	$ 904,500	$ 886,910	
31	Grading Surcharge & Monitoring	LS	$ 250,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	1	1	1	$ 250,000	$ 250,000	$ 250,000	1	1	1	$ 250,000	$ 250,000	$ 250,000	
32	2" Cold Milling	SF	$ 0.60	575,800	553,400	609,400	$ 345,480	$ 332,040	$ 365,640	258,800	271,600	263,900	$ 155,280	$ 162,960	$ 158,340	67,600	65,300	67,700	$ 40,560	$ 39,180	$ 40,620	515,500	530,900	518,000	$ 309,300	$ 318,540	$ 310,800	443,800	442,700	444,400	$ 266,280	$ 265,620	$ 266,640	
33	Processed Miscellaneous Base	CY	$ 80	7,000	7,300	7,200	$ 560,000	$ 584,000	$ 576,000	4,600	4,700	4,700	$ 368,000	$ 376,000	$ 376,000	800	700	600	$ 64,000	$ 56,000	$ 48,000	9,100	9,500	9,100	$ 728,000	$ 760,000	$ 728,000	5,900	6,200	6,200	$ 472,000	$ 496,000	$ 496,000	7" PMB
34	Sand Base	CY	$ 40	18,000	18,800	18,400	$ 720,000	$ 752,000	$ 736,000	11,800	11,900	12,000	$ 472,000	$ 476,000	$ 480,000	2,000	1,800	1,600	$ 80,000	$ 72,000	$ 64,000	23,200	24,300	23,400	$ 928,000	$ 972,000	$ 936,000	15,200	15,800	15,900	$ 608,000	$ 632,000	$ 636,000	18" SAND
35	Asphalt Concrete	TN	$ 110	12,200	12,700	12,400	$ 1,342,000	$ 1,397,000	$ 1,364,000	8,000	8,100	8,100	$ 880,000	$ 891,000	$ 891,000	1,300	1,200	1,100	$ 143,000	$ 132,000	$ 121,000	15,700	16,400	15,800	$ 1,727,000	$ 1,804,000	$ 1,738,000	10,200	10,700	10,700	$ 1,122,000	$ 1,177,000	$ 1,177,000	6" AC
36	Asphalt Rubberized Hot Mix	TN	$ 130	14,900	14,700	15,700	$ 1,937,000	$ 1,911,000	$ 2,041,000	7,600	7,800	7,700	$ 988,000	$ 1,014,000	$ 1,001,000	1,800	1,700	1,700	$ 234,000	$ 221,000	$ 221,000	15,000	15,500	15,100	$ 1,950,000	$ 2,015,000	$ 1,963,000	11,800	12,000	12,000	$ 1,534,000	$ 1,560,000	$ 1,560,000	2" ARHM & 3" Overlay
37	Shoulder Backing	SF	$ 5	80,500	55,600	60,500	$ 402,500	$ 278,000	$ 302,500	47,600	24,000	33,800	$ 238,000	$ 120,000	$ 169,000	5,400	2,400	5,300	$ 27,000	$ 12,000	$ 26,500	91,900	53,300	87,200	$ 459,500	$ 266,500	$ 436,000	52,200	35,800	38,900	$ 261,000	$ 179,000	$ 194,500	
38	Curb Ramp	EA	$ 5,000	1	1	1	$ 5,000	$ 5,000	$ 5,000	0	0	0	$ -	$ -	$ -	3	3	3	$ 15,000	$ 15,000	$ 15,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	Includes DWS
39	AC ADA Landing	EA	$ 1,000	7	3	5	$ 7,000	$ 3,000	$ 5,000	0	0	0	$ -	$ -	$ -	4	4	4	$ 4,000	$ 4,000	$ 4,000	4	2	4	$ 4,000	$ 2,000	$ 4,000	3	3	2	$ 3,000	$ 3,000	$ 2,000	
40	Hot Mix Asphalt Dike	LF	$ 12	1,000	170	890	$ 12,000	$ 2,040	$ 10,680	0	0	0	$ -	$ -	$ -	660	260	630	$ 7,920	$ 3,120	$ 7,560	410	210	250	$ 4,920	$ 2,520	$ 3,000	1,380	1,370	1,330	$ 16,560	$ 16,440	$ 15,960	
41	Dirt Driveway Reconstruction	EA	$ 3,000	24	14	14	$ 72,000	$ 42,000	$ 42,000	10	7	9	$ 30,000	$ 21,000	$ 27,000	3	2	3	$ 9,000	$ 6,000	$ 9,000	16	12	11	$ 48,000	$ 36,000	$ 33,000	8	5	4	$ 24,000	$ 15,000	$ 12,000	
42	AC Driveway Reconstruction	EA	$ 7,000	9	8	9	$ 63,000	$ 56,000	$ 63,000	5	3	4	$ 35,000	$ 21,000	$ 28,000	0	0	0	$ -	$ -	$ -	4	3	3	$ 28,000	$ 21,000	$ 21,000	0	0	0	$ -	$ -	$ -	
43	Access Road	SF	$ 25	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	10,610	10,560	10,650	$ 265,250	$ 264,000	$ 266,250	0	0	0	$ -	$ -	$ -	
44	Midwest Guardrail	LF	$ 50	150	150	150	$ 7,500	$ 7,500	$ 7,500	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	670	820	820	$ 33,500	$ 41,000	$ 41,000	2,970	2,970	2,920	$ 148,500	$ 148,500	$ 146,000	
45	Concrete Barrier	LF	$ 150	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	2,360	0	$ -	$ 354,000	$ -	0	0	0	$ -	$ -	$ -	
46	Retaining Wall	SF	$ 120	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	5,280	0	$ -	$ 633,600	$ -	0	0	0	$ -	$ -	$ -	
47	Chain Link Fence	LF	$ 60	3,550	2,850	2,780	$ 213,000	$ 171,000	$ 166,800	3,040	730	1,960	$ 182,400	$ 43,800	$ 117,600	590	140	290	$ 35,400	$ 8,400	$ 17,400	2,470	710	2,810	$ 148,200	$ 42,600	$ 168,600	1,660	360	930	$ 99,600	$ 21,600	$ 55,800	
48	Wire Fence	LF	$ 25	5,860	1,710	1,730	$ 146,500	$ 42,750	$ 43,250	5,430	4,000	4,600	$ 135,750	$ 100,000	$ 115,000	200	320	200	$ 5,000	$ 8,000	$ 5,000	4,010	2,330	2,100	$ 100,250	$ 58,250	$ 52,500	1,770	90	0	$ 44,250	$ 2,250	$ -	
49	Wrought Iron Fence	LF	$ 100	80	80	80	$ 8,000	$ 8,000	$ 8,000	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	0	0	0	$ -	$ -	$ -	
50	Tree Planting	EA	$ 1,500	311	309	287	$ 466,500	$ 463,500	$ 430,500	198	192	192	$ 297,000	$ 288,000	$ 288,000	8	0	8	$ 12,000	$ -	$ 12,000	1,232	754	795	$ 1,848,000	$ 1,131,000	$ 1,192,500	35	0	0	$ 52,500	$ -	$ -	
51	Shrub Planting	LF	$ 80	300	300	300	$ 24,000	$ 24,000	$ 24,000	340	240	240	$ 27,200	$ 19,200	$ 19,200	0	0	0	$ -	$ -	$ -	180	180	180	$ 14,400	$ 14,400	$ 14,400	0	0	0	$ -	$ -	$ -	
52	Pacific Coast Highway Reconstruction	LS	$ 4,000,000	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 4,000,000	$ 4,000,000	$ 4,000,000				$ -	$ -	$ -				$ -	$ -	$ -	Mainline & Ramps
53	Structure: Pacific Coast Highway Bridge	LS	$ 8,059,850	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 8,059,850	$ 8,059,850	$ 8,059,850				$ -	$ -	$ -				$ -	$ -	$ -	APS SR1-A shown
54	Structure: Revolon Slough Bridge	LS	$ 7,581,475	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 7,581,475	$ 7,581,475	$ 7,581,475				$ -	$ -	$ -	APS HL1-A shown
55	Structure: Mugu Drain	LS	$ 1,356,593	0	0	0	$ -	$ -	$ -	1	1	1	$ 1,356,593	$ 1,356,593	$ 1,356,593				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	APS Alt 1 shown
56	Edison Drive Traffic Signal Improvements	LS	$ 100,000	1	1	1	$ 100,000	$ 100,000	$ 100,000				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	
57	Olds Road Traffic Signal Improvements	LS	$ 150,000	1	1	1	$ 150,000	$ 150,000	$ 150,000				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	
58	Rice Avenue Traffic Signal Improvements	LS	$ 200,000	1	1	1	$ 200,000	$ 200,000	$ 200,000				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	
59	Naval Air Road Traffic Signal Improvements	LS	$ 200,000	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 200,000	$ 200,000	$ 200,000				$ -	$ -	$ -				$ -	$ -	$ -	
60	Raytheon Road Traffic Signal Improvements	LS	$ 200,000	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 200,000	$ 200,000	$ 200,000				$ -	$ -	$ -				$ -	$ -	$ -	
61	Wood Road Traffic Signal Improvements	LS	$ 200,000	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 200,000	$ 200,000	$ 200,000				$ -	$ -	$ -	
62	Las Posas Road Traffic Signal Improvements	LS	$ 200,000	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 200,000	$ 200,000	$ 200,000				$ -	$ -	$ -	
63	Laguna Road Traffic Signal Improvements	LS	$ 200,000	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 200,000	$ 200,000	$ 200,000	
64	University Drive Traffic Signal Improvements	LS	$ 200,000	0	0	0	$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -				$ -	$ -	$ -	1	1	1	$ 200,000	$ 200,000	$ 200,000	
65	Third Party Utility Adjustments/Relocations	LS	$ 100,000	1	1	1	$ 100,000	$ 100,000	$ 100,000	1	1	1	$ 100,000	$ 100,000	$ 100,000	1	1	1	$ 100,000	$ 100,000	$ 100,000	1	1	1	$ 100,000	$ 100,000	$ 100,000	1	1	1	$ 100,000	$ 100,000	$ 100,000	
66	Right of Way Acquisition	ACRE	$ 100,000	8.2	8.4	8.1	$ 820,000	$ 840,000	$ 810,000	4.5	4.7	4.8	$ 450,000	$ 470,000	$ 480,000	0.2	0.3	0.2	$ 20,000	$ 30,000	$ 20,000	10.9	12.6	11.8	$ 1,090,000	$ 1,260,000	$ 1,180,000	6.3	6.3	6.3	$ 630,000	$ 630,000	$ 630,000	
				Construction Subtotal			$ 11,107,610	$ 10,452,250	$ 10,467,870	*Construction Subtotal*			$ 7,251,743	$ 7,613,313	$ 7,236,023	*Construction Subtotal*			$ 14,313,330	$ 14,234,150	$ 14,242,530	*Construction Subtotal*			$ 22,156,495	$ 22,194,775	$ 21,271,085	*Construction Subtotal*			$ 8,050,090	$ 7,966,250	$ 7,996,190	
				Contingency	*25%*		$ 2,776,903	$ 2,613,063	$ 2,616,968	*Contingency*	*25%*		$ 1,812,936	$ 1,903,328	$ 1,809,006	*Contingency*	*25%*		$ 3,578,333	$ 3,558,538	$ 3,560,633	*Contingency*	*25%*		$ 5,539,124	$ 5,548,694	$ 5,317,771	*Contingency*	*25%*		$ 2,012,523	$ 1,991,563	$ 1,999,048	
				Construction Total			$ 13,884,513	$ 13,065,313	$ 13,084,838	***Construction Total***			$ 9,064,679	$ 9,516,641	$ 9,045,029	***Construction Total***			$ 17,891,663	$ 17,792,688	$ 17,803,163	***Construction Total***			$ 27,695,619	$ 27,743,469	$ 26,588,856	***Construction Total***			$ 10,062,613	$ 9,957,813	$ 9,995,238	
				Environmental	*15%*		$ 2,082,677	$ 1,959,797	$ 1,962,726	***Environmental***	*15%*		$ 1,359,702	$ 1,427,496	$ 1,356,754	***Environmental***	*15%*		$ 2,683,749	$ 2,668,903	$ 2,670,474	***Environmental***	*20%*		$ 5,539,124	$ 5,548,694	$ 5,317,771	***Environmental***	*15%*		$ 1,509,392	$ 1,493,672	$ 1,499,286	% of Construction Total
				Engineering	*15%*		$ 2,082,677	$ 1,959,797	$ 1,962,726	***Engineering***	*15%*		$ 1,359,702	$ 1,427,496	$ 1,356,754	***Engineering***	*20%*		$ 3,578,333	$ 3,558,538	$ 3,560,633	***Engineering***	*20%*		$ 5,539,124	$ 5,548,694	$ 5,317,771	***Engineering***	*15%*		$ 1,509,392	$ 1,493,672	$ 1,499,286	% of Construction Total
				Construction Engineering	*10%*		$ 1,388,451	$ 1,306,531	$ 1,308,484	***Construction Engineering***	*10%*		$ 906,468	$ 951,664	$ 904,503	***Construction Engineering***	*15%*		$ 2,683,749	$ 2,668,903	$ 2,670,474	***Construction Engineering***	*15%*		$ 4,154,343	$ 4,161,520	$ 3,988,328	***Construction Engineering***	*10%*		$ 1,006,261	$ 995,781	$ 999,524	% of Construction Total
				Project Cost Total			**$ 19,438,318**	**$ 18,291,438**	**$ 18,318,773**	Project Cost Total			**$ 12,690,550**	**$ 13,323,298**	**$ 12,663,040**	Project Cost Total			**$ 26,837,494**	**$ 26,689,031**	**$ 26,704,744**	Project Cost Total			**$ 42,928,209**	**$ 43,002,377**	**$ 41,212,727**	Project Cost Total			**$ 14,087,658**	**$ 13,940,938**	**$ 13,993,333**	
																														Grand Total (All Segments)			**$ 115,982,228**	**$ 115,247,081**	**$ 112,892,616**	

CONCEPT PLAN ESTIMATE

MNS ENGINEERS, INC.

ESTIMATE NO. 1

DATE 5/12/21

NAME Hueneme Road UC at SR 1 | QUANTITIES BY A. Larios

OWNER Ventura County Public Works - Transportation | PRICED BY A. Larios

DATA Bridge No. 52-0193R/L Replace; Three Span = 310' | CHECKED BY S. Kowalewski

NO.	BEES	[F]	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	157551		Bridge Removal, Location A	LS	1	$400,000	$400,000
2	157552		Bridge Removal, Location B	LS	1	$400,000	$400,000
3	157560		Bridge Removal (Portion)	LS	1	$400,000	$400,000
4	160101		Clearing & Grubbing	LS	1	$50,000	$50,000
5	192003	[F]	Structure Excavation (Bridge)	CY	751	$150	$112,650
6	193003	[F]	Structure Backfill (Bridge)	CY	512	$125	$64,000
7	5122xx		Furnish Precast Prestressed Concrete Girder (140-150')	EA	12	$65,000	$780,000
8	512207		Furnish Precast Prestressed Concrete Girder (80-90')	EA	24	$30,000	$720,000
9	512500		Erect Precast Prestressed Concrete Girder	EA	36	$12,000	$432,000
10	490738		Furnish Piling (Class 140)	LF	4,200	$100	$420,000
11	490739		Drive Pile (Class 140)	EA	70	$10,000	$700,000
12	**510053**	**[F]**	**Structural Concrete, Bridge**	**CY**	**1,070**	**$1,250**	**$1,337,500**
13	510086	[F]	Structural Concrete, Approach Slab (Type N)	CY	267	$1,000	$267,000
14	520102	[F]	Bar Reinforcing Steel (Bridge)	LB	267,000	$2	$534,000
15	721810		Slope Paving (Concrete)	CY	99	$1,200	$118,800
16	839543		Transition Railing (Type WB-31)	EA	2	$5,000	$10,000
17	839585		Alternative Flared Terminal System	EA	2	$4,000	$8,000
18	839591		Crash Cushion, Sand Filled	EA	28	$450	$12,600
19	839640		Concrete Barrier (Type 60M)	LF	299	$200	$59,800
20	8397xx		Concrete Barrier (Type 836)	LF	534	$250	$133,500
21	870200		Lighting System	LS	1	$50,000	$50,000
22	**999990**		**Mobilization**	**LS**	**1**	**$1,050,000**	**$1,050,000**

CONSTRUCTION WORK ITEMS TOTAL	**$8,059,850**
CONTINGENCY @ 25%	**$2,014,963**
UTILITY RELOCATION (PROJECT SHARE)	**$0**
RAILROAD WORK	**$0**
GRAND TOTAL	**$10,074,813**

*** Orange bold items are over 10% of the construction total.**

*** Red bold items are over 20% of the construction total.**

COMMENTS:

1 Does not include civil/roadway work or traffic control and traffic handling.

2

CONCEPT PLAN ESTIMATE

MNS ENGINEERS, INC.

ESTIMATE NO. 1

DATE 5/14/21

NAME Hueneme Road UC at SR 1

OWNER Ventura County Public Works - Transportation

DATA Bridge No. 52-0193R/L Replace; Single Span = 150'

QUANTITIES BY S. Kowalewski

PRICED BY S. Kowalewski

CHECKED BY

NO.	BEES	[F]	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	157551		Bridge Removal, Location A	LS	1	$400,000	$400,000
2	157552		Bridge Removal, Location B	LS	1	$400,000	$400,000
3	157560		Bridge Removal (Portion)	LS	1	$400,000	$400,000
4	160101		Clearing & Grubbing	LS	1	$50,000	$50,000
5	192003	[F]	Structure Excavation (Bridge)	CY	813	$120	$97,560
6	193003	[F]	Structure Backfill (Bridge)	CY	296	$175	$51,800
7	**5122xx**		**Furnish Precast Prestressed Concrete Girder (140-150')**	**EA**	**12**	**$65,000**	**$780,000**
8	490554A		Erect Precast Prestressed Concrete Girder	EA	12	$12,000	$144,000
9	490738		Furnish Piling (Class 140)	LF	2,760	$75	$207,000
10	490739		Drive Pile (Class 140)	EA	46	$10,000	$460,000
11	**510053**	**[F]**	**Structural Concrete, Bridge**	**CY**	**944**	**$1,500**	**$1,416,000**
12	510086	[F]	Structural Concrete, Approach Slab (Type N)	CY	267	$1,500	$400,500
13	520102	[F]	Bar Reinforcing Steel (Bridge)	LB	236,000	$2	$472,000
14	721810		Slope Paving (Concrete)	CY	99	$1,200	$118,800
15	839543		Transition Railing (Type WB-31)	EA	2	$5,000	$10,000
16	839585		Alternative Flared Terminal System	EA	2	$4,000	$8,000
17	839591		Crash Cushion, Sand Filled	EA	28	$450	$12,600
18	839640		Concrete Barrier (Type 60M)	LF	208	$200	$41,600
19	8397xx		Concrete Barrier (Type 836)	LF	426	$250	$106,500
20	870200		Lighting System	LS	1	$50,000	$50,000
21	**999990**		**Mobilization**	**LS**	**1**	**$850,000**	**$850,000**

CONSTRUCTION WORK ITEMS TOTAL	**$6,476,360**
CONTINGENCY @ 25%	**$1,619,090**
UTILITY RELOCATION (PROJECT SHARE)	**$0**
RAILROAD WORK	**$0**
GRAND TOTAL	**$8,095,450**

*** Orange bold items are over 10% of the construction total.**

*** Red bold items are over 20% of the construction total.**

COMMENTS:

1 Does not include civil/roadway work or traffic control and traffic handling.

CONCEPT PLAN ESTIMATE

MNS ENGINEERS, INC.

ESTIMATE NO. 1

DATE 7/28/21

NAME Hueneme Road Bridge over Revolon Slough

QUANTITIES BY S. Kowalewski

OWNER Ventura County Public Works - Transportation

PRICED BY S. Kowalewski

DATA County Bridge No. 222 Replace; Two Span = 264'

CHECKED BY D. Srividya

NO.	BEES	[F]	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	157550		Bridge Removal	LS	1	$500,000	$500,000
2	157560		Bridge Removal (Portion)	LS	1	$250,000	$250,000
3	160101		Clearing & Grubbing	LS	1	$75,000	$75,000
4	192003	[F]	Structure Excavation (Bridge)	CY	178	$250	$44,500
5	193003	[F]	Structure Backfill (Bridge)	CY	225	$325	$73,125
6	490738		Furnish Piling (Class 140)	LF	3,600	$75	$270,000
7	490739		Drive Pile (Class 140)	EA	60	$7,500	$450,000
8	490782		Furnish Piling (Class 200) (Alternative W)	LF	1,020	$60	$61,200
9	490783		Drive Pile (Class 200)	EA	17	$10,000	$170,000
10	**510053**	**[F]**	**Structural Concrete, Bridge**	**CY**	**2,140**	**$1,250**	**$2,675,000**
11	510086	[F]	Structural Concrete, Approach Slab (Type N)	CY	228	$1,500	$342,000
12	**520102**	**[F]**	**Bar Reinforcing Steel (Bridge)**	**LB**	**535,000**	**$2**	**$1,070,000**
13	723015		Rock Slope Protection (2T, Class IX, Method A)	CY	3,570	$125	$446,250
14	839543		Transition Railing (Type WB-31)	EA	4	$5,000	$20,000
15	839585		Alternative Flared Terminal System	EA	4	$4,000	$16,000
16	8397xx		Concrete Barrier (Type 836)	LF	592	$200	$118,400
17	**999990**		**Mobilization**	**LS**	**1**	**$1,000,000**	**$1,000,000**

CONSTRUCTION WORK ITEMS TOTAL	**$7,581,475**
CONTINGENCY @ 25%	**$1,895,369**
UTILITY RELOCATION (PROJECT SHARE)	**$0**
RAILROAD WORK	**$0**
GRAND TOTAL	**$9,476,844**

*** Orange bold items are over 10% of the construction total.**

*** Red bold items are over 20% of the construction total.**

COMMENTS:

1 Does not include civil/roadway work or traffic control and traffic handling.

2

CONCEPT PLAN ESTIMATE

MNS ENGINEERS, INC.

ESTIMATE NO. 1

DATE 7/27/21

NAME Hueneme Road Bridge over Revolon Slough

QUANTITIES BY S. Kowalewski

OWNER Ventura County Public Works - Transportation

PRICED BY S. Kowalewski

DATA County Bridge No. 222 Parallel; Two Span = 264'

CHECKED BY D. Srividya

NO.	BEES	[F]	CONTRACT ITEMS	UNIT	QUANTITY	PRICE	AMOUNT
1	160101		Clearing & Grubbing	LS	1	$50,000	$50,000
2	192003	[F]	Structure Excavation (Bridge)	CY	153	$300	$45,900
3	193003	[F]	Structure Backfill (Bridge)	CY	126	$350	$44,100
4	490738		Furnish Piling (Class 140)	LF	1,800	$75	$135,000
5	490739		Drive Pile (Class 140)	EA	30	$7,500	$225,000
6	490782		Furnish Piling (Class 200) (Alternative W)	LF	600	$60	$36,000
7	490783		Drive Pile (Class 200)	EA	10	$10,000	$100,000
8	**510053**	**[F]**	**Structural Concrete, Bridge**	**CY**	**1,070**	**$1,250**	**$1,337,500**
9	510086	[F]	Structural Concrete, Approach Slab (Type N)	CY	122	$1,500	$183,000
10	**520102**	**[F]**	**Bar Reinforcing Steel (Bridge)**	**LB**	**268,000**	**$2**	**$536,000**
11	723015		Rock Slope Protection (2T, Class IX, Method A)	CY	2,680	$125	$335,000
12	839543		Transition Railing (Type WB-31)	EA	2	$5,000	$10,000
13	839585		Alternative Flared Terminal System	EA	2	$4,000	$8,000
14	839591		Crash Cushion, Sand Filled	EA	28	$450	$12,600
15	839640		Concrete Barrier (Type 60M)	LF	60	$250	$15,000
16	**8397xx**		**Concrete Barrier (Type 836)**	**LF**	**592**	**$200**	**$118,400**
17	**999990**		**Mobilization**	**LS**	**1**	**$480,000**	**$480,000**

CONSTRUCTION WORK ITEMS TOTAL	**$3,671,500**
CONTINGENCY @ 25%	**$917,875**
UTILITY RELOCATION (PROJECT SHARE)	**$0**
RAILROAD WORK	**$0**
GRAND TOTAL	**$4,589,375**

*** Orange bold items are over 10% of the construction total.**

*** Red bold items are over 20% of the construction total.**

COMMENTS:

1 Does not include civil/roadway work or traffic control and traffic handling.

2

CONCEPT PLAN ESTIMATE
MNS ENGINEERS, INC.

ESTIMATE NO. 1
DATE 7/12/21

NAME Mugu Drain Culvert at Hueneme Road
OWNER Ventura County Public Works - Transportation
DATA

QUANTITIES BY S. Potts
PRICED BY S. Potts
CHECKED BY M. Ip

NO.	BEES	[F]	CONTRACT ITEMS	UNIT	ALT 1 QUANTITY	ALT 2 QUANTITY	PRICE	ALT 1 AMOUNT	ALT 2 AMOUNT
1	150825		Remove Reinforced Concrete Box Culvert	LF	40	0	$400	$16,000	$0
2	160101		Clearing & Grubbing	LS	1	1	$3,000	$3,000	$3,000
3			**Reinforced Concrete Box Culvert 10'x10'**	**LF**	**276**	**0**	**$3,500**	**$966,000**	**$0**
4	**002401**		**Reinfoced Concrete Box Culvert 12' W X 10' H**	**LF**	**0**	**43**	**$3,500**	**$0**	**$150,500**
5	**043387**		**Reinforced Concrete Box Culvert 7'X7'**	**LF**	**0**	**193**	**$2,000**	**$0**	**$386,000**
6	192003	[F]	Structure Excavation	CY	1,174	871	$60	$70,440	$52,260
7	193003	[F]	Structure Backfill	CY	283	283	$80	$22,613	$22,613
8	510053	[F]	Structural Concrete, Headwall	CY	40	40	$1,150	$46,000	$46,000
9	520102	[F]	Bar Reinforcing Steel (Headwall)	LB	300	300	$175	$52,500	$52,500
10	723070		Riprap	CY	96	150	$240	$23,040	$36,000
11	839591		Crash Cushion, Sand Filled	EA	2	2	$5,000	$10,000	$10,000
12	832007		Midwest Guardrail System	LF	200	200	$50	$10,000	$10,000
13	839640		Concrete Barrier (Type 60M)	LF	100	90	$420	$42,000	$37,800
14	**999990**		**Mobilization**	**LS**	**1**	**1**	**$95,000**	**$95,000**	**$95,000**
						CONSTRUCTION WORK ITEMS TOTAL		**$1,356,593**	**$901,673**
						CONTINGENCY @ 25%		**$339,148**	**$225,418**
						UTILITY RELOCATION (PROJECT SHARE)		**$0**	**$0**
							GRAND TOTAL	**$1,695,742**	**$1,127,092**

*** Orange bold items are over 10% of the construction total.**

*** Red bold items are over 20% of the construction total.**

COMMENTS:

1 Does not include civil/roadway work or traffic control and traffic handling.

2

Appendix A. Desktop Geotechnical Memorandum

GEOTECHNICAL DESKTOP REPORT
WIDENING OF HUENEME ROAD AND A PORTION OF LEWIS ROAD FEASIBILITY STUDY

OXNARD PLAIN AREA
VENTURA COUNTY, CALIFORNIA

Prepared for:
MNS Engineers, Inc.

June 2021
Job No. 007.017

PO Box 2540, Camarillo, California 93011
www.Oakridgegeo.com
805-603-4900

June 30, 2021
Project No. 007.017

MNS Engineers, Inc.
4580 East Thousand Oaks Boulevard, Suite 101
Westlake Village, California 91362

Attention: Mr. Michael Ip, PE

Subject: Geotechnical Desktop Study, Ventura County Public Works Agency Roads and Transportation, Widening of Hueneme Road and a Portion of Lewis Road Feasibility Study, Oxnard Plain Area, Ventura County

Dear Mr. Ip:

Oakridge Geoscience, Inc. (OGI) is pleased to provide this geotechnical desktop study for the Widening of Hueneme Road and a Portion of Lewis Road project. The scope of services provided for the project was based on the Request for Proposal (RFP) from the County of Ventura dated September 1, 2020 and on our experience with MNS Engineers for similar projects in the Ventura County and neighboring areas.

The purpose of the desktop study is to provide a summary of anticipated geotechnical conditions that may exist along the project roadway widening alignments and at the two bridge sites based on review of existing data and a site reconnaissance.

This desktop study was performed in general accordance with our proposal dated September 14, 2020 and authorized by receipt of a fully executed agreement from MNS Engineers dated March 9, 2021.

Thank you for the opportunity to provide preliminary geotechnical desktop services for this project. Please contact us if you have questions on the information provided in this report.

Sincerely,

OAKRIDGE GEOSCIENCE, INC.

Lori E. Prentice, CEG
President

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PLATES 1A AND 1B PROJECT ALIGNMENT

1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

The proposed project consists of evaluating the feasibility to widen about 7.25 miles of Hueneme Road and Lewis Road in the Oxnard Plain area of Ventura County. The approximate overall project location is shown on Plate 1.

The scope of services provided by Oakridge Geoscience, Inc. (OGI) for the project was based on the Request for Proposal (RFP) from the County of Ventura dated September 1, 2020 and on our experience with MNS Engineers, Inc. (MNS) on similar projects in Ventura County and neighboring areas. Preliminary plans by MNS indicate the project alignment begins at the intersection of Edison Road and Hueneme Road at approximately Station (Sta.) 10+46, extends eastward along Hueneme Road to the intersection with Lewis Road at approximately Sta. 342+00, and then extends northerly along Lewis Road on the western side of Calleguas Creek to about 1,200 feet north of University Drive at approximately Sta. 390+00. The preliminary plans by MNS also indicate the project alignment has about 13 existing culvert crossings and two bridge widenings. The bridges to be widened consist of the existing Caltrans State Route 1 (SR1) overheads (one each for the northbound and southbound lanes) over Hueneme Road near Sta. 175+50 to 177+00 and the County of Ventura's bridge over the Revlon Slough near Sta. 249+00 to 252+30.

1.2 PURPOSE

The purpose of the desktop study is to provide a summary of anticipated geotechnical conditions that may exist along the project roadway widening alignment and at the two bridge sites based on review of existing data and a site reconnaissance. Subsurface exploration was not performed for this study to verify the findings from the data review but will be required as part of the design study.

1.3 EXISTING CONDITIONS

The road widening project is located in a low-lying, relatively flat agricultural area in the southeastern portion of the Oxnard Plain. The Hueneme Road segment of the project traverses easterly from Edison Road to about Wood Road crossing an unnamed drainage, the Mugu drainage, and under the SR1 overpasses. From Wood Road, the alignment trends northeasterly toward Laguna Road crossing over the Revolon Slough bridge to the intersection of Laguna Road/Hueneme Road/Lewis Road. The Hueneme Road alignment is constructed at or slightly above the existing grade and consists of one lane of travel in each direction, paved shoulder areas, and right- and/or left-turn lanes at the existing roadway intersections. This portion of the project alignment is bordered on the northern and southern sides by active agricultural properties. Shallow earthen drainage ditches parallel portions of the alignment, generally on the northern side of the alignment and overhead power lines are located on the northern side of the roadway between Edison Road and SR1, on the southern side of the roadway between SR1 and east of Las Posas Road, and on the northern side of the road to the intersection with Laguna Road. Additionally, a number of agricultural water wells were observed proximal to the alignment along the northern and southern sides of the roadway.

The segment of the alignment northeast of the Laguna Drive/Hueneme Road/Lewis Road intersection is bordered by the western bank of Calleguas Creek to the east and agricultural properties to the west. Between Laguna Road and University Drive, the Lewis Road project alignment consists of one lane of travel in each direction with paved shoulders; overhead utility poles are located on the southwestern portion of this segment. North of University Drive, Lewis Road consists of two lanes of travel in the northbound and southbound directions, paved shoulders, and an at grade center median. This segment of the alignment consists of an artificial fill embankment constructed in about 2006 for the South Lewis Road alignment along the western side of Calleguas Creek. The artificial fill embankment ranges from about 5 to 10 feet above the agricultural field grade at the southwestern extent, to about 30 feet thick at the channel infill near the intersection of Laguna Drive/Hueneme Road/Lewis Road to the northeast of Sta. 342+50, to about 20 feet above the western agricultural grade near the University Drive bridge. The western Calleguas Creek flood control levee forms the eastern side of the Lewis Road alignment.

1.4 PROPOSED WIDENING ALIGNMENTS

The conceptual plans by MNS indicate the length of the alignment will be widened by about 39 feet. MNS has identified three potential widening concepts for the project consisting of: 1) widening both sides of the alignment along the entire length, 2) widening one side of the alignment, and 3) a hybrid of concepts 1 and 2 to minimize the impacts to properties and existing SCE facilities. Review of the preliminary plans indicates the widening along the alignment that is currently at or near the surrounding grade will consist of minor cut and fill grading to achieve the design grades. MNS has indicated the artificial fill embankment along the Lewis Road segment will include widening by about 20 feet to the northeast that will require placing up to about 20 feet of fill adjacent to the existing fill embankment. MNS has also developed two Advanced Planning Studies for the SR1 undercrossing and the Revlon Slough bridge that indicate that the widen bridges will be supported on pile foundations with possible alternative bridge configurations with a single span or two bents/two abutments (SR1), and a middle bent (Revlon Slough bridge).

1.5 WORK PERFORMED

The work performed for the desktop geotechnical study consisted of data review, site reconnaissance, and preparation of this report summarizing our opinions of anticipated site conditions for the project elements and locations provided by MNS.

1.5.1 Data Review and Site Reconnaissance

We reviewed published geologic mapping, select historical aerial photographs, the Caltrans Logs of Test Boring (LOTB) for the existing SR1 overpass site, available information for the County's existing bridge over Revlon Slough, and existing geotechnical reports made available to us to characterize the general geologic conditions along the widening alignment. Following our data review, we performed a site reconnaissance to observe existing conditions along the alignment.

Geologic and geotechnical information from the data review and field reconnaissance were evaluated to characterize the potential subsurface conditions that may exist along the widening alignment, at the creek/channel crossings, and at the two bridge sites based on the site

reconnaissance and data review. The evaluations also include a preliminary discussion of potential geohazards that could affect the project during its design life.

Subsurface exploration to confirm our opinions relative to potential subsurface/ geotechnical conditions were not included in this scope of work but will be required for project design once the alignment and structure locations are finalized.

1.5.2 Desktop Report

This desktop report provides a summary of opinions relative to potential geotechnical and subsurface conditions along the widening alignment corridor based on the data review and site reconnaissance. We have also provided a recommended work scope for the geotechnical design study that will be required as part of the final design of the project. This desktop report provides the following based on the work performed:

- Summary of anticipated site conditions, including near surface soil materials, and groundwater conditions that may be encountered.
- Summary of regional and local geologic conditions and seismic setting.
- Summary of potential geohazards, including strong ground shaking, ground surface rupture, landsliding, flooding, soil liquefaction, and seismically induced settlement.
- Recommendations for the design-level geotechnical report.

2.0 FINDINGS

2.1 GEOLOGIC CONDITIONS

2.1.1 Regional Geology

The project alignment is located in the Transverse Ranges geologic/geomorphic province of California. The province is characterized by east-west-trending mountain ranges composed of sedimentary and volcanic rocks ranging in age from Cretaceous to Recent. Major east-trending folds, reverse faults, and left-lateral strike-slip faults reflect regional north-south compression and are characteristic of the Transverse Ranges.

The project site is located proximal to several active or potentially active faults known or postulated to exist within about 20 miles of the project site. Further, the site is located in a seismically active area of California, and most likely will be subjected to strong earthquake ground motion during its lifetime. Major faults in the project vicinity include the Simi-Santa Rosa, Springville, Bailey, Oak Ridge, Ventura-Pitas Point, San Cayetano, Red Mountain, and Channel Islands Thrust faults.

2.1.2 Local Geology

The site is located on the southeastern portion of the Oxnard Plain, an ancient delta of alluvial sediments deposited largely by the Santa Clara River. Many authors have mapped the geology of the Oxnard Plain area, including the California Geologic Survey (CGS, 2003), Dibblee (1976), and Weber, et al. (1973). As mapped by Dibblee, the widening alignment is underlain by alluvial sediments. Artificial fill materials associated with roadway and bridge construction, drainages, levees and culverts, and agriculture are common in the project vicinity.

2.2 ANTICIPATED SITE CONDITIONS

Potential subsurface conditions developed from the data review are described in the following sections. Additionally, a summary of conditions encountered at various locations within the project area based on review of select existing data provided to us is presented in Table 1. The approximate locations are indicated on Plate 1 for reference.

2.2.1 Hueneme Road Approximate Sta. 10+46 to Sta. 342+00

The Hueneme Road alignment is constructed near the existing grade of the surrounding agricultural properties between about Sta. 10+46 at Edison Road and Sta. 342+00 southwest of the Laguna Road/Hueneme Road/Lewis Road intersection.

Lowney (2001) advanced four borings in agricultural road areas adjacent to the paved roadway to depths of about 16 feet along the Hueneme Road alignment between about Sta. 10+46 and Sta. 342+00. Lowney also advanced one boring to a depth of about 26 feet near Sta. 169+00 west of Naval Air Road. The subsurface conditions reported by Lowney consist of about 4 to 8 feet of medium dense sandy gravel, sand with gravel, and silty sand artificial fill material; about 3 inches of asphalt concrete pavement over about 4 inches of base materials were encountered in one boring advanced in the paved shoulder. The fill materials were reportedly underlain by wet, soft to medium stiff silty fine sand, sandy silt, clayey silt, and silty clay, medium dense fine to medium sand, and sand with gravel. Groundwater was reportedly encountered at depths ranging from about 4.5 feet to 10.5 feet below the ground surface (bgs) at the exploration locations.

2.2.2 Revolon Slough Bridge Approximate Sta. 249+00 to 253+00

Review of boring data by Lowney (2001) indicate the earth materials in the vicinity of the Revolon Slough crossing consist of about 10 feet of artificial fill consisting of stiff clay with sand, sand with gravel, and moist silty clay likely associated with levee construction. The native alluvial sediments underlying the fill consist of soft to firm clayey silt, loose to medium dense, silty sand, silt, and sand to the depths explored (about 31 feet). Lowney reported groundwater depths of about 17 to 18 feet below the levee grades.

Review of Record Drawings by the County of Ventura indicate the existing bridge is supported by 15-inch minimum diameter piles founded at a minimum elevation of El. -35 feet (about 58 feet below the abutment grade). Geotechnical design data for the bridge were not available for review.

2.2.3 SR1 Overpass Over Hueneme Road Approximate Sta. 175+75 to 177+00

Review of the Caltrans LOTB for the SR1 crossings of Hueneme Road indicates the original bridge (Bridge No 52-193) was constructed in the mid-1950's and seismic retrofit and widening was conducted in the early 2000's. As part of the original design, Caltrans (1955) advanced a three-inch diameter mud-rotary drill hole (B-2) to a depth of about 75 feet below the ground surface (bgs) to evaluate the subsurface conditions for Bridge No 52-193. The Caltrans B-3 drill hole log indicates the subsurface conditions at the drill hole location consist of very loose to loose silty sand from the surface to a depth of about 17 feet, medium dense silt, fine sand, and clayey silt from about 17 feet to about 37 feet bgs, and dense fine sand with clay and silt streaks from about 37 feet to 75 feet bgs (total depth explored). The depth to groundwater was not

reported, likely because the drill hole was advanced using the mud-rotary drilling technique. Caltrans did not perform any borings as part of the seismic retrofit and widening. Review of Caltrans (2002) indicates the retrofit piles were founded at about El. -39 feet.

Lowney (2001) advanced borings to depths of about 21 to 26 feet near Sta. 172+50 west of SR1 and Sta. 182+00 on east of SR1. The subsurface conditions reported by Lowney consist of about 3 to 7.5 feet of medium dense moist to wet silty sand to sand fill materials overlying soft silt and sandy silt, firm silty sand to sandy silt, and medium stiff silty clay alluvial materials to the depths explored. Groundwater was reportedly encountered at depths of about 4.5 feet at both locations.

2.2.4 Lewis Road Approximate Sta. 342+50 to Sta. 390+00

Northeast of about Sta. 336+00, the project alignment is constructed on an artificial fill embankment constructed in about 2006 as part of the Laguna Road/Hueneme Road/Lewis Road intersection and the new Lewis Road alignment adjacent to the western Calleguas Creek flood control levee. The artificial fill embankment along the Hueneme Road and Lewis Road widening alignment ranges from about 5 to 10 feet above the agricultural field grade at the southwestern extent, to about 30 feet thick at the channel infill on the northeastern side of the Laguna Road/Hueneme Road/Lewis Road the intersection near Sta. 342+50, to about 20 feet above the western agricultural grade near the University Drive bridge near Sta. 377+50.

Earth materials encountered by Lowney (2001) and Fugro (2002a and 2002b) in borings advanced prior to construction of the Lewis Road alignment indicate the earth materials between about Sta. 342+00 to Sta. 391+00 consisted of about 2 to 14 feet of medium dense to dense moist silty sand and sandy silt fill materials associated with levee construction and agricultural activities. The fill materials were underlain by very loose to medium dense silty sand, clayey sand, and sand with lesser amounts of medium stiff to stiff clay and sandy clay to depths of about 40 feet. (2002a and 2002b) encountered medium dense to very dense sand with silt, silty sand, and silty fine sand interbedded with lesser amounts of hard clay between depths of about 40 and 76 feet (total depth explored). Groundwater depths generally ranged from less than 4 feet to about 15 feet at the exploration locations. The groundwater along the Lewis Road segment of the project is likely controlled by flow within Calleguas Creek which flows year-round.

Converse (2011) advanced two boings on the northeastern and southwestern sides of the western University Drive Bridge abutment to depths of about 41 and 51 feet. Converse described the earth materials as about 5 to 6 feet of silty sand and sand with silt fill materials underlain by soft to medium stiff clay and silty clay, loose to medium dense sand, sand with silt, and silty sand to the maximum depth explored. Perched groundwater was encountered at depths of about 10 feet and groundwater was reported at depths of 28 to 30 feet.

Review of Fugro (2002a) indicates the earth materials along the alignment to a depth of about 50 feet consist of compressible, soft, fine-grained clay soil that could settle from 1 to 2 feet under the embankment loading of 20-to 30-feet. The estimated settlement period for the 20-foot-high embankment near University Drive was 3 to 6 months and the estimated settlement period for the 30-foot-high embankment near Laguna/Hueneme Roads was 2 years without mitigation. The project design included vertical drains (wick drains) along a 900-foot-long section of the Lewis Road from Laguna Road northward toward University Drive to reduce the settlement period to

about 6 months. A 2.5-foot-thick sand layer was placed near original subgrade elevation to allow vertical drains to discharge into a subdrain. Survey monitoring was included along with vertical drains to evaluate when the observed settlement was complete. Surcharge loading was included as a possible mitigation to reduce post construction settlement to less than 3 to 4 inches. Staged construction (fill limit of 2 feet per day) was discussed with monitoring using piezometers to reduce excess porewater pressure buildup in soft clay soil layers.

University Drive (Santa Barbara Street) Bridge. The geotechnical study for the University Drive Bridge (Fugro, 2002b) indicated that the site was underlain by loose to medium dense granular soil and soft to medium stiff clay that could settle about 6 to 12 inches in response placement of 20 feet of embankment fill for the bridge abutments. The estimated liquefaction related settlement was 4 to 6 inches, primarily in the upper 30 feet of the site. The bridge foundations consisted of driven concrete piles (70 ton) about 80 feet long with a design tip elevation of -35 feet.

2.3 GROUNDWATER

As described in the sections above and summarized on Table 1, groundwater is commonly shallow along the project alignment, commonly ranging at depths of less than 5 feet to about 15 feet. Thus, shallow groundwater should be anticipated along the length of the project alignment.

2.4 GEOHAZARDS

2.4.1 Faulting and Ground Rupture Potential

Weber (1973) maps the Bailey fault as a buried, inferred fault trace generally parallel to the southern portion of Lewis Road/Calleguas Creek and crossing the project alignment near the intersection of Laguna Road/Hueneme Road/Lewis Road. The Southern California Earthquake Data Center (2021, Online) indicates that the Bailey fault is 20 kilometer long, left-lateral, oblique reverse fault with the most recent movement in the Late Quaternary (potentially active). The fault location is buried and not well defined by surficial geomorphic features. Based on the available data, the potential for damage associated with the Bailey fault is considered low.

2.4.2 Strong Ground Shaking and Peak Horizontal Ground Acceleration

The project site is located within a seismically active area and the potential exists for strong ground motion to affect the project elements during the design lifetime. In general, the primary effects will be those phenomena associated with shaking and/or ground acceleration. Those effects can be mitigated through appropriate design and construction procedures.

The project alignment is proximal to a number of faults that are considered active or potentially active by the CGS including the Simi-Santa Rosa, Malibu Coast, Oak Ridge, Anacapa-Dume, Ventura-Pitas Point, Bailey, and the Channel Islands Thrust faults.

The estimated peak horizontal ground acceleration (2 percent probability of exceedance in 50 years) near the center of the Hueneme Road alignment near SR1 is about 0.65g. Site-specific seismic criteria will be required for the project structural elements as part of the design-level geotechnical study.

2.4.3 Liquefaction Potential

Liquefaction is generally described as the sudden loss of soil strength because of a rapid increase in soil pore water pressures due to cyclic loading during a seismic event. In order for liquefaction to occur, three general geotechnical characteristics must be present: 1) groundwater must be present within the potentially liquefiable zone; 2) the potentially liquefiable soil must be granular and the grain size distribution should fall within a relatively specific range; and 3) the potentially liquefiable soil must be of low to moderate relative density. If those criteria are met and strong ground motion occurs, then those soils may liquefy, depending upon the intensity and cyclic nature of the strong ground motion. Liquefaction that produces surface effects generally occurs in the upper 40 to 50 feet of the soil column, although the phenomenon can occur deeper than 100 feet.

Groundwater has been reported at depths within 10 feet of the ground surface and the project area is underlain by loose to medium dense granular alluvial soils based on the data review performed for this study. Previous studies by Fugro (2002b) estimated seismic related settlement of about 4 to 6 inches near the University Drive Bridge near the northern portion of the widening alignment. Based on our preliminary evaluation of the subsurface data by Caltrans for the SR1 bridges over Hueneme Road, seismic related settlement at that location is likely in the range of 6 to 12 inches. Review of CGS (2002) indicates the project alignment is located in an area classified as having a high susceptibility to liquefaction. In our opinion there is a potential for liquefaction to occur in the project area and affect the project elements. The project design-level study will need to include site specific exploration to evaluate seismically related settlement at structure locations.

2.4.4 Landsliding and Slope Instability

The project alignment is located in a relatively flat alluvial area that is not susceptible to landsliding or slope instability. Areas where the alignment is located proximal to unprotected earthen drainages may be subject to slope instability as a result of creek bank erosion. There is also a potential for lateral seismic deformation near embankment areas.

2.4.5 Flooding and Tsunami

Review of Ventura County (2020) indicates the project alignment between SR1 and Wood Road is located within the 500-year (0.2 percent chance) floodplain and the segment northeast of Wood Road to the project end is located within the 100-year (1 percent chance) floodplain as mapped by FEMA. Also, the project area is transected by a number of drainages that cross the alignment area including the Mugu drain, Revolon Slough, Calleguas Creek, and several unnamed drainages. Thus, the potential exists for flooding/erosion to affect the project.

Review of Ventura County (2020) indicates the project area is not located within an area susceptible to tsunami inundation.

2.5 ENVIRONMENTAL HAZARDS

The scope of our services for this study did not include environmental assessments for the presence or absence of hazardous/toxic materials in the soil, surface water, groundwater or atmosphere. Environmental studies may be required as part of the project design to evaluate for the presence of contaminated materials prior to construction.

3.0 CONCLUSIONS AND RECOMMENDATIONS

3.1 CONCLUSIONS

3.1.1 Geotechnical Site Conditions

As described in Section 2, the onsite earth materials generally consist of granular alluvial soils (silty to clayey sand) with interbedded fine-grained silt and clay soils to depths of greater than 70 feet. Shallow groundwater is present at depths of about 4 to 10 feet along the alignment. The granular soil in the upper 30 feet is typically loose to medium dense or fine-grained soils are soft to medium stiff. Below a depth of about 30 feet the soil is generally medium dense/medium stiff. The project alignment has an estimated peak ground acceleration of about 0.65g which is normal for the Ventura County area. Liquefaction potential is high, especially in the upper 30 feet of the onsite native soils. Based on previous studies, the estimated liquefaction related settlement is in the range of 4 to 6 inches. Preliminary evaluation of the liquefaction potential near the SR1 bridge is in the range of 6 inches to one foot.

3.1.2 Embankment Settlement

Previous studies by Fugro along the eastern portion of the study area (southern portion of Lewis Road) estimated settlement for roadway embankments up to about 6 to 12 inches for 20-foot-high embankments and as high as about 1- to 2-feet for a 30-foot-high embankment at the Laguna Road/Hueneme Road/Lewis Road intersection founded on a relatively thick layer of soft clay soil. Mitigations for the settlement included vertical (wick) drains with a 2.5-foot-thick sand layer to collect and disperse water generated from the vertical drains, survey monitoring of settlement, and controlled fill loading height of a maximum of 2 feet of soil per day. New roadway embankments higher than about 8 to 10 feet will need to be evaluated to estimate settlement and possible subgrade improvement requirements.

3.1.3 Structure Foundation Design

Structure foundation design for bridges should use Caltrans structure design procedures which include site specific exploration, seismic evaluations and foundation design. Previous bridges have been founded primarily on driven piles founded in dense sand at an elevation of about -35 feet. Deeper foundations may be required depending on the type of pile support utilized and amount of downdrag associated with liquefaction related settlement evaluated as part of the foundation design studies.

Culverts and surface water conveyance facilities outside of the Caltrans easement will likely be designed in accordance with Ventura County Public Works Agency (VCPWA, Watershed Protection District) standards. The VCPWA standards include site specific soil and seismic design parameters based on CBC and in-house design procedures. Shallow groundwater and agricultural return water flow in the drainages in a year-round basis. Surface and groundwater dewatering likely will be required during construction of culverts and other surface water conveyance structures.

3.1.4 Constructability

Standard road improvements along a majority of the alignment will need to consider foundation subgrade preparation for the existing agricultural areas as well as protection of existing utilities and improvements. Preparation and compaction of the upper 1 to 2 feet of the existing agriculturally disturbed soil along the road widening alignment will likely result in a 20 percent volume reduction, requiring additional soil to be imported to construct the road subgrade. Groundwater should not be encountered during standard road subgrade preparation but likely will be encountered during subsurface work more than about 4 to 5 feet below existing grade. Existing utilities will need to be protected in-place and agencies should be contacted if additional loading is proposed over existing utilities.

3.2 RECOMMENDATIONS

This desktop letter-report summarizes potential conditions that may be encountered during construction of the project based on our observations during the site reconnaissance, our data review, and experience with similar projects in the site vicinity. Subsurface exploration, laboratory testing, and engineering evaluations were not part of the work performed for the desktop study but will be required as part of the geotechnical design study.

The geotechnical design study should address the following:

- Site-specific subsurface exploration (drill holes and/or test pits) at selected locations along the widening alignments to evaluate existing pavement/base thicknesses, soil engineering properties, and potential to encounter difficult construction conditions (high groundwater, caving soils, oversize materials, etc.).
- Site-specific subsurface exploration (drill holes and cone penetration tests) at structure locations (bridges, culverts, etc.) to evaluate foundation conditions, slope stability, liquefaction potential, potential for shallow groundwater, soil engineering properties, etc.
- Laboratory testing of recovered samples from the subsurface exploration.
- Logs of the drill holes, laboratory test data, and a site map showing exploration locations and site-specific geologic/geotechnical data collected during the site reconnaissance and field exploration.
- Summary of pavement thickness, soil, and groundwater conditions encountered at the exploration locations.
- Quantitative assessment of seismically-related geohazards such as fault-rupture potential, strong ground motion, liquefaction potential, and liquefaction-related settlement.
- Anticipated excavation conditions, temporary support/shoring considerations, and temporary slope considerations (does not include shoring design).
- Earthwork and grading recommendations.
- Dewatering considerations for temporary construction conditions if required (does not include design of dewatering systems).

- Suitability of excavated materials for use as fill and select fill material; suggested specifications for on-site and imported materials used as fill.
- Foundation design criteria for structures, including allowable bearing pressure, lateral earth pressure, uplift resistance, total and differential settlement estimates, expansive soil design, and recommendations for backfill, compaction and drainage of below-grade structures.
- Pavement design based on laboratory R-value data from site-specific explorations, and a design TI provided by the County of Ventura.
- Summary of corrosion potential based on results of laboratory testing for concrete and steel project improvements/structures).

4.0 LIMITATIONS

Oakridge Geoscience, Inc. prepared this desktop study in accordance with the generally accepted geotechnical principles and practices at this time and in this location. This desktop study was prepared for exclusive use of MNS Engineers, Inc. for the project described herein. It is not intended to address issues or conditions pertinent to other parties, projects, or for other uses. It is not intended as a design-level study and should not be used for project design or construction. Subsurface exploration was not performed for the preliminary geohazard evaluation presented herein but will be required as part of the design phase of work. The scope of services did not include any environmental assessments for presence or absence of mold, hazardous, or toxic materials in the soil, surface water or groundwater, or in the atmosphere.

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Table 1. Summary of Anticipated Conditions Based on Data Review and Site Reconnaissance

Approx. Station Number	Location	Earth Materials	Blowcounts	Approx. Groundwater		Date Recorded	Source
				Depth (ft.)	Elev. (ft.)		
52+50	Agricultural roadway, southern side of Hueneme Rd.	0 to 5' – Artificial Fill: medium dense sandy gravel, sand with gravel, and silty sand. 5' to 16' TD – Alluvium: medium stiff to soft sandy silt, and medium dense fine to medium grained wet sand.	-- 7 to 25	9.5	9	6/14/2001	Lowney (2001) LB-12
79+00	Agricultural roadway, southern side of Hueneme Rd.	0 to 4' – Artificial Fill: medium dense sandy gravel, sand with gravel, and medium stiff sandy silt. 4' to 16' TD – Alluvium: medium stiff, moist sandy silt, and medium dense fine to medium grained wet sand.	-- 12 to 31	9.5	11	6/14/2001	Lowney (2001) LB-11
169+00	Hueneme Rd.; southern shoulder.	0 to 7' – Artificial Fill: 3"a.c./4" a.b. over medium dense silty sand and sand. 7' to 26' TD' - Alluvium: soft moist to wet silt, medium stiff, wet sandy silt, clayey silt, and silty clay.	14 5 to 13	10.5	6	6/14/2001	Lowney (2001) LB-10
172+50	Southern side of Hueneme Rd., west of SR1 and Naval Air Sta. Rd.	0 to 7.5' – Artificial Fill: 3"a.c./6" a.b. over medium dense moist to wet silty sand to sand. 7.5' to 26' TD' - Alluvium: firm silty sand to sandy silt, wet, with clay.	9 4 to 6	4.5	12	6/14/2001	Lowney (2001) LB-9
176+75	Southern side of Hueneme Rd., between existing bridge decks, near southern abutments.	0 to 47' – Very loose silty fine sand; loose to slightly compact silt, fine sand and clayey silt; and soft silty clay; 47' to TD – Slightly compact to compact fine sand and silt layers; dense fine sand.	3 to 15 25 to 40	Not Reported	--	4/15/1955	Caltrans (2002) B-2 LOTB
182+00	Southern side of Hueneme Rd., east of SR1 and Raytheon Rd.	0 to 3' – Artificial Fill: medium stiff fine to medium sand to silty sand. 3' to 21' – Alluvium: soft, wet silty fine sand; soft, wet, silt and sandy silt; and medium stiff silty clay to clayey silt.	-- 2 to 7	4.5	12	6/14/2001	Lowney (2001) LB-8
220+50	Agricultural roadway, southern side of Hueneme Rd., west of Wood Rd.	0 to 5' – Artificial Fill: gravely sand and medium dense, moist, silty sand to sand. 5' to 16' – Alluvium: medium stiff moist silty sand to sandy silt; medium dense to dense, moist to wet sand.	-- 6 to 21	7	8	6/14/2001	Lowney (2001) LB-7
248+25	Western bank of Revolon Slough, north of Hueneme Rd.	0 to 5' – Artificial Fill: very stiff clay with fine sand. 5' to 10' - Artificial Fill: medium dense sand with gravel. 10' to 31' – Alluvium: loose to medium dense wet sand, silt, and silty sand.	36 20 to 27 12 to 16	17	6	10/30/2001	Lowney (2001) LB-6/6A
253+25	Eastern bank of Revolon Slough, north of Hueneme Rd.	0 to 7' – Artificial Fill: dense, moist, clayey gravel. 7' to 11.5' – Artificial Fill: very stiff, moist silty clay. 11.5' to 31' – Alluvium: soft to firm, wet, clayey silt; loose, wet silty sand; soft wet, silt.	20 to 32 29 6 to 11	18	4	10/30/2001	Lowney (2001) LB-5/5A
293+75	Agricultural roadway, southeastern side of Hueneme Rd, northeast of Las Posas Rd.	0 to 4.5' – Artificial Fill: base materials, medium dense, moist sand, sandy gravel, and fine to medium sand. 4.5' to 21' – Alluvium: medium stiff, moist silty fine sand to sandy silt; medium stiff, wet silty clay to clayey silt.	-- 7 to 8	9	11	6/14/2001	Lowney (2001) LB-4

Table 1. Summary of Anticipated Conditions Based on Data Review and Site Reconnaissance (Continued)

Approx. Station Number	Location	Earth Materials	Blowcounts	Approx. Groundwater		Date Recorded	Source
				Depth (ft.)	Elev. (ft.)		
342+00	Agricultural roadway, northwestern side of Hueneme Rd, southwest of intersection with Laguna Rd.	0 to 8‘ – Artificial Fill: base materials, sand to silty sand with gravel, and medium dense, moist fine to medium sand. 8‘ to 16‘ – Alluvium: stiff, moist to wet silty clay.	20 8 to 15	9.5	19	6/14/2001	Lowney (2001) LB-3
344+75	Agricultural roadway, future Lewis Road alignment fill embankment.	0-14’ – Artificial Fill: medium dense to dense silty fine sand and very stiff sandy clay. 14’ to 40’ – Alluvium: loose sand, silty sand, and clayey sand and medium stiff clay and clayey sandy silt.	27 to 42 4 to 18	19.5	23	6/13/2002	Fugro (2002) DH-9
352+00	Agricultural roadway future Lewis Road alignment fill embankment.	0 to 3’ – Artificial Fill: clay. 3’ to 15’ – Alluvium: loose to medium dense sandy silt, silty fine sand, and sand with lesser amounts of stiff clayey silt.	-- 5 to 10	6.5	35.5	6/13/2002	Fugro (2002) DH-10
360+50	Northwestern side of Lewis Rd. northwest of Calleguas Creek.	0 to 9‘ – Artificial Fill: dense, moist silty sand. 9‘ to 31‘ – Alluvium: loose to medium dense silty sand and soft wet silt.	33 5 to 18	16	34	10/30/2001	Lowney (2001) LB-2
363+50	Agricultural roadway, future Lewis Road alignment fill embankment.	0 to 2’ – Artificial Fill: sandy silt. 2’ to 11’ – Alluvium: very loose to loose wet. clayey sand, silty fine sand, and sand.	-- 2 to 8	3.8	36.2	6/13/2002	Fugro (2002) DH-11
376+50	Southwestern side of Lewis Rd southwest of University Dr. Bridge.	0 to 5’ – Artificial Fill: sand with silt 5’ to 51’ – Alluvium: soft clay and silty clay, loose to medium dense sandy silt, sand with silt, silty sand, and sand.	-- 2 to 25	10 (perched) 30	58 38	9/30/2011	Converse (2011) BH-2
377+00	Agricultural roadway, future Lewis Rd alignment/University Dr. Bridge future Lewis Road alignment fill embankment.	0 to 5’ - Artificial Fill: silty fine sand. 5’ to 40’ – Alluvium: loose to medium dense wet, silty fine sand, clayey sand, sand, fine sand with silt interbedded with lesser amounts of medium stiff to stiff clay and sandy clay. 40’ to 76.5’ – Alluvium: medium dense to very dense sand with silt, silty sand, and silty fine sand interbedded with lesser amounts of hard clay.	-- 5 to 20 23 to 44	5	39	6/20/2002	Fugro (2002) DH-12
378+00	Southwestern side of Lewis Rd northeast of University Dr. Bridge.	0 to 6’ – Artificial Fill: silty sand. 6’ to 41’ – Alluvium: soft to medium stiff clay and silty clay, loose to medium dense sand, sand with silt, and silty sand.	-- 2 to 17	10 (perched) 28	59 41	9/30/2011	Converse (2011) BH-1
391+00	Agricultural roadway, future Lewis Road alignment fill embankment.	0 to 5’ Artificial Fill: medium dense silty fine sand. 5’ to 15.5’ Alluvium: loose, wet sand and soft to medium stiff wet clay.	12 to 23 3 to 9	8.2	37.8	6/13/2002	Fugro (2002) DH-13

N

0 1500
Approx. Scale (feet)

Sta. 293+00 + Approximate Station Numbers

LB-1 Approximate location of boring advanced by Lowney (2001)

B-2 Approximate location of boring advanced by Caltrans (2002)

PROJECT ALIGNMENT
Edison Road to Wood Road
Hueneme Road/Lewis Road Widening Feasibility Study
Ventura County, California

PLATE 1a

N

0 1500
Approx. Scale (feet)

Sta. 293+00 + Approximate Station Numbers

DH-10 Approximate location of boring advanced by Fugro (2002)

BH-2 Approximate location of boring advanced by Converse (2011)

PROJECT ALIGNMENT
Wood Road to Northeast of University Drive
Hueneme Road/Lewis Road Widening Feasibility Study
Ventura County, California

PLATE 1b

Appendix B. Desktop Environmental Memorandum

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

BIOLOGICAL CONSTRAINTS ANALYSIS

HUENEME ROAD AND LEWIS ROAD WIDENING PROJECT STUDY REPORT

VENTURA COUNTY, CALIFORNIA

Prepared for:
MNS Engineers, Inc.
4580 E. Thousand Oaks Blvd.
Westlake Village, CA 91362

Prepared by:
Padre Associates, Inc.
1861 Knoll Drive
Ventura, California 93003

July 2021

Project no. 2102-0771

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1.0 STUDY PURPOSE AND METHODS

1.1 INTRODUCTION

MNS Engineers is in preparation of a Project Study Report for the Ventura County Public Works Agency, which addresses proposed widening of Hueneme Road (Edison Road to Laguna Road) and Lewis Road (Laguna Road to about 1,000 feet north of University Drive) from two to four traffic lanes. MNS has developed three concept plans for widening:

- Alternative 1: widen on the south side of the existing roadway.
- Alternative 2: widen on both sides of the existing roadway.
- Alternative 3: widen on either side of the existing roadway, focusing on minimizing impacts to adjacent properties.

The purpose of this study is to identify biological issues that may constraint/affect the proposed project and facilitate selection of alternatives.

1.2 SITE LOCATION AND PHYSICAL DESCRIPTION

Hueneme Road extends approximately 8.2 miles from Port Hueneme (at Market Street) east through the cities of Port Hueneme and Oxnard and unincorporated Ventura County to its intersection with Laguna Road. Lewis Road extends approximately 6.6 miles from its intersection with Laguna Road to Somis Road, passing through the City of Camarillo. The project entails widening the portion of Hueneme Road within unincorporated Ventura County (Edison Road to Laguna Road) from two lanes to four lanes and widening the portion of Lewis Road from its intersection with Laguna Road to about 1,000 feet north of University Drive.

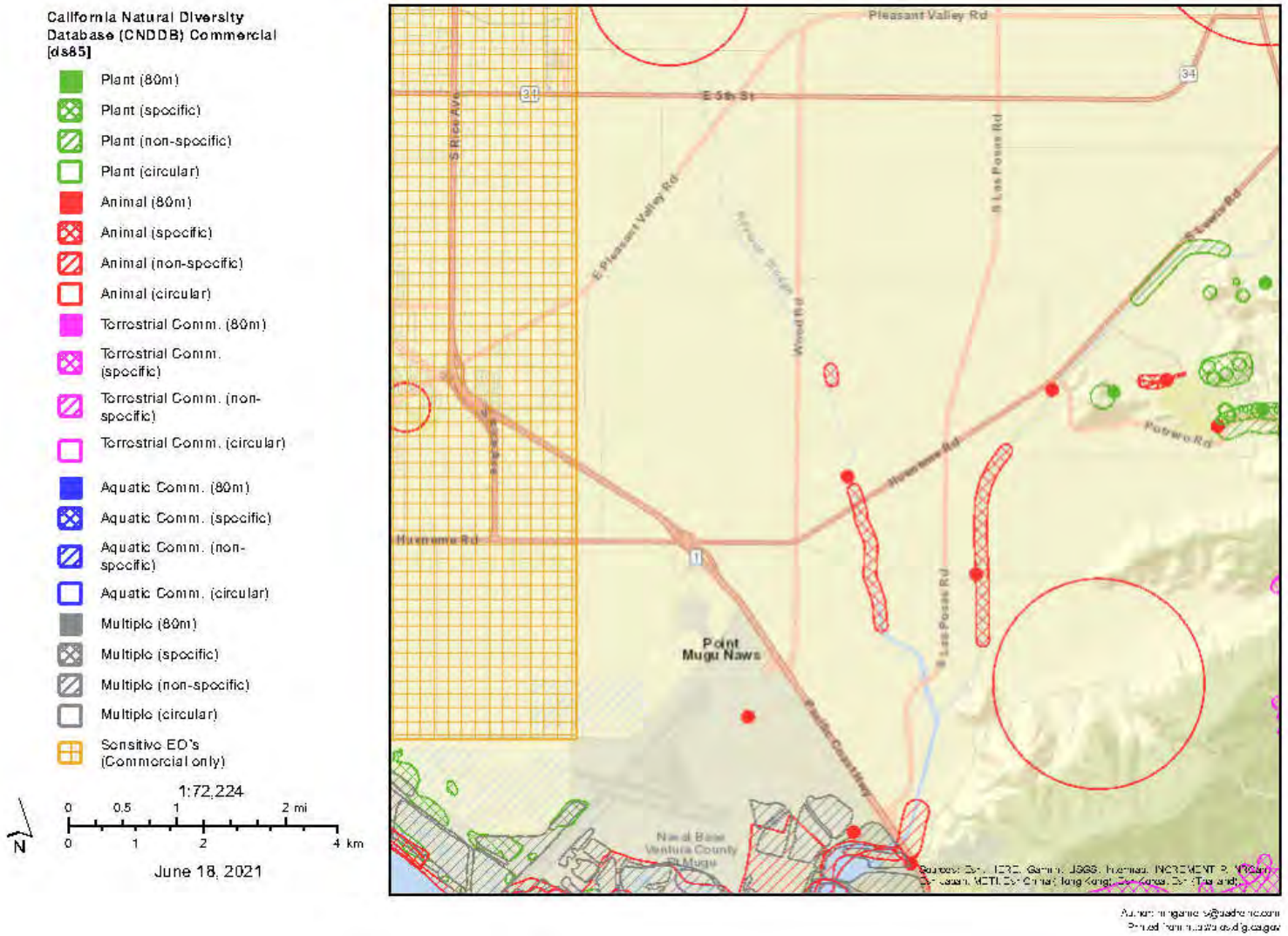
The affected portions of these roadways are located in farmlands. Major crossings include State Route 1 and Revolon Slough.

1.3 METHODS

Biological resources were assessed based upon a single field survey and literature research. Field work was focused on drainages and areas supporting native vegetation. The literature research included reviewing the following documents:

- California Natural Diversity Data Base.
- California Native Plant Society online inventory of rare and endangered plants.
- Environmental reports prepared for other nearby projects.
- Numerous biological monitoring reports prepared by Padre Associates for the Watershed Protection District for work conducted in Revolon Slough and Calleguas Creek.

Hueneme & Lewis Road Widening Area



California Natural Diversity Data Base Element Occurrences

2.0 DESCRIPTION OF THE RESOURCES

2.1 VEGETATION

Vegetation along the subject roadways is mostly limited to short-rotation row crops; however, small amounts of riparian and wetland vegetation occurs within Revolon Slough at its crossing of Hueneme Road and within Calleguas Creek adjacent to Lewis Road. Vegetation within Revolon Slough at the Hueneme Road crossing is dominated by castor bean (*Ricinus communis*), mulefat (*Baccharis salicifolia*) and California bulrush (*Schoenoplectus californicus*). Vegetation within Calleguas Creek along the subject segment of Lewis Road is dominated by castor bean, broad-leaf cattail (*Typha latifolia*), sandbar willow (*Salix exigua*) and white sweet-clover (*Melilotus alba*).

Linear rows of small non-native trees and shrubs (mostly black poplars [*Populus nigra*] and blue gum eucalyptus [*Eucalyptus globulus*]) are located along portions of the roadway shoulder along Hueneme Road. In addition, a few adjacent land uses include landscaping near the roadway shoulder of Hueneme Road.

2.2 WETLANDS

The U.S. Army Corps of Engineers (Corps) has jurisdiction over waters of the United States (U.S.) under the authority of Section 404 of the Clean Water Act. The limit of jurisdiction in non-tidal waters extends to the ordinary high water mark and includes all adjacent wetlands. Waters of the U.S. are defined as:

> *"All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; including all interstate waters including interstate wetlands, all other waters such as intrastate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce."*

The subject segment of Hueneme Road crosses Revolon Slough (near project Station 250+00) and the subject segment of Lewis Road is located parallel to and adjacent to Calleguas Creek (project Station 344+00 to 390+00). Mugu Drain (also known as Oxnard Drain no. 2) crosses the subject segment of Hueneme Road at project Station 156+00). Calleguas Creek empties into the Pacific Ocean at Mugu Lagoon, and Revolon Slough and Mugu Drain are tributaries of Calleguas Creek. These drainages are considered waters of the U.S. under the Clean Water Act, and “waters of the State” as defined in Section 13050 of the California Water Code.

The Corps and EPA define wetlands as:

"Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

Ventura County defines wetlands as (General Plan Goals Policies and Programs glossary):

"Lands that are transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is periodically covered with shallow water. The frequency of occurrence of water is sufficient to support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands include marshes, bogs, sloughs, vernal pools, wet meadows, river and stream overflows, mudflats, ponds, springs and seeps."

Ventura County defines wetland habitat (General Plan Goals Policies and Programs glossary) as "plant communities that are associated with wetlands."

Federal-defined wetlands, County-defined wetlands and wetland habitat are expected to occur within Calleguas Creek and Revolon Slough near the subject roadway segments. County-defined wetlands may occur in the Mugu Drain.

2.3 SPECIAL-STATUS PLANT SPECIES

Special-status plant species are either listed as endangered or threatened under the Federal or California Endangered Species Acts, or rare under the California Native Plant Protection Act, or considered to be rare (but not formally listed) by resource agencies, professional organizations (California Native Plant Society), and the scientific community. For the purposes of this project, special-status plant species are defined in Table 1.

The literature search and field surveys conducted for this Analysis indicates that 16 special-status plant species have the potential to occur in the project area. Table 2 lists these species, current regulatory status, and nearest known location relative to the property. Only white rabbit-tobacco is likely to occur in proximity to proposed roadway improvements.

Table 1. Definitions of Special-Status Plant Species

Special-Status Plant Species
➢ Plants listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species).
➢ Plants that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register November 16, 2020).
➢ Plants that meet the definitions of rare or endangered species under the CEQA Guidelines (Section 15380).
➢ Plants considered by the CNPS to be "rare, threatened, or endangered" in California (Lists 1B and 2 maintained by the California Native Plant Society).
➢ Plants listed by CNPS as plants about which we need more information and plants of limited distribution (Lists 3 and 4 maintained by the California Native Plant Society).
➢ Plants listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (14 CCR 670.5).
➢ Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq.).
➢ Plants considered locally important by the Ventura County Planning Division.

Table 2. Special-Status Plant Species of the Project Area

Common Name	Status	Habitat Description	Nearest Known Location Relative to Affected Roadways	Potential to Occur Near Affected Roadways
Braunton's milkvetch (*Astragalus brauntonii*)	FE, List 1B	Coastal scrub, chaparral, grassland	Long Grade Canyon (1989), 2.7 miles to the southeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Coulter's goldfields (*Lasthenia glabrata ssp. coulteri*)	List 1B, VLIP	Saltmarsh, vernal pools	Near terminus of McWane Blvd. (2015), 0.9 miles to the southwest (at Edison Road) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Mexican malacothrix (*Malacothrix similis*)	List 2A	Coastal sage scrub, chaparral	Hueneme Beach (1925, extirpated in California), ~1.5 miles to the southwest (CNDDB, 2021)	Extirpated, also considered absent due to lack of suitable habitat
Red sand verbena (A*bronia maritima*)	List 4	Coastal dunes	Near terminus of McWane Blvd. (2015), 0.7 miles to the southwest (at Edison Road) (Consortium of California Herbaria, 2021)	Considered absent due to lack of suitable habitat
Catalina mariposa lily (*Calochortus catalinae*)	List 4	Coastal scrub, chaparral, grassland	Long Grade Canyon (1989), 2.7 miles to the southeast (at University Drive) (Consortium of California Herbaria, 2021)	Considered absent due to lack of suitable habitat
Slender mariposa lily (*Calochortus clavatus var. gracilis*)	List 1B, VLIP	Coastal scrub, chaparral, grassland	Near Channel Islands State University (2019),1.4 miles to the southeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Plummer's mariposa lily (*Calochortus plummerae*)	List 4, VLIP	Coastal scrub, chaparral, grassland, woodland	Long Grade Canyon (2010), 2.0 miles to the southeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Blochman's dudleya (*Dudleya blochmaniae*)	List 1B	Coastal scrub, chaparral, grassland	Near Channel Islands State University (2015),1.1 miles to the southeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat

Common Name	Status	Habitat Description	Nearest Known Location Relative to the Affected Roadways	Potential to Occur Near Affected Roadways
Verity's dudleya (*Dudleya verityi*)	FT, List 1B, VLIP	Woodland, coastal scrub, chaparral	Near Channel Islands State University (2010),1.3 miles to the southeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Conejo buckwheat (*Eriogonum crocatum*)	SR, List 1B, VLIP	Volcanic outcrops	Long Grade Canyon (2010), 1.8 miles to the east (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Estuary sea-blite (*Suaeda esteroa*)	List 1B, VLIP	Saltmarsh	Mugu Lagoon (1980), 3.3 miles to the south (at Route 1) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
California sea-blite (*Suaeda californica*)	FE, List 1B	Saltmarsh	Ormond Beach (1999), 1.2 miles to the southwest (at Edison Road) (Consortium of California Herbaria, 2021)	Considered absent due to lack of suitable habitat
Salt marsh bird's-beak (*Chloropyron maritimum ssp. maritimum*)	FE, SE, List 1B, VLIP	Saltmarsh	Ormond Beach (2019), 1.2 miles to the south (at Edison Road) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Southwestern spiny rush (*Juncus acutus ssp. leopoldii*)	List 4	Saltmarsh, coastal dunes	Ormond Beach (1996), 1.6 miles to the south (at Edison Road) (Consortium of California Herbaria, 2021)	Considered absent due to lack of suitable habitat
White rabbit-tobacco (*Pseudognaphalium leucocephalum*)	List 2B	Woodland, coastal scrub, chaparral	Calleguas Creek (1959), adjacent to Lewis Road near University Drive (CNDDB, 2021)	Reported ~50 feet from proposed terminus of Lewis Road widening, likely absent due to lack of suitable habitat
Chaparral ragwort (*Senecio aphanactis*)	List 2B, VLIP	Woodland, coastal scrub, chaparral	Long Grade Canyon (1962),~3.2 miles to the southeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat

Status Codes:
FE Federal Endangered (USFWS)
FT Federal Threatened (USFWS)
SE State Endangered (CDFW)
SR State Rare (CDFW)
List 1B Plants rare, threatened, or endangered in California and elsewhere (CNPS)
List 2A Plants extirpated in California, but more common elsewhere (CNPS)
List 2B Plants rare, threatened, or endangered in California, but more common elsewhere (CNPS)
List 4 Plants of limited distribution (CNPS)
VLIP Ventura County locally important plant species

2.4 WILDLIFE

The wildlife habitat value of roadside areas to be affected by proposed widening is low as most areas support only short-rotation row crops. Linear rows of small trees and shrubs are located along the roadway shoulder in some areas, which provide some habitat value. However, these areas are very small, highly fragmented and immediately adjacent to high speed traffic lanes (50-65 mph) where they are exposed to noise, dust and buffeting by passing trucks. Vegetation within Revolon Slough and Calleguas Creek near the affected roadside areas provides higher habitat value.

2.5 SPECIAL-STATUS WILDLIFE SPECIES

Special-status wildlife species are defined in Table 4. The potential for these species to occur in the vicinity of the subject roadway segments was determined by personal experience, review of sight records from other environmental documents and range maps including Zeiner et al. (1988, 1990a, 1990b), and Garrett and Dunn (1981). Table 5 lists special-status species that have the potential to occur in proximity to proposed roadway improvements.

Table 4. Definitions of Special-Status Wildlife Species

Special-Status Wildlife Species
➢ Animals listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species). ➢ Animals that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register November 16, 2020). ➢ Animals that meet the definitions of rare or endangered species under the CEQA Guidelines (Section 15380). ➢ Animals listed or proposed for listing by the State of California as threatened and endangered under the California Endangered Species Act (14 CCR 670.5). ➢ Animal species of special concern to the CDFW. ➢ Animal species that are fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]). ➢ Animal species considered locally important by the Ventura County Planning Division.

Table 5. Special-Status Wildlife Species of the Project Area

Common Name	Habitat	Status	Nearest Known Location (date) Relative to Affected Roadways	Potential to Occur Near Affected Roadways
Invertebrates				
Globose dune beetle (*Coelus globosus*)	Beaches, foredunes	IUCN-VU	Ormond Beach (1991), 1.4 miles to the south (at Edison Road) (WRA, 2007)	Considered absent due to lack of suitable habitat
California brackish water snail (*Tryonia imitator*)	Coastal lagoons and adjacent stream reaches	IUCN-DD	Ormond Lagoon (2007), 1.3 miles to the southwest (at Edison Road) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Senile tiger beetle (*Cicindela senilis frosti*)	Beaches, foredunes	SA	Mugu Lagoon (1985), 2.5 miles to the south (at Wood Road) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Monarch butterfly (*Danaus plexippus*)	Eucalyptus groves and parks	FC	Etting Road (2018) 1.0 miles to the north (at Olds Road) (Xerces Society, 2019)	Considered absent due to lack of suitable habitat
Sandy beach tiger beetle (*Cicindela hirticollis gravida*)	Beaches, foredunes	SA	Naval Base Ventura County (1982), 3.1 miles to the south (at Rice Road) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Wandering skipper (*Panoquina errans*)	Saltmarsh	IUCN-NT	Ormond Beach (2004), 1.4 miles to the south (at Edison Road) (WRA, 2007)	Considered absent due to lack of suitable habitat
Crotch bumble bee (*Bombus crotchii*)	Coastal scrub, chaparral	CE	Naval Base Ventura County (1982), ~3 miles to the south (at Rice Road) (CNDDB, 2021)	Considered absent due to lack of suitable habitat

Common Name	Habitat	Status	Nearest Known Location (date) Relative to Affected Roadways	Potential to Occur Near Affected Roadways
Santa Monica grasshopper (*Trimerotropis occidentalioides*)	Chaparral	IUCN-EN	Long Grade Canyon (1974), 2.7 miles to the southeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat
Fish				
Tidewater goby (*Eucyclogobius newberryi)*	Coastal lagoons and adjacent stream reaches	FE, CSC	J Street Drain (2020), 1.2 miles to the west-southwest (at Edison Road) (Z. Abbey, personal observation); Revolon Slough 2.2 miles to the south (Cardno Entrix, 2011)	Habitat quality poor, but could be found in Revolon Slough near Hueneme Road following winter high flows
Arroyo chub (*Gila orcuttii*)	Coastal streams	CSC	Revolon Slough (2000), at Hueneme Road (CNDDB 2021)	Presumed present
Reptiles				
Southern California legless lizard (*Anniella stebbinsi*)	Undisturbed moist loose soils	CSC	Near Mugu Lagoon (1974), 2.8 miles to the south (at Wood Road) (CNDDB, 2018)	Considered absent due to lack of suitable habitat
Two-striped garter snake (*Thamnophis hammondii*)	Streams	CSC	Calleguas Creek 1.5 miles to the south (at Laguna Road); Revolon Slough 1.0 miles to the north (Zack Abbey pers. obs, 2016)	May occur in Calleguas Creek and Revolon Slough near widening areas
Western pond turtle (*Emys marmorata*)	Vegetated ponds, stream pools	CSC	Calleguas Creek (upstream of University Drive) and Revolon Slough near Hueneme Road (Zack Abbey, pers. obs, 2018)	May occur in Calleguas Creek and Revolon Slough near widening areas
Birds				
Yellow billed cuckoo (*Coccyzus americanus*)	Cottonwood forests	FT, SE	Port Hueneme (1936, extirpated), ~ one mile to the southwest (CNDDB, 2021)	Extirpated, considered absent
Western snowy plover (*Charadrius alexandrinus nivosus*)	Beaches, foredunes	FT, CSC	Ormond Beach (2017), 1.4 miles to the south (at Edison Road) (Ventura Audubon Society, 2018)	Considered absent due to lack of suitable habitat
Loggerhead shrike (*Lanius ludovicianus*)	Grasslands, farmlands, open shrublands	CSC (nesting)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2021)	May forage in proximity to Lewis Road widening area
Ferruginous hawk (*Buteo regalis*)	Grasslands, farmlands, open shrublands	WL (winter)	Near Mugu Lagoon (1991), 2.9 miles to the south (at Route 1) (CNDDB, 2021)	Non-breeder in the region, considered absent due to lack of suitable habitat
Burrowing owl (*Athene cunicularia*)	Grasslands, farmlands, open shrublands	CSC	Near Revolon Slough (2017), 0.6 miles to the north (at Revolon Slough) (CNDDB, 2021)	Non-breeder in the region, could occur in winter near Calleguas Creek and Revolon Slough widening areas
California least tern (*Sternula antillarum browni*)	Coastal waters, estuaries, coastal foredunes	FE, SE, FP (nesting)	Ormond Beach (2017), 1.4 miles to the south (at Edison Road) (Ventura Audubon Society, 2018)	Considered absent due to lack of suitable habitat
Light-footed Ridgway's (clapper) rail (*Rallus longirostris levipes*)	Saltmarsh	FE, SE, FP	Mugu Lagoon (2017), 3.0 miles to the south (at Nauman Road) (Ferrara & Ruane, 2017)	Considered absent due to lack of suitable habitat

Common Name	Habitat	Status	Nearest Known Location (date) Relative to Affected Roadways	Potential to Occur Near Affected Roadways
White-faced ibis (*Plegadis chihi)*	Freshwater marsh, wet meadows	WL (nesting)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2020)	May forage in proximity to widening areas near Calleguas Creek and Revolon Slough
Tri-colored blackbird (*Agelaius tricolor*)	Freshwater marsh	CSC, ST (nesting colony)	Ventura County Game Preserve, 1.6 miles to the south (at Rice Road) (WRA, 2007)	May forage in proximity to widening areas near Calleguas Creek and Revolon Slough
Least Bell's vireo (*Vireo bellii pusillus*)	Wide, contiguous riparian corridors	FE, SE (nesting)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2021). Revolon Slough north of Hueneme Road (Zack Abbey, pers. obs. (2016, 2017)	May forage in proximity to widening areas near Calleguas Creek and Revolon Slough
White-tailed kite (*Elanus caeruleus)*	Grasslands, farmlands, open shrublands	FP (nesting)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2021)	May forage in proximity to Lewis Road widening area
Peregrine falcon (*Falco peregrinus*)	Coastal bluffs	FP (nesting)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2020)	May forage in proximity to widening areas near Calleguas Creek and Revolon Slough
California horned lark (*Eremophila alpestris actia*)	Grasslands, farmlands, open shrublands	WL	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2018)	May forage in crop areas near Hueneme Road and Lewis Road
Northern harrier (*Circus cyaneus*)	Grasslands, farmlands, marshes	CSC (nest)	Sod farms near Hueneme Road, ~800 feet to the north (eBird.org, 2020)	May forage in crop areas near Hueneme Road and Lewis Road
Cooper's hawk (*Accipiter cooperi)*	Riparian forest	WL (nest)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2021)	May forage in proximity to widening areas near Calleguas Creek and Revolon Slough
Yellow warbler (*Dendroica petechia brewsteri)*	Riparian forest, riparian scrub	CSC (nesting)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2021). Revolon Slough near Hueneme Road (Zack Abbey, pers. obs. (2020)	May forage in proximity to widening areas near Calleguas Creek and Revolon Slough
Yellow-breasted chat (*Icteria virens)*	Riparian forest, riparian scrub	CSC (nesting)	Calleguas Creek near Lewis Road, ~100 feet to the southeast (eBird.org, 2021)	May forage in proximity to widening areas near Calleguas Creek and Revolon Slough
Coastal California gnatcatcher (*Polioptila californica)*	Coastal scrub	FE, CSC	Near Channel Islands State University (2009), 0.6 miles to the southeast (at University Drive) (CNDDB, 2021)	May forage in proximity to Lewis Road widening area near Calleguas Creek
Belding's savannah sparrow (*Passerculus sandwichensis beldingi*)	Saltmarsh	SE	Ormond Beach (2015), 1.7 miles to the south (at Edison Road) (Zembal et al., 2015)	Considered absent due to lack of suitable habitat
Mammals				
American badger (*Taxidea taxus*)	Grasslands, open shrubland	CSC	Near Calleguas Creek (2013), 3.1 miles to the northeast (at University Drive) (CNDDB, 2021)	Considered absent due to lack of suitable habitat

Common Name	Habitat	Status	Nearest Known Location (date) Relative to Affected Roadways	Potential to Occur Near Affected Roadways
San Diego black-tailed jackrabbit *(Lepus californicus bennettii*)	Open shrublands	CSC	North Ormond Beach (1991, possibly extirpated), 1.0 miles to the southwest (at Edison Road) (Impact Sciences, 1995)	Considered absent due to lack of suitable habitat
Southern California saltmarsh shrew (*Sorex ornatus salicornicus)*	Saltmarsh	CSC	Naval Base Ventura County, ~2.7 miles to the south (at Route 1) (e-mail from Amanda Fagan at NBVC, dated December 27, 2017)	Considered absent due to lack of suitable habitat

Status Codes:
CE Candidate: California Endangered (CDFW)
CSC California Species of Special Concern (CDFW)
FC Federal Candidate (USFWS)
FP Fully protected under the California Fish and Game Code
FE Federal Endangered (USFWS)
FT Federal Threatened (USFWS)
IUCN-DD International Union for the Conservation of Nature: data deficient
IUCN-NT International Union for the Conservation of Nature: Near Threatened
IUCN-VU International Union for the Conservation of Nature: Vulnerable
SA Special Animal (CDFW)
SE State Endangered (CDFW)
ST State Threatened (CDFW)
WL Watch List (CDFW)

Special-status wildlife species that may occur in proximity to proposed roadway improvements are limited to species that may be present within or adjacent to Revolon Slough. These species include tidewater goby, arroyo chub, two-striped garter snake, western pond turtle, burrowing owl, white-faced ibis, tricolored blackbird, least Bell's vireo and yellow warbler. Several other special-status bird species may forage in proximity to affected roadways, including loggerhead shrike, white-tailed kite, peregrine falcon, California horned lark, northern harrier, Cooper's hawk and coastal California gnatcatcher.

3.0 RECOMMENDATIONS

The following preliminary recommendations are provided to reduce impacts to biological resources, which may facilitate selection of a preferred alternative.

3.1 ROADSIDE VEGETATION REMOVAL

Native trees or vegetation would not be removed for construction or displaced by proposed roadway pavement and shoulders. However, linear rows of small trees and shrubs and roadside landscaping would be removed by proposed roadway widening. Implementation of Alternative 1 would result in the greatest removal of trees and landscaping (about 9,600 linear feet), and Alternative 3 would result in the least (about 6,600 linear feet). The affected linear tree rows and landscaping provide wildlife habitat. However, special-status species are not anticipated to rely on this vegetation as foraging and nesting habitat. Therefore, impacts to special-status species are not anticipated.

Active bird nests are protected under the California Fish and Game Code and Federal Migratory Bird Treaty Act. County policy is to avoid tree removal during the breeding season (February 15 through August 1) or conduct breeding bird surveys to determine if vegetation to be removed supports active bird nests. If active nests are found, vegetation removal is postponed until the nest is abandoned. Alternative 1 involves the greatest roadside vegetation removal which may increase the potential to find active nests which may adversely affect the construction schedule.

3.2 REVOLON SLOUGH BRIDGE IMPROVEMENTS

Two alternatives are under consideration to improve the Hueneme Road crossing of the Revolon Slough; bridge replacement (two lane to four lane) and bridge widening (adding two traffic lanes). Tidewater goby, arroyo chub, two-striped garter snake and western pond turtle may be present at the bridge construction site and be adversely affected including direct mortality (by construction equipment), temporary habitat removal and surface flow diversion (habitat modification). Burrowing owl is known to winter in old ground squirrel burrows in local levees and could be present at the bridge construction site and may suffer direct mortality by construction equipment.

White-faced ibis, tricolored blackbird, least Bell's vireo and yellow warbler may forage along Revolon Slough near the bridge construction site. However, these species are highly mobile and not expected to nest in Revolon Slough. Therefore, substantial adverse effects to these species are not expected.

Bridge replacement is anticipated to result in greater impacts to special-status species because three piles would be installed in the streambed (two piles for bridge widening), and a longer surface flow diversion duration is likely to be required.

Wetlands within Revolon Slough would also be impacted by bridge improvements, with bridge replacement likely involving greater impacts to wetlands than bridge widening. Costly wetlands mitigation may be required by regulatory agencies.

Cliff swallows nest on the north side of the Hueneme Road bridge at Revolon Slough. Both bridge improvement options (widen or replace the existing bridge) would result in take of active nests of this species. However, take can be avoided by removing inactive nests during the non-breeding season (August 1 through February 15) and installing exclusion netting on the bridge to prevent nesting prior to bridge improvement work.

3.3 ROADWAY WIDENING ALONG CALLEGUAS CREEK

The proposed project includes widening a 4,500-foot-long segment of Lewis Road adjacent to Calleguas Creek. White rabbit-tobacco has been reported in Calleguas Creek adjacent to the eastern terminus of the proposed project. It is unknown if this species is currently present at this location, considering that vegetation is removed annually by the Ventura County Watershed Protection District to maintain storm flow capacity.

Arroyo chub, two-striped garter snake and western pond turtle may be present in Calleguas Creek in proximity to proposed roadway improvements. Burrowing owl is known to winter in old ground squirrel burrows in local levees and could be present in proximity to proposed roadway improvements. White-faced ibis, tricolored blackbird, least Bell's vireo and yellow warbler may forage along Calleguas Creek near proposed roadway improvements.

All three alternatives under consideration involve widening to the north of the existing roadway along Calleguas Creek, such that encroachment into Calleguas Creek would not occur. Therefore, impacts to special-status species associated with Calleguas Creek is not anticipated.

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padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

July 28, 2021
Project No. 2102-0771

MNS Engineers
16 N. Oak Street
Ventura, California 93001

Attention: Mr. Michael Ip

Subject: Cultural Resource Constraints Analysis, Hueneme Road and Lewis Road Widening Project, Ventura County, California

Dear Mr. Ip:

Padre Associates, Inc. (Padre) has completed a cultural resource constraints analysis in support of the Hueneme Road and Lewis Road Widening Project (Project) in the Oxnard Plains area of Ventura County, California. The proposed Project would widen the road from two lanes to four lanes for approximately 7.25 miles. This constraints analysis examined a 100-foot-wide Project corridor (50 feet on each side of the existing roadway centerline).

PROJECT LOCATION AND DESCRIPTION

The Project crosses through Sections 14, 15, 19, 21, 22, 28, 29, and 30 of Township 1 North, Range 21 West, and Sections 22, 23, 24, 25, 26, and 27 of Township 1 North, Range 22 West as shown on the Oxnard and Camarillo, California United States Geological Survey (USGS) 7.5-Minute Series topographic quadrangle map (Figure 1-1a through Figure 1-1c). Specifically, the Project limits are along Hueneme Road from Edison Road to Laguna Road which then converts to Lewis Road from Laguna Road to approximately 1,500 feet of University Drive.

RECORDS SEARCH RESULTS

On June 17, 2021, Padre ordered an archaeological records search from the Central Coast Information Center (CCIC) located at the University of California, Santa Barbara (UCSB). The center is an affiliate of the State of California Office of Historic Preservation and the official state repository of archaeological and historic records and reports for Santa Barbara and San Luis Obispo counties. Padre received the results on July 22, 2021. This memo summarizes the records search results and provides recommendations.

The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 1/4-mile radius of the Project corridor as well as a review of known cultural resource surveys and technical reports. The State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Points of Historic Interest, and the California Office of Historic Preservation Archaeological Determinations of Eligibility also were analyzed.

The records search identified five previously recorded cultural resources within the Project corridor and two previously recorded cultural resources within the 1/4-mile search radius. Two of these resources, Temporary Designations AS-2 and AS-3, were identified by Archaeological Advisory Group through archival research as areas with a potential to contain nineteenth century

deposits (Brock, 1987); however, formal California Department of Parks and Recreation (DPR) 523 forms were not completed for these resources. Table 1 lists and describes these resources.

Table 1. Previously Recorded Cultural Resources

Primary No.	Trinomial No.	Description
P-56-000174	CA-VEN-174	Prehistoric shell midden and ceremonial location, possible location of *satwiwa*
P-56-001508	**-**	**Redeposited shell and lithic scatter currently buried by fill**
P-56-150027	**-**	**Old Ocean View School**
P-56-150028	-	Eastwood House
P-56-153096	**-**	**Hueneme Road Bridge No. 52C0034**
-	**-**	**Temporary designation AS-2: "Francisco Aleeri" house**
-	**-**	**Temporary designation AS-3: Mrs. Guilos House/Satwiwa?**

Source: SCCIC, 2021. Note: Resources located within the Project corridor are listed in bold.

The records search also stated that 21 cultural resource studies have been completed within the Project corridor. Table 2 lists these studies. Additionally, ten cultural resources studies have been completed within the 1/4-mile search radius.

Table 2. Previous Cultural Resource Studies Completed within the Project Corridor

Report No.	Author(s), Year	Title
VN-00126	Clewlow, 1975	Archaeological Resources of the Proposed Calleguas Creek Project
VN-00380	Whitney-Desautels, 1978	Archaeological Survey Report on the Proposed Oxnard Wastewater Reclamation Facilities and Pipeline Routes Located in the Oxnard Area of Ventura County
VN-00506	Toren, 1986	Cultural Resources Investigation: Oxnard/Ventura Solids Processing and Compost Facility
VN-00509	Singer, 1986	Cultural Resources in the Vicinity of Five Potential County Jail Sites in the Western Part of the Oxnard Plain
VN-00583	Brock, 1987	A Cultural Resources Overview of Lower Calleguas Creek
VN-00635	Clevenger, 1988	Cultural Resource Survey of a 252-acre Parcel for the Proposed Ventura County Detention Facility
VN-00825	Peak and Neuenschwander, 1989	Cultural Resource Survey and Clearance Report for the Proposed Oxnard Terminal to Triunfo Pass Earth Station Fiber Optic Communication Route
VN-01044	Talley, 1984	Van Nuys Air National Guard Relocation Study Air Force Plant #42, Palmdale Naval Air Station, Point Mugu Norton Air Force Base

Table 2. Previous Cultural Resource Studies Completed within the Project Corridor

Report No.	Author(s), Year	Title
VN-01081	Whitley and Simon, 1991	Phase I Archaeological Survey and Cultural Resources Assessment for the Ormand Beach Specific Plan
VN-01299	Maki, 1994	Phase I Cultural Resources Survey of 9 Acres for the Hueneme Bridge Replacement Project County Bridge No. 280/ State Bridge No. 52C10034
VN-01410	Briuer, 1975	Assessment of the Archaeological Impact Revolon-Beardsley Projects
VN-01438	Clement, 1996	Pleasant Valley Road / State Route 1 Interchange Ventura County Historic Property Survey Report
VN-01496	Maki, 1994	Replacing the Existing Hueneme Road Bridge (County Bridge No. 280/ State Bridge No. 52C10034) spanning Calleguas Creek
VN-01937	Sylvia, 2000	Proposed Installation of Traffic Signal at the Southbound Off Ramp and On Ramp, Hueneme Road
VN-01961	Maki, 2001	Phase 1 Archaeological Survey of Approximately 18 Linear Miles for the CMWD Regional Salinity Management Program
VN-02572	Maki, 2007	Phase I Cultural Resources Investigation of 2.2 Linear Miles (8 acres) for the Calleguas Regional Salinity Management Plan's Hueneme Outfall Replacement Project
VN-02863	King, 2005	Cultural Resources in the Ormond Beach Wetlands Restoration Area
VN-02872	Fortier, 2009	TEA-21 Rural Roadside Inventory: Native American Consultants and Ethnographic Study for Caltrans District 7
VN-02978	Sharpe and Durio, 2004	Groundwater Recovery Enhancement and Treatment (GREAT) Program, Cultural Resources Inventory Report
VN-02986	Entrix, 2004	Environmental Analysis Onshore Component of BHP Billiton LNG International Inc. Cabrillo Port Project
VN-03109	Schmidt, 2012	Archaeological Survey Report for Southern California Edison Company's Houwelling Nursery Interconnection Project, New 16kV Gen-Tie

Source: SCCIC, 2021

RECOMMENDATIONS

The records search results indicate that the 21 studies listed in Table 2 have covered most of the proposed Project corridor, and five cultural resources have been identified. P-56-001508 is a redeposited shell and lithic scatter that is believed to be buried by fill during construction of the new Hueneme Road Bridge (Maki, 2001). P-56-150027 is the location of the Old Ocean View

School. While none of the original school buildings remain, there is a slight potential for buried historic-aged deposits (Durio, 2003). P-56-153096 is the original Hueneme Road Bridge, which was replaced in the early 2000s. The locations of Temporary Designations AS-2 and AS-3 were identified by Archaeological Advisory Group through archival research. While field surveys of both locations did not yield cultural materials, Temporary Designations AS-2 and AS-3 have a slight potential to contain nineteenth century deposits (Brock, 1987).

P-56-150028 is a Queen Anne style house built by Herbert H. Eastwood, a locally prominent businessman, farmer, and civic leader. The resource was evaluated by Caltrans in 1996 and not found eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) (Clement, 1996). The resource is located 35 feet north of the Project corridor.

CA-VEN-174 was initially recorded in 1967 as a prehistoric shell midden site bisected by Potrero Road on the south face of Round Mountain. The site boundary was expanded in the late 1990s to include all of Round Mountain as a possible Chumash summer solstice observation point (Maki, 2001). CA-VEN-174 has also been associated with the Chumash village site, *satwiwa* (Singer, 1986). The edge of CA-VEN-174 is approximately 276 feet southeast of the Project corridor, and the shell midden is approximately 0.40 mile southeast of the Project corridor.

To avoid impacts to previously recorded and potential subsurface cultural resources, Padre recommends all Project impacts stay within the proposed Project corridor. The Project corridor has been adequately surveyed more than once and has been previously disturbed from the previous construction of Hueneme Road and the channelization of Calleguas Creek. A change in scope (i.e., increased area of disturbance), will require additional study and a possible archaeological survey.

In the event archaeological resources are encountered during the proposed Project, Padre recommends the County cease construction activities within a 100-foot radius. Work will resume once an archaeologist who meets the U.S. Secretary of the Interior's Historic Preservation Professional Qualification Standards for Archaeology has assessed the find and identified and implemented appropriate mitigation measures.

CLOSING

If you should have any questions regarding the information presented and/or require additional information, please contact Rachael Letter at (805) 245-2650 or rletter@padreinc.com.

Sincerely,

Padre Associates, Inc.

Rachael J. Letter

Rachael J. Letter, M.S., RPA
Senior Archaeologist

Attachments: Figures 1-1a through 1-1c

REFERENCES CITED

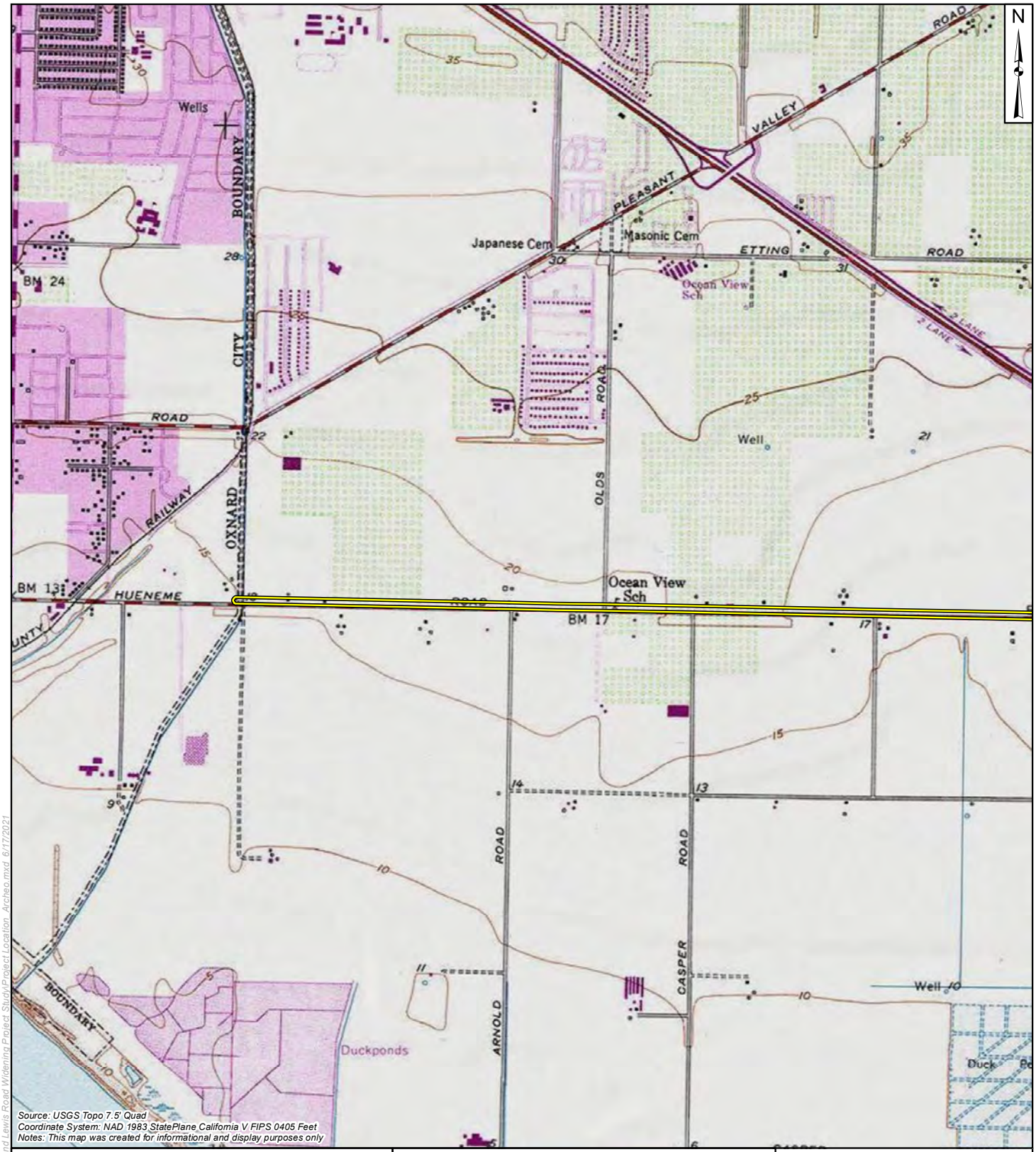
Brock, J. 1987. *A Cultural Resources Overview of Lower Calleguas Creek*. Prepared by Archaeological Advisory Group. Prepared for U.S. Army Corps of Engineers, Los Angeles District. P.O. No. DACW09-87-M-2054. VN-00583.

Clement, D. 1996. *Pleasant Valley Road/ State Route 1 Interchange, Ventura County. 07-VEN-01, P.M. 15.0 07-117040.* VN-01438.

Durio, L. 2003. Archaeological Site Record Update: P-56-150027. Prepared by CH2M Hill. Prepared for the City of Oxnard.

Maki, M. 2001. *Phase I Archaeological Survey of Approximately 18 Linear Miles for the CMWD Reginal Salinity Management Program, Ventura County, California.* Prepared by Conejo Archaeological Consultants. Prepared for Padre Associates, Inc. VN-01961.

Singer, C. A. 1986. *Cultural Resources in the Vicinity of Five Potential County Jail Sites in the Western Part of the Oxnard Plain, Venture County, California – A Review of Records and Documents.* Prepared for Nolte and Associates. VN-00509.



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FEET

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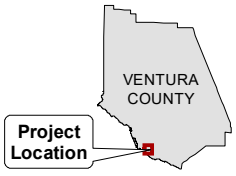
USGS 7.5' Quadrangle: Oxnard

Legal Description: T1N, R21W, Sec. 19, 30; T1N, R22W, Sec. 22, 23, 24, 25, 26, 27

LEGEND:

Project Location



padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: HUENEME AND LEWIS ROAD WIDENING PROJECT STUDY VENTURA COUNTY, CA

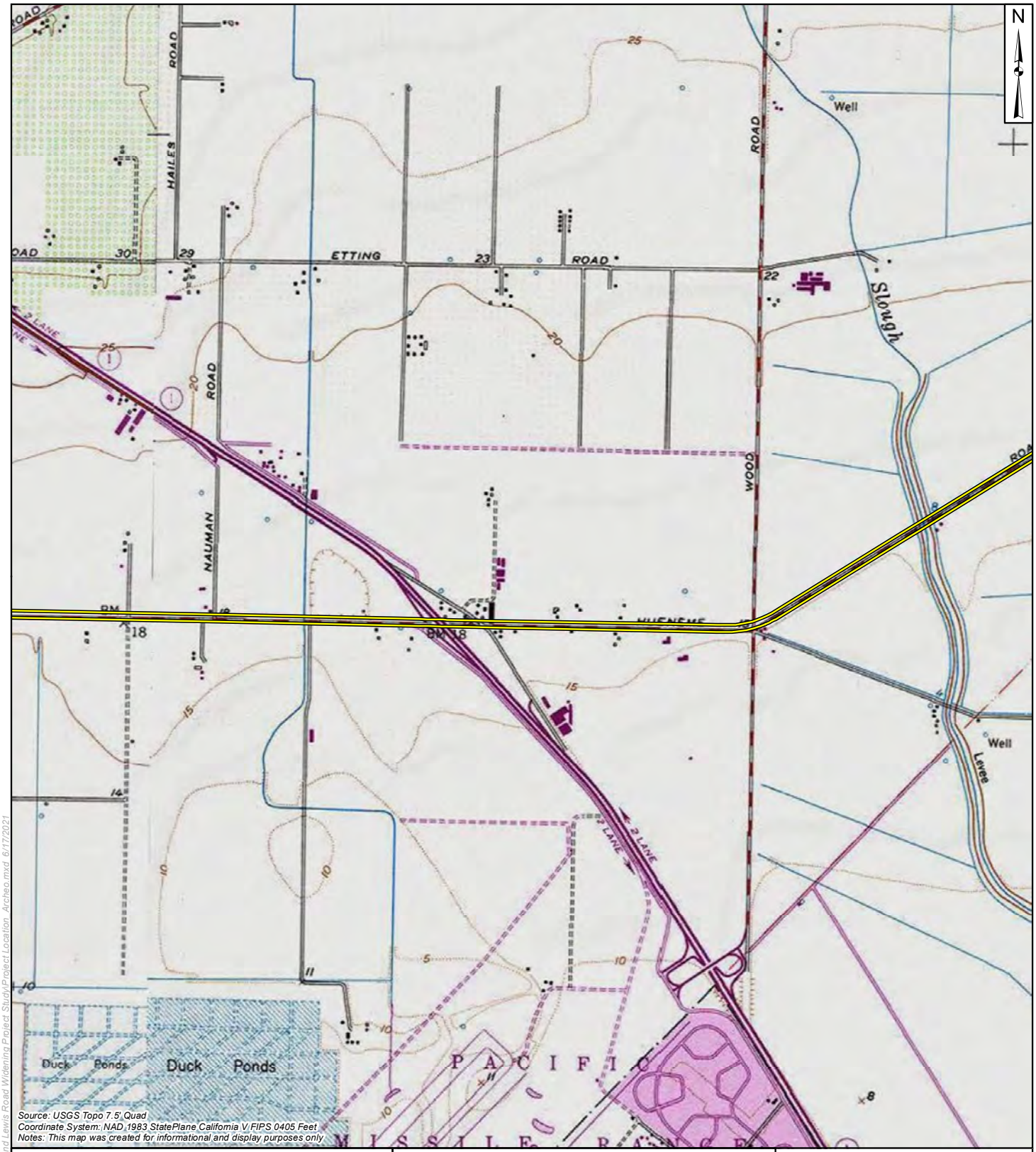
PROJECT NUMBER: 2102-0771

DATE: June 2021

PROJECT LOCATION

FIGURE 1-1a

Z:\GIS Projects\GIS Maps\Map Project\Hueneme and Lewis Road Widening Project Study\Project Location_Archeo.mxd 6/17/2021



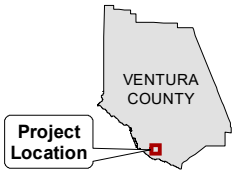
Source: USGS Topo 7.5' Quad
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only

0 1,000 2,000
FEET
1:24,000

USGS 7.5' Quadrangle: Oxnard and Camarillo
Legal Description: T1N, R21W, Sec. 19, 21, 28, 29, 30; T1N, R22W, Sec. 24, 25

LEGEND:

Project Location



padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: HUENEME AND LEWIS ROAD WIDENING PROJECT STUDY VENTURA COUNTY, CA

PROJECT NUMBER: 2102-0771

DATE: June 2021

PROJECT LOCATION

FIGURE 1-1b

Z:\GIS Projects\GIS Maps\Map Project\Hueneme and Lewis Road Widening Project Study\Project Location_Archeo.mxd 6/17/2021

0 1,000 2,000

FEET

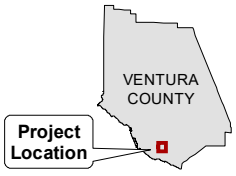
1:24,000

USGS 7.5' Quadrangle: Camarillo

Legal Description: T1N, R21W, Sec. 14, 15, 21, 22

LEGEND:

Project Location



padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: HUENEME AND LEWIS ROAD WIDENING PROJECT STUDY VENTURA COUNTY, CA

PROJECT NUMBER: 2102-0771

DATE: June 2021

PROJECT LOCATION

FIGURE 1-1c

Z:\GIS Projects\GIS Maps\Map Project\Hueneme and Lewis Road Widening Project Study\Project Location_Archeo.mxd 6/17/2021

Appendix C. Floodplain, Hydrology and Hydraulics

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1994 or later.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to confirm to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

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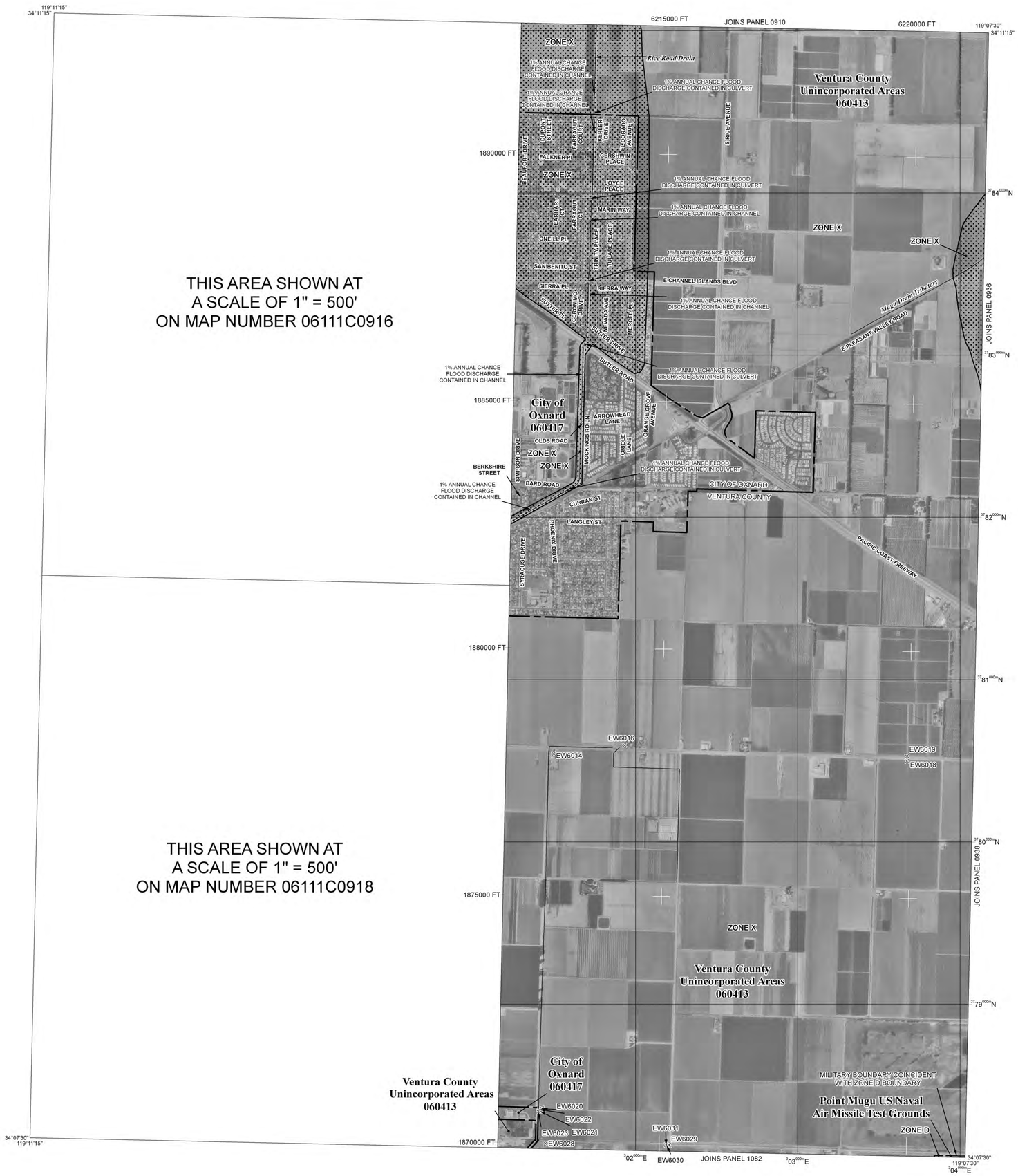
Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://www.mcs.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- A–A — Cross section line
- 23–23 — Transect line
- 87°07'45", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 2°76'000"N — 1000-meter Universal Transverse Mercator grid values, zone 11
- 600000 FT — 5000-foot grid ticks: California State Plane coordinate system, zone V (FIPSZONE 0405), Lambert Conformal Conic projection
- DX5510 × — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- ●M1.5 — River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
January 20, 2010

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'
500 0 1000 2000 FEET
300 0 300 600 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0920E

FIRM
FLOOD INSURANCE RATE MAP

VENTURA COUNTY, CALIFORNIA
AND INCORPORATED AREAS

PANEL 920 OF 1275
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OXNARD, CITY OF	060417	0920	E
VENTURA COUNTY	060413	0920	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06111C0920E

EFFECTIVE DATE
JANUARY 20, 2010

Federal Emergency Management Agency

NOTES TO USERS

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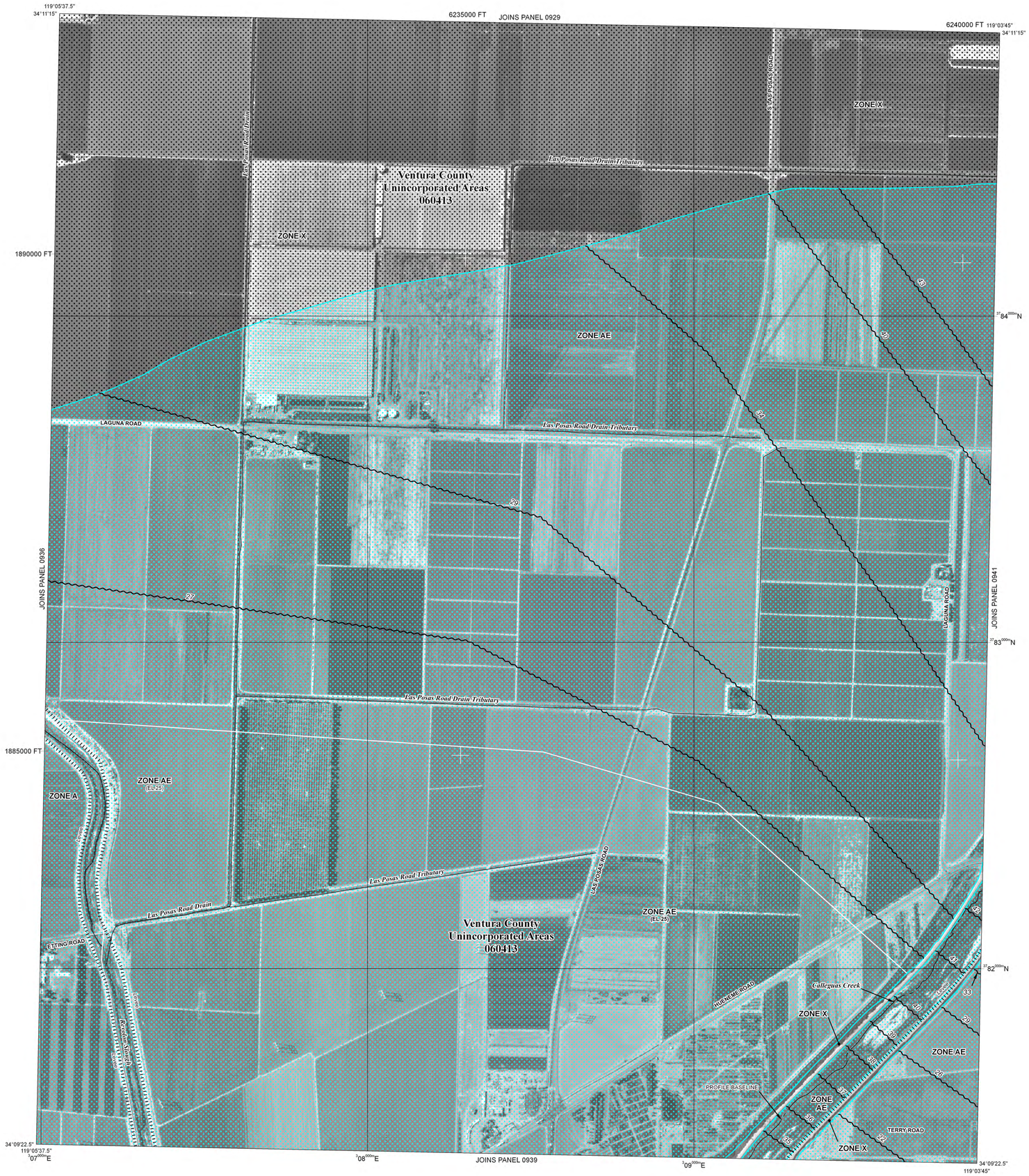

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

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ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

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- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- (A)—(A) Cross section line
- (23)- - -(23) Transect line
- 87°07'45", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 3276 000mN — 1000-meter Universal Transverse Mercator grid values, zone 11
- 600000 FT — 5000-foot grid ticks: California State Plane coordinate system, zone V (FIPSZONE 0405), Lambert Conformal Conic projection
- DX5510 × — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

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FLOOD INSURANCE RATE MAP
January 20, 2010

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET

150 0 150 300 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0937E

FIRM

FLOOD INSURANCE RATE MAP

VENTURA COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 937 OF 1275

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
VENTURA COUNTY	060413	0937	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06111C0937E

EFFECTIVE DATE
JANUARY 20, 2010

Federal Emergency Management Agency

NOTES TO USERS

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

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National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

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Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1994 or later.

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If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov.

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- A — A — Cross section line
- 23 — — — 23 — Transect line
- 87°07'45", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 3760000mN — 1000-meter Universal Transverse Mercator grid values, zone 11
- 600000 FT — 5000-foot grid ticks: California State Plane coordinate system, zone V (FIPSZONE 0405), Lambert Conformal Conic projection
- DX5510 × — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- ● M1.5 — River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
January 20, 2010

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0938E

FIRM

FLOOD INSURANCE RATE MAP

VENTURA COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 938 OF 1275

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
VENTURA COUNTY	060413	0938	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06111C0938E

EFFECTIVE DATE
JANUARY 20, 2010

Federal Emergency Management Agency

NOTES TO USERS

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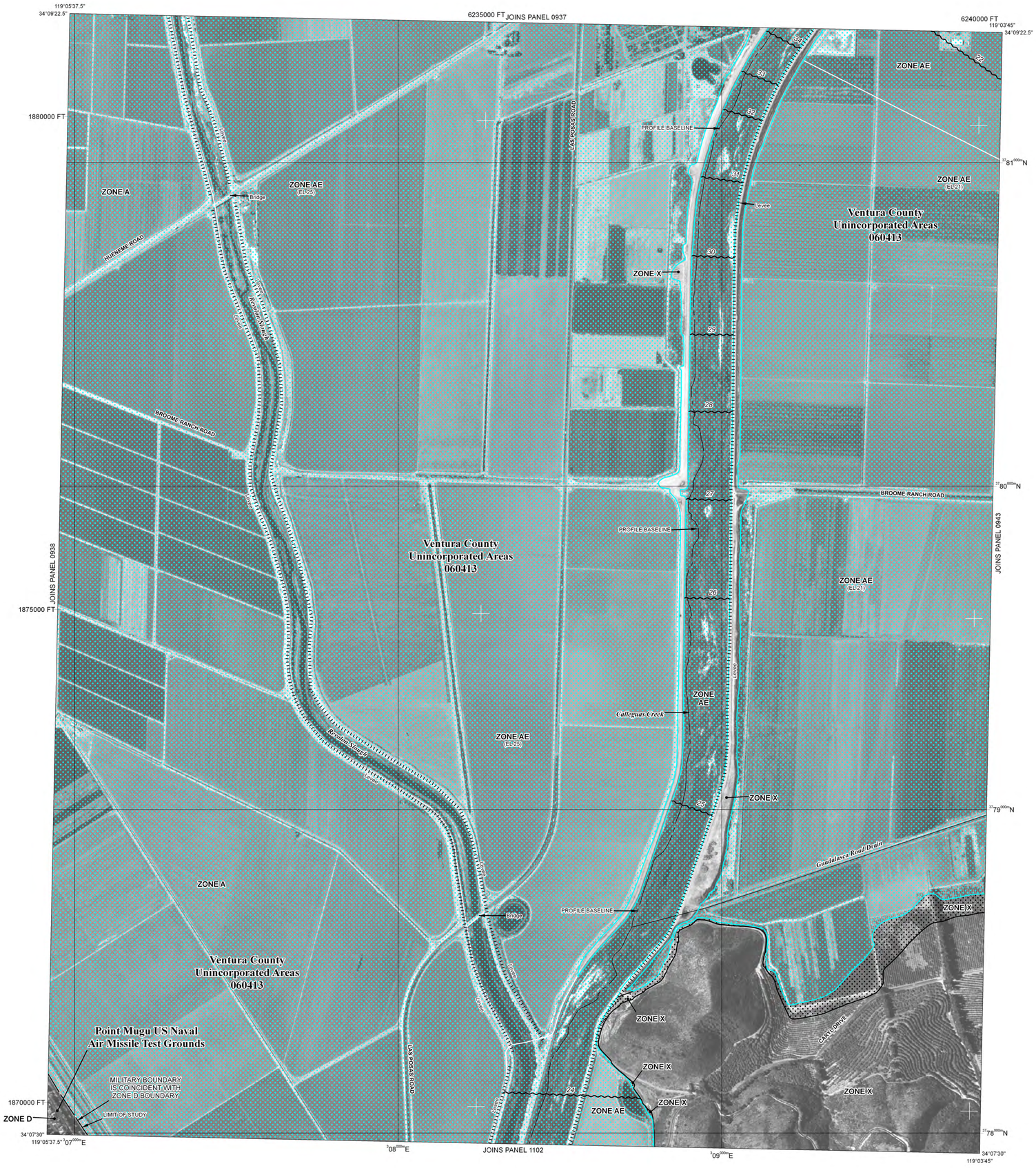

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
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ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

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OTHER FLOOD AREAS

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OTHER AREAS

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- 0.2% annual chance floodplain boundary
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- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- (A)—(A) Cross section line
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- 600000 FT 5000-foot grid ticks: California State Plane coordinate system, zone V (FIPSZONE 0405), Lambert Conformal Conic projection
- DX5510 × Bench mark (see explanation in Notes to Users section of this FIRM panel)
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MAP REPOSITORY
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EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
January 20, 2010

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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250 0 500 1000 FEET

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NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0939E

FIRM

FLOOD INSURANCE RATE MAP

VENTURA COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 939 OF 1275

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
VENTURA COUNTY	060413	0939	E

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MAP NUMBER
06111C0939E

EFFECTIVE DATE
JANUARY 20, 2010

Federal Emergency Management Agency

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LEGEND

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FLOODWAY AREAS IN ZONE AE

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OTHER FLOOD AREAS

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* Referenced to the North American Vertical Datum of 1988

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MAP REPOSITORY
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EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
January 20, 2010

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0941E

FIRM

FLOOD INSURANCE RATE MAP

VENTURA COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 941 OF 1275

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
VENTURA COUNTY	060413	0941	E

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MAP NUMBER
06111C0941E

EFFECTIVE DATE
JANUARY 20, 2010

Federal Emergency Management Agency

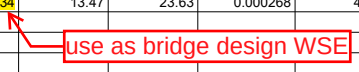
MODEL ID NO	LOCATION POINT FOR FLOWRATE VALUES LISTED	AREA	2 YR WITH AR	5 YR WITH AR	10 YR WITH AR	50 YR WITH AR	100 YR WITH AR
	REVOLON SL. WATERSHED - CALLEGUAS CK. PRESENT CONDITION HYDROLOGY	(ac)	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
5001A	REVOLON SLOUGH-CALLEG. MODEL OR/DBT 10/2002 FN=RVLN5000.99I	141	48	96	141	289	379
5007A	HONDA BARR. WEST FORK AT BERYLWOOD ROAD	817	122	247	362	741	973
5016AB	HONDA BARR CONFLUENCE W/BERYLWOOD DITCH (EAST FK)	1,428	190	384	563	1,150	1,511
5019A	HONDA BARR. AT PRICE ROAD CROSSING	1,779	191	386	566	1,158	1,521
5035C	ARROYO COLORADO AT BERYLWOOD ROAD	1,185	222	449	659	1,347	1,768
5037C	ARROYO COLORADO PRIOR TO JCT. W/DITCH FROM PRICE RD	1,253	203	410	602	1,230	1,615
5042E	PRICE ROAD DRAIN AT BERYLWOOD ROAD	345	47	96	140	287	377
5043CE	ARROYO COLORADO AFTER JCT.W/ PRICE ROAD DRN.	1,598	241	488	716	1,464	1,922
5049A	HONDA BARR. AFTER CONFLUENCE WITH ARROYO COLORADO	3,878	400	809	1,186	2,424	3,183
5057BE	AGGEN RD DRN. JCT. W/NATURAL CHANNEL	540	139	281	412	841	1,105
5072BC	LOS ANGELES AVE. DRN.W/ AGGEN RD DRN.JCT.	1,523	261	528	775	1,584	2,080
5079B	LOS ANGELES AVE. DITCH PRIOR TO JCT.W/ HONDA BARR	1,896	292	590	866	1,769	2,324
5083AB	HONDA BARR. AT CENTER SCHOOL RD.XING	5,925	551	1,116	1,637	3,346	4,394
5100DE	MILLIGAN BARRANCA AT LA LOMA ROAD XING	1,126	160	324	475	971	1,276
5105D	MILLIGAN BARRANCA AT LA AVE.(HWY 118)CROSSING	1,669	189	382	560	1,144	1,502
5107AD	HONDA BARR.CONFLUENCE W/MILLIGAN BARR.	8,006	697	1,410	2,067	4,226	5,550
5111AB	BEARDSLEY WASH AT CONFLUENCE WITH LAS POSAS DRN	8,195	701	1,418	2,080	4,252	5,584
5119BC	LAS POSAS DRN.PRIOR TO JCT.W/BEARDSLEY	180	56	114	167	340	447
5121AB	BEARDSLEY WASH AFTER JCT. W/ LAS POSAS DRAIN	8,634	707	1,432	2,100	4,292	5,637
5145CE	DITCH FROM WALNUT AVE PRIOR TO CROSSING LA AVE.	904	170	345	506	1,035	1,359
5149C	MESA SCHOOL DRAIN PRIOR TO JCT.W/ BEARDSLEY WASH	1,138	184	371	545	1,113	1,462
5167B	RAMONA DBRIS/DETNT. BASIN ROUTED & FATTENED HYDROGRAPH (Qout=130)	254	16	33	48	99	130
5174D	LAS POSAS DEBRIS/DETENTION BASIN RTED FAT HYDROGRAPH (Qout=62)	168	8	16	23	47	62
5182BC	LAS POSAS ESTATES DRN. OVERLAND FLOW @ TR.BNDRY W/RTN.BOX	613	86	173	254	519	682
5185D	SPANISH HILLS DRN.Q10F INTO LAKE (LOT99) FROM ARACENE CT.	57	23	46	68	139	183
5196D	SPANISH HILLS DRN-50 AC INTO LAKE LOT 101	50	16	32	47	95	125
5203BD	LAS POSAS ESTATES DRN. AFTER JCT.W/TR.4227 MR LAKES	946	142	288	422	863	1,133
5204E	TRACT 4948 OUTFLOW HYDRGRPH W/DKT APPRV. BSN 2A RAT	95	3	7	10	20	26
5205E	LAS POSAS EST.DRN-NORTH TRB. INC. BASIN IN TR 4948 PRIOR TO JCT W/CHNL	122	15	29	43	88	116
5206BE	LAS POS.EST.DRN, WITHPOST-TR 4227&4948 W/RTN.	1,068	136	276	404	826	1,085
5208D	TRACT 4948 OUTFLOW HYDROGRAPH W/DKT APPROVED BASIN	36	5	10	15	30	40
5209D	TRIB.TO LAS POSAS EST.DRN,POST TR.4948 W/RTN.PRR.TO JCT W/MAIN	56	13	26	38	77	101
5212BD	LAS POSAS ESTATES DRN.,POST TR 4227 &4948 W/RTN	1,156	146	295	432	884	1,160
5216BF	LAS POSAS ESTATES DRN. W/60% SPLIT TO BEARDSLEY	1,279	97	197	289	591	776
5219B	LAS POSAS ESTATES DIVERSION PRIOR TO JCT W/BEARDSLEY(60%)	1,371	94	191	280	572	751
5220AB	BEARDSLEY WASH AFTER JCT. W/ LAS POSAS ESTATES DRAIN (60%)	11,738	849	1,719	2,521	5,154	6,768
5234CD	LA VISTA DRN & UPPER PART OF LA AVE.W/S.CLR	666	127	256	376	768	1,008
5242E	LA VISTA DRAIN TRIBUTARY PRIOR TO JCT W/LA VISTA DRN.	361	78	159	233	476	625
5243CE	LA VISTA DRN @ LA VISTA RD.AFTER JCT W/ TRIBUTARY	1,115	199	403	590	1,207	1,585
5262D	WRIGHT RD. DRN. W/ DITCH PRIOR TO SANTA CLARA DRN. JCT.	433	102	206	302	618	811
5263CD	SANTA CLARA DRAIN AFTER JCT. W/ WRIGHT ROAD DRN.	1,787	278	563	826	1,688	2,217
5268C	SANTA CLARA DRAIN DIVERSION PRIOR TO JCT. W/ BEARDSLEY WASH	2,103	275	557	817	1,670	2,192
5272AC	BEARDSLEY WASH AFTER JCT. W/ SANTA CLARA DRN. DIVERSION	13,841	1,048	2,121	3,111	6,360	8,352
5275AC	BEARDSLEY WASH AT CENTRAL AVE. BRIDGE (GAGE SITE)	13,919	1,049	2,123	3,113	6,364	8,357
5279A	BEARDSLEY WASH PRIOR TO JCT. W/ NYELAND DRAIN ABOVE HWY 101	14,056	1,048	2,121	3,110	6,357	8,349
5284B	UPPER NYELAND DRN. NEAR SATICOY COUNTRY CLUB	334	64	130	191	391	513
5293BC	UPPER NYELAND OVERFLOW-CLUBHOUSE DR. INTO DITCH	849	127	257	376	769	1,010
5297BD	UPPER NYELAND DRN.AT CLUBHOUSE DR. PRIOR TO XING LA AVE.	1,111	147	298	437	894	1,174
5299B	UPPER NYELAND DRN. PRIOR TO JCT. W/FERRO DITCH	1,131	147	297	435	890	1,168
5305D	FERRO CANYON CHL. AT LA AVE.PRIOR JCT.W/UPPER NYELAND DRN.	544	108	218	320	655	860

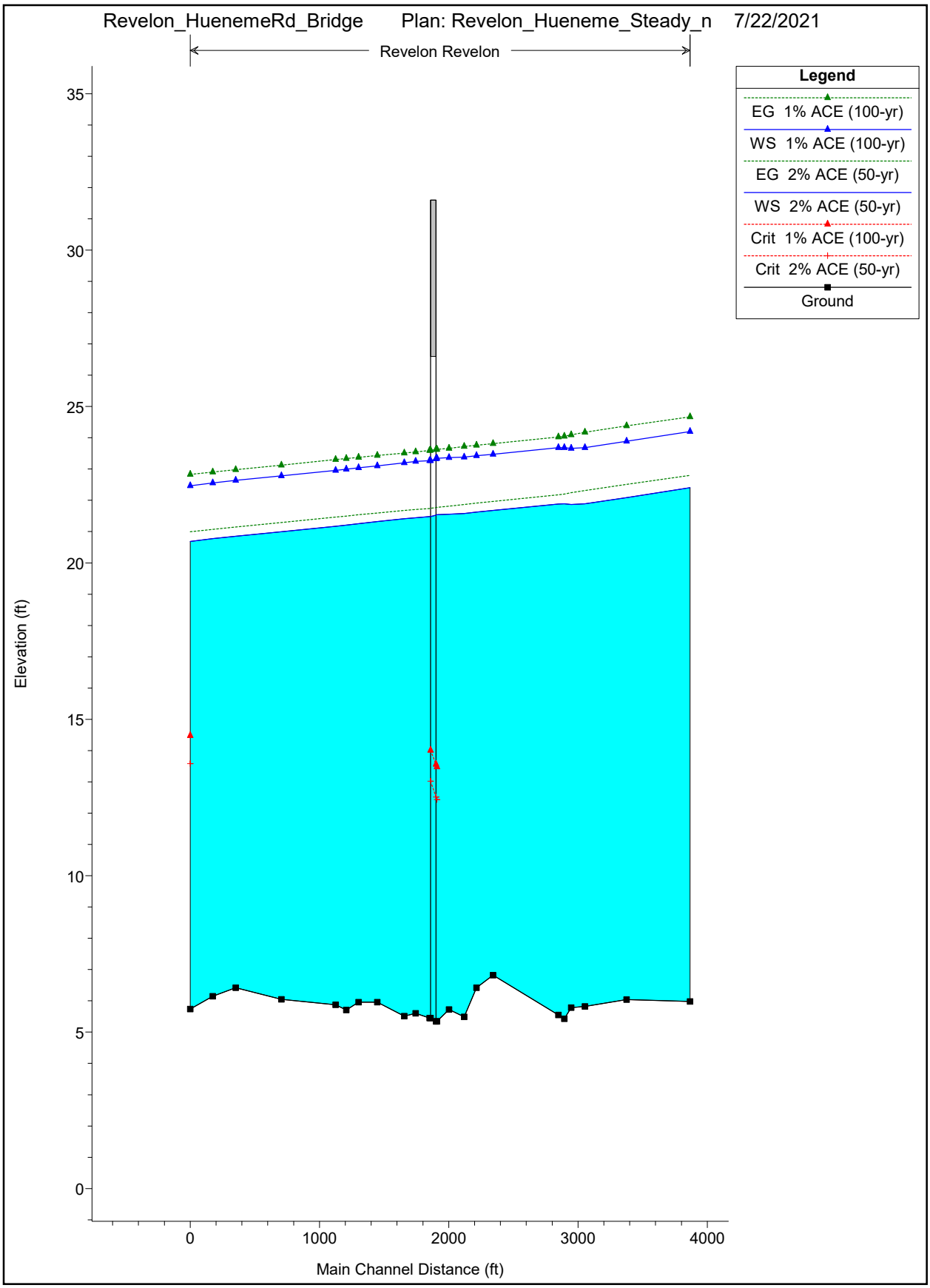
MODEL ID NO	LOCATION POINT FOR FLOWRATE VALUES LISTED	AREA	2 YR WITH AR	5 YR WITH AR	10 YR WITH AR	50 YR WITH AR	100 YR WITH AR
	REVOLON SL. WATERSHED - CALLEGUAS CK. PRESENT CONDITION HYDROLOGY	(ac)	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
5306BD	NYELAND DRAIN AFTER JCT. W/ FERRO CHANNEL BELOW HWY 118 (LA AVE)	1,675	227	459	674	1,377	1,809
5334BC	NYELAND DRAIN AT CENTRAL AVE.W/UPPER NYELAND NOT DIVERTED	2,829	286	578	848	1,734	2,277
5375C	NYELAND DRN.TRIB.(ROSE RD-CENTRAL-101-STA.CLARA) W/BOYER	886	117	236	347	709	931
5376BC	NYELAND DRN. AFTER JCT.OF TRIB. W/BOYER PROJ.(AUTO CTR.)	4,119	351	711	1,043	2,132	2,800
5378B	NYELAND DRN. @ SANTA CLR & FRIEDRICH W/ BOYER(AUTO CTR.)	4,119	350	708	1,038	2,122	2,786
5380BE	NYELAND DRN AFTER JCT. W/ NYELAND ACRES SIDE DRN. W/ BOYER	4,181	350	709	1,040	2,125	2,791
5391D	LATERAL A AFTER JCT. W/LOCAL AREA	145	36	74	108	221	290
5392BD	NYELAND DRN.AFTER JCT W/LATERAL A	4,482	352	713	1,046	2,139	2,809
5400CE	NYELAND DRN.TRIB. TO NO.PRIOR TO JCT. W/NYELAND	373	40	81	118	241	317
5401BC	NYELAND DRN AFTER JCT. W/NORTH LATERALS-INC 477B W/BOYER	4,855	377	764	1,120	2,290	3,008
5406AB	NYELAND DRN. JUNCTION W/BEARDSLEY WASH	19,003	1,255	2,541	3,726	7,618	10,003
5439C	CAMARILLO HILLS DRN PRIOR TO JCT. W/ PONDEROSA DRN.	742	152	307	450	921	1,209
5450CD	CAMARILLO HILLS DRN. AFTER JCT. W/ PONDEROSA DRAIN	1,106	212	430	630	1,288	1,691
5471DE	MISSION DRAIN PRIOR TO JCT. W/ CAM. HILLS DRAIN	519	136	275	403	823	1,081
5472CD	CAMARILLO HILLS DRN. AFTER JCT. W/ MISSION DRAIN	1,776	330	669	981	2,005	2,633
5485D	WEST CAMARILLO HILLS DRN. PRIOR TO JCT. W/ CAM. HILLS DRN.	467	123	249	365	747	981
5487CD	CAMARILLO HILLS DRN. AFTER JCT. W/ WEST CAM. HILLS DRN.	2,287	422	854	1,252	2,560	3,362
5499D	EDGEMORE DRN. PRIOR TO JCT. W/ CAM. HILLS DRAIN	363	97	196	288	588	772
5501CD	CAMARILLO HILLS DRN. AFTER JCT. W/ EDGEMORE DRN.	2,650	482	975	1,430	2,923	3,839
5504C	CAMARILLO HILLS DRN. AT PONDEROSA DR. AND REDWOOD AVE.	2,704	484	979	1,435	2,934	3,853
5507CD	CAMARILLO HILLS DRN. AT POINT WHERE CHL. CURVES TO SOUTH	2,777	488	987	1,448	2,960	3,888
5513C	CAMARILLO HILLS DRN. PRIOR TO JCT. WITH CRESTVIEW DRN.	3,013	504	1,020	1,495	3,057	4,014
5517D	LEONARD PROJECT DIVERSION FROM PLEASANT VLY RD. DRN. PRIOR JCT.	157	50	101	148	302	397
5518CD	CAMARILLO HILLS DRN. AFTER JCT. W/ LEONARD PIPE NR. LAS POSAS RD.	3,170	533	1,079	1,582	3,234	4,246
5527D	CRESTVIEW DRN. PRIOR TO JCT. W/ CAMARILLO HILLS DRN.	385	120	243	356	728	956
5528CD	CAMARILLO HILLS DRN. AFTER JCT. W/ CRESTVIEW DRN.	3,555	601	1,216	1,783	3,644	4,786
5529C	CAMARILLO HILLS DRN AT LAS POSAS RD. BELOW HWY. 101	3,555	599	1,211	1,777	3,632	4,769
5577C	CAMARILLO HILLS DRN. PRIOR TO JCT. W/ LAS POSAS ESTATES DRN. (40%)	4,776	563	1,140	1,672	3,417	4,487
5584D	LAS POSAS ESTATES DRN. AT SR 101 W/60% DIVRS.TO BEARDSLEY	189	95	192	282	576	756
5586D	LAS POS. EST. DRN. PRIOR JCT. W/CAM. HILLS DRN. W/DIVR.	235	90	183	268	548	720
5590CD	CAM. HILLS DRN. AFTER JCT. W/ LAS POSAS ESTATES DRN. 40%	5,011	595	1,204	1,766	3,610	4,741
5601CD	CAMARILLO HILLS DRAIN AFTER JCT. W/ LARGE AG. AREA WEST	5,550	579	1,171	1,717	3,511	4,610
5602AC	REVOLON SLOUGH AT CONFL. W/ CAMARILLO HILLS DRAIN	24,818	1,617	3,272	4,798	9,809	12,881
5617BC	REVOLON TRIB. AT DEL NORTE BLVD. (PRTY. LINE SAKIOKA)	467	58	118	173	353	464
5618B	REVOLON TRIB. PRESENT CONDITION W/ NO DETN. OR DIVERSION	467	58	117	172	351	461
5623D	PROCTOR AND GAMBLE SITE W/ NO RUNOFF LEAVING SITE	60	18	36	52	107	140
5627B	REVOLON TRIB. AT SAKIOKA DIVERSION (EXC. PROC-GAMBLE)	730	89	179	263	538	706
5638E	REVOLON TRIB AT STURGIS, W/ SAKIOKA RTN. AND DIVERSION (EXC. P&G)	219	44	89	131	267	351
5640E	REVOLON TRIB. AT STURGIS PRIOR TO JCT. W/ SAKIOKA DITCH	287	37	75	110	225	295
5642B	SAKIOKA DITCH PRIOR TO JCT. W/ STURGIS RD. DRAIN	843	97	197	289	590	775
5644AB	REVOLON SLOUGH AFTER JCT. W/ REVOLON TRIB. INC. SAKIOKA DITCH	26,018	1,653	3,346	4,907	10,030	13,172
5649AB	REVOLON SLOUGH AT STURGIS W/O PLEASANT VALLEY DRAIN	26,232	1,654	3,349	4,911	10,039	13,183
5650A	REVOLON SLOUGH AT FIFTH STREET	26,249	1,653	3,345	4,906	10,029	13,170
5654C	FIFTH STREET DRAIN AT POSSIBLE RETN.SITE FOR ASSMT.DIST.	183	24	49	72	146	192
5663C	FLOW N-SIDE OF RR WEST OF REVOLON SLOUGH	383	30	61	89	182	239
5684C	INFLOW TO LEONARD TRACT Q10F W/VTA BLVD. DIVERSION TO CAM. HILLS	86	29	59	86	176	231
5685CD	OUTFLOW FROM LEONARD TRACT RETEN. BASIN Q10 F, W/ VTA BLVD. DIVERSION	86	6	11	17	34	45
5686D	SUMP IN LEONARD TRACT W/45 CFS OUTLET Q10F W/VTA BLVD DIVERSION	-	23	47	69	142	186
5693C	FIFTH STREET DRAIN AT POSSIBLE RETN.SITE FOR ASSMT.DIST,	55	16	32	47	97	127
5709AB	REV.SL. AFTER JCT W/PLEAST.VLY.RD.DRN.W/ SAK.DIVR.& RETN.	28,115	1,714	3,468	5,086	10,398	13,654

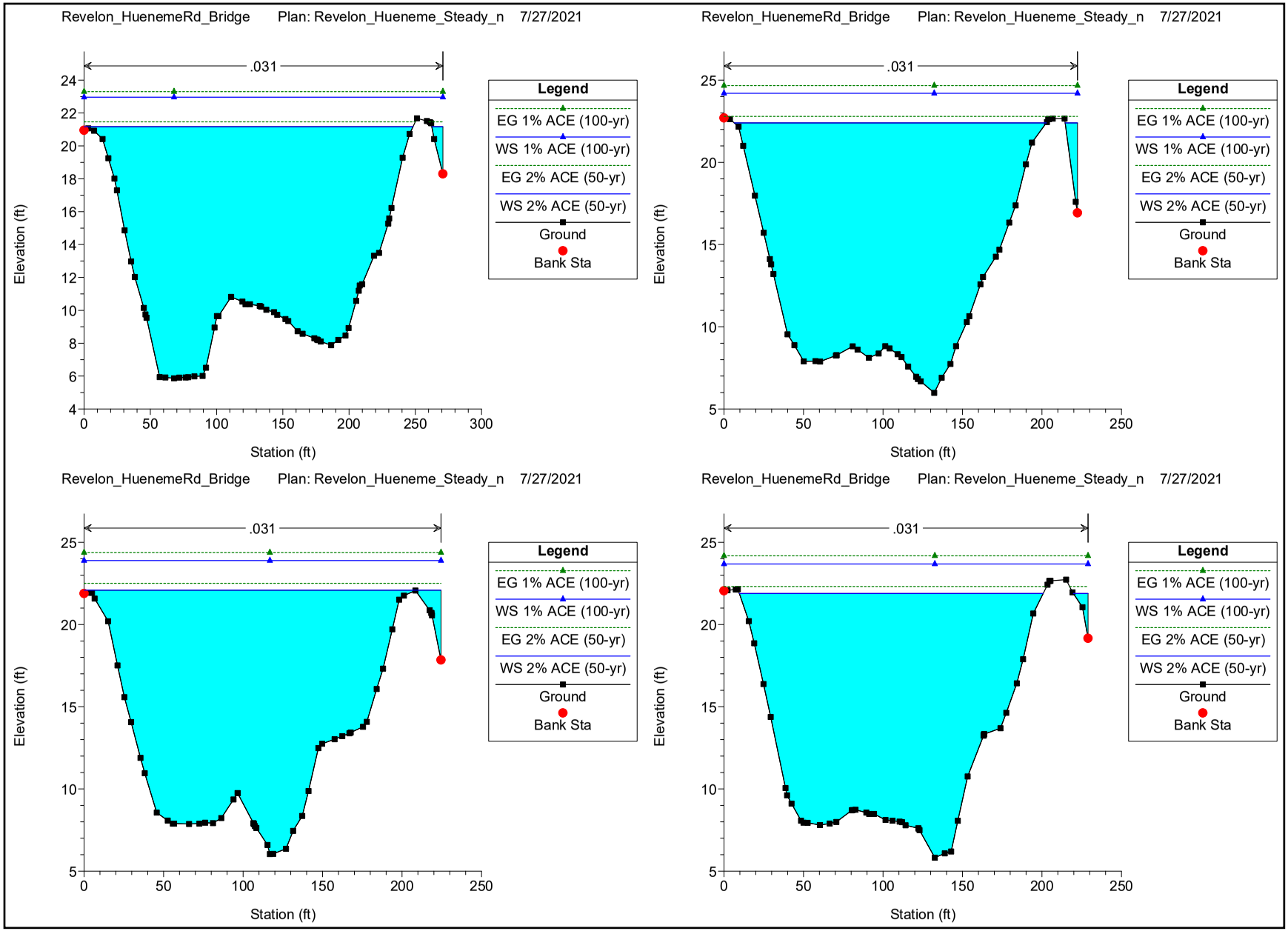
MODEL ID NO	LOCATION POINT FOR FLOWRATE VALUES LISTED	AREA	2 YR WITH AR	5 YR WITH AR	10 YR WITH AR	50 YR WITH AR	100 YR WITH AR
	REVOLON SL. WATERSHED - CALLEGUAS CK. PRESENT CONDITION HYDROLOGY	(ac)	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
5739A	REVOLON. SL. AT WOOD RD.BELOW LAGUNA W/TRIB.W/ SAK DIVR.& RTN	29,126	1,701	3,442	5,048	10,319	13,551
5750AB	REVOLON SL. AT WOOD RD. BELOW LAGUNA RD. W/ LAGUNA TRIB	29,602	1,699	3,438	5,042	10,306	13,534
5781CD	CAWELTI RD. DRAIN UPPER REACH	453	112	228	334	682	896
5796B	LAS POSAS RD.DRN.AT LAGUNA RD.	2,527	295	597	875	1,789	2,349
5822BC	REVOLON SLOUGH TRIBUTARY ABOVE LAGUNA RD(LARGE FARM DRN.)	3,585	423	857	1,257	2,569	3,373
5849AB	REVOLON SL. AFTER CONFLUENCE WITH LARGE FARM DRN. TRIB.	34,238	1,756	3,553	5,211	10,653	13,990
5869AC	REVOLON SL. AT JCT.W/ HUENEME RD. DRAIN	35,065	1,747	3,536	5,185	10,600	13,920
5916AB	REVOLON SL. AT LAS POSAS RD.	37,087	1,746	3,534	5,182	10,594	13,912
5935AB	REVOLON SLOUGH PRIOR TO CONFLUENCE W/ CALLEGUAS CREEK	37,911	1,726	3,494	5,124	10,475	13,755

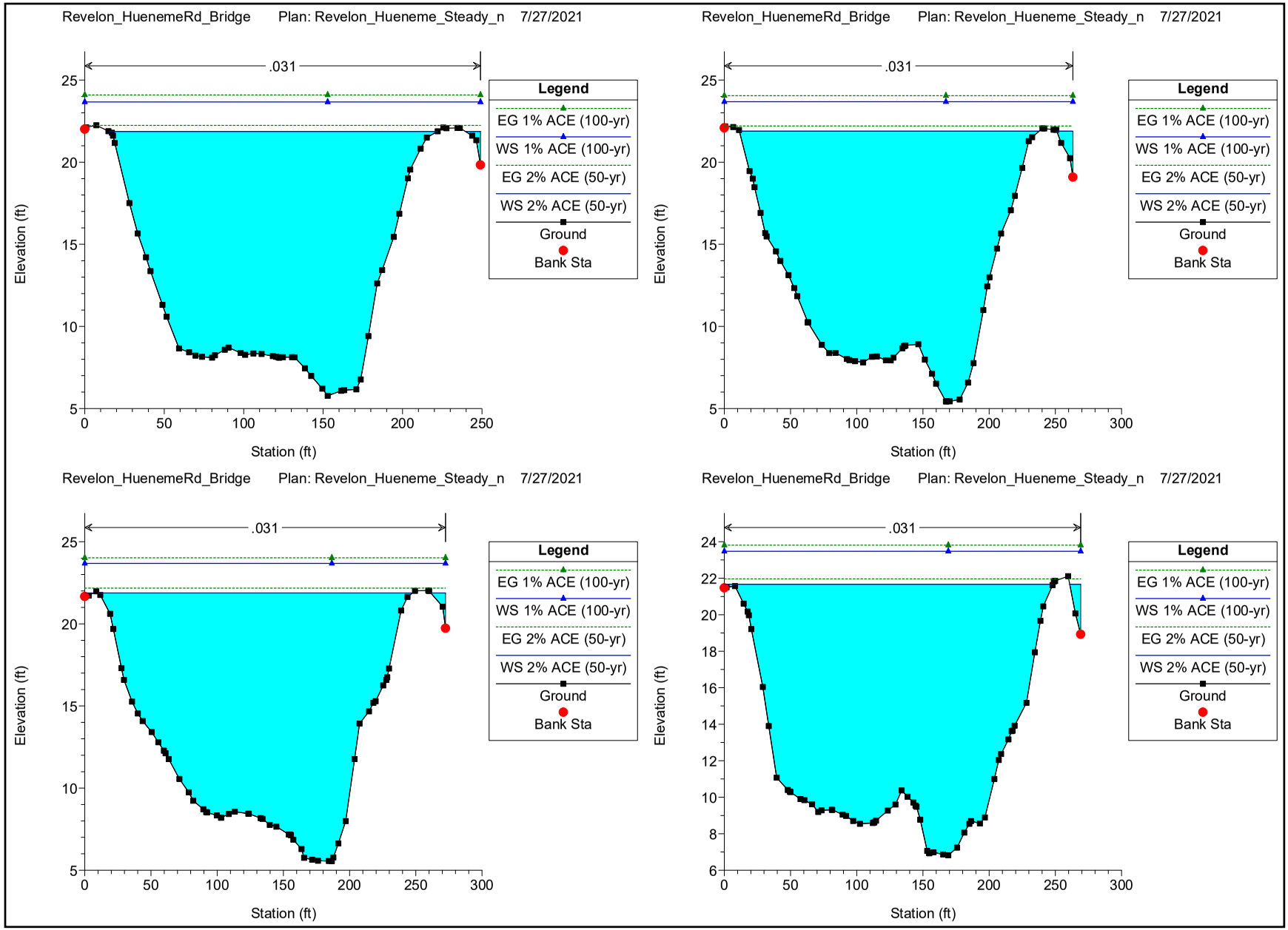
HEC-RAS Plan: Proposed widened Hueneme Rd bridge River: Revelon Reach: Revelon

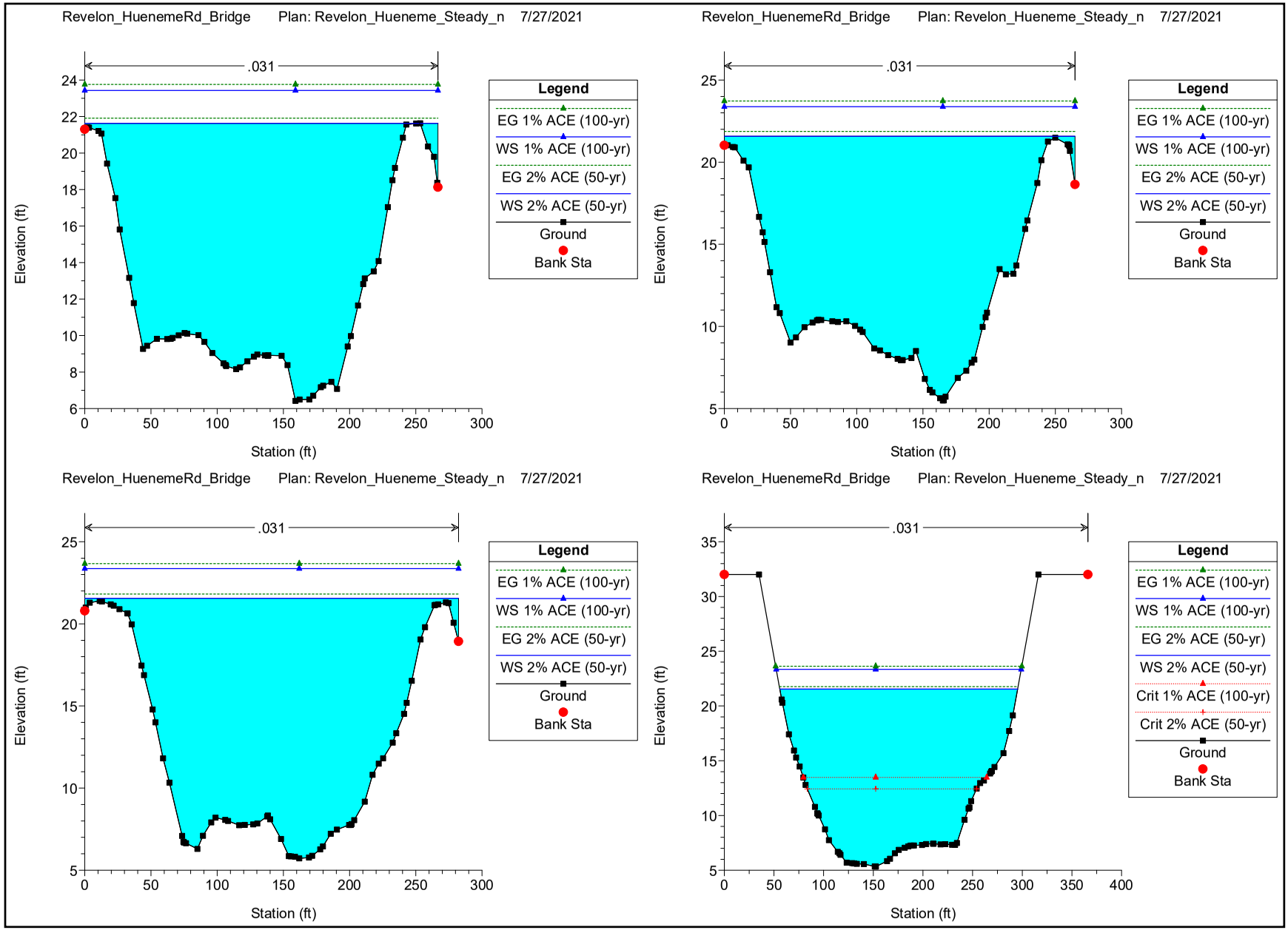
Reach	River Sta	Profile	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
			(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
Revelon	16501.69	2% ACE (50-yr)	10800.00	5.98	22.40		22.80	0.000520	5.04	2142.12	204.15	0.27
Revelon	16501.69	1% ACE (100-yr)	13920.00	5.98	24.20		24.67	0.000558	5.49	2537.72	222.38	0.29
Revelon	16010.62	2% ACE (50-yr)	10800.00	6.04	22.09		22.51	0.000649	5.21	2072.07	224.51	0.30
Revelon	16010.62	1% ACE (100-yr)	13920.00	6.04	23.89		24.38	0.000607	5.62	2476.19	224.51	0.30
Revelon	15687.66	2% ACE (50-yr)	10800.00	5.82	21.89		22.31	0.000562	5.23	2064.90	200.41	0.29
Revelon	15687.66	1% ACE (100-yr)	13920.00	5.82	23.68		24.18	0.000629	5.66	2461.51	229.00	0.30
Revelon	15581.43	2% ACE (50-yr)	10800.00	5.78	21.87		22.24	0.000495	4.90	2203.87	216.06	0.27
Revelon	15581.43	1% ACE (100-yr)	13920.00	5.78	23.66		24.10	0.000548	5.26	2644.49	249.06	0.28
Revelon	15529.42	2% ACE (50-yr)	10800.00	5.43	21.89		22.20	0.000424	4.50	2399.61	238.65	0.25
Revelon	15529.42	1% ACE (100-yr)	13920.00	5.43	23.68		24.05	0.000448	4.85	2869.16	263.28	0.26
Revelon	15482.84	2% ACE (50-yr)	10800.00	5.55	21.88		22.17	0.000415	4.36	2476.40	254.93	0.25
Revelon	15482.84	1% ACE (100-yr)	13920.00	5.55	23.68		24.02	0.000419	4.69	2965.22	272.46	0.25
Revelon	14977.39	2% ACE (50-yr)	10800.00	6.82	21.67		21.97	0.000409	4.33	2494.76	256.42	0.24
Revelon	14977.39	1% ACE (100-yr)	13920.00	6.82	23.47		23.81	0.000409	4.68	2975.31	269.11	0.25
Revelon	14850.01	2% ACE (50-yr)	10800.00	6.42	21.63		21.91	0.000413	4.27	2527.76	265.85	0.24
Revelon	14850.01	1% ACE (100-yr)	13920.00	6.42	23.43		23.76	0.000393	4.63	3007.81	266.73	0.24
Revelon	14754.03	2% ACE (50-yr)	10800.00	5.49	21.58		21.87	0.000427	4.33	2496.73	264.82	0.25
Revelon	14754.03	1% ACE (100-yr)	13920.00	5.49	23.38		23.72	0.000403	4.68	2973.77	264.82	0.25
Revelon	14637.88	2% ACE (50-yr)	10800.00	5.72	21.56		21.81	0.000369	4.04	2671.53	282.32	0.23
Revelon	14637.88	1% ACE (100-yr)	13920.00	5.72	23.37		23.66	0.000348	4.37	3182.05	282.32	0.23
Revelon	14543.93	2% ACE (50-yr)	10800.00	5.34	21.54	12.43	21.77	0.000250	3.86	2797.92	239.48	0.20
Revelon	14543.93	1% ACE (100-yr)	13920.00	5.34	23.34	13.47	23.63	0.000268	4.30	3235.90	246.68	0.21
Revelon	14514.29		Bridge									
Revelon	14486.55	2% ACE (50-yr)	10800.00	5.45	21.48		21.74	0.000281	4.09	2642.00	225.47	0.21
Revelon	14486.55	1% ACE (100-yr)	13920.00	5.45	23.27		23.59	0.000303	4.56	3051.74	232.62	0.22
Revelon	14379.19	2% ACE (50-yr)	10800.00	5.60	21.45		21.71	0.000334	4.09	2642.11	254.16	0.22
Revelon	14379.19	1% ACE (100-yr)	13920.00	5.60	23.24		23.54	0.000383	4.41	3154.19	297.73	0.24
Revelon	14291.9	2% ACE (50-yr)	10800.00	5.51	21.41		21.68	0.000362	4.10	2633.41	266.40	0.23
Revelon	14291.9	1% ACE (100-yr)	13920.00	5.51	23.20		23.51	0.000353	4.47	3112.01	268.08	0.23
Revelon	14083.18	2% ACE (50-yr)	10800.00	5.96	21.32		21.60	0.000374	4.22	2557.95	254.72	0.23
Revelon	14083.18	1% ACE (100-yr)	13920.00	5.96	23.10		23.43	0.000382	4.59	3031.83	267.24	0.24
Revelon	13937.92	2% ACE (50-yr)	10800.00	5.96	21.25		21.54	0.000409	4.28	2522.25	263.54	0.24
Revelon	13937.92	1% ACE (100-yr)	13920.00	5.96	23.04		23.38	0.000393	4.65	2995.34	265.04	0.24
Revelon	13841.72	2% ACE (50-yr)	10800.00	5.71	21.21		21.50	0.000417	4.35	2485.27	258.64	0.25
Revelon	13841.72	1% ACE (100-yr)	13920.00	5.71	22.99		23.34	0.000414	4.69	2969.27	271.17	0.25
Revelon	13759.33	2% ACE (50-yr)	10800.00	5.87	21.17		21.46	0.000417	4.35	2483.68	256.58	0.25
Revelon	13759.33	1% ACE (100-yr)	13920.00	5.87	22.96		23.30	0.000420	4.70	2962.86	270.80	0.25
Revelon	13340.21	2% ACE (50-yr)	10800.00	6.05	20.99		21.29	0.000422	4.35	2480.16	258.03	0.25
Revelon	13340.21	1% ACE (100-yr)	13920.00	6.05	22.78		23.13	0.000419	4.70	2958.97	269.43	0.25
Revelon	12986.71	2% ACE (50-yr)	10800.00	6.42	20.85		21.14	0.000395	4.33	2492.54	248.48	0.24
Revelon	12986.71	1% ACE (100-yr)	13920.00	6.42	22.64		22.98	0.000409	4.69	2966.02	266.24	0.25
Revelon	12809.98	2% ACE (50-yr)	10800.00	6.15	20.78		21.07	0.000402	4.37	2470.96	246.78	0.24
Revelon	12809.98	1% ACE (100-yr)	13920.00	6.15	22.56		22.91	0.000419	4.74	2939.02	265.48	0.25
Revelon	12635.05	2% ACE (50-yr)	10800.00	5.74	20.68	13.58	21.00	0.000450	4.49	2407.56	252.62	0.26
Revelon	12635.05	1% ACE (100-yr)	13920.00	5.74	22.47	14.47	22.83	0.000451	4.83	2883.29	268.11	0.26

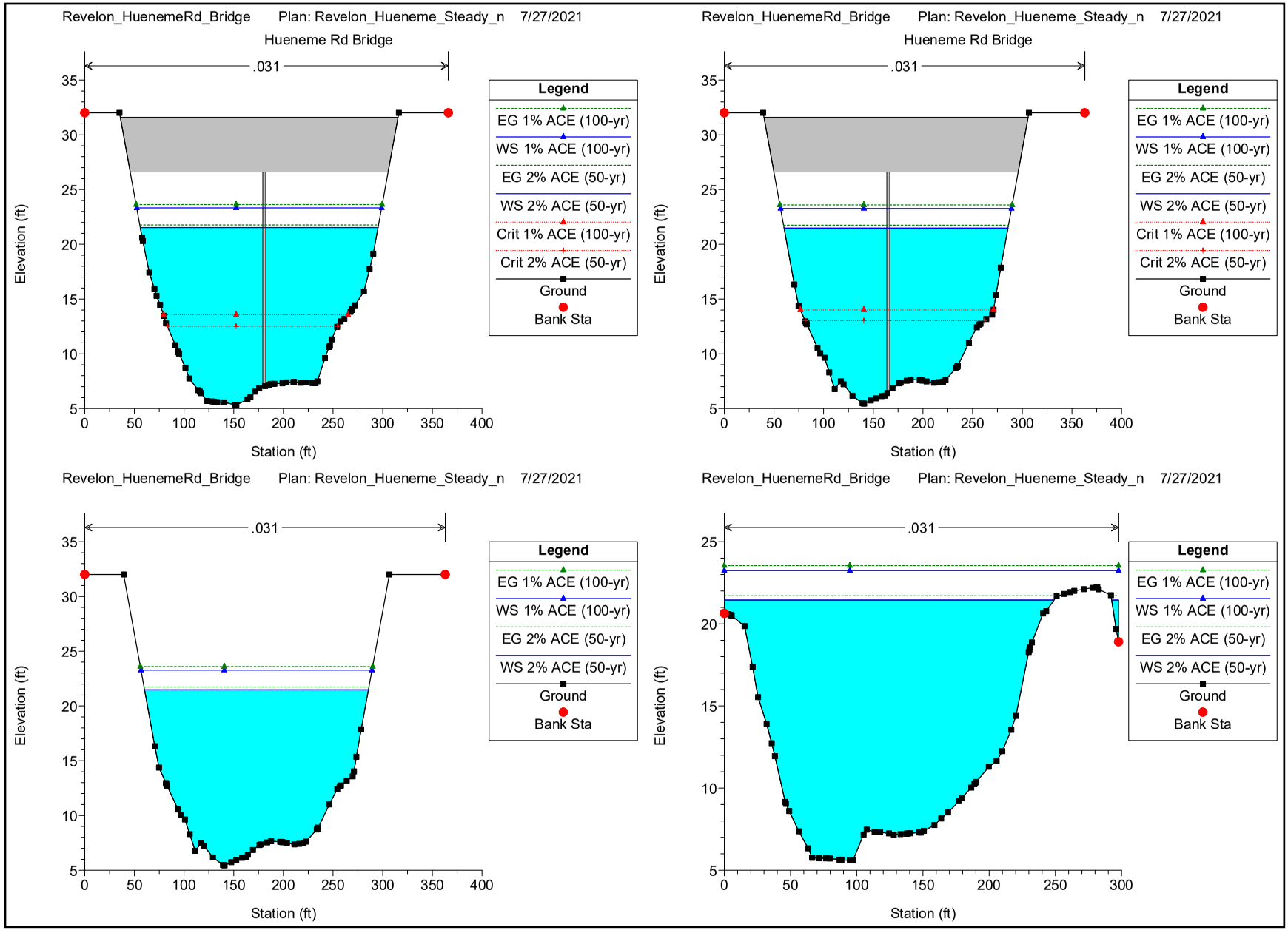


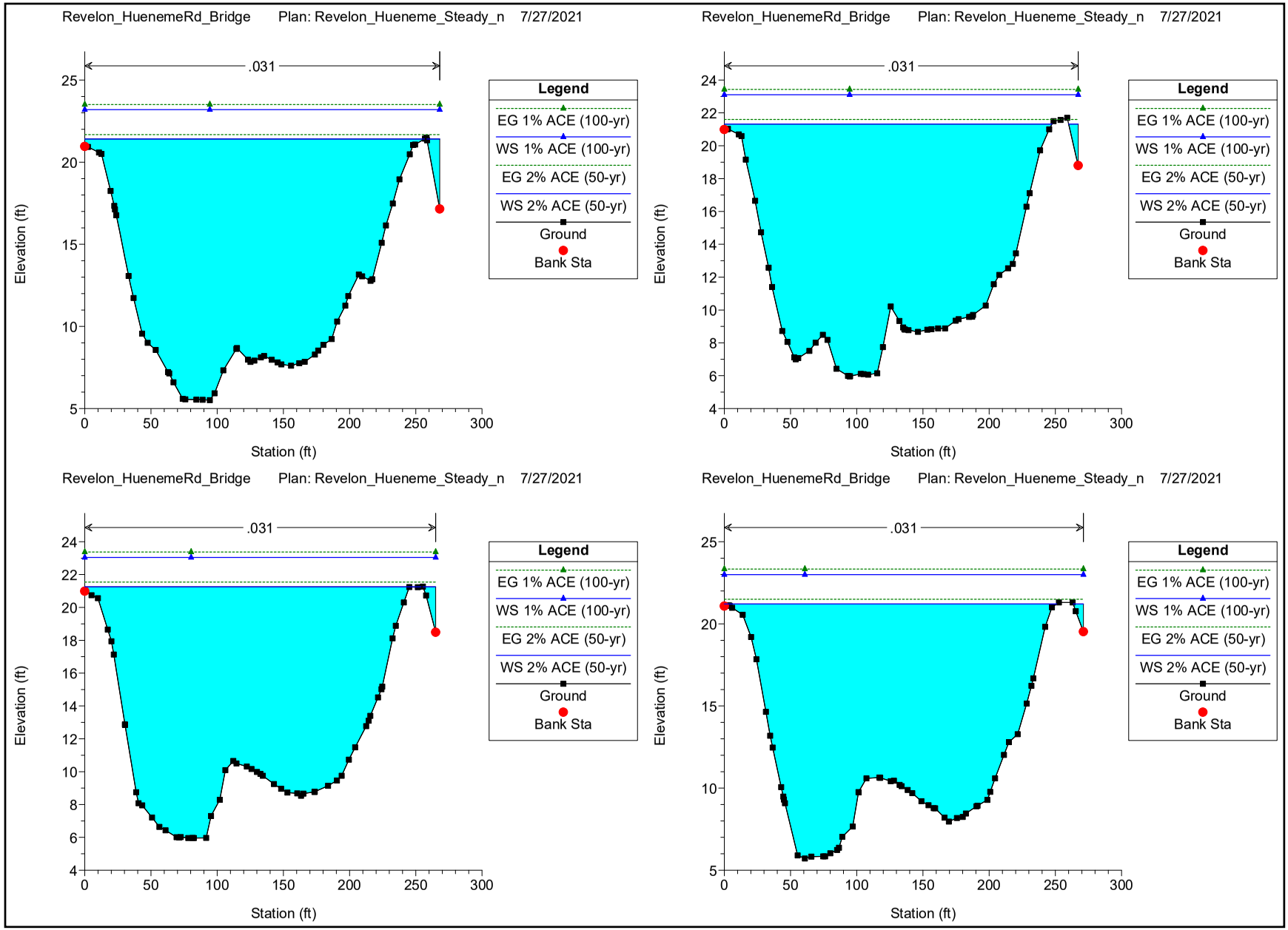

Revelon_HuenemeRd_Bridge
Plan: Revelon_Hueneme_Steady_n
7/22/2021
Revelon Revelon
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Crit 1% ACE (100-yr)
Crit 2% ACE (50-yr)
Ground
Elevation (ft)
35
30
25
20
15
10
5
0
0
1000
2000
3000
4000
Main Channel Distance (ft)

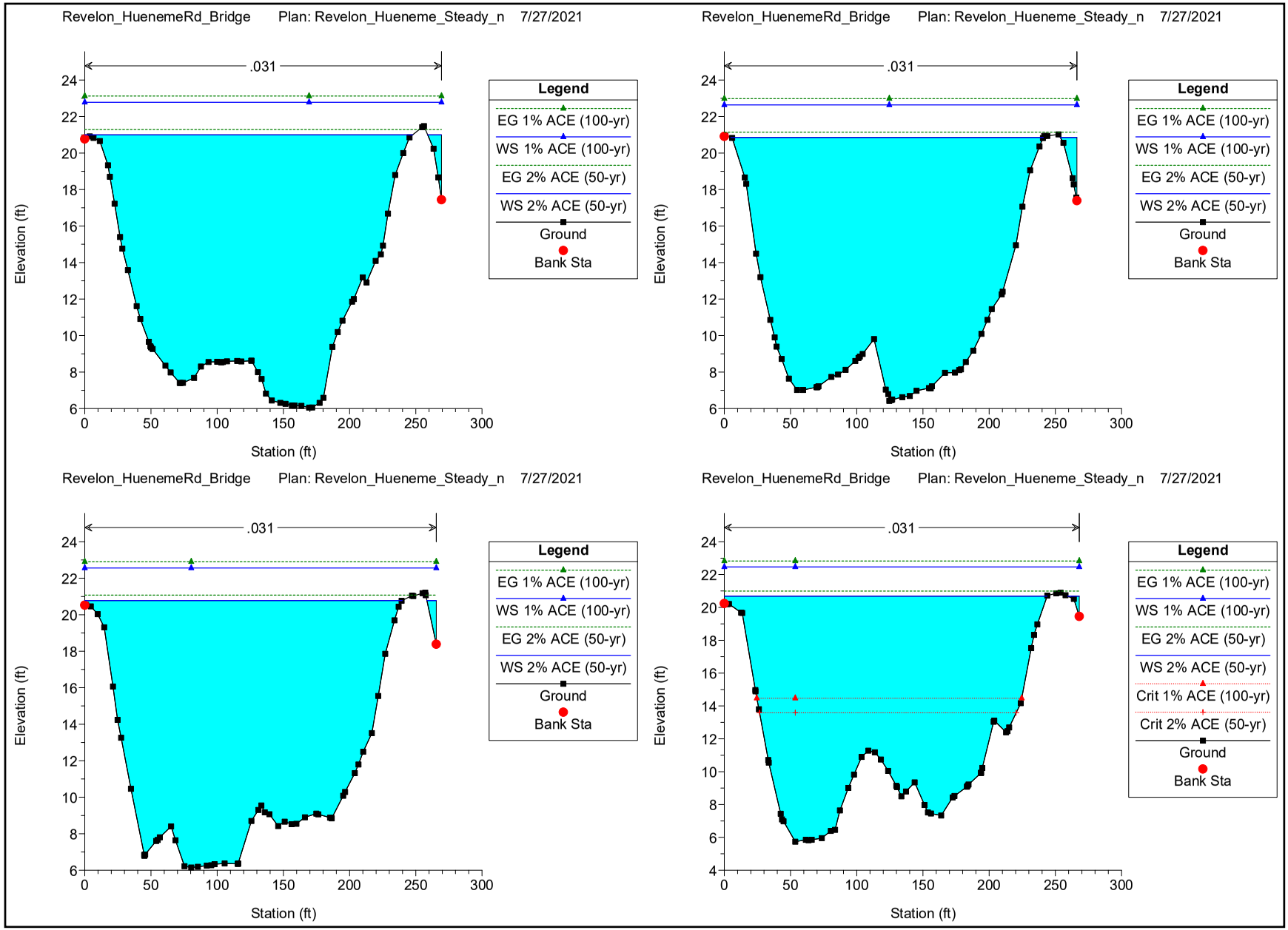

Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta

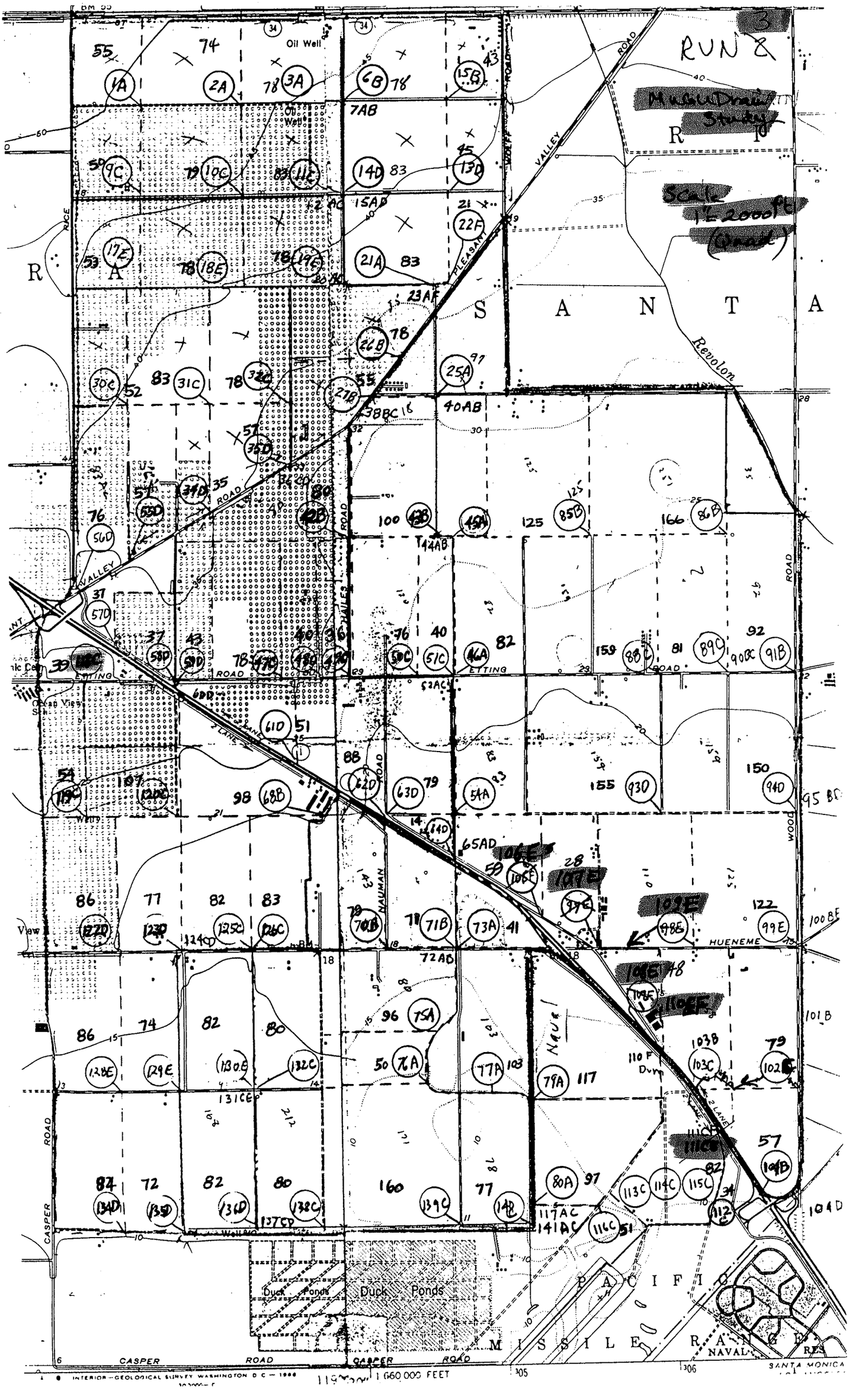

Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta


Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Crit 1% ACE (100-yr)
Crit 2% ACE (50-yr)
Ground
Bank Sta


Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
Hueneme Rd Bridge
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Crit 1% ACE (100-yr)
Crit 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
Hueneme Rd Bridge
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Crit 1% ACE (100-yr)
Crit 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta


Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta


Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Ground
Bank Sta
Revelon_HuenemeRd_Bridge Plan: Revelon_Hueneme_Steady_n 7/27/2021
.031
Elevation (ft)
Station (ft)
Legend
EG 1% ACE (100-yr)
WS 1% ACE (100-yr)
EG 2% ACE (50-yr)
WS 2% ACE (50-yr)
Crit 1% ACE (100-yr)
Crit 2% ACE (50-yr)
Ground
Bank Sta


RUN &
Scale 1"=2000ft
SANTA
Revelon
VALLEY ROAD
PLEASANT VALLEY ROAD
CASPER ROAD
NAUMAN ROAD
HUENEME ROAD
WOOD ROAD
RICE ROAD
ETTING ROAD
2 LANE
Oil Well
Duck Ponds
Duck Ponds
PACIFIC MISSILE RANGE
NAVAL
INTERIOR—GEOLOGICAL SURVEY WASHINGTON D C — 1966
1 660 000 FEET

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999
999
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00682110    2A 030     7427K502 2000000116
00682110    3A 030     7826K50
00682110    4A 030      099K50
00682110    5B 030     4331K504 20000001       425
00682110    6B 030     7827K50
00682110    7AB030         K504 1800000167                1
00682110    8A 030      099K50
00682110    9C 030     5035K504 2000000147     4
00682110   10C 030     7928K504 2000000147     4
00682110   11C 030     8332K50
00682110   12AC030        K50                             1
00682110   13D 030     4526K504 1230004472     450
00682110   14D 030     8330K50
00682110   15AD030        K505 1700000238     12          1
00682110   16A 030      099K50
00682110   17E 030     5329K504 2000000185     425
00682110   18E 030     7827K504 20000002       575
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00682110   22F 030     2125K50
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00682110   31C 030     8335K504 1500000167     575
00682110   32C 030     7832K504 1200000176     675
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00682110   34D 030     3527K503 1800000118
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00682110   66A 030     099K50
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00682110  108E 030    4827K50
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00682110  133C 030     099K50
00682110  134D 030    8434K505 1200000001     16
00682110  135D 030    7232K505 1350000001     16
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00682110  141AC030       K505 1600000030     32         11 2
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VENTURA COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY / PC1292000-1.0

MUGU DRN-DET.STY.WOOD AB HWY1 BERMED,PRE-TR.4063,Q50PRESENT NOV. STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
821100	1A	55.	63.	55.	63.	2	2200.	0.00152	0.00	0.00	0.	30	35	K50	0.00
821100	2A	74.	100.	129.	110.	2	2000.	0.00116	0.00	0.00	0.	30	27	K50	0.00
821100	3A	78.	109.	207.	132.	0	0.	0.00000	0.00	0.00	0.	30	26	K50	0.00
821100	4A	0.	0.	207.	132.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100	5B	43.	53.	43.	53.	4	2000.	0.00100	4.25	0.00	0.	30	31	K50	0.00
821100	6B	78.	106.	121.	142.	0	0.	0.00000	0.00	0.00	0.	30	27	K50	0.00

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VENTURA COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY / PC1292000-1.0

MUGU ORN-DET.STY.WOOD AB HWY1 BERMED,PRE-TR.4063,Q50PRESENT NOV. STORM DAY 4

LOCATION	SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
* CONFLUENCE Q'S														
* 821100 23A TA 1174 QA	975.	QAF 995.	QF 20.	821100 23F TF 1160 QF	30.	QFA 654.	QA 624.							
* 821100 23AF TAF 1173 QAF	996.	QA 975.	QF 21.											
821100 23AF	21.	30.	981.	996.	5	2100.	0.00250	13.00	0.00	0.	30	0	K50	0.00
821100 24A	0.	0.	981.	986.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 25A	0.	0.	981.	986.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 26B	78.	94.	78.	94.	0	0.	0.00000	0.00	0.00	0.	30	32	K50	0.00
821100 27B	55.	69.	133.	164.	0	0.	0.00000	0.00	0.00	0.	30	30	K50	0.00
821100 28B	0.	0.	133.	164.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 29B	0.	0.	133.	164.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 30C	52.	69.	52.	69.	4	1600.	0.00167	4.25	0.00	0.	30	28	K50	0.00
821100 31C	83.	94.	135.	158.	4	1500.	0.00167	5.75	0.00	0.	30	35	K50	0.00
821100 32C	78.	94.	213.	240.	4	1200.	0.00176	6.75	0.00	0.	30	32	K50	0.00
821100 33C	0.	0.	213.	238.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 34D	35.	47.	35.	47.	3	1800.	0.00118	0.00	0.00	0.	30	27	K50	0.00
821100 35D	57.	72.	92.	85.	0	0.	0.00000	0.00	0.00	0.	30	30	K50	0.00
* CONFLUENCE Q'S														
* 821100 36C TC 1175 QC	238.	QCD 321.	QD 83.	821100 36D TD 1170 QD	85.	QDC 318.	QC 233.							
* 821100 36CD TCD 1174 QCD	322.	QC 238.	QD 84.											
821100 36CD	92.	85.	305.	322.	5	2000.	0.00050	12.00	0.00	0.	30	0	K50	0.00
821100 37C	0.	0.	305.	312.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
* CONFLUENCE Q'S														
* 821100 38B TB 1160 QB	164.	QBC 303.	QC 139.	821100 38C TC 1183 QC	312.	QCB 370.	QB 57.							
* 821100 38BC TBC 1177 QBC	422.	QB 123.	QC 299.											
821100 38BC	305.	312.	438.	422.	5	1200.	0.00125	11.00	0.00	0.	30	0	K50	0.00
821100 39B	0.	0.	438.	419.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
* CONFLUENCE Q'S														
* 821100 40A TA 1177 QA	986.	QAB 1400.	QB 413.	821100 40B TB 1180 QB	419.	QBA 1395.	QA 976.							
* 821100 40AB TAB 1178 QAB	1403.	QA 986.	QB 416.											
821100 40AB	438.	419.	1419.	1403.	5	2700.	0.00167	17.00	0.00	0.	30	0	K50	0.00
821100 41A	0.	0.	1419.	1381.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 42B	80.	97.	80.	97.	4	1700.	0.00060	5.75	0.00	0.	30	32	K50	0.00
821100 43B	100.	114.	180.	198.	0	0.	0.00000	0.00	0.00	0.	30	35	K50	0.00

VENTURA COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY / PC1292000-1.0

MUGU DRN-DET.STY.WOOD AB HWY1 BERMED,PRE-TR.4063,Q50PRESENT NOV. STORM DAY 4

LOCATION	SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
* CONFLUENCE Q'S *														
* 821100 44A TA 1184 QA	1381.	QAB 1537.	QB 156.	821100 44B	TB 1170	QB 198.	QBA 1136.	QA 938.	*					
* 821100 44AB TAB 1183	QAB 1540.	QA 1379.	QB 161.	*										
821100 44AB	180.	198.	1599.	1540.	5	300.	0.00125	18.00	0.00	0.	30	0	K50	0.00
821100 45A	0.	0.	1599.	1539.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 46A	82.	95.	1681.	1600.	0	0.	0.00000	0.00	0.00	0.	30	34	K50	0.00
821100 47C	78.	94.	78.	94.	4	670.	0.00071	5.50	0.00	0.	30	32	K50	0.00
821100 48C	40.	57.	118.	147.	4	600.	0.00385	4.75	0.00	0.	30	25	K50	0.00
821100 49C	36.	49.	154.	194.	4	1350.	0.00133	6.50	0.00	0.	30	27	K50	0.00
821100 50C	76.	94.	230.	276.	4	630.	0.00100	7.75	0.00	0.	30	31	K50	0.00
821100 51C	40.	54.	270.	319.	0	0.	0.00000	0.00	0.00	0.	30	27	K50	0.00
* CONFLUENCE Q'S *														
* 821100 52A TA 1183 QA	1600.	QAC 1827.	QC 227.	821100 52C	TC 1170	QC 319.	QCA 1504.	QA 1184.	*					
* 821100 52AC TAC 1181	QAC 1841.	QA 1592.	QC 250.	*										
821100 52AC	270.	319.	1951.	1841.	5	2650.	0.00133	19.00	0.00	0.	30	0	K50	0.00
821100 53A	82.	99.	2033.	1828.	0	0.	0.00000	0.00	0.00	0.	30	32	K50	0.00
821100 54A	0.	0.	2033.	1828.	5	900.	0.00421	15.00	0.00	0.	30	99	K50	0.00
821100 55D	57.	72.	57.	72.	3	1200.	0.00444	0.00	0.00	0.	30	30	K50	0.00
821100 56D	76.	92.	133.	153.	4	1300.	0.00400	4.75	0.00	0.	30	32	K50	0.00
821100 57D	37.	48.	170.	192.	4	1300.	0.00333	5.50	0.00	0.	30	29	K50	0.00
821100 58D	37.	49.	207.	230.	0	0.	0.00000	0.00	0.00	0.	30	28	K50	0.00
821100 59D	43.	54.	250.	278.	4	2800.	0.00333	6.25	0.00	0.	30	30	K50	0.00
821100 60D	0.	0.	250.	273.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 61D	51.	63.	301.	321.	4	2000.	0.00308	6.75	0.00	0.	30	31	K50	0.00
821100 62D	88.	102.	389.	394.	0	0.	0.00000	0.00	0.00	0.	30	34	K50	0.00
821100 63D	79.	93.	468.	472.	4	1600.	0.00313	7.75	0.00	0.	30	33	K50	0.00
821100 64D	14.	23.	482.	471.	0	0.	0.00000	0.00	0.00	0.	30	20	K50	0.00
* CONFLUENCE Q'S *														
* 821100 65A TA 1186 QA	1828.	QAD 2274.	QD 446.	821100 65D	TD 1179	QD 471.	QDA 2141.	QA 1670.	*					
* 821100 65AD TAD 1184	QAD 2283.	QA 1823.	QD 460.	*										
821100 65AD	482.	471.	2515.	2283.	5	1600.	0.00125	21.00	0.00	0.	30	0	K50	0.00
821100 66A	0.	0.	2515.	2268.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 67A	0.	0.	2515.	2268.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 68B	98.	112.	98.	112.	4	3400.	0.00056	6.25	0.00	0.	30	35	K50	0.00
821100 69B	0.	0.	98.	98.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 70B	79.	93.	177.	164.	4	1250.	0.00036	7.75	0.00	0.	30	33	K50	0.00
821100 71B	61.	75.	238.	206.	0	0.	0.00000	0.00	0.00	0.	30	31	K50	0.00

VENTURA COUNTY FLOOD CONTROL DISTRICT

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MUGU DRN-DET.STY.WOOD AB HWY1 BERMED,PRE-TR.4063,Q50PRESENT NOV. STORM DAY 4

LOCATION	SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
* CONFLUENCE Q'S *														
* 821100 72A TA 1188 QA	2268.	QAB	2436.	QB	168.	821100 72B	TB 1177 QB	206.	QBA	2050.	QA	1844.	*	
* 821100 72AB TAB 1188 QAB	2436.	QA	2268.	QB	168.								*	
821100 72AB	238.	206.	2753.	2436.	0	0.	0.00000	0.00	0.00	0.	30	0	K50	0.00
821100 73A	41.	52.	2794.	2442.	5	1700.	0.00235	19.00	0.00	0.	30	30	K50	0.00
821100 74A	0.	0.	2794.	2432.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 75A	96.	111.	2890.	2447.	5	1200.	0.00111	22.00	0.00	0.	30	34	K50	0.00
821100 76A	50.	60.	2940.	2444.	5	1650.	0.00200	19.00	0.00	0.	30	32	K50	0.00
821100 77A	103.	115.	3043.	2448.	5	450.	0.00001	116.00	0.00	0.	30	36	K50	0.00
821100 78A	0.	0.	3043.	2422.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 79A	117.	131.	3160.	2432.	5	2150.	0.00105	22.00	0.00	0.	30	36	K50	0.00
821100 80A	97.	113.	3257.	2420.	0	0.	0.00000	0.00	0.00	0.	30	34	K50	0.00
821100 81A	0.	0.	3257.	2420.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 82A	0.	0.	3257.	2420.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 83A	0.	0.	3257.	2420.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 84A	0.	0.	3257.	2420.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 85B	125.	142.	125.	142.	2	2650.	0.00034	0.00	0.00	0.	30	35	K50	0.00
821100 86B	166.	186.	291.	190.	2	2650.	0.00160	0.00	0.00	0.	30	36	K50	0.00
821100 87B	0.	0.	291.	156.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 88C	159.	178.	159.	178.	2	1300.	0.00091	0.00	0.00	0.	30	36	K50	0.00
821100 89C	81.	96.	240.	228.	0	0.	0.00000	0.00	0.00	0.	30	33	K50	0.00
* CONFLUENCE Q'S *														
* 821100 90B TB 1193 QB	156.	QBC	310.	QC	155.	821100 90C	TC 1176 QC	228.	QCB	343.	QB	114.	*	
* 821100 90BC TBC 1182 QBC	358.	QB	138.	QC	220.								*	
821100 90BC	240.	228.	531.	358.	2	1250.	0.00090	0.00	0.00	0.	30	0	K50	0.00
821100 91B	92.	109.	623.	341.	2	2600.	0.00143	0.00	0.00	0.	30	33	K50	0.00
821100 92B	0.	0.	623.	315.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 93D	155.	173.	155.	173.	2	2600.	0.00008	0.00	0.00	0.	30	36	K50	0.00
821100 94D	150.	168.	305.	168.	0	0.	0.00000	0.00	0.00	0.	30	36	K50	0.00
* CONFLUENCE Q'S *														
* 821100 95B TB 1216 QB	315.	QBD	326.	QD	10.	821100 95D	TD 1160 QD	168.	QDB	214.	QB	46.	*	
* 821100 95BD TBD 1218 QBD	326.	QB	315.	QD	11.								*	
821100 95BD	305.	168.	928.	326.	2	2750.	0.00121	0.00	0.00	0.	30	0	K50	0.00
821100 96B	0.	0.	928.	311.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 97E	0.	0.	0.	245.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 98E	0.	0.	0.	0.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 99E	122.	134.	122.	134.	0	0.	0.00000	0.00	0.00	0.	30	37	K50	0.00

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MUGU DRN-DET.STY.WOOD AB HWY1 BERMED,PRE-TR.4063,Q50PRESENT NOV. STORM DAY 4

LOCATION	SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
* 821100 100B TB 1243 QB	311.	QBE	311.	QE	0.	821100 100E TE 1160 QE	134.	QEB	176.	QB	42.			*
* 821100 100BE TBE 1243 QBE	311.	QB	311.	QE	0.									*
821100 100BE	122.	134.	1050.	311.	2	2750.	0.00100	0.00	0.00	0.	30	0	K50	0.00
821100 101C	76.	96.	76.	96.	2	600.	0.00045	0.00	0.00	0.	30	30	K50	0.00
821100 102C	79.	98.	155.	169.	0	0.	0.00000	0.00	0.00	0.	30	31	K50	0.00
821100 103C	0.	0.	155.	169.	2	400.	0.00105	0.00	0.00	0.	30	99	K50	0.00
821100 104B	57.	74.	1107.	297.	2	950.	0.00158	0.00	0.00	0.	30	29	K50	0.00
821100 105E	28.	47.	28.	47.	2	1500.	0.00031	0.00	0.00	0.	30	20	K50	0.00
821100 106E	59.	80.	87.	82.	2	400.	0.00310	0.00	0.00	0.	30	27	K50	0.00
821100 107E	28.	34.	115.	115.	2	1800.	0.00031	0.00	0.00	0.	30	32	K50	0.00
821100 108E	48.	65.	163.	71.	0	0.	0.00000	0.00	0.00	0.	30	27	K50	0.00
821100 109E	108.	123.	271.	194.	2	1500.	0.00031	0.00	0.00	0.	30	35	K50	0.00
* 821100 110E TE 1196 QE	138.	QEF	138.	QF	0.	821100 110F TF 1160 QF	30.	QFE	24.	QE	24.			*
* 821100 110EF TEF 1196 QEF	138.	QE	138.	QF	0.									*
821100 110EF	0.	30.	271.	138.	2	1200.	0.00167	0.00	0.00	0.	30	0	K50	0.00
* 821100 111C TC 1175 QC	167.	QCE	187.	QE	20.	821100 111E TE 1211 QE	130.	QEC	164.	QC	33.			*
* 821100 111CE TCE 1183 QCE	192.	QC	155.	QE	37.									*
821100 111CE	271.	130.	426.	192.	2	2300.	0.00174	0.00	0.00	0.	30	0	K50	0.00
821100 112C	34.	45.	460.	174.	0	0.	0.00000	0.00	0.00	0.	30	28	K50	0.00
821100 113C	0.	0.	460.	174.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 114C	0.	0.	460.	174.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100 115C	82.	99.	542.	186.	2	700.	0.00001	0.00	0.00	0.	30	32	K50	0.00
821100 116C	51.	63.	593.	131.	2	1200.	0.00083	0.00	0.00	0.	30	31	K50	0.00
* 821100 117A TA 1204 QA	2420.	QAC	2455.	QC	35.	821100 117C TC 1310 QC	130.	QCA	321.	QA	192.			*
* 821100 117AC TAC 1204 QAC	2455.	QA	2420.	QC	35.									*
821100 117AC	593.	130.	3850.	2455.	0	0.	0.00000	0.00	0.00	0.	30	0	K50	0.00
821100 118C	39.	53.	39.	53.	2	2600.	0.00250	0.00	0.00	0.	30	27	K50	0.00
821100 119C	54.	68.	93.	76.	2	1800.	0.00119	0.00	0.00	0.	30	30	K50	0.00
821100 120C	107.	124.	200.	148.	2	2550.	0.00119	0.00	0.00	0.	30	34	K50	0.00
821100 121C	0.	0.	200.	120.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00

VENTURA COUNTY FLOOD CONTROL DISTRICT

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MUGU ORN-DET.STY.WOOD AB HWY1 BERMED,PRE-TR.4063,Q50PRESENT NOV. STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
821100	122D	86.	104.	86.	104.	2	1200.	0.00250	0.00	0.00	0.	30	32	K50	0.00
821100	123D	77.	75.	163.	163.	0	0.	0.00000	0.00	0.00	0.	50	33	K50	0.00

* CONFLUENCE Q'S *

* 821100 124C TC 1201 QC 120. QCD 151. QD 31. 821100 124D TD 1170 QD 163. QDC 202. QC 38. *

* 821100 124CD TCD 1178 QCD 219. QC 68. QD 151. *

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
821100	124CD	163.	163.	363.	219.	2	1350.	0.00250	0.00	0.00	0.	30	0	K50	0.00
821100	125C	82.	95.	445.	267.	0	0.	0.00000	0.00	0.00	0.	30	34	K50	0.00
821100	126C	83.	94.	528.	338.	5	2680.	0.00044	13.00	0.00	0.	30	35	K50	0.00
821100	127C	0.	0.	528.	323.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100	128E	86.	102.	86.	102.	5	1200.	0.00001	16.00	0.00	0.	30	33	K50	0.00
821100	129E	74.	89.	160.	118.	5	1350.	0.00001	16.00	0.00	0.	30	32	K50	0.00
821100	130E	82.	101.	242.	116.	0	0.	0.00000	0.00	0.00	0.	30	31	K50	0.00

* CONFLUENCE Q'S *

* 821100 131C TC 1190 QC 323. QCE 404. QE 81. 821100 131E TE 1176 QE 116. QEC 379. QC 263. *

* 821100 131CE TCE 1181 QCE 407. QC 296. QE 110. *

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
821100	131CE	242.	116.	770.	407.	0	0.	0.00000	0.00	0.00	0.	30	0	K50	0.00
821100	132C	80.	91.	850.	473.	5	2600.	0.00125	12.00	0.00	0.	30	35	K50	0.00
821100	133C	0.	0.	850.	457.	0	0.	0.00000	0.00	0.00	0.	30	99	K50	0.00
821100	134D	84.	97.	84.	97.	5	1200.	0.00001	16.00	0.00	0.	30	34	K50	0.00
821100	135D	72.	87.	156.	113.	5	1350.	0.00001	16.00	0.00	0.	30	32	K50	0.00
821100	136D	82.	93.	238.	116.	0	0.	0.00000	0.00	0.00	0.	30	35	K50	0.00

* CONFLUENCE Q'S *

* 821100 137C TC 1186 QC 457. QCD 560. QD 102. 821100 137D TD 1180 QD 116. QDC 540. QC 424. *

* 821100 137CD TCD 1185 QCD 566. QC 455. QD 111. *

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
821100	137CD	238.	116.	1088.	566.	5	1300.	0.00001	36.00	0.00	0.	30	0	K50	0.00
821100	138C	80.	99.	1168.	494.	5	2650.	0.00038	15.00	0.00	0.	30	31	K50	0.00
821100	139C	160.	179.	1328.	483.	5	1350.	0.00038	15.00	0.00	0.	30	36	K50	0.00
821100	140C	77.	89.	1405.	481.	0	0.	0.00000	0.00	0.00	0.	30	34	K50	0.00

* CONFLUENCE Q'S *

* 821100 141A TA 1204 QA 2455. QAC 2785. QC 330. 821100 141C TC 1231 QC 481. QCA 1888. QA 1407. *

* 821100 141AC TAC 1206 QAC 2793. QA 2444. QC 348. *

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
821100	141AC	1405.	481.	5255.	2793.	5	1600.	0.00030	32.00	0.00	0.	30	D	K50	0.00

MODIFIED RATIONAL METHOD HYDROLOGY / PC1292000-1.0

RUNOFF, MUGU DRN

HYDROGRAPH AT 821100 141A STORM DAY 4 REDUCTION FACTOR = 1.000

TIME	Q	TIME	Q	TIME	Q	TIME	Q	TIME	Q
0	0.	100	7.	200	7.	300	7.	400	7.
500	7.	600	7.	700	7.	800	7.	900	7.
1000	20.	1050	36.	1100	133.	1110	163.	1120	207.
1130	269.	1131	276.	1132	284.	1133	292.	1134	300.
1135	307.	1136	317.	1137	328.	1138	339.	1139	350.
1140	362.	1141	377.	1142	392.	1143	408.	1144	424.
1145	440.	1146	458.	1147	476.	1148	496.	1149	518.
1150	546.	1151	587.	1152	632.	1153	673.	1154	699.
1155	728.	1156	763.	1157	804.	1158	844.	1159	881.
1160	917.	1161	949.	1162	982.	1163	1016.	1164	1050.
1165	1088.	1166	1128.	1167	1169.	1168	1212.	1169	1257.
1170	1301.	1171	1347.	1172	1397.	1173	1448.	1174	1501.
1175	1555.	1176	1610.	1177	1669.	1178	1729.	1179	1790.
1180	1851.	1181	1913.	1182	1975.	1183	2036.	1184	2092.
1185	2134.	1186	2170.	1187	2211.	1188	2269.	1189	2326.
1190	2378.	1191	2422.	1192	2461.	1193	2498.	1194	2533.
1195	2568.	1196	2602.	1197	2633.	1198	2663.	1199	2691.
1200	2716.	1201	2739.	1202	2758.	1203	2774.	1204	2785.
1205	2791.	1206	2793.	1207	2788.	1208	2778.	1209	2763.
1210	2744.	1211	2719.	1212	2691.	1213	2660.	1214	2626.
1215	2589.	1216	2550.	1217	2509.	1218	2466.	1219	2423.
1220	2380.	1221	2336.	1222	2290.	1223	2244.	1224	2198.
1225	2153.	1226	2108.	1227	2063.	1228	2018.	1229	1974.
1230	1930.	1231	1888.	1232	1846.	1233	1805.	1234	1765.
1235	1725.	1236	1687.	1237	1650.	1238	1614.	1239	1579.
1240	1546.	1241	1513.	1242	1480.	1243	1449.	1244	1419.
1245	1390.	1246	1361.	1247	1335.	1248	1309.	1249	1283.
1250	1259.	1251	1235.	1252	1212.	1253	1189.	1254	1167.
1255	1146.	1256	1126.	1257	1106.	1258	1087.	1259	1069.
1260	1052.	1261	1035.	1262	1018.	1263	1002.	1264	986.
1265	971.	1266	956.	1267	941.	1268	927.	1269	912.
1270	899.	1271	885.	1272	872.	1273	859.	1274	846.
1275	835.	1276	824.	1277	813.	1278	802.	1279	791.
1280	781.	1281	770.	1282	760.	1283	750.	1284	740.
1285	731.	1286	721.	1287	712.	1288	702.	1289	693.
1290	684.	1291	676.	1292	667.	1293	659.	1294	650.
1295	642.	1296	634.	1297	627.	1298	619.	1299	611.
1300	604.	1310	541.	1320	484.	1330	434.	1340	393.
1350	357.	1360	324.	1370	293.	1380	265.	1390	241.
1400	220.	1420	185.	1440	157.	1460	134.	1500	101.

Culvert Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Monday, Jul 12 2021

Proposed Culvert (Alt 1) (3x10'x10')

Invert Elev Dn (ft)	=	2.37
Pipe Length (ft)	=	92.00
Slope (%)	=	0.09
Invert Elev Up (ft)	=	2.45
Rise (in)	=	120.0
Shape	=	Box
Span (in)	=	120.0
No. Barrels	=	3
n-Value	=	0.013
Culvert Type	=	Flared Wingwalls
Culvert Entrance	=	30D to 75D wingwall flares
Coeff. K,M,c,Y,k	=	0.026, 1, 0.0347, 0.81, 0.4

Embankment

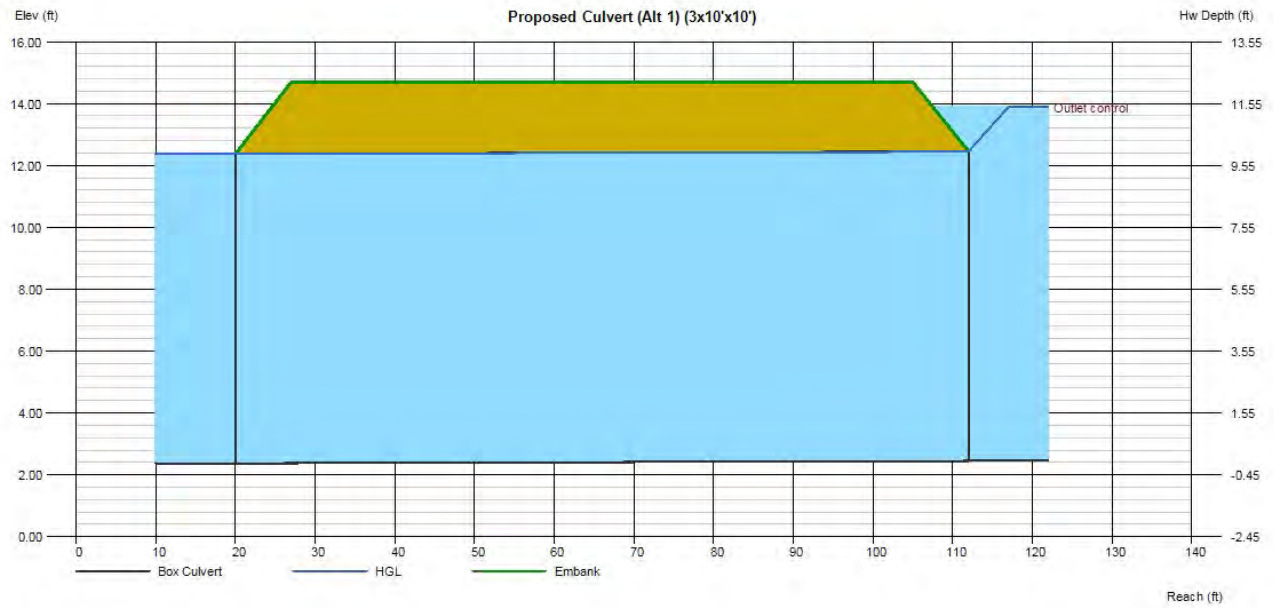
Top Elevation (ft)	=	14.69
Top Width (ft)	=	78.00
Crest Width (ft)	=	30.00

Calculations

Qmin (cfs)	=	2445.00
Qmax (cfs)	=	2445.00
Tailwater Elev (ft)	=	Crown

Highlighted

Qtotal (cfs)	=	2445.00
Qpipe (cfs)	=	2445.00
Qovertop (cfs)	=	0.00
Veloc Dn (ft/s)	=	8.15
Veloc Up (ft/s)	=	8.16
HGL Dn (ft)	=	12.37
HGL Up (ft)	=	12.44
Hw Elev (ft)	=	13.89
Hw/D (ft)	=	1.14
Flow Regime	=	Outlet Control



Culvert Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Monday, Jul 12 2021

Proposed Culvert (Alt 2) (extended 10'rise X 12'span)

Invert Elev Dn (ft)	=	2.64
Pipe Length (ft)	=	96.20
Slope (%)	=	0.06
Invert Elev Up (ft)	=	2.70
Rise (in)	=	120.0
Shape	=	Box
Span (in)	=	144.0
No. Barrels	=	1
n-Value	=	0.013
Culvert Type	=	Flared Wingwalls
Culvert Entrance	=	30D to 75D wingwall flares
Coeff. K,M,c,Y,k	=	0.026, 1, 0.0347, 0.81, 0.4

Embankment

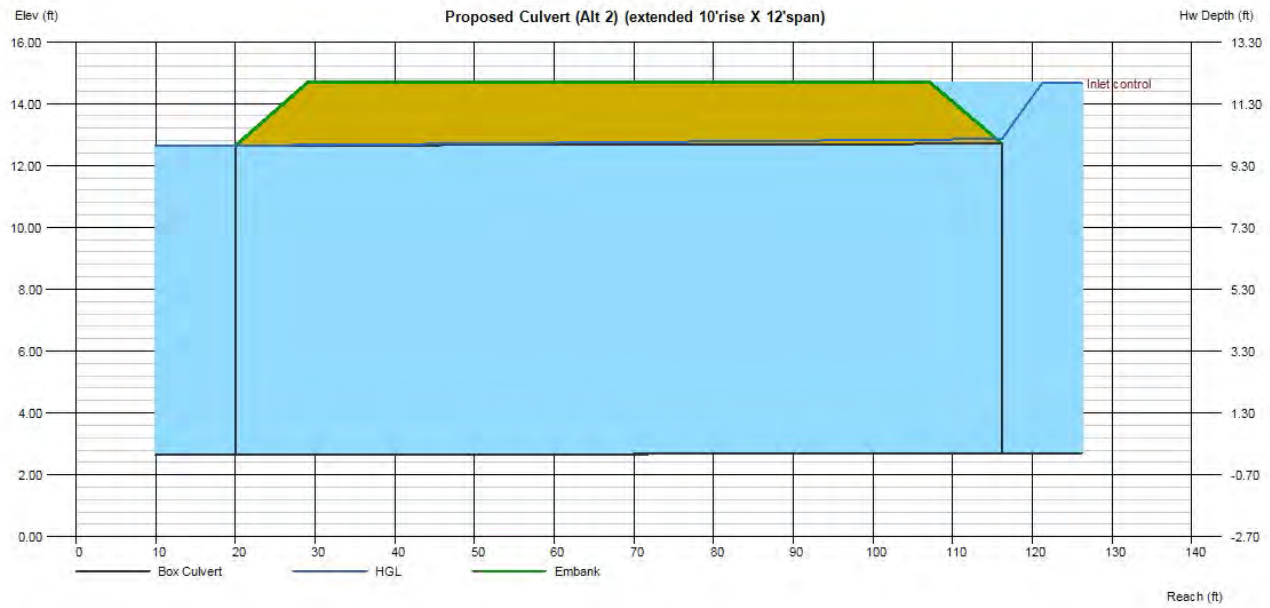
Top Elevation (ft)	=	14.69
Top Width (ft)	=	78.00
Crest Width (ft)	=	30.00

Calculations

Qmin (cfs)	=	1245.00
Qmax (cfs)	=	1345.00
Tailwater Elev (ft)	=	Crown

Highlighted

Qtotal (cfs)	=	1265.00
Qpipe (cfs)	=	1265.00
Qovertop (cfs)	=	0.00
Veloc Dn (ft/s)	=	10.54
Veloc Up (ft/s)	=	10.54
HGL Dn (ft)	=	12.64
HGL Up (ft)	=	12.85
Hw Elev (ft)	=	14.65
Hw/D (ft)	=	1.20
Flow Regime	=	Inlet Control



Q			Veloc		Depth	
Total	Pipe	Over	Dn	Up	Dn	Up
(cfs)	(cfs)	(cfs)	(ft/s)	(ft/s)	(in)	(in)
1245.00	1245.00	0.00	10.38	10.38	120.00	120.00
1265.00	1265.00	0.00	10.54	10.54	120.00	120.00
1285.00	1283.42	1.58	10.70	10.70	120.00	120.00
1305.00	1298.92	6.08	10.82	10.82	120.00	120.00
1325.00	1313.22	11.78	10.94	10.94	120.00	120.00
1345.00	1326.74	18.26	11.06	11.06	120.00	120.00

HGL			
Dn	Up	Hw	Hw/D
(ft)	(ft)	(ft)	
12.64	12.85	14.53	1.18
12.64	12.85	14.65	1.20
12.64	12.86	14.77	1.21
12.64	12.87	14.86	1.22
12.64	12.87	14.95	1.23
12.64	12.88	15.04	1.23

Culvert Report

Proposed Culvert (Alt 2) (2x 7'X7' boxes on side)

Invert Elev Dn (ft)	=	5.54
Pipe Length (ft)	=	96.20
Slope (%)	=	0.06
Invert Elev Up (ft)	=	5.60
Rise (in)	=	84.0
Shape	=	Box
Span (in)	=	84.0
No. Barrels	=	2
n-Value	=	0.013
Culvert Type	=	Flared Wingwalls
Culvert Entrance	=	30D to 75D wingwall flares
Coeff. K,M,c,Y,k	=	0.026, 1, 0.0347, 0.81, 0.4

Embankment

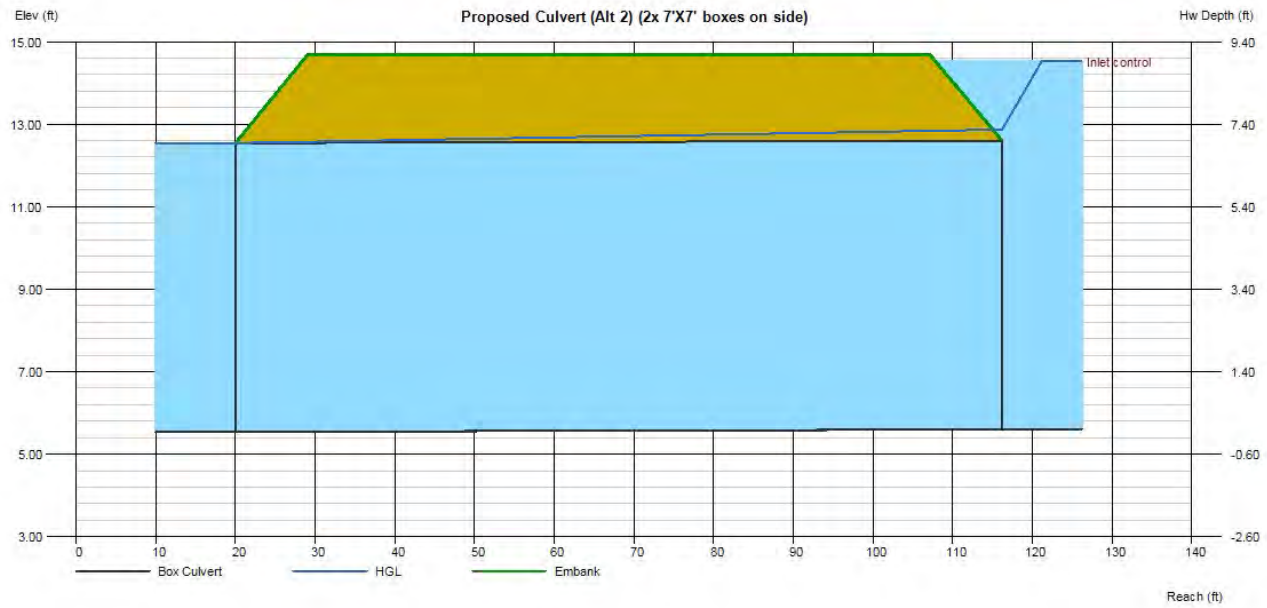
Top Elevation (ft)	=	14.69
Top Width (ft)	=	78.00
Crest Width (ft)	=	30.00

Calculations

Qmin (cfs)	=	910.00
Qmax (cfs)	=	950.00
Tailwater Elev (ft)	=	Crown

Highlighted

Qtotal (cfs)	=	950.00
Qpipe (cfs)	=	950.00
Qovertop (cfs)	=	0.00
Veloc Dn (ft/s)	=	9.69
Veloc Up (ft/s)	=	9.69
HGL Dn (ft)	=	12.54
HGL Up (ft)	=	12.87
Hw Elev (ft)	=	14.53
Hw/D (ft)	=	1.28
Flow Regime	=	Inlet Control



Q			Veloc		Depth	
Total	Pipe	Over	Dn	Up	Dn	Up
(cfs)	(cfs)	(cfs)	(ft/s)	(ft/s)	(in)	(in)
910.00	910.00	0.00	9.29	9.29	84.00	84.00
930.00	930.00	0.00	9.49	9.49	84.00	84.00
950.00	950.00	0.00	9.69	9.69	84.00	84.00

HGL			
Dn	Up	Hw	Hw/D
(ft)	(ft)	(ft)	
12.54	12.84	14.26	1.24
12.54	12.85	14.39	1.26
12.54	12.87	14.53	1.28

1265 (extension)
+970 (side)
=2235 cfs (total)

Hueneme Road Widening Project

SCH# 2023080368

Draft Environmental Impact Report

Prepared for:

Ventura County Department of Public Works

800 South Victoria Avenue

Ventura, CA 93009

Prepared by:

GPA Consulting

840 Apollo Street, Suite 312

El Segundo, CA 90245

May 2025

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ACRONYMS AND ABBREVIATIONS

General Plan	County of Ventura General Plan
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ADI	Area of Direct Impact
ADL	Aerially Deposited Lead
AGR	Agriculture
APE	Area of Potential Effects
APN	Assessor's Parcel Number
APS	Alternative Planning Strategy
AST	Aboveground Storage Tank
ATSM	American Society of Test Materials
BACT	Best Available Control Technology
Basin	Santa Clara River Valley Groundwater Basin
Basin Plan	Water Quality Control Plan
BIOL	Preservation of Biological Habitats
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
BRA	Biological Resources Assessment
BSA	Biological Study Area
BTU	British Thermal Units
CA	California
CAAQS	California Ambient Air Quality Standards
CA PRC	California Public Resources Code
CA HSC	California Health and Safety Code
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices

CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERFLA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CEQA Guidelines	*Guidelines for the Implementation of CEQA*
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	Methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CHWCA	California Hazardous Waste Control Act
CLG	Certified Local Government
CMP	Congestion Management Program
CMWD	Calleguas Municipal Water District
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
COLD	Cold Freshwater Habitat
COMM	Commercial and Sport Fishing
County	Ventura County Department of Public Works
CLG	Certified Local Government

CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CTP	Ventura County Comprehensive Transportation Plan
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dBA	decibels
DOGGR	Department of Oil, Gas, and Geothermal Resources
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EFH	Essential Fish Habitat
EO	Executive Order
ESA	Environmentally Sensitive Area
EST	Estuarine Habitat
F	Fahrenheit
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FRSH	Freshwater Habitat
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
Gas Company	Sempra Utilities
GHG	Greenhouse Gas
GIS	Geographic Information System
GO	General Order
GPS	Global Positioning System
Guidelines	Ventura County Air Quality Assessment Guidelines
GWP	Global Warming Potential

GWR	Groundwater Recharge
H_2S	Hydrogen Sulfide
HASR/FOE	Historic Architectural Survey Report/Finding of Effect Report
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
HRER	Historic Resources Evaluation Report
HWSA	Hazardous and Solid Waste Amendments
IND	Industrial Supply
IPaC	Information for Planning and Conservation
ISA	Initial Site Assessment
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IWMD	Integrated Waste Management Division
LARWQCB	Los Angeles Regional Water Quality Control Board
LRA	Local Responsibility Area
LUST	Leaking Underground Storage Tank
MAR	Marine Habitat
MBTA	Migratory Bird Treaty Act
MIGR	Migration of Aquatic Organisms
MLD	Most Likely Descendent
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalents
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile-source air toxics
MUN	Domestic and Municipal Supply
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHA	Native American Heritage Act
NAHC	Native American Heritage Commission
NAV	Navigation
NBVC	Naval Base Ventura County

NCCP	Natural Community Conservation Plan
NCP	National Contingency Plan
NCZO	Non-Coastal Zoning Ordinance
NEPA	National Environmental Policy Act
NF_3	Nitrogen Trifluoride
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory Mapper
O_3	Ozone
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OVMWD	Ocean View Municipal Water District
OHWM	ordinary high-water mark
OSHA	Occupational Health and Safety Act
Pb	Lead
PCB	Polychlorinated Biphenyls
PFC	Perfluorocarbons
PM	Particulate Matter
$PM_{2.5}$	Particles of 2.5 micrometers or smaller
PM_{10}	Particles of 10 micrometers or smaller

PROC	Industrial Process Supply
project	Hueneme Road Widening Project
QPE	Qualifying Precipitation Events
RARE	Rare, Threatened, Or Endangered Species
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RL	Risk Level
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCAB	South Central Coast Air Basin
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SF_6	Sulfur Hexafluoride
SHELL	Shellfish Harvesting
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
SIP	State Implementation Plan
SLCP	Short-Lived Climate Pollutant Reduction Strategy
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARTS	Stormwater Multiple Applicant and Report Tracking System
SOAR	Save Open Space and Agricultural Resources
SMP	Soil Management Plan

SNUR	Significant New Use Rules
SO_2	Sulfur Dioxide
SPCC	Spill, Prevention, Control, and Countermeasure
SPWN	Spawning, Reproduction, and/or Early Development
SRA	State Responsibility Area
SRP	Scenic Resource Protection
SR-#	State Route #
STRAHNET	Strategic Highway Network
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21st Century
Telecommunications	Frontier Communications
TeNs	Technical Noise Supplement to the Traffic Noise Analysis Protocol
TCE	Temporary Construction Easement
TMP	Traffic Management Plan
TSCA	Toxic Substances Control Act
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
USACE	United State Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Survey
UST	Underground Storage Tank
U.S.	United States
U.S. DOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
UWCD	United Water Conservation District
VCAPCD	Ventura County Air Pollution Control District
VCAQAG	Ventura County Air Quality Assessment Guidelines
VCAQMP	Ventura County Air Quality Management Plan

VCBMP	Ventura Countywide Bicycle Master Plan
VCEHD	Ventura County Environmental Health Division
VCTC	Ventura County Transportation Commission
VCTM	Ventura County Transportation Model
VCWPD	Ventura County Watershed Protection District
VMT	Vehicle Miles Traveled
VHT	Vehicle Hours Travelled
WARM	Warm Freshwater Habitat
WET	Wetland Habitat
WDR	Waste Discharge Requirements
WILD	Wildlife Habitat

EXECUTIVE SUMMARY

The Executive Summary provides the reader with a clear and simple description of the project and its potential environmental impacts. Section 15123 of the California Environmental Quality Act (CEQA) Guidelines requires that the summary identify each significant effect, recommended mitigation measure(s), and alternatives that would minimize or avoid potential significant impacts. The County of Ventura (County) is the Lead Agency pursuant to CEQA and the California Department of Transportation (Caltrans) is the Lead Agency pursuant to the National Environmental Policy Act (NEPA). The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. Finally, the summary is also required to identify issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects. This section focuses on the major areas of the project that are important to decision-makers.

Introduction

As required by CEQA, when a state or local agency determines that there is substantial evidence that a project may have a significant effect on the environment, the agency must prepare an Environmental Impact Report (EIR) before a decision is made to approve or deny the project. After a preliminary assessment of the Hueneme Road Widening Project (project), the Ventura County Department of Public Works (County) determined that there is substantial evidence that the project may have a significant effect on the environment, and therefore, the preparation of an EIR is required.

This EIR is intended to provide public agencies and the public with information about 1) existing environmental conditions; 2) the environmental impacts of the project; 3) identification of ways in which significant effects of the project might be minimized; and 4) alternatives to the project which would lessen or avoid those impacts identified as significant. The County will consider the information in this EIR in their evaluation of the project.

Overview of the Project

The County proposes to widen Hueneme Road from two lanes (one lane in each direction) to four 12-foot through lanes (two in the eastbound direction and two westbound direction). Additionally, construction would include a 14-foot paved median, two six-foot bike lanes on either side of the roadway with a two-foot buffer between the bicycle lanes and the traffic lanes, and two four-foot shoulders on either side of Hueneme Road between Edison Drive and Rice Avenue (project area). All existing left-turn lanes would be retained as part of the project. The total width of the new roadway would vary between 63 to 72 feet. The widened roadway would taper to the existing configuration approximately 1,200 feet east of Rice Avenue.

The existing centerline of the road would be shifted as part of the roadway widening. Construction of the widened roadway would require a maximum ground disturbance of approximately 12 to 14 inches in depth to install the new roadbed. Widening of the roadway would result in approximately 339,000 square feet of increased impervious surface area. The surface runoff resulting from

increased impervious surface would be directed towards existing and relocated roadside drainage. It is anticipated that the existing drainage ditch on the north side of the roadway would be shifted north to accommodate the road widening. The limits of the relocated ditch would not extend beyond the new County right-of-way (ROW) line. The project would require three traffic signal modifications, drainage pipe and drainage inlet relocations, culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. The project may also include minor work related to 23 driveways located within the project area. Six wells will be impacted and may be relocated. In addition, 329 trees would be removed as part of the project.

The project would require approximately 9.3 acres of permanent right of way (ROW) from 30 adjacent properties. Additionally, project construction would require 7.4 acres of temporary construction easements (TCE). The roadway widening will require structure removal or minor relocation on three adjacent parcels. These include one produce stand, a portion of a plant nursery, one garage, and an outside storage area.

Areas of Controversy

The State's *Guidelines for the Implementation of CEQA* (CEQA Guidelines) Section 15123(b) requires that a summary section include a description of areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant impacts.

A Notice of Preparation (NOP) and Initial Study (IS) were prepared and circulated for the project on August 14, 2023, for a 30-day public review period (see Appendix A); three comments were received during circulation of the document (see Appendix B) and a summary of the comments are provided below. All environmental topic areas were included in the NOP/IS that was circulated to the public; and any topic area where a potential impact was identified is evaluated in Section 3.0, Environmental Impacts Analysis. Potential areas of controversy may include the following:

Cultural and Tribal Resources

- Compliance with Assembly Bill 52 (see Section 3.11)
- Several potential Cultural Heritage Sites are located within proximity to the project. These were previously evaluated in December 2014 (see Section 3.5).
- Since the most recent survey, additional properties near the project area may have reached 50 years of age and require additional evaluation (see Section 3.5).

Transportation

- Safety concerns related to construction vehicle trips and the use of oversized vehicles on State Transportation facilities

Meetings were held with adjacent property owners during the week of March 10, 2024, and in subsequent weeks as necessary. None of the property owners expressed opposition to the project. In addition, a public information meeting was held on April 15, 2025. Assembly Bill (AB) 52 outreach was completed, and responses were received from the Barbareño/Ventureño Band of Mission Indians, Coastal Band of the Chumash Nation, Fernandeño Tataviam Band of Mission

Indians, Gabrieleno/Tongva San Gabriel Band of Mission Indians, and Northern Chumash Tribal Council. As a result of those responses, the Coastal Band of the Chumash Nation requested Native American Monitoring during all ground-disturbing activities associated with the drainage ditch relocation on the north side of Hueneme Road, the SCE power pole relocations, and any scraping/grubbing required to prepare the project area.

Project Alternatives

In accordance with CEQA Guidelines Section 15126.6(b), an EIR must describe a reasonable range of alternatives to a project, or the location of a project, that could attain most of the project's basic objectives while avoiding or substantially lessening any of the significant environmental effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. CEQA states that an EIR should not consider alternatives "whose effects cannot be ascertained and whose implementation is remote and speculative".

The project alternatives were evaluated in the Draft Project Report dated July 29, 2021. Three build alternatives were considered and two were eliminated due to greater impacts to adjacent parcels and utilities. The potential impacts of the following alternatives are analyzed in detail in Chapter 4 of this EIR:

- No-Build Alternative
- Build Alternative 1: Widening on Both Sides
- Build Alternative 2: Widening on One Side
- Build Alternative 3: Hybrid

Summary of Impacts and Mitigation Measures

Table ES-1 presents a summary of the impacts of the project, proposed mitigation measures, and each impact's level of significance after mitigation. The environmental impacts are identified as "Significant", "Potentially Significant", "Less than Significant", or "No Impact". According to CEQA Guidelines Section 15382, a significant impact is "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project". CEQA Guidelines Section 15126.4(a)(1) also states that an EIR "shall describe feasible measures which could minimize significant adverse impacts".

Significant Impacts

As discussed in Chapter 3, Environmental Impact Analysis, and as summarized in **Table ES-1**, impacts in the following environmental topic areas would be significant or potentially significant without implementation of mitigation measures. Impacts related to the resources listed below would be reduced to a less-than-significant level if the mitigation measures recommended in this EIR are implemented.

- Hazards and Hazardous Materials

Impacts related to the following areas would be less than significant, and no mitigation measures would be required for the project:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

The project would result in no impact to the following areas, and no mitigation measures would be required:

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Geology and Soils
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Wildfire

Significant and Unavoidable Impacts

CEQA requires that an EIR identify any significant environmental effects that cannot be avoided if a project is implemented. All impacts identified for the project would either be less than significant or mitigated to a less-than-significant level with implementation of identified mitigation measures, as discussed throughout Chapter 3. Therefore, no significant and unavoidable impacts would occur as a result of the project and a Statement of Overriding Considerations is not required.

How to Comment on this Draft EIR

This Draft EIR is considered a draft under CEQA because it must be reviewed and commented upon by public agencies, organizations, and individuals before being finalized. This document is being distributed for a 30-day public review and comment period. Hard copies of the Draft EIR are available for review at [PLACEHOLDER]. Electronic copies of the Draft EIR are available for review online at [PLACEHOLDER].

The 30-day public review period for this draft EIR is from [DATE] to [DATE]. Written comments should be submitted during this review period to:

Matt Hespenheide, Engineering Manager
Ventura County Department of Public Works
800 South Victoria Avenue, Suite 1600
Ventura, CA 93009

Email: Matt.Hespenheide@ventura.org

Table ES-1: Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Air Quality			
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	None Required	N/A
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant	None Required	N/A
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact	None Required	N/A
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	None Required	N/A
Biological Resources			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of	Less than Significant	None Required	N/A

Fish and Wildlife or U.S. Fish and Wildlife Service?			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than Significant	None Required	N/A
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant	None Required	N/A
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact	None Required	N/A
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	None Required	N/A
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation	No Impact	None Required	N/A

Plan, or other approved local, regional, or state habitat conservation plan?			
Cultural Resources			
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Less than Significant	None Required	N/A
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less than Significant	None Required	N/A
c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant	None Required	N/A
Greenhouse Gas Emissions			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	None Required	N/A
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	None Required	N/A
Hazards and Hazardous Materials			
i. Create a significant hazard to the public or the environment through the routine transport, use, or	Less than Significant	None Required	N/A

	disposal of hazardous materials?			
ii.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant	**MM-HAZ-1:** Prior to construction, subsurface testing in compliance with the Phase II ASTM E1903-11 standard will occur. This testing occurs to assess the condition of the subsurface and identify any potential contamination. If contamination is discovered prior to the project's implementation, appropriate remediation measures will be undertaken, under regulatory oversight, to address the issue. Potential remediation options include 1) **Excavation and Off-Site Disposal:** Contaminated soil may be excavated and safely transported to an approved off-site disposal facility for proper treatment and disposal; 2) **In-Place Treatment:** In some cases, it may be feasible to treat the contaminated soil in situ, meaning that the treatment occurs right at the location where the contamination is found; and 3) **Installation of Protective Barriers:** Protective barriers, such as impermeable liners or caps, can be installed to prevent further exposure to and migration of contaminants.	Less than Significant
iii.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant	None Required	N/A
iv.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant	**MM-HAZ-1:** Prior to construction, subsurface testing in compliance with the Phase II ASTM E1903-11 standard will occur. This testing occurs to assess the condition of the subsurface and identify any potential contamination. If contamination is discovered prior to the project's implementation, appropriate remediation measures will be undertaken, under regulatory oversight, to address the issue. Potential remediation options include 1) **Excavation and Off-Site Disposal:** Contaminated soil may be excavated and safely transported to an approved off-site disposal facility for proper treatment and disposal; 2) **In-Place Treatment:** In some cases, it may be feasible to treat the contaminated soil in situ, meaning that the treatment occurs right at the location where the contamination is found; and 3) **Installation of Protective Barriers:** Protective barriers, such as impermeable liners or caps, can be installed to prevent further exposure to and migration of contaminants.	Less than Significant
v.	For a project located within an airport land use plan or,	No Impact	None Required	N/A

where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			
vi. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant	None Required	N/A
vii. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	None Required	N/A
Hydrology and Water Quality			
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant	None Required	N/A
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	None Required	N/A
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of	i. Less than Significant ii. Less than Significant	None Required	N/A

impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?	iii. Less than Significant iv. No Impact		
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	None Required	N/A
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	None Required	N/A
Noise			
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable	Less than Significant	None Required	N/A

standards of other agencies?			
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	None Required	N/A
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	None Required	N/A
Transportation			
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant	None Required	N/A
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Less than Significant	None Required	N/A
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	None Required	N/A
d) Result in inadequate emergency access?	Less than Significant	None Required	N/A
Tribal Cultural Resources			

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	i. Less than Significant ii. Less than Significant	None Required	N/A
Utilities and Service Systems			
a) Require or result in the relocation or construction of	Less than Significant	None Required	N/A

new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant	None Required	N/A
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact	None Required	N/A
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact	None Required	N/A
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact	None Required	N/A
Mandatory Findings of Significance			

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below selfsustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than Significant	None Required	N/A
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less than Significant	None Required	N/A
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less than Significant	None Required	N/A

1.0 INTRODUCTION

Although not required by CEQA, this introduction is included to provide the reader with general information regarding 1) the background of the project; 2) an introduction to the CEQA Guidelines; 3) the roles of Lead and Responsible Agencies; 4) information about the project proponent; 5) the purpose of an EIR; 6) standards for EIR adequacy; and 7) an introduction to the EIR process.

1.1 Purpose of EIR

The County has prepared this EIR in accordance with the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000 et seq.). This EIR is an informational document required by CEQA that addresses the potential environmental effects of the project. The EIR is intended to provide public agencies and the public with information about 1) existing environmental conditions; 2) the environmental impact(s) of the project; 3) identification of ways in which significant effects of the project might be minimized; and 4) provide for alternatives to the project which would lessen or avoid those impacts identified as significant. This EIR is an important document that will be used by decision-makers when considering whether or not to approve, modify, or deny the project.

The County will consider the information in this EIR in their evaluation of the project. The findings and conclusions of this EIR regarding environmental impacts do not affect the County's discretion to approve, deny, or modify the project, but instead are presented as information to aid the decision-making process.

1.2 Project Overview

According to the Ventura County General Plan (General Plan), Hueneme Road is identified as an Other Principal Arterial and Major Collector and a City of Port Hueneme and City of Oxnard Commercial Vehicle Route within the project area (Ventura County, 2020). Between Edison Drive and Rice Avenue, Hueneme Road includes two vehicle travel lanes, one in the eastbound direction and one in the westbound direction.

At the western terminus of the project, Hueneme Road intersects with Edison Drive; the current configuration includes four vehicle travel lanes on Hueneme Road west of Edison Drive, two vehicle travel lanes on Hueneme Road east of Edison Drive, and two vehicle travel lanes on Edison Drive to the north and south of Hueneme Road. There are dedicated left-turn lanes in each direction at the intersection of Hueneme Road and Edison Drive. At the eastern terminus of the project, Hueneme Road intersects with Rice Avenue, creating a "T" intersection, where Rice Avenue dead-ends at Hueneme Road and the existing through lanes turn into a left- and right-turn lane. The current configuration includes four vehicle travel lanes on Rice Avenue, north of the "T" intersection, two vehicle travel lanes on Hueneme Road west of Rice Avenue, and two vehicle travel lanes of Hueneme Road east of Rice Avenue.

There is an existing non-contiguous drainage ditch located on the north side of Hueneme Road that is approximately four feet deep. There are several utility poles on the north and south sides of the roadway. There are several rows of trees tightly packed together adjacent to the roadway

that are used as a wind break for crops, and row crops/buildings located on parcels adjacent to the project area. According to the General Plan, adjacent land uses consist of Agriculture, Industrial, Commercial and Services, Transportation, Communications and Utilities, and Single-Family Residential. According to the California Department of Conservation (CDOC) has identified Prime Farmland, Farmland of Statewide Importance, and Urban & Built-Up Land.

The project is listed in the Southern California Association of Governments (SCAG) 2025 Federal Transportation Improvement Program (FTIP) for the fiscal years 2025/2026.

1.3 CEQA Process

1.3.1 Notice of Preparation/Initial Study

A NOP, along with an attached IS, was circulated for the project on August 14, 2023, for a 30-day public review period. The IS noted that the project may have a significant effect on the environment and that an EIR would be prepared (see **Appendix A**).

The NOP/IS was sent to individuals, local interest groups, adjacent property owners, and agencies that have jurisdiction over or interest in environmental resources or conditions in the project area. The purpose of the NOP/IS was to allow interested parties or individuals to relay their concerns and comments on the scope and content of this EIR.

In total, three comment letters were received in response to the NOP/IS. Comment letters were received from the Native American Heritage Commission, California Department of Transportation, and the Ventura County Planning Division (see **Appendix B**).

The IS identified the following environmental topic areas that should be addressed in the EIR, following additional and focused technical analysis:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

The project would not result in significant impacts to aesthetics, agriculture and forestry resources, energy, geology and soils, land use and planning, mineral resources, population and housing, public services, recreation, and wildfire. A detailed analysis of these topics are not included in this EIR but are briefly discussed in Section 3.1, *Impacts Found Not to Be Significant*.

1.3.2 Draft EIR

Impact Analysis

This EIR analyzes significant impacts that could result from the project. CEQA requires that the EIR only address significant environmental effects. A “significant effect” is defined by Section

15382 of the CEQA Guidelines as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." The impact significance thresholds for each environmental resource area in this EIR are based on CEQA Guidelines Appendix G, Environmental Checklist Form. Where significant impacts are identified, feasible mitigation measures are recommended to reduce, eliminate, or avoid the significant impacts. This Draft EIR also identifies which significant impacts are unavoidable despite mitigation.

Section 15382 of the CEQA Guidelines also states that, "an economic or social change by itself shall not be considered a significant effect on the environment but may be considered in determining whether the physical change is significant." Therefore, this EIR does not treat economic or social effects of the project as standalone significant impacts.

Public Review

This EIR is considered a draft under CEQA because it must be reviewed and commented upon by public agencies, organizations, and individuals before being finalized. This document is being distributed for a 30-day public review and comment period. Hard copies of the Draft EIR are available for review at [PLACEHOLDER]. Electronic copies of the Draft EIR are available for review online at [PLACEHOLDER].

The 30-day public review period for this draft EIR is from [DATE] to [DATE]. Written comments should be submitted during this review period to:

Matt Hespenheide, Engineering Manager
Ventura County Department of Public Works
800 South Victoria Avenue, Suite 1600
Ventura, CA 93009

Email: Matt.Hespenheide@ventura.org

1.3.3 Final EIR and Project Approval

Following completion of the public review period, the County will prepare responses to comments received on the Draft EIR, which will be provided in the Final EIR. The Final EIR may also contain additional information about the project's potential impacts and minor corrections or modifications to the Draft EIR.

The identification of significant effects in the EIR does not prevent a Lead Agency from approving a project. Consistent with Section 15093 of the CEQA Guidelines, a project may be approved if the Lead Agency determines that impacts cannot be feasibly mitigated below a level of significance, but that there are important, overriding considerations, such as social and economic benefits, which are sufficient to justify approval of the project. If the benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable". The Lead Agency must prepare a Statement of Overriding Considerations that includes the specific reasons to support the Lead Agency's action based on the EIR and/or other information in the record. The Statement of Overriding Considerations must be included in the record of the

project approval and in the Notice of Determination (NOD) that is filed after the agency decides to approve the project.

1.4 Report Organization

This EIR is organized into the following chapters:

- *Executive Summary*: A summary of the project description and the results of the environmental impact analysis, including potential impacts and mitigation measures.
- *Chapter 1, Introductio*n: An introduction to the project background, the CEQA Guidelines, the purpose of an EIR, the roles of Lead and Responsible Agencies, the intended use of the EIR, and the EIR process.
- *Chapter 2: Project Description:* A description of the project, location, and setting; identification of alternatives to the project, approvals and permits; and documents incorporated by reference.
- *Chapter 3: Environmental Impact Analysis:* A discussion of impacts not found to be significant or potentially significant, areas of concern or controversy, and an impact analysis for each environmental issue, including a description of existing environmental conditions, a discussion of the significant environmental effects of the project, and mitigation measures for reducing these effects.
- *Chapter 4, Other CEQA Considerations:* An analysis of other issues mandated by CEQA, including an evaluation of cumulative impacts, project alternatives, long-term implications of the project, and energy conservation.
- *Chapter 5, Comments and Coordination:* Comments received on the project and coordination with the public and government agencies.
- *Chapter 6, References:* Information sources and persons consulted during the environmental analysis process, and a list of persons who prepared the EIR.

2.0 PROJECT DESCRIPTION

The purpose of the project description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision-makers. Section 15124 of the CEQA Guidelines requires that the a complete project description contain the following information: 1) a precise location and boundaries of the project; 2) a statement of project objectives; 3) a general description of the project's technical, economic, and environmental characteristics; and 4) a statement briefly describing the intended uses of the EIR, including a list of agencies that are expected to use the EIR in their decision-making, a list of the permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

2.1 Project Site Location and Description

According to the General Plan, Hueneme Road is identified as an Other Principal Arterial and Major Collector and a city of Port Hueneme and city of Oxnard Commercial Vehicle Route within the project area (Ventura County, 2020). Between Edison Drive and Rice Avenue, Hueneme Road includes two vehicle travel lanes, one in the eastbound direction and one in the westbound direction. At the western terminus of the project, Hueneme Road intersects with Edison Drive; the current configuration includes four vehicle travel lanes on Hueneme Road west of Edison Drive, two vehicle travel lanes on Hueneme Road east of Edison Drive, and two vehicle travel lanes on Edison Drive to the north and south of Hueneme Road (see **Figure 2.1-1** and **Figure 2.1-2**).

There are dedicated left-turn lanes in each direction at the intersection of Hueneme Road and Edison Drive. At the eastern terminus of the project, Hueneme Road intersects with Rice Avenue, creating a "T" intersection, where Rice Avenue dead-ends at Hueneme Road and the existing through lanes turn into left- and right-turn lanes. The current configuration includes four vehicle travel lanes on Rice Avenue, north of the "T" intersection, two vehicle travel lanes on Hueneme Road west of Rice Avenue, and two vehicle travel lanes of Hueneme Road east of Rice Avenue. There are several utility poles on the north and south sides of the roadway. There are several rows of trees tightly packed together adjacent to the roadway that are used as a wind break for crops, and row crops/buildings located on parcels adjacent to the project area. There is an existing non-contiguous drainage ditch located on the north side of Hueneme Road that is approximately four feet deep. In the project area, stormwater generally sheet flows from north to south. There are 11 drainage features located in the project area, as well as a cattail marsh.

There are several utility poles on the north and south sides of the roadway. There are several rows of trees tightly packed together adjacent to the roadway that are used as a wind break for crops, and row crops/buildings located on parcels adjacent to the project area. According to the General Plan, adjacent land uses consist of Agriculture; Industrial; Commercial and Services; Transportation, Communications and Utilities; and Single-Family Residential (see **Figure 2.1-3**). The CDOC has identified Prime Farmland, Farmland of Statewide Importance, and Urban & Built-Up Land in and adjacent to the project area (California Department of Conservation, 2022).

Figure 2.1-1. Regional Location Map

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Figure 2.1-2. Project Location Map

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Figure 2.1-3. Land Use Map

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2.2 Project Background

A Traffic Engineering Performance Assessment was performed to develop the purpose and need of the project. In addition, Hueneme Road has been identified in past and recent regional transportation plans and studies as a candidate for road widening. In 2005, Ventura County's Subsequent EIR for Focused General Plan Update amended the Public Facilities map to reflect the road widening of the Regional Road Network to accommodate projected traffic flows for the year 2020. In addition, the 2009 Ventura County Congestion Management Plan identified roadway improvements which included Hueneme Road from Oxnard City limits to Rice Avenue. The Ventura County 2040 General Plan Update also includes the County's plan for Transportation and Mobility and identifies Hueneme Road as "approaching unstable flow with tolerable operating speeds subject to considerable and sudden variation, little freedom to maneuver and with major delays at signals."

In 2007, the Ventura County Transportation Commission (VCTC) adopted the Ventura Countywide Bicycle Master Plan (VCBMP) to establish a planning document that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. Hueneme Road is to include Class II Bicycle Lanes as part of this master plan. In addition, The County's Comprehensive Transportation Plan (CTP) was adopted in 2013 and identified the need identified the need for pedestrian and bike facility improvements and funding. The CTP found that the bike and pedestrian infrastructure were relatively well developed within the cities but were not well connected across jurisdictional boundaries, like Hueneme Road. In 2017, VCTC released Ventura County Bicycle Wayfinding Plan to identify regional bicycle routes, inform prioritization of locations for bike infrastructure improvements, and develop a consistent bicycle wayfinding sign design for regional bike routes throughout Ventura County. Hueneme Road is part of the County's "Coast Route to Westlake Village" and the "Coast Route." Hueneme Road is also rated by the plan as a segment with "most stress bicycling."

2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines requires a project description to contain a clear description of objectives that includes the underlying purpose of the project. Roadways in the County facilitate the movement of goods throughout the region and state. Hueneme Road serves as the primary freight route to and from Port of Hueneme, and there is a large percentage of truck traffic from the Oxnard city limit to Rice Avenue. Goal one of the Circulation, Transportation, and Mobility Element in the County's General Plan states "To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods." Hueneme Road is a two-lane roadway which experiences heavy travel flows during peak hours, and is a primary freight route to and from Port of Hueneme. The project is intended to serve existing transportation demand, improve freight movement corridor, and improve vehicle and bicycle travel and safety. The project will provide new Class II buffered bicycle lanes along Hueneme Road between Edison Drive and Rice Avenue. In addition, the project is included in the County's General Plan as a segment of the proposed multi-modal coastal trail. Proposed improvements, such as the addition of buffered bike lanes, would support the County's goal to

"To provide a continuous trail route along coastal areas of the County that forms a part of the statewide California Coastal Trail system and provides access to other trails, the shoreline, public recreational opportunities, and coastal points of interest" (Ventura County, 2021).

2.4 Proposed Project

The project would include four 12-foot through lanes (two in the eastbound direction and two westbound direction), a 14-foot paved median, two six-foot bike lanes on either side of the roadway with a two-foot buffer between the bicycle lanes and the traffic lanes, and two four-foot shoulders on either side of Hueneme Road between Edison Drive and Rice Avenue. All existing left-turn lanes would be retained as part of the project. The total width of the new roadway would vary between 63 to 72 feet. The widened roadway would taper to the existing configuration of one travel lane in each direction approximately 1,200 feet east of Rice Avenue.

The existing centerline of the road would be shifted as part of the roadway widening. Construction of the widened roadway would require a maximum ground disturbance of approximately 12 to 14 inches in depth to install the new roadbed. Widening of the roadway would result in approximately 339,000 square feet of increased impervious surface area. The surface runoff resulting from increased impervious surface would be directed toward existing and relocated roadside drainage. It is anticipated that the existing drainage ditch on the north side of the roadway would be shifted north to accommodate the widening of the road. The limits of the relocated ditch would not extend beyond the new County right-of-way (ROW) line.

Construction of the project is anticipated to last approximately 12 months. The project would require three traffic signal modifications, drainage pipe and drainage inlet relocations, culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. The power poles along Hueneme Road are located within County ROW; however, coordination and preplanning would be needed with Southern California Edison (SCE) to relocate the poles prior to widening the roadway and the relocations are likely to take place outside of the estimated 12-month construction duration.

Additionally, there are Frontier Communications (Telecommunications) facilities on the SCE overhead poles and underground lines along Hueneme Road. Sempra Utilities (Gas Company) has gas transmission mains along Hueneme Road near Edison Drive; the existing gas main may be impacted where drainage and/or water facilities are relocated. Signal pole relocations would require ground disturbance at a maximum depth of 16 feet. The project would not include the relocation of any water lines, recycled water lines, or sewer mains. However, two Pleasant Valley Water District well stations would need to be relocated.

The project may include conforming 23 driveways located within the project area to the new roadway configuration. Construction would be staged to provide continuous access to each private parcel at all times. In addition, at least one lane would be open to provide continuous access for vehicles through the project area and no detours to adjacent roadways would be required. During the 18 month construction period, night work may be required.

The proposed improvements would require ROW and temporary construction easements (TCE).

The project would require approximately 9.3 acres of permanent ROW from 30 adjacent properties. This would include approximately 4.7 acres of Farmland of Statewide Importance, 4.5 acres of Prime Farmland, and 0.13 acre of Urban and Built-Up Land and Other Land.

Permanent ROW acquisition required to complete the project would include sliver takes from parcels adjacent to the project area; no full acquisitions are anticipated. The roadway widening will require structure removal or minor relocation on three adjacent parcels. These include one produce stand, a portion of a plant nursery, one garage, and an outside storage area. All ROW impacts are outlined below (see **Table 2.4-1**). Parcels that may require relocation assistance are provided in bold text. Vegetation removal would be required to accommodate the widening, and approximately 329 eucalyptus trees, currently being used as a windbreak, would also need to be removed. Tree removal would result in a vertical ground disturbance of approximately two feet below existing grade; a stump grinder would be used to remove the trunk and roots. In addition, six wells will be impacted as a result of the project. These wells may be relocated. Two additional wells will be relocated if they are impacted as a result of the project.

Table 2.4-1: ROW Impacts

Assessor's Parcel Number	Land Use Designation	ROW Area (ac)	Total Parcel Area (ac)	Remaining Acreage after ROW	Percentage of Land Remaining	Potential Impacts
223-0-030-145	Agricultural-Urban Reserve	0.3111	26.06	25.75	98.81%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-300	Agricultural-Urban Reserve	0.8516	69.77	68.92	98.78%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-205	Agricultural	1.1317	39.07	37.94	97.10%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening, driveway conform, and removal of outdoor storage area.
232-0-032-090	Agricultural	0.4918	78.55	78.06	99.37%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

232-0-070-130	Agricultural	0.4216	73.12	72.70	99.42%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-285	**Agricultural-Urban Reserve**	**0.0550**	**9.8**	**9.75**	**99.44%**	**Proposed ROW impacts to Teto's Produce Stand and portion of plant nursery, both would need to be relocated.**
223-0-030-320	Agricultural-Urban Reserve	0.0152	35.29	35.27	99.96%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening, and driveway conform
232-0-080-215	Agricultural	0.0359	36.57	36.53	99.90%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-290	Agricultural	0.3011	30.66	30.36	99.02%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-225	Agricultural-Urban Reserve	0.0236	0.74	0.72	96.81%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-255	Agricultural-Urban Reserve	0.0236	14.35	14.33	99.84%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-045	Urban	0.0134	0.96	0.95	98.61%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-185	Urban	0.1645	17.05	16.89	99.04%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

231-0-020-270	Agricultural-Urban Reserve	0.5906	61.11	60.52	99.03%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-315	Agricultural-Urban Reserve	0.5596	44.47	43.91	98.74%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-280	Agricultural-Urban Reserve	0.1827	14.09	13.91	98.70%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-290	Agricultural-Urban Reserve	0.3691	28.18	27.81	98.69%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-190	Agricultural	0.2653	2.03	1.76	86.93%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-210	Agricultural	0.8467	38.82	37.97	97.82%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-285	Agricultural	0.3538	72.41	72.06	99.51%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-265	Agricultural	0.0941	1.34	1.25	92.98%	Driveway conform
232-0-080-270	Agricultural	0.0870	0.93	0.84	90.65%	Driveway conform
232-0-080-305	Agricultural	0.0586	13.43	13.37	99.56%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening and driveway conform
232-0-070-150	Agricultural	0.3812	34.57	34.19	98.90%	Proposed ROW impact to dirt shoulder along the property's edge to

						support roadway widening
232-0-070-140	**Agricultural**	**0.2936**	**34.52**	**34.23**	**99.15%**	**Proposed ROW impact to garage, structure would require removal for widening of the roadway.**
232-0-033-045	Agricultural	0.8270	79.09	78.26	98.95%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-033-050	Agricultural	0.2911	77.68	77.39	99.63%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-032-100	Agricultural	0.2119	77.93	77.72	99.73%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-275	**Agricultural-Urban Reserve**	**0.0446**	**4.97**	**4.93**	**99.10%**	**Proposed ROW impact on portion of plant nursery, would need to be relocated.**
223-0-030-295	Agricultural-Urban Reserve	0.0121	83.98	83.97	99.99%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-315	Agricultural	0.0002	12.7	12.70	100%	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

2.5 Construction

Construction of the project is anticipated to last approximately 18 months (see **Table 2.5-1**). Site preparation and roadway construction will involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. At least one lane would be open to provide continuous access for vehicles through the project area and no detours to adjacent roadways would be required. During the 18-month construction period, night work may be required.

Table 2.5-1: Project Schedule

Phase	Scheduled Start Month/Year	Scheduled Completion Month/Year
Project Approval and Environmental Document	September 2022	January 2026
Plans, Specifications, and Estimates	February 2026	June 2029
Right-of-way	February 2026	February 2029
Construction	September 2028	January 2031

2.6 Alternatives to the Project

2.6.1 No Build Alternative

Section 15126.6(e) of the CEQA Guidelines requires the analysis of the No Project Alternative. The purpose of including the No Project Alternative is to allow decision-makers to compare the impacts of approving a project with the impacts of not approving a project. The potential environmental impacts of the No Project Alternative are discussed in Section 4.2, Alternatives Analysis.

2.6.2 Build Alternative

Section 15126.6(a) of the CEQA Guidelines requires the analysis of a range of reasonable alternatives to the project. The purpose of including the Build Alternative is to allow decision-makers to compare the impacts of approving a project and allow the Lead Agency to disclose its reasoning for selecting the Preferred Alternative. The environmental impacts of the Build Alternatives are discussed in Section 4.2, Alternatives Analysis.

2.7 Discretionary Approvals and Permits

The County's decision-making body would consider the following discretionary actions for approval of the project:

- CEQA Compliance/EIR Certification – The County must certify the EIR prior to, or in conjunction with, approval of the project.
- County Permits – Various County construction, grading, and encroachment permits, including the Ventura County Air Pollution Control District (VCAPCD) Air Pollution Control Permit, are required prior to implementation of the project.
- Federal Permits – The United States Army Corps of Engineers (USACE) will need to certify a Section 404 Nationwide Permit Application.
- State Permits – California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement, Porter-Cologne Act Waste Discharge Requirements and Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Water Quality Certification are required prior to construction of the project.

In addition to approvals from the County, the project may require approvals/permits from the following state, federal, or local agencies:

- Caltrans
- SCE

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3.0 ENVIRONMENTAL IMPACT ANALYSIS

This chapter analyzes impacts the project would have on existing environmental conditions. This environmental impact analysis has been prepared in accordance with CEQA and the CEQA Guidelines.

Resources Considered in this Environmental Impact Report

This section of the EIR analyzes potential environmental impacts of the project. For each resource analyzed, the section describes the applicable regulations adhered to, the project's study area and existing conditions, the thresholds of significance, and the impacts of the project relative to the thresholds of significance. Based on the project description presented in Chapter 3 and environmental issues associated with the project, the following resources are analyzed in detail in Sections 3.2 through 3.13 of this chapter:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

Pursuant to CEQA Guidelines Section 15065(a), in addition to the above topics, Mandatory Findings of Significance were considered and potential significance discussions are Chapter 3.

3.1 Impacts Found Not to be Significant

As part of the NOP/IS process conducted for the project, the following environmental issues were considered, and the impacts of the project were not found to be significant or potentially significant. Section 15128 of the CEQA Guidelines states that an "EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR". Consequently, there is no further discussion of these issues in this EIR.

Aesthetics

The project area is not located within the vicinity of a designated scenic vista. In addition, the project area is located approximately one mile southwest of the nearest designated State Scenic Highway, State Route 1 (SR-1). Therefore, the project would not have a significant impact on a scenic vista and would not substantially damage scenic resources. In addition, the IS concluded

that impacts related to substantially degrading the visual character or quality of the site and introduction of new sources of light and glare would be less than significant. The project would not result in a significant impact related to aesthetics.

Agriculture and Forestry Resources

The project would require permanent ROW of 4.7 acres of Farmland of Statewide Importance, 4.5 acres of Prime Farmland, and 0.13 acre of Urban and Built-Up Land and Other Land. Additionally, the project would require TCEs from 3.53 acres of Prime Farmland, 3.73 Acres of Farmland of Statewide Importance, and 0.14 acre of Urban and Built-Up Land and Other Land. However, the project would not result in direct or indirect loss above the County's thresholds. The County's guidelines state that a project cannot result in the direct or indirect loss of five acres of Prime Farmland, 10 acres of Unique Farmland, or 15 acres of Farmland of Statewide Importance. The project would not require TCEs or ROW acquisition from any properties under a Williamson Act contract. Save Open Space and Agricultural Resources (SOAR) requires a countywide vote before any agricultural, rural, or open space land in unincorporated county can be rezoned for development. However, the County does not consider transportation as land use and therefore, ROW acquisition required for the project is not being converted to a different land use. The project would not conflict with existing zoning or result in any rezoning requirements, so SOAR would not apply. In addition, the project is not zoned for forest land and does not include timberland production. The project would not result in a significant impact related to agriculture and forestry resources.

Energy

During construction, the project would comply with California Air Resources Board (CARB) standards. This would minimize wasteful or inefficient energy consumption during construction, In addition, during operation the project would not include the addition of lighting or other long term energy input beyond the existing condition. Furthermore, the project would not conflict with the California Long-Term Energy Efficient Strategic Plan (California Public Utilities Commission, 2008). The project would not result in a significant impact related to energy.

Geology and Soils

The project is not located within a known earthquake fault zone. The nearest fault zone is the Bailey Fault located approximately 2.6 miles east of the project area. However, ground shaking may occur due to the nearby active faults in the region. The project would be designed to meet current seismic standards and would not increase hazards within the project area. The project is in an area classified as a liquefaction zone. The project would be designed to meet current seismic standards. In addition, the project area is relatively flat, so landslides are unlikely to occur. Soil textures in the project area have a low to high erosion potential; however, the project area consists mainly of a paved roadway that would be widened, which is not typically subject to soil erosion. In addition, the soils in the project area have a low to high shrink to swell potential. The Project Study Report prepared for this project identified high liquefaction potential in the project area. The project will include adequate foundation to reduce liquefaction risk. If the project is found to lie on expansive soil, the project will incorporate a special design consideration to be in compliance with

Section 1808.6 of the Ventura County Building Code (Ventura County Building and Safety Division, 2019). The project would not require use of septic tanks or alternative wastewater disposal systems. The General Plan does not identify the project area as having any unique geological resources, and it is anticipated that the project area has a low sensitivity for paleontological resources. The project would not result in a significant impact related to geology and soils.

Land Use and Planning

The project would not physically divide an established community or conflict with County policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The project would not result in a significant impact related to land use and planning.

Mineral Resources

The project area is zoned as MRZ-1, which does not qualify for the land to be protected from incompatible land uses regarding mineral resources. Because the project would not result in loss of availability of a known mineral resource or locally important recovery site, the project would not result in a significant impact related to mineral resources.

Population and Housing

The project would not result in construction of new homes and businesses. Construction workers would be present temporarily but are not expected to contribute to population growth within the regional area. The project would increase roadway capacity; however, the increased roadway capacity would be consistent with the General Plan circulation plans and would accommodate planned growth in the area. The project would require the removal of four structures, including one produce stand, a portion of a plant nursery, one garage, and an outside storage area. Impacts to the plant nursery are anticipated to be minimal, as no structures are present on the proposed ROW acquisition area. The potted plants that are present within the proposed ROW acquisition area can likely be moved to a different portion of the property. Construction and operation of the project are not anticipated to impact any buildings at this site. It anticipated that all of these facilities could be relocated to other sections of the properties they are located on. If the facility relocations on existing property is not feasible, there are alternate locations in the project vicinity that these facilities could be relocated to. The owners of these properties would all be eligible to receive relocation assistance for moving and related expenses. The project would not result in a significant impact related to population and housing.

Public Services

The project would be required to comply with General Plan policies and would remain open to through-traffic for the duration of construction for emergency access. In addition, there are no schools within 0.25 mile of the project area, with the closest school being Tierra Vista School located approximately 0.5 mile away. The closest park is located approximately 0.5-mile northwest of the project area. The project would not result in a significant impact related to public services.

Recreation

There are no parks or recreational facilities within or adjacent to the project area. The closest park is located approximately 0.5-mile northwest of the project area. The project would not result in population growth or generate increased demand for recreational facilities. The project would not result in a significant impact related to recreation.

Wildfire

The California Department of Forestry and Fire Protection, the Fire and Resource Assessment Program indicates that the project area is not located within or adjacent to a Very High Fire Hazard Severity Zone (CAL FIRE, 2024). In addition, the site is not located in or near a State Responsibility Area (SRA). SRAs are recognized by the Board of Forestry and Fire Protection as areas where CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention (Board of Forestry and Fire Protection, 2025). All utility relocations would be conducted in accordance with standard practice to prevent the risk or spread of fire and would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. The project would not result in a significant impact related to wildfire.

3.2 Organization of Each Resource Section

Within each resource section below, the discussion is typically divided into sub-sections, consisting of: 1) the Regulatory Setting, which identifies regulations and policies that guide environmental permitting and review; 2) the Environmental Setting, which describes current environmental conditions at the project area; 3) Environmental Impacts, which identifies thresholds of significance and discusses the level of significance for each project impact; and 4) Avoidance, Minimization, and Mitigation Measures, which lists measures to eliminate or reduce potentially significant environmental impacts.

In the environmental analysis, the following terms are used to describe potential impacts of the project:

- **Less Than Significant Impacts**: These impacts are minor effects to the environment that do not meet or exceed thresholds established to evaluate significance. Less than significant impacts do not require mitigation measures. In some cases, existing public policies, regulations, and procedures adequately address potentially significant effects, thereby reducing impacts to a less than significant level without the need for mitigation.
- **Potentially Significant Impacts**: Potentially significant impacts are defined as substantial, or potentially substantial, adverse changes to the environment. While the CEQA Guidelines and various responsible agencies provide guidance on determining impact significance, this determination is ultimately based on the judgment of the Lead Agency. The Lead Agency is also responsible for establishing criteria to evaluate the significance of impacts. Mitigation measures are proposed, when possible, to avoid or reduce potentially significant impacts.
- **Significant Impacts**: Significant impacts are those that cannot be mitigated below thresholds of significance through feasible mitigation measures.

- **Cumulative Impacts**: A discussion of cumulative impacts is provided in Section 4.0, Other CEQA Considerations. Cumulative Impacts are impacts created from the combination of the project with other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

3.3 Air Quality

This section identifies and evaluates potential impacts of the project on local and regional air quality emissions. The chapter includes a discussion of the existing air quality setting; construction-related air quality impacts resulting from grading and equipment emissions; direct and indirect emissions associated with operations of the project; the impacts of these emissions on both the local and regional scale; and avoidance, minimization, or mitigation measures warranted to reduce or eliminate any identified significant impacts.

3.3.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to air quality that are applicable to the project.

Federal

Clean Air Act

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws and related regulations by the United Sates Environmental Protection Agency (U.S. EPA) and the CARB set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$), and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Transportation Conformity

The conformity requirement is based on FCAA section 176(c), which prohibits the U.S. Department of Transportation (U.S. DOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and

takes place on two levels: the regional or planning and programming level and the project level. The project must conform to both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. The U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for CO, NO_2, O_3, PM_{10}, and $PM_{2.5}$, and in some areas (although not in California), SO_2. California has attainment or maintenance areas for all these transportation-related "criteria pollutants" except SO_2, and has a nonattainment area for Pb; however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and FTIPs that include all transportation projects planned for a region over a period of at least 20 years (for the RTP), and four years (for the FTIP). RTP and FTIP conformity use travel demand and emission models to determine whether the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and "open-to-traffic" schedule of a proposed transportation project is the same as described in the RTP and the TIP, then the project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP and the project has a design concept and scope that has not changed significantly from those in the RTP and TIP. If the design concept and scope have changed substantially from that used in the RTP Conformity analysis, RTP and TIP amendments may be needed. Project-level conformity also needs to demonstrate that project analyses have used the latest planning assumptions and U.S. EPA-approved emissions models; the project complies with any control measures in the SIP in PM areas. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

National Ambient Air Quality Standards

As required by the Clean Air Act, the U.S. EPA has established NAAQS for six major air pollutants. These criteria air pollutants consist of O_3; PM, specifically PM_{10} (particulate matter with aerodynamic radius of 10 micrometers or less) and $PM_{2.5}$ (particulate matter with aerodynamic radius of 2.5 micrometers or less); CO; NO_2; SO_2; and Pb. California also has established ambient air quality standards, known as the California Ambient Air Quality Standards (CAAQS), which generally are more stringent than the corresponding federal standards and incorporate additional

standards for sulfates, H2S, vinyl chloride, and visibility-reducing particles. CAAQS are discussed in more detail below in the section titled “State Regulations.” The federal and state standards for criteria air pollutants are shown in **Table 3.3-1**. Pollutants are measured in parts per million (ppm), parts per billion (ppb), or micrograms per meter cubed ($\mu g/m^3$).

Table 3.3-1: National and State Air Quality Standards

Contaminant Averaging Time	Federal Primary Standards	State Standards
Ozone 1-hour	--	0.09 ppm
Ozone 8-hour	0.070 ppm	0.070 ppm
Carbon Monoxide 1-hour	35 ppm	20 ppm
Carbon monoxide 8-hour	9 ppm	9 ppm
Nitrogen dioxide 1-hour	0.100 ppm	0.18 ppm
Nitrogen dioxide annual mean	0.053 ppm	0.030 ppm
Sulfur dioxide 1-hour	0.075 ppm	0.25 ppm
Sulfur Dioxide 24-hour	0.14 ppm	0.04 ppm
Sulfur Dioxide annual mean	0.030 ppm	--
PM_{10} 24-hour	150 mg/m^3	50 mg/m^3
PM_{10} annual mean	--	20 mg/m^3
$PM_{2.5}$ 24-hour	35	9
$PM_{2.5}$ annual mean	12	--
Sulfates 24-hour	--	25 mg/m^3
Lead 30-day average	--	1.5 mg/m^3
Lead rolling 3-month average	0.15 mg/m^3	--
Hydrogen Sulfide 1-hour	--	0.03 ppm
Vinyl Chloride 24-hour	--	0.01 ppm
Visibility-reducing particles 8-hour (10 am to 6 pm)	--	Visibility equivalent to 10-mile visual range
Source: (California Air Resources Board, 2024)		

State

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O_3, CO, SO_2, and NO_2 by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either 1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or 2) to provide for implementation of all feasible measures to reduce emissions. Any planning

effort for air quality attainment would thus need to consider both State and Federal planning requirements.

Assembly Bills 1807 and 2588 – Toxic Air Contaminants

Within California, Toxic Air Contaminants (TAC) are regulated primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: 1) prepare a toxic emissions inventory; 2) prepare a risk assessment if emissions are significant; 3) notify the public of significant risk levels; and 4) prepare and implement risk reduction measures.

Local

Ventura County Air Quality Assessment Guidelines

CEQA requires evaluation of the environmental impacts, including air quality impacts, of proposed projects. CEQA applies to all discretionary activities proposed or approved by California public agencies, unless an exemption applies. The Ventura County Air Quality Assessment Guidelines (Guidelines) is an advisory document that provides lead agencies, consultants, and project applicants with a framework and uniform methods for preparing air quality evaluations for environmental documents. The Guidelines recommend specific criteria and threshold levels for determining whether a proposed project may have a significant adverse air quality impact. The Guidelines also provide mitigation measures that may be useful for mitigating the air quality impacts of proposed projects. These are guidelines only, and their use is not required or mandated by the VCAPCD. The final decision of whether to use these Guidelines rests with the Lead Agency responsible for approving the project.

Ventura County Air Pollution Control District Rule 55, Fugitive Dust

On June 8, 2008, the VCAPCD adopted Rule 55, Fugitive Dust. Rule 55 became effective on October 8, 2008. Rule 55 was adopted to comply with a state law that requires local air districts with air quality levels exceeding the state's PM standards to adopt control measures to reduce PM air pollution. Ventura County exceeds the state's air quality standards for PM. The adverse health impacts from PM air pollution include asthma and other lung diseases, heart disease, and premature death. VCAPCD staff estimates that Rule 55 will reduce PM air pollution by 6 tons per day.

Rule 55 applies to any disturbed surface area, or man-made condition capable of generating fugitive dust, including bulk material handling, earth-moving, construction, demolition, storage piles, unpaved roads, track-out, or off-field agricultural operations.

In summary, the key provisions of Rule 55 are as follows:

1) Visible dust from an applicable source is prohibited or limited;

2) Measures must be taken to reduce or prevent track-out onto paved public roadways from an applicable source;
3) Track-out must be removed from roadways;
4) Visible dust exceeding 100 feet in length from earth-moving activities is prohibited;
5) Bulk material handling facilities with a monthly import or export of 2,150 cubic yards or more of bulk material must take measures to reduce or prevent track-out onto a paved public road; and
6) Outbound trucks with bulk materials or soil must either be tarped, have a 6-inch freeboard below the rim of the truck bed, or be wetted or treated to minimize the loss of material to wind or spillage.

Ventura County Air Quality Management Plan

The 2022 Ventura County Air Quality Management Plan (VCAQMP) presents a combined state and local strategy for attaining the 2015 federal 8-hour ambient air quality standard for ozone, the only federal clean air standard Ventura County does not meet, by the statutory compliance deadline of August 3, 2027. It was prepared to satisfy FCAA planning requirements for areas designated as serious federal 8-hour O_3 nonattainment areas, including, but not limited to, updated air quality information, an updated emissions inventory, local and state air pollutant control measures, new emission forecasts and projections, a new federal conformity budget for transportation projects, a reasonable further progress demonstration for precursors of ozone (reactive organic gases [ROG] and nitrogen oxides[NO_x]), a new countywide emission carrying capacity, and a demonstration that the County will attain the federal 8-hour ozone standard. The VCAQMP is based on assumptions provided by CARB and SCAG related to the most recent motor vehicle and demographic information. The VCAQMP projections are based, in part, on land use designations and growth forecasts identified in land use plans from cities and counties located in the South Central Coast Air Basin (SCCAB).

Ventura County Comprehensive Transportation Plan

The CTP is a long-range planning document adopted by the VCTC that plans for the future of transportation in the County over the next 20-30 years. The 2023 CTP incorporates socioeconomic data, community priorities, and local transportation solutions while also placing a special emphasis on inclusion of disadvantaged and underserved communities to create a more equitable transportation future for all. The CTP:

- Identifies future transportation needs, priorities, and funding;
- Identifies strategies to reduce emissions and improve air quality;
- Enhances equitable access to mobility options; and
- Establishes a vision for mobility in Ventura County for the next 20-30 years.

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following air quality goals and policies would apply to the project (Ventura County, 2020):

- ***Goals***
  - **HAZ-10:** To promote a high level of air quality in order to protect public health, safety, and welfare, and mitigate any adverse air quality impacts to the maximum extent feasible.
- ***Policies***
  - **HAZ-10.1:** The County shall strive to reduce air pollutants from stationary and mobile sources to protect human health and welfare, focusing efforts on shifting patterns and practices that contribute to the areas with the highest pollution exposures and health impacts.
  - **HAZ-10.2:** The County shall prohibit discretionary development that is inconsistent with the most recent adopted Air Quality Management Plan, unless the Board of Supervisors adopts a statement of overriding considerations.
  - **HAZ-10.3:** The County shall ensure that discretionary development subject to VCAPCD permit authority complies with all applicable VCAPCD rules and permit requirements, including the use of Best Available Control Technology as determined by the VCAPCD.
  - **HAZ-10.5:** The County shall work with applicants for discretionary development projects to incorporate bike facilities, solar water heating, solar space heating, incorporation of electric appliances and equipment, and the use of zero and/or near zero emission vehicles and other measures to reduce air pollution impacts and reduce greenhouse gas (GHG) emissions.
  - **HAZ-10.9:** The County shall require that discretionary development which will create objectionable odors that could affect a substantial number of people are appropriately mitigated. The project, pursuant to state law, shall be required to operate in accordance with the Rules and Regulations of the VCAPCD, with emphasis on Rule 51, Nuisance throughout the life of the permit.
  - **HAZ-10.12:** The County shall require that discretionary development that would have a significant adverse air quality impact shall only be approved if it is conditioned with all feasible mitigation measures to avoid, minimize or compensate (offset) for the air quality impact. The use of innovative methods and technologies to minimize air pollution impacts shall be encourage in project design.
  - **HAZ-10.13**: Discretionary development projects that will generate construction-related air emissions shall be required by the County to incorporate Best Management Practices (BMPs) to reduce emissions. These BMPs shall include the measures recommended by VCAPCD in its Air Quality Assessment Guidelines or otherwise to the extent applicable to the project.

- **HAZ-10.14**: The County shall ensure that discretionary development which will generate fugitive dust emissions during construction activities will, to the extent feasible, incorporate appropriate BMPs to reduce emissions to be less than applicable thresholds.

3.3.2 Environmental Setting

This section summarizes existing air quality conditions near the project area. This includes attainment statuses for criteria pollutants, describes local ambient concentrations of criteria pollutants for the past five years, and discusses mobile-source air toxics (MSAT) and GHG emissions. The information in this section is based on the *Air Quality Report (*see **Appendix C***)* prepared for the project (AMBIENT Air Quality & Noise Consulting, 2024).

Regional Climate and Meteorology

The project area is within the SCCAB, which covers San Luis Obispo, Santa Barbara, and Ventura counties. The SCCAB is bordered by the Pacific Ocean to the west, the South Coast Air Basin to the south, the Southeast Desert Air Basin and San Joaquin Valley Air Basin to the east, and the North Central Coast Air Basin to the north. The average annual temperature throughout the SCCAB is approximately 62 degrees Fahrenheit (F).

Criteria Pollutants of Concern

The FCAA requires the U.S. EPA to set NAAQS for six criteria air contaminants: O_3, PM, CO, NO_2, Pb, and SO_2. It also permits states to adopt additional or more protective air quality standards if needed. California has set standards for six criteria pollutants (see **Table 3.3-2**).

Table 3.3-2: State and Federal Criteria Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds and nitrogen oxides in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke and vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO_X,

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
	toxic and other aerosol and solid compounds are part of $PM_{2.5}$.	sulfur oxides, ammonia, and reactive organic gases.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NO_X" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs the gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also, a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Visibility-Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Source: (AMBIENT Air Quality & Noise Consulting, 2024)

Existing Air Quality Conditions

There are two air quality monitoring stations located near the project area. The El Rio-Rio Mesa School #2 station is located approximately nine miles east of the project area and provides measurements for O_3, $PM_{2.5}$, PM_{10}, and NO_2. In addition, the Reseda station was used as the

closest station for CO, located approximately 35 miles east of the project area. State and federal standards for O_3 were exceeded several times in the last five years (see **Table 3.3-3**). The federal standards for $PM_{2.5}$ and PM_{10} have also been exceeded on various occasions in the past five years.

Table 3.3-3: Air Quality Concentrations for the Past Five Years Measured at El Rio-Rio Mesa School #2 and Reseda Ambient Air Quality Monitoring Stations

Pollutant	Standard	2019	2020	2021	2022	2023[3]
Ozone [1]						
Max 1-hr concentration		0.078	0.104	0.073	0.077	0.071
No. days exceeded: State	0.09 ppm	0	2	0	0	0
Max 8-hr concentration		0.070	0.086	0.059	0.063	0.058
No. days exceeded: State	0.070 ppm	0	3	0	0	0
Federal	0.070 ppm	0	3	0	0	0
PM_{10} [1]						
Max 24-hr concentration		187.8	200.7	377.8	57.9	102
No. days exceeded: State	50 µg/m^3	14	21	12	3	NA
Federal	150 µg/m^3	2	2	1	0	0
Annual concentration average		24.4	25.2	26.4	22.7	NA
No. days exceeded: State	20 µg/m^3	NA	NA	NA	NA	NA
$PM_{2.5}$ [1]						
Max 24-hr concentration		25.5	58.7	31.7	18.5	24.5
No. days exceeded: Federal	35 µg/m^3	0	3	0	0	0
Annual concentration average		6.5	7.5	6.8	6.5	6.1
No. days exceeded: State	12 µg/m^3	NA	NA	NA	NA	NA
Federal	12.0 µg/m^3	NA	NA	NA	NA	NA
Nitrogen Dioxide [1]						
Max 1-hr concentration		41.0	31.0	33.0	32.0	27
No. days exceeded: State	0.18 ppm	0	0	0	0	0
Federal	100 ppb	0	0	0	0	0
Annual concentration average		5	5	4	4	3.44
No. days exceeded: State	0.030 ppm	NA	NA	NA	NA	NA
Federal	53 ppb	NA	NA	NA	NA	NA

Pollutant	Standard	2019	2020	2021	2022	2023[3]
Carbon Monoxide [2]						
Max 1-hr concentration		2.6	2.0	2.6	2.2	2.3
No. days exceeded: State	20 ppm	0	0	0	0	0
Federal	35 ppm	0	0	0	0	0
Max 8-hr concentration		2.2	1.7	1.9	1.8	1.7
No. days exceeded: State	9 ppm	0	0	0	0	0
Federal	9 ppm	0	0	0	0	0

1. Data from El Rio-Rio Mesa School #2 Monitoring Station

2. Data from Reseda Monitoring Station

3. Data obtained from U.S. EPA Air Data – Monitor Values Report

Source: (AMBIENT Air Quality & Noise Consulting, 2024)

Regional Attainment Status

Local monitoring data is used to designate areas as non-attainment, maintenance, attainment, or unclassified areas for ambient air quality standards. The four designations are defined as follows:

- **Non-Attainment:** Assigned to areas where monitored pollutant concentrations consistently violate the standard in question.
- **Maintenance:** Assigned to areas where monitored pollutant concentrations exceeded the standard in question in the past but are no longer in violation of that standard.
- **Attainment**: Assigned to areas where pollutant concentrations meet the standard in question over a designated period of time.
- **Unclassified:** Assigned to areas where data is inadequate for determining whether a pollutant is violating the standard in question.

The SCCAB is currently designated as a non-attainment area with respect to the state and federal O_3 standards and state PM_{10} standards (see **Table 3.3-4**). SCCAB is designated attainment or unclassified for the remaining state and federal standards.

Table 3.3-4: State and Federal Attainment Status of the SCCAB

Pollutant	State Designation	Federal Designation
2015 8-Hour Ozone (O_3)	Non-Attainment	Non-Attainment (Serious)
2008 8-Hour Ozone (O_3)	Non-Attainment	Non-Attainment (Serious)
1997 8-Hour Ozone (O_3)	Non-Attainment	Non-Attainment (Serious)
1-Hour Ozone (O_3)	Non-Attainment	Non-Attainment (Severe-15)
Respirable Particulate Matter (PM_{10})	Non-Attainment	Attainment

Pollutant	State Designation	Federal Designation
2012 Fine Particulate Matter ($PM_{2.5}$)	Attainment	Attainment
2006 Fine Particulate Matter ($PM_{2.5}$)	Attainment	Attainment
1997 Fine Particulate Matter ($PM_{2.5}$)	Attainment	Attainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment
Visibility-Reducing Particles	Attainment/Unclassified	N/A
Sulfates	Attainment/Unclassified	N/A
Hydrogen Sulfide (H_2S)	Attainment/Unclassified	N/A
Vinyl Chloride	Attainment/Unclassified	N/A

N/A = not available

Source: (AMBIENT Air Quality & Noise Consulting, 2024)

Sensitive Receptors

Sensitive land uses are generally considered to include those where exposure to pollutants could result in health-related risks for sensitive individuals, including children and the elderly. There are no sensitive receptors within the project area, as land uses within and adjacent to the project area are predominantly agricultural (see **Figure 2.1-3**). The nearest sensitive receptors are residences located approximately 0.36-mile northwest of the project area that would not be impacted by the project.

Conformity Status

The project is included in the regional emissions analysis conducted by SCAG for the conforming 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (SCS) Amendment #3 and the 2023 FTIP Amendment #23-03. The project's design, concept, and scope have not changed significantly from what was analyzed in the regional emission analysis prepared for the federally approved SCAG 2020-2045 RTP/SCS Amendment #3 and the 2023 FTIP Amendment #23-03. The County is designated attainment for $PM_{2.5}$ and PM_{10} relative to federal standards (Ventura County Air Pollution Control District, n.d.). Therefore, a PM hot-spot analysis is not required.

3.3.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. An air quality impact is considered significant if the project would:

(a) Conflict with or obstruct implementation of the applicable air quality plan;

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

(c) Expose sensitive receptors to substantial pollutant concentrations; and/or

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Pursuant to CEQA Guidelines Section 15064.4(b)(2), the Lead Agency is charged with determining a threshold of significance that is applicable to the project. For the EIR analysis, the County has elected to use VCAPCD's thresholds of significance (see **Table 3.3-5)**. VCAPCD does not quantify significance thresholds for any other criteria pollutants. Federal and State thresholds would apply for all other criteria pollutants.

Table 3.3-5: VCAPCD Ozone Thresholds

Pollutant	Precursors	Thresholds (lbs/day)
Ozone (O_3)	Reactive Organic Compounds	25
	Nitrogen Oxides	25

3.3.4 Environmental Impacts

(a) Conflict with or obstruct implementation of the applicable air quality plan?

Construction Impacts

Less than Significant Impact. Projects that would be considered to conflict with existing or future growth projections, or that would exceed VCAPCD-recommended project-level significance thresholds, would potentially conflict with the thresholds defined in the VCAQMP (see **Table 3.3-4**).

Construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) Road Construction Emissions Model, Version 9.0.1 based on the estimated amount of material to be imported and exported, off-road equipment usage, and construction schedules provided by the project engineers. Construction emissions were estimated using this model below (see **Table 3.3-6**).

Table 3.3-6: Construction Emissions of Criteria Air Pollutants & Precursors

Construction Phase	Emissions (lbs/day)[1]				
	ROG	CO	NO_x	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	1.05	10.96	8.58	10.39	2.42
Grading/Excavation	4.29	43.45	39.63	11.66	3.56
Drainage/Utilities/Sub-Grade	2.68	28.95	23.94	10.99	2.98
Paving	1.35	18.49	11.94	0.59	0.51
Maximum/Day:	*4.29*	*43.45*	*39.63*	*11.66*	*3.56*
Project Total (tons):	*0.29*	*6.21*	*5.32*	*1.91*	*0.55*

[1]Construction emissions were estimated using the SMAQMD's Road Construction Emissions Model, Version 9.0.1 based, in part, on project-specific information provided by the project engineer. While the model was developed for Sacramento conditions in terms of fleet emission factors and other modeling assumptions, the model is considered adequate for estimating road construction emissions in the SCAB and is used for that purpose in this project analysis.

Source: (AMBIENT Air Quality & Noise Consulting, 2024)

Construction of the project would occur over an 18-month period and would generate maximum-daily emissions of approximately 4.3 lbs/day of reactive organic gases (ROG), 43.5 lbs/day of CO, 39.6 lbs/day of NO_X, 11.6 lbs/day of PM_{10}, and 3.6 lbs/day of $PM_{2.5}$. Total emissions generated during construction would be approximately 0.6 tons of ROG, 6.2 tons of CO, 5.3 tons of NO_X, 1.9 tons of PM_{10}, and 0.6 tons of $PM_{2.5}$. These are all below the thresholds set by the South Coast Air Quality Management District (SCAQMD) thresholds of emissions per day.

Construction of the project would be required to comply with VCAPCD's Rule 55 (Fugitive Dust), which identifies measures that would be implemented to control fugitive dust generated during onsite ground-disturbing activities, and Caltrans Standard Specifications 14-9.02.

In addition, the project's design, concept, and scope have not changed from what was analyzed in the regional emission analysis prepared for the federally approved SCAG 2020-2045 RTP/SCS

Amendment #3 and the 2023 FTIP Amendment #23-03. The air conformity analysis prepared for these plans found that the project would conform to the SIP(s) for attaining and maintaining the NAAQS provided in Section 176(c) of the FCAA. In addition, the project would not contribute to existing or projected future mobile-source CO concentrations that would be projected to exceed federal or state CO standards. Although VCAPCD recommends that all construction activity implement Rule 55 (Fugitive Dust), the project was modeled without including such measures to provide a conservative, worst-case emissions scenario. With implementation of the avoidance and minimization measures below, there would be a less than significant impact on an applicable air quality plan during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Projects that would conflict with existing or future growth projections or that would exceed VCAPCD-recommended project-level significance thresholds would potentially conflict with the AQMP.

When evaluated on an annual basis, the project would result in an overall emissions reduction when compared to the existing condition. Estimated net changes in annual operational emissions are summarized in **Table 3.3-7**. No new, permanent, emission-generating components would be installed as a part of the project. Typical operational activities are not anticipated to have any long-term impact on air quality plan attainment.

Table 3.3-7: Summary of Comparative Operational Emissions Analysis

Scenario/Analysis Year	Emissions (Tons/Year)[1]				
	$PM_{2.5}$	PM_{10}	NO_X[2]	CO	ROG
Existing Year 2023	0.25	1.40	1.26	10.03	0.52
No-Build Alternative – Opening Year 2030	0.25	1.42	0.67	7.02	0.38
No-Build Alt. 2030 Compared to Existing:	<0.01	0.02	-0.59	-3.00	-0.14
Percent Change:	-1 %	1 %	-47 %	-30 %	-26 %
Build Alternative – Opening Year 2030	0.26	1.48	0.69	7.32	0.40
Build Alt. 2030 Compared to Existing:	0.01	0.08	-0.57	-2.71	-0.12
Percent Change:	4 %	6 %	-45 %	-27 %	-23 %
Build Alt. 2030 Compared to No-Build Alt. 2030:	0.01	0.06	0.03	0.30	0.02
Percent Change:	4 %	4 %	4 %	4 %	4 %
No-Build Alternative – Design Year 2045	0.26	1.53	0.35	5.40	0.28
No-Build Alt. 2045 Compared to Existing:	0.01	0.13	-0.91	-4.63	-0.24
Percent Change:	5 %	9 %	-73 %	-46 %	-46 %
Build Alternative – Design Year 2045	0.27	1.57	0.35	5.53	0.29
Build Alt. 2045 Compared to Existing:	0.02	0.17	-0.91	-4.49	-0.23
Percent Change:	7 %	12 %	-72 %	-45 %	-45 %
Build 2045 Alt. Compared to No-Build Alt. 2045:	0.01	0.04	0.01	0.14	0.01

Scenario/Analysis Year	Emissions (Tons/Year)[1]				
	$PM_{2.5}$	PM_{10}	NO_X[2]	CO	ROG
Percent Change:	3 %	3 %	3 %	3 %	3 %

1. Emissions were calculated using the CT-EMFAC2021 version 1.0.2 computer program based, in part, on traffic data provided for this project (Kimley Horn 2023). Includes exhaust emissions, brake, road, and tire dust.
Source: (AMBIENT Air Quality & Noise Consulting, 2024)

The project is required to comply with all VCAPCD rules and regulations. In addition, all projects under jurisdiction of the VCAPCD are recommended to implement all measures provided in the Guidelines. With the implementation of the avoidance and minimization measures below, there would be a less than significant impact on an applicable air plan during operation, and no mitigation is required.

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction Impacts

Less than Significant Impact. During construction of the project, various types of equipment such as scrapers, bulldozers, heavy trucks, backhoes, pneumatic tools, vibratory pile drivers, and concrete pumps would temporarily operate in the project area. Construction-related emissions would be generated from land clearing/grubbing, grading/excavation, drainage/utilities/subgrade, paving construction equipment, construction workers' commute, and construction material hauling. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. The project is located in a federal and state nonattainment area for ozone and state non-attainment for PM.

Construction of the project would generate emissions of criteria air pollutants, including ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$ intermittently within and in the vicinity of the project area until all construction has been completed., Construction of the project would generate maximum daily emissions of approximately 4.3 lbs/day of ROG, 43.5 lbs/day of CO, 39.6 lbs/day of NO_X, 11.6 lbs/day of PM_{10}, and 3.6 lbs/day of $PM_{2.5}$ (see **Table 3.3-6**). Total emissions generated during construction would be approximately 0.6 tons of ROG, 6.2 tons of CO, 5.3 tons of NO_X, 1.9 tons of PM_{10}, and 0.6 tons of $PM_{2.5}$. Construction of the project is anticipated to last approximately 18 months and is considered temporary.

For the analysis of short-term construction generated emissions, the VCAPCD does not identify quantitative CEQA significance thresholds for short-term construction-generated emissions. However, if emissions of ROG or NO_x exceed 25 pounds per day, the VCAPCD recommends that control measures be included to reduce short-term emissions. As shown in **Table 3.3-6**, ROG and NO_x emissions are not projected to exceed 25 pounds per day. The project would comply with Caltrans Standard Specifications 14-9, as well as the County's Rule 55 (Fugitive Dust). Therefore, there would be a less than significant impact on the emission of criteria pollutants, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Long-term operational emissions of criteria air pollutants associated with the project would be associated with the operation of motor vehicles. Long-term operational emissions were quantified using CT-EMFAC2021 version 1.0.2 computer program based on traffic information provided by the Kimley-Horn (see **Table 3.3-7**). Operational emissions were quantified for baseline 2023, 2030, and 2045 conditions, as well as project conditions for 2030 and 2045. In comparison to baseline 2030 conditions, the project is predicted to increase emissions by approximately four percent for $PM_{2.5}$, $PM_{10,}$ NO_X, CO, and ROG. In comparison to baseline 2045 conditions, the project is predicted to increase emissions by approximately three percent for $PM_{2.5}$, $PM_{10,}$ NO_X, CO, and ROG. There would be a less than significant impact on air quality standards during operation, and no mitigation is required.

The criteria pollutants of concern for the project area are O_3 and $PM_{10.}$ O_3 is designated as nonattainment at both the federal and state level, while PM_{10} is designated nonattainment at only the state level. The project is required to comply with all VCAPCD rules and regulations. In addition, all projects under the jurisdiction of the VCAPCD are recommended to implement all of the measures provided in the Guidelines. The air quality conformity analysis prepared for these plans found that the plans, which consider regionally significant projects and financial constraints, would conform to the SIP(s) for attaining and maintaining the NAAQS as provided in Section 176(c) of the FCAA. In addition, the project would not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis). Therefore, the project would have a less than significant impact regarding the increase of any criteria pollutant and no mitigation is required.

(c) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. Short-term air quality impacts may occur due to the release of particulate emissions (airborne dust) generated by construction activities; however, there are no sensitive receptors located near the project area. The nearest sensitive receptors are residences located approximately 0.36-mile northwest of the project area. Therefore, the project would have no impact on sensitive receptors and no mitigation is required.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in Impacts (a) through (c) above. Therefore, the following discussion focuses on emissions of odors and dust.

Minor sources of pollutants that may result in odors would be present during construction. The predominant source of power for construction equipment is diesel engines. Exhaust from diesel engines, as well as emissions associated with asphalt paving may result in odors being present in and around the project area. Odors would be temporary and would disperse rapidly with

distance from the source. Therefore, receptors would not be frequently exposed to objectionable odorous emissions.

All projects under the jurisdiction of VCAPCD are required to implement the CCAA, including, Rule 55 (Fugitive Dust) and Caltrans Standards Specifications 14-9.02. These measures would ensure that construction of the project does not result in substantial emissions of dust. Following project construction, the roadway corridor would be paved and would not include any exposed topsoil. Thus, project operation would generate dust that would be similar to the existing condition, and therefore would not adversely affect a substantial number of people. Therefore, there would be a less than significant impact in other emissions adversely affecting a substantial number of people, and no mitigation is required.

3.3.5 Avoidance and Minimization Measures

No avoidance or minimization measures are required for air quality.

3.4 Biological Resources

This section describes the regulatory and environmental setting for biological resources in the project area. In addition, this section describes the potential impacts related to biological resources that would result from implementation of the project.

Within this section, special-status species, nesting birds, raptor foraging activities, and bats will be discussed. Special-status species include plants and wildlife species that are listed under the CDFW and the Federal Endangered Species Act (FESA), plant species designated by the California Native Plant Society (CNPS) with a California Rare Plant Rank (CRPR) or other plants of local concern, and wildlife that is designated as a California Species of Special Concern, as defined by CDFW.

3.4.1 Regulatory Setting

The following discussion provides a summary of federal, state, and local laws and regulations that pertain to sensitive and/or protected species, their habitats, and waterways within or near the project area.

Federal

Clean Water Act Section 404

The United State Army Corps of Engineers (USACE) Regulatory Program regulates activities within federal wetlands and waters of the U.S. pursuant to Section 404 of the Clean Water Act (CWA). In recent years, the definition of waters of the U.S. has been in flux. The U.S. EPA and the Department of the Army issued a revised definition of waters of the U.S in January 2023. However, the U.S. Supreme Court ruled in *Sackett v. Environmental Protection Agency* on May 25, 2023, that only wetlands and permanent bodies of water with a “continuous surface connection” to “traditional interstate navigable waters” are covered by the CWA, thus revoking the “significant nexus” standard and invalidating portions of the January 2023 rule. To conform with the *Sackett* decision, the U.S. EPA and Department of the Army issued a final revised rule on August 29, 2023, amending the January 2023 definition of waters of the U.S.

Under the August 2023 rule, waters of the U.S. include: 1) traditional navigable waters (i.e. waters that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use for interstate or foreign commerce), the territorial seas, and interstate waters (collectively "qualifying waters"); 2) impoundments (e.g. reservoirs, retention ponds) of qualifying waters; 3) tributaries to qualifying waters that are relatively permanent, standing, or continuously flowing bodies of water; 4) wetlands with a continuous surface connection to qualifying waters; and 5) intrastate lakes and ponds that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to qualifying waters (CFR 33 Section 328.3 and 40 CFR 120.2).

In streams and rivers where adjacent wetlands are absent, the USACE jurisdiction extends to the ordinary high-water mark (OHWM). The OHWM is defined as "the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas." {33 CFR Section 328.3[c(3)]}. If the OHWM is not readily distinguishable, the USACE jurisdiction within streams extends to the "bankfull discharge" elevation, which is the level at which water begins to leave the channel and move into the floodplain (Rosgen, 1996). This level is reached at a discharge which generally has a recurrence interval of approximately 1.5 to two years on the annual flood series (Leopold, 1994).

Federal wetlands are transitional areas between well-drained upland habitats and permanently flooded (deepwater) aquatic habitats and are defined differently by different resource agencies. The USACE and the U.S. EPA define wetlands as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" {33 CFR Section 328.3[c(1)]}.

Clean Water Act Section 402

Activities within inland streams, wetlands, and riparian areas in California are regulated by agencies at the federal, state, and regional levels. The CWA establishes the basic structure for regulating discharges of pollutants into waters of the U.S. At the federal level, the U.S. EPA regulates construction-related stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program, pursuant to Section 402 of the federal CWA. Section 402 of the CWA requires that all construction sites disturbing one acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater directly from a point source (a pipe, ditch or channel) into a surface water of the U.S. (a lake, river, and/or ocean) must obtain permission under the NPDES permit. All NPDES permits are written to ensure the Nation's receiving waters will achieve specified Water Quality Standards.

Clean Water Act Section 401

The State Water Resources Control Board (SWRCB) and RWQCB are responsible for administration of Section 401 of the CWA in California. Under Section 401 of the CWA, applicants for federal licenses or permits must provide a Water Quality Certification that any discharges from

a project will comply with the CWA, including state-established water quality standard requirements. For all work subject to an USACE Section 404 permit, project proponents must obtain a Water Quality Certification from the applicable RWQCB under CWA Section 401 stating that the project would comply with applicable water quality regulations.

Federal Endangered Species Act

FESA was established in 1973 to provide a framework to conserve and protect endangered and threatened species and their habitat. Section 7 of FESA requires federal agencies to ensure that actions they engage in, permit, or fund, do not jeopardize the continued existence of endangered or threatened species, or result in the destruction or adverse modification of designated critical habitat for these species. Section 7 consultation provides for the "incidental take" of endangered and threatened wildlife species by federal entities if adverse effects to species cannot be avoided. Incidental take is defined by FESA as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

Magnuson-Stevens Fishery Conservation and Management Act of 1976

The Magnuson-Stevens Fishery Conservation and Management Act of 1976 was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the U.S., by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas. In the Pacific Region, National Marine Fisheries Service (NMFS) provides regulatory oversight over all Essential Fish Habitat for pacific salmon.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (50 CFR Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance and/or destruction. "Migratory birds" under the MBTA include all bird species listed in 50 CFR Part 10.13, as updated in December 2013 (United States Fish and Wildlife Service, 2013). In accordance with the Migratory Bird Treaty Reform Act of 2004 the United States Fish and Wildlife Service (USFWS) included all species native to the U.S. (or U.S. territories) that are known to be present as a result of natural biological or ecological processes. In addition, the USFWS provided clarification that the MBTA does not apply to any nonnative species whose presence in the U.S. are solely the result of intentional or unintentional human-assisted introduction (United States Fish and Wildlife Service, 2018). Nonnative bird species not protected by the MBTA include, but are not limited to, the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

Executive Order 13112 – Invasive Species

Executive Order (EO) 13112 directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. This order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species.

State

California Endangered Species Act

The California Endangered Species Act (CESA) was established in 1970 to provide a framework to conserve and protect endangered and threatened species and their habitat. Section 2053 of CESA requires public agencies to ensure that actions they engage in, permit, or fund, do not jeopardize the continued existence of endangered or threatened species, or result in the destruction or adverse modification of designated critical habitat for these species. Section 2086 consultation provides for the "incidental take" of endangered and threatened wildlife species by public agencies if adverse effects to species cannot be avoided. Incidental take is defined by CESA as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. The term "take" means to hunt, pursue, catch, capture, or kill, or attempt to hunt, catch, capture, or kill., or to attempt to engage in any such conduct.

Porter-Cologne Water Quality Control Act

The RWQCB also asserts authority over waters of the state under the Porter-Cologne Act, which establishes a regulatory program to protect water quality and to protect beneficial uses of state waters. The Porter-Cologne Act empowers the RWQCB to formulate and adopt a Water Quality Control Plan that designates beneficial uses and establishes such water quality objectives that in its judgment will ensure reasonable protection of beneficial uses. Each RWQCB establishes water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of water quality degradation. Dredge or fill activities with the potential to affect water quality in these waters must comply with Waste Discharge Requirements (WDR) issued by the RWQCB.

The term "waters of the state," under jurisdiction of the RWQCB, is defined by California Water Code as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code Section 13050(e)).

California Fish and Game Code

Under the California Fish and Game Code Section 1602, the limits of CDFW jurisdiction within streams and other drainages extends from the top of the stream bank to the top of the opposite bank, to the outer drip line in areas containing riparian vegetation, and/or within the 100-year floodplain of a stream or river system containing fish or wildlife resources. Under Section 1602, a Streambed Alteration Agreement must be issued by the CDFW prior to the initiation of construction activities that may substantially divert or obstruct the natural flow of any river, stream, or lake; substantially change or use any material from the bed, channel, or bank, of any river,

stream, or lake; or deposit debris, waste, or other materials that could pass into any river, stream, or lake under CDFW's jurisdiction.

Section 2126 of the California Fish and Game Code states that it is unlawful for any person to take any mammal that are identified within Section 2118, including all species of bats.

Sections 3503, 3513, and 3800 of the California Fish and Game Code prohibit the take of birds protected under the MBTA and protects their occupied nests. In addition, Section 3503.5 of the California Fish and Game Code prohibits the take of any birds in the order *Falconiformes* or *Strigiformes* (birds-of-prey) and protects their occupied nests. Pursuant to Section 3801 and 3800, the only species authorized for take without prior authorization from the CDFW are the house sparrow and European starling.

State-listed species and those petitioned for listing by the CDFW are fully protected under CESA. Under Section 2080.1 of the California Fish and Game Code, if a project would result in take of a species that is both federally and state listed, a consistency determination may be completed in lieu of undergoing a separate CESA consultation. Under Section 2081, if a project would result in take of a species that is state-only listed as threatened or endangered, then an incidental take permit from the CDFW is required.

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code prohibit the take or possession of 37 fully protected bird, mammal, reptile, amphibian, and fish species. Each of the statutes states that no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to "take" the species, and states that no previously issued permit or licenses for take of the species "shall have any force or effect" for authorizing take or possession. The CDFW will not authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following biological resources goals and policies would apply to the project (Ventura County, 2020):

- ***Goals***
    - **COS-1**: To identify, preserve, protect, and restore sensitive biological resources, including federal and state-designated endangered, threatened, rare, or candidate species and their supporting habitats; wetland and riparian habitats; coastal habitats; habitat connectivity and wildlife corridors; and habitats and species identified as "locally important" by the County.
- ***Policy***
    - **COS-1.1**: The County shall ensure that discretionary development that could potentially impact sensitive biological resources be evaluated by a qualified biologist to assess impacts and, if necessary, develop mitigation measures that fully account for the impacted

resource. When feasible, mitigation measures should adhere to the following priority: avoid impacts, minimize impacts, and compensate for impacts. If the impacts cannot be reduced to a less than significant level, findings of overriding considerations must be made by the decision-making body.

- **COS-1.4**: When considering proposed discretionary development, County decision-makers shall consider the development's potential project-specific and cumulative impacts on the movement of wildlife at a range of spatial scales including local scales (e.g., hundreds of feet) and regional scales (e.g., tens of miles).
- **COS-1.9**: The County shall consult with CDFW, the RWQCB, the USFWS, National Audubon Society, California Native Plant Society, National Park Service for development in the Santa Monica Mountains or Oak Park Area, and other resource management agencies, as applicable during the review of discretionary development applications to ensure that impacts to biological resources, including rare, threatened, or endangered species, are avoided or minimized.

3.4.2 Environmental Setting

This section describes the environmental setting, or conditions related to Biological Resources and jurisdictional areas in the project area. This information is intended to assist in the evaluation and conclusions of the impact analysis provided below and in the formation of BMPs. The information in this section is based on the *Biological Resources Assessment* (BRA) (see **Appendix D**) (GPA Consulting, 2023).

Biological Study Area

The biological study area (BSA) was delineated to include approximately 210.5 acres (direct impact area) and an approximate 300-foot buffer around the area of direct impact (ADI) (or the project area), from west of the Hueneme Road/Edison Drive intersection and east of the Hueneme Road/Nauman Road intersection (see **Figure 3.4.1**).

Literature Review

A literature, database, and aerial imagery review was conducted as part of the BRA in order to determine if special-status biological resources were present or potentially present in or near the BSA. The following sources were used:

- CDFW's California Natural Diversity Database Search (CNDDB) for the Oxnard, Point Mugu, Camarillo, Santa Paula, Saticoy, and Ventura 7.5-minute series topographic quadrangles (California Department of Fish and Wildlife, 2023a);
- CNPS Online Inventory of Rare and Endangered Plants for the Oxnard, Point Mugu, Camarillo, Santa Paula, Saticoy, and Ventura 7.5-minute series topographic quadrangles (California Native Plant Society, 2023a);
- CDFW Biogeographic Information and Observation System (BIOS) Habitat Connectivity Viewer (California Department of Fish and Wildlife, 2023b);

- Natural Resources Conservation Service (NRCS) Web Soils Survey for Ventura Area, California (United States Department of Agriculture Natural Resources Conservation Service, 2023);
- USFWS Information for Planning and Conservation (IPaC) Database (United States Fish and Wildlife Service, 2023a);
- USFWS Critical Habitat online mapper (United States Fish and Wildlife, 2023a);
- USFWS National Wetlands Inventory Mapper (NWI) (United States Fish and Wildlife Service, 2023c).; and
- NMFS for the Oxnard and Camarillo 7.5-minute series topographic quadrangles (National Oceanic and Atmospheric Administration, 2023).

Field Survey

A field survey of the BSA was conducted on May 3, 4, and 5, 2023 by qualified biologists. The purpose of these surveys was to perform a general biological assessment of the BSA, map vegetation communities and land cover classes, investigate waterways and drainage features in the BSA, and inventory vegetation communities, plant, and wildlife species in the BSA. Vegetation communities observed in the BSA were classified according to the CNPS Manual of California Vegetation (California Native Plant Society, 2023). Vertebrate wildlife species were identified by direct observation, vocalization, or sign (e.g. tracks, scat, burrows). Existing drainages and other aquatic features were qualitatively assessed and delineated.

Hydrology

Eleven drainage features and one freshwater marsh (cattail marsh) were observed within the BSA. It is anticipated that the 11 drainage features within the BSA connect to a traditional navigable waterway. The drainages within the BSA convey flow to one of four culverts, which later direct flow into Mugu Drain. The cattail marsh receives runoff from nearby agricultural fields and does not appear to convey flow.

Vegetation and Cover Classes

Vegetation within the BSA includes a mix of native and non-native species. Six vegetation communities and one cover class were identified within the BSA (see **Figure 3.4-2**). Vegetation communities observed within the BSA were classified according to the CNPS Manual of California Vegetation and the National Vegetation Classification System, and include Cattail Marshes, Woody Agricultural Vegetation, Herbaceous Horticultural Crop, Row and Close Grain Crop, Tropical and Temperate Fruit Orchard, and Herbaceous and Woody Developed Vegetation (California Native Plant Society, 2023; Federal Geographic Data Committee, Vegetation Subcommittee, 2023). One cover class, Developed, was observed in the BSA.

Wildlife Populations

Trees within the BSA could provide nesting habitat for migratory birds and roosting habitat for bats. Additionally, the cattail marsh near 1531 East Hueneme Road could provide habitat for

invertebrates and foraging habitat for birds and other wildlife. Wildlife species observed during the biological surveys include American crow, European starling, barn swallow, cliff swallow, Anna's hummingbird, lark sparrow, Lincoln's sparrow, mourning dove, mallard, northern rough-winged swallow, Brewer's blackbird, and brown-headed cowbird.

Regional Connectivity/Wildlife Movement Corridors

According to CDFW's Areas of Conservation Emphasis - Terrestrial Connectivity dataset, the BSA is located entirely within an area with limited connectivity opportunity (California Department of Fish and Wildlife, 2019). The agricultural land to the south and north of the project area are not considered wildlife movement corridors due to being blocked by fences and neighborhoods, respectively.

Figure 3.4-1 Biological Study Area

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Existing Conditions

Vegetation/Land Use Types

The project area is surrounded by agriculture, industrial, commercial and services, transportation, communications and utilities, and single-family residential land uses (see **Figure 2.1-3**). The vegetation within the BSA is mostly comprised of agricultural and herbaceous and woody vegetation types (see **Figure 3.4-2**).

Plants

During the field survey(s), non-native species were observed in and around the project area in disturbed areas, including iceplant, celery, mulefat, cattail and other agricultural and herbaceous plants and grasses. There are no natural vegetation communities in the project area.

Wildlife

Several wildlife species were observed in the project area during the field survey(s), including American crow, European starling, barn swallow, cliff swallow, Anna's hummingbird, lark sparrow, Lincoln's sparrow, mourning dove, mallard, northern rough-winged swallow, Brewer's blackbird, and brown-headed cowbird.

Federal and State Jurisdictional Aquatic Resources

Based on survey results, the 11 drainages within the BSA are anticipated to fall under the jurisdiction of RWQCB and/or CDFW. The jurisdiction of the RWQCB includes 0.46 acre of non-wetland waters in the BSA (see **Figure 3.4-3**). The cattail marsh is not anticipated to fall under the jurisdiction of RWQCB. Approximately 1.54 acres of waters within the BSA are anticipated to fall under the jurisdiction of the CDFW; including the cattail marsh and all 11 drainages (see **Figure 3.4-4**). There are no existing wetlands in the project area.

Figure 3.4-2: Vegetation and Cover Classes

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Figure 3.4-3: RWQCB Jurisdiction

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Figure 3.4-4: CDFW Jurisdiction

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Special Status Species

Special-status species are plants and animals that are legally protected under FESA, CESA, or other regulations, as well as species considered sufficiently rare by the scientific community to qualify for such listing. A list of special-status species, their critical habitats, and sensitive vegetation communities with the potential to be in the project area based on geographical location was obtained using the CNDDB. A list of special-status plants was obtained from the CNPS Inventory of Rare and Endangered Vascular Plants of California, which was developed and is maintained by the CNPS Rare Plant Program. A list of special-status species with potential to be in the project area based on geographical location was obtained using the USFWS IPaC System (United States Fish and Wildlife Service, 2023). The CNDDB, CNPS, USFWS IPaC, and NMFS species lists are included in the BRA prepared for the project (GPA Consulting, 2023). The most current biological record searches were conducted in October 2023 as the BRA was prepared.

Special Status Plants and Sensitive Vegetation Communities

A total of 23 special-status plant species were evaluated for their potential to be in the BSA. Survey results, range, and habitat information were used to determine the likelihood for these species to be in the BSA. Special-status plant species were not observed, and based on habitat requirements, special-status plant species are not anticipated to be in the BSA. In addition, there are no USFWS-designated critical habitats found in the BSA. According to the CNDDB search, five sensitive vegetation communities have the potential to be in the BSA. These sensitive vegetation communities include California Walnut Woodland, Coastal and Valley Freshwater Marsh, Southern Coastal Salt Marsh, Southern Riparian Scrub, and Valley Needlegrass Grassland. Coastal and Valley Freshwater Marsh were the only sensitive communities that were observed or have the potential to be in the BSA.

Special-Status Wildlife

A total of 49 special-status wildlife species were evaluated for their potential to be in the BSA. Based on habitat requirements, nine of those species have the potential to be in the BSA, including American bumble bee, California legless lizard, burrowing owl, tricolored blackbird, white-tailed kite, California horned lark, American peregrine falcon, pallid bat, and western mastiff bat. Survey results, range, and habitat information were used to determine the likelihood for these species to be in the BSA. Because the entire BSA lacks suitable habitat, is disturbed, and is surrounded by industrial, commercial, and residential land uses, most of these wildlife species are not anticipated to be in the BSA.

Bats

Two bat species, pallid bat and western mastiff bat, have the potential to be in the BSA based on habitat requirements. However, these species were not observed during the biological field surveys. Pallid bat are known to roost in hollow trees and buildings, and night roost in more open sites such as porches or open buildings. Western mastiff bats are known to roost in large trees. Large trees are located along the shoulder of Hueneme Road that may provide suitable roosting habitat.

Birds

Nesting Birds

The BSA contains suitable nesting habitat in the BSA for bird species that frequently nest in and on structures, trees, or other vegetation in developed areas, and are tolerant of disturbance. Several bird species, including American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), Anna's hummingbird (*Calypte anna*), lark sparrow (*Chondestes grammacus*), Lincoln's sparrow (*Melospiza lincolnii*), mourning dove (*Zenaida macroura*), mallard (*Anas platyrhynchos*), northern rough-winged swallow (*Stelgidopteryx serripennis*), Brewer's blackbird (*Euphagus cyanocephalus*), and brown-headed cowbird (*Molothrus ater*) were observed in the BSA.

Raptor Foraging Activities

The BSA was evaluated for its potential to support raptor foraging activities. Raptors could nest in the project area, however, foraging habitat within the BSA is low quality due to intensive agricultural practices. The BSA provides limited foraging opportunities for raptor species that are habituated to agricultural areas.

Wildlife Corridors

According to CDFW's Areas of Conservation Emphasis - Terrestrial Connectivity dataset, the BSA is located entirely in an area with limited connectivity opportunity (California Department of Fish and Wildlife, 2019). The agricultural land on the south side of Hueneme Road appears as though it could be used by wildlife to access the waterfront, however, access is blocked by the fences surrounding Naval Air Station Point Mugu and the Ormond Beach Generating Station. The agricultural land on the north side of Hueneme Road leads to wildlife movement barriers in the form of Tierra Vista neighborhood and Pacific Coast Highway. However, the BSA may be used for local foraging and movement by local wildlife species from the surrounding areas.

3.4.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A biological resources impact is considered significant if the project would:

(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS.

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or by the CDFW or USFWS.

(c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marshes, vernal pools, and coastal areas) or any State-protected jurisdictional areas not subject to regulation under Section 404 of the CWA through direct removal, filling, hydrological interruption, or other means.

(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.4.4 Environmental Impacts

(a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

Less than Significant Impact. No special-status plants were observed in the BSA during field surveys. Ground-disturbing activities, vegetation/tree removal and trimming, staging, and pedestrian and vehicle movement, could result in disturbance, injury, or mortality, reduction of nesting and foraging habitat for American bumble bee, legless lizards, and bats. Noise and vibration could also result in disturbance to foraging patterns and habitat for these species. These impacts would be reduced through implementation of avoidance and minimization measures **BIO-17** through **BIO-19**. Indirect impacts on bats may include roost abandonment resulting from increased construction noise and vibration. Implementation of avoidance and minimization measures **BIO-20** through **BIO-27** would reduce potential impacts.

The project would include removal of approximately 329 non-native trees at the southern shoulder of Hueneme Road, east of Olds Road and west of Casper Road; the northern shoulder of Hueneme Road at 2599 Hueneme Road; and the northern shoulder of Hueneme Road near 3121 Hueneme Road. These trees are not protected under County or State regulations and are utilized as a wind break. Tree and vegetation removal and/or trimming could result in disturbance, injury, or mortality on nesting and/or foraging migratory birds and raptors and reduce the available nesting habitat. Noise and vibration could also result in disturbance and nest abandonment. These impacts would be reduced through implementation of avoidance and minimization measures **BIO-28** through **BIO-31**. Avoidance and minimization measures **BIO-9** through **BIO-15** would further reduce impacts related to construction. Therefore, impacts to special-status wildlife would be less than significant, and no mitigation is required.

During operation, lighting, noise, human activity, and maintenance activities associated with the widened roadway would not be substantially different from existing conditions. Therefore, no impacts on vegetation, wildlife, and special-status species would occur as a result of operation of the project and no mitigation is required.

(b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or by the CDFW or USFWS?*

Less than Significant Impact. A cattail marsh, woody agricultural vegetation, herbaceous horticulture crops, and row and close grain crop could overlap with project construction, and removal of such vegetation may constitute a significant impact. In order to accommodate roadway widening, some vegetation would need to be removed; however, with implementation of measures **BIO-7** and **BIO-8**, impacts related to riparian habitat or other sensitive natural communities would be less than significant, and no mitigation is required.

During operation of the project, Hueneme Road would not operate substantially differently than the existing condition. Multi-modal transportation would be restricted to the designated roadway corridor. Therefore, there are no impacts related to riparian habitat or other sensitive communities, and no mitigation is required.

(c) Would the project have a substantial adverse effect on state or federal protected wetlands including but not limited to marshes, vernal pools, and coastal areas) or any State-protected jurisdictional areas not subject to regulation under Section 404 of the CWA through direct removal, filling, hydrological interruption, or other means?

Construction Impacts

Less than Significant Impact. Based on survey results, there are 11 drainages that may be under jurisdiction of the RWQCB, and/or CDFW. In addition, there is one cattail marsh that would fall under the jurisdiction of CDFW. The project would require relocation of two drainages, drainage pipe and drainage inlet relocation, and culvert extensions and relocation, which would result in direct impacts on these features. Construction materials, dust, and/or debris could also enter into flowing waters and temporarily impact water quality, resulting in indirect impacts. Based on conclusions in the BSA, the project would result in temporary impacts to approximately 0.16 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.64 acre potentially under CDFW jurisdiction (see **Figure 3.4.5** and **Figure 3.4-6**).

The project could result in direct and indirect impacts on waters potentially under the jurisdiction of RWQCB and CDFW. However, with implementation of avoidance and minimization measures **BIO-1** through **BIO-6**, impacts related to state or federally jurisdictional areas would be less than significant, and no mitigation is required.

Operational Impacts

Less than Significant Impact. There are no wetlands in the project area; therefore, there would be no operational impacts on wetlands. The project would require relocation of two drainages, drainage pipe and drainage inlet relocation, and culvert extensions and relocation, which would result in direct impacts on these features. Relocation of irrigation and water facilities would result in permanent impacts on approximately less than 0.01 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.02 acre potentially under CDFW jurisdiction. With implementation of avoidance and minimization measure **BIO-6**, impacts on jurisdictional features would be minimized. Therefore, impacts on jurisdictional resources would be less than significant, and no mitigation is required.

Figure 3.4-5: RWQCB Jurisdictional Impacts

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Figure 3.4-6: CDFW Jurisdictional Impacts

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(d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Neither the project area nor the land surrounding the project area currently function as wildlife movement corridors or as regional connectivity hubs. Therefore, construction and operation of the project would result in no impact to wildlife movement corridors or regional connectivity hubs and mitigation is not required.

(e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

No Impact. To accommodate the roadway widening, the project would include removal of approximately 329 non-native trees at the southern shoulder of Hueneme Road, east of Olds Road and west of Casper Road; the northern shoulder of Hueneme Road at 2599 Hueneme Road; and the northern shoulder of Hueneme Road near 3121 Hueneme Road. None of the trees that would be impacted are protected under County regulations, and significant impacts are not expected. In addition, the project area is not within the California Coastal Zone; therefore, the trees are under the County's Non-Coastal Zoning Ordinance. The trees removed as part of this project would not fall under the regulations of that ordinance. In addition, the operation of the project would be similar to the existing conditions. Therefore, no impacts related to local policies or ordinances are anticipated and mitigation is not required.

(f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved, local, regional, or state habitat conservation plan?

No Impact. No habitat conservation plans or natural community conservation plans apply to the project area. The nearest Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) is the City of Rancho Palos Verdes NCP/HCP, located approximately 51 miles southeast of the project area. Therefore, no impacts are anticipated on any local, regional, or state habitat conservation plans, and mitigation is not required.

3.4.5 Avoidance and Minimization Measures

BIO-1 Work areas would be reduced to the maximum extent feasible, and staging areas would be located a minimum of 25 feet from jurisdictional features.

BIO-2 Prior to the initiation of any work, including installation of Environmentally Sensitive Area (ESA) fencing or clearing and grubbing activities, a qualified biologist would conduct environmental worker awareness training for all project personnel. The training would include a summary of sensitive habitats and special-status species with the potential to be within the construction area, required avoidance and minimization measures, and permitting conditions associated with biological resources.

BIO-3 BMPs, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from entering the drainages and/or leaving the construction area. Silt fencing would be placed along the boundary of the work area and between the temporary impact area and the drainages, and in other areas as appropriate to minimize impacts on the drainages.

BIO-4 Appropriate hazardous material BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the drainages including any non-stormwater discharge.

BIO-5 All equipment refueling and maintenance would be conducted at least 100 feet away from jurisdictional features. In addition, construction vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation. Any leaking vehicle or equipment would not be operated in the project area until repaired. All workers would be informed of the importance of preventing spills and the appropriate measures to take should a spill happen.

BIO-6 Any temporary erosion control implemented during construction would be completed using non- invasive species. At project completion, all temporarily disturbed areas would be recontoured to pre-construction conditions.

BIO-7 Pesticides, herbicides, and/or rodenticides would not be used as part of the project.

BIO-8 Prior to construction near the Coastal and Valley Freshwater Marsh (cattail marsh), high visibility ESA protective fencing or flagging would be installed at the limits of construction to protect adjacent resources.

BIO-9 Vegetation removal and excavation would be reduced to the extent feasible.

BIO-10 Pre-construction wildlife surveys would be conducted within 48 hours prior to start of construction by a qualified biologist.

BIO-11 No pets would be allowed in the construction area, to avoid and minimize the potential for harassment, injury, and death of wildlife.

BIO-12 Nighttime construction would only be authorized on a case-by-case basis in coordination with a qualified biologist.

BIO-13 If special-status species are found in the construction areas, work would be suspended until appropriate measures are developed and implemented under the

direction of a qualified biologist, and under consultation with regulatory agencies if warranted, to ensure the species are not harmed.

BIO-14 All project-related vehicle traffic would be restricted to established roads and construction areas, which include equipment staging, storage, parking, and stockpile areas.

BIO-15 To prevent attracting wildlife to the construction area, all food trash would be kept in wildlife-proof containers and any non-natural food sources would not be left unattended.

BIO-16 Within 48 hours prior to construction, a qualified biologist would survey all areas where vegetation removal would be conducted to confirm the presence/absence of the special-status invertebrates.

BIO-17 If a special-status invertebrate is identified within the project area, areas temporarily impacted during construction would be restored using native species using one or more of the food plant genera, if appropriate for the region.

BIO-18 To prevent inadvertent entrapment of the special-status reptiles species or other animals during construction, all excavated, steep-walled holes or trenches more than six inches deep would be provided with one or more escape ramps constructed of earthen fill or wooden planks. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals by a qualified biologist.

BIO-19 A qualified biologist would complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of special-status reptile species in the project area. Surveys would be repeated if construction activities are suspended for five days or more. If these species are identified onsite, appropriate measures would be developed and implemented to avoid impacts on these wildlife species, in consultation with appropriate resource agencies as applicable. Measures may include relocating individuals to outside the project area, limiting construction within the project area to avoid impacting these species, or other measures as determined by a qualified biologist in coordination with CDFW.

BIO-20 A qualified biologist would complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of special-status mammal species in the project area. Surveys would be repeated if construction activities are suspended for five days or more. If these species are identified onsite, appropriate measures would be developed and implemented to avoid impacts on these wildlife species, in consultation with appropriate resource agencies as applicable. Measures may include relocating individuals to outside the project area,

limiting construction within the project area to avoid impacting these species, or other measures as determined by a qualified biologist in coordination with CDFW.

BIO-21 Tree removal and trimming, if any, would be conducted outside of the recognized bat maternity season (approximately April 1 through September 15), and non-active season (November 1 through February 28) season for bats where feasible.

BIO-22 Prior to construction, a qualified bat biologist would conduct a habitat assessment within the project area. Any trees that are determined to provide potentially suitable habitat would be marked "habitat trees" by the qualified biologist.

BIO-23 During the summer months (June 1 through August 31) prior to construction, visual and acoustic surveys would be conducted for at least two nights at all identified roosting habitat to assess the presence of roosting bats. If presence of a roost is detected, a count and species analysis would be completed to help assess the type of colony and usage.

BIO-24 If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during tree removal/trimming or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.

BIO-25 No less than a month prior to construction, and outside of the recognized bat maternity and inactive seasons (September 15-October 31), bats would be safely evicted from roosts impacted by the project under the direction of a qualified biologist. Exclusionary devices would be installed if feasible on the bridge and in trees to prevent bats from returning and roosting in these areas. Roosts that would not be impacted by the project would be left undisturbed.

BIO-26 All removal of trees with potential bat habitat would be conducted using a 2-step process over two consecutive days under the supervision of a qualified biologist. On the first day, any trees that do not contain crevice or cavity roosting habitat, as determined by a qualified biologist, would be trimmed or removed (only if necessary for project construction). In addition, limited trimming of trees (branches and small limbs with no potential roosting features) would be completed. Construction crews would only use hand tools (i.e. chainsaws or similar). On the calendar day immediately following the trimming, all of trees that were previously trimmed would be removed (only if necessary for project construction).

BIO-27 If a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats leave the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).

BIO-28 Tree removal would be avoided during the bird and raptor breeding season (February 15 through August 1).

BIO-29 If trimming or removal of vegetation and/or initial ground disturbance must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area (500 feet for raptors and 100 feet for other birds), as feasible, by a qualified biologist no more than 72 hours days prior to trimming or ground disturbance activities. Surveys would be repeated if construction activities are suspended for 14 days or more.

BIO-30 If nesting birds are found within 500 feet of the construction area, appropriate buffers (typically 100 feet for birds and 500 feet for raptors) consisting of orange flagging/fencing or similar would be installed and maintained until nesting activity has ended, as determined in coordination with the surveying biologist and regulatory agencies, as appropriate.

BIO-31 Pre-construction burrowing owl surveys will be conducted by a qualified biologist in accordance with the most current CDFW survey requirements and methodologies.

3.5 Cultural Resources

This section evaluates the potential impacts of the project on cultural resources, including how the project would affect historical, archeological, and paleontological resources, as well as human remains.

Cultural resources include buildings, structures (e.g., bridges, canals, mines, highways, ships, or locomotives), districts (a group of buildings, properties, or sites), remains, and other objects that are associated with human activities. Cultural resources also include archaeological resources, which are any physical evidence of past human life or activity which are now on or below the surface of ground or water due to the passage of time.

According to the California Native Heritage Commission, cultural resources encompass the following:

- Prehistoric and ethnohistoric Native American archaeological sites;
- Historic archaeological sites;
- Historic buildings, structures, or districts; and
- Elements or areas of the natural landscape that have traditional cultural significance and often continue to be of significance to peoples today (i.e., areas with economic and/or religious significance, such as Native American sacred areas where religious ceremonies are practiced, or where Native Americans gather plants for food, medicinal, or economic purposes).

Prehistoric cultural resources are from that period of time before written history. In California, these resources include evidence of human habitation beginning 12,000 years ago when the first of several groups of people arrived and settled in the area.

Historic cultural resources are from that period of time during which written records have been kept. In California, this period generally began with the arrival of Spanish settlers in 1542 and continued through Mexico's governance of California (1821-1848), the period after the Mexican-American War when California was ceded to the U.S. and when gold was discovered (1848-1849), and all the way to the present day. Ethnohistoric archaeological sites are Native American settlements occupied after the arrival of Spanish settlers in California.

Paleontological resources consist of sites or geologic deposits that contain fossils. Fossils are the preserved remains or impressions of prehistoric animals, plants, and other organisms in petrified form (converted from organic matter to a stony substance), or as a mold or cast in rock. Unlike cultural resources, paleontological resources are not associated with human activities, but instead are concerned with ancient plants, animals, and other organisms, excluding humans. Paleontological resources are often found in rocks or buried beneath the ground.

3.5.1 Regulatory Setting

The following regulatory setting is a summary of the plans, policies, and regulations that protect cultural and paleontological resources, and that are also applicable to the project.

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was enacted in 1966 to establish the National Register of Historic Places (NRHP), approve funding for state programs with participation by local governments, create the Advisory Council on Historic Preservation, and develop a review process for protecting cultural resources. The NRHP is the Nation's official list of cultural resources that qualify for preservation.

The NHPA was amended in 1980 to create the Certified Local Government (CLG) program, administered through the Office of Historic Preservation (OHP). The OHP is responsible for administering federally and state mandated historic preservation programs in California, under

the direction of the State Historic Preservation Office (SHPO) and the State Historical Resources Commission (SHRC).

The CLG program allows for direct local government participation in a comprehensive statewide historic preservation planning process. The County became a CLG in 1991 and must comply with the following five requirements:

1. Enforce appropriate state and local laws and regulations for the designation and protection of historic properties, including adoption of a historic preservation plan or inclusion of a historic preservation component in the General Plan;
2. Establish a historic preservation review commission by local ordinance;
3. Maintain a system for the survey and inventory of historic properties;
4. Provide for public participation in the local preservation program; and
5. Satisfactorily perform responsibilities delegated to it by the State.

State

California Register of Historical Resources

In 1992, the California Register of Historical Resources (CRHR) was established as a program for state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected from substantial adverse change.

The CRHR is an authoritative guide to California's significant historical and archaeological resources, and includes the following:

- Resources that are formally determined eligible for, or listed in, the NRHP;
- California Historical Landmarks numbered 770 or higher;
- California Points of Historical Interest recommended for listing by the SHRC;
- Resources nominated for listing and determined eligible in accordance with criteria and procedures adopted by the SHRC; and
- Resources and districts designated as city or county landmarks when the designation criteria are consistent with CRHR criteria.

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance. California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance, but do not meet the restrictive criteria of the California Historical Landmarks program.

CEQA Guidelines (Section 15064.5)

Under Section 15064.5(a)(3)) of the CEQA Guidelines, a resource is considered historically significant if it meets one of the four criteria:

- It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Section 15064.5(c) states that CEQA applies to effects on archaeological sites; Section 15064.5(d) includes guidelines when an initial study identifies the existence or probable likelihood of Native American human remains within a project site; and Section 15064.5(e) provides direction to follow in the event of the accidental discovery or recognition of human remains in any other location other than a dedicated cemetery.

CEQA (CA PRC Sections 21083 and 21084)

Section 21083.2 of CEQA pertains to archaeological resources. Where a project may adversely affect a unique archaeological resource, Section 21083.2 requires that the Lead Agency treat that effect as a significant environmental effect and prepare an EIR.

Section 21084.1 states that if a resource is not listed in, or determined to be eligible for, the CRHR, is not included in a local register of historical places or is not deemed significant according to the criteria in the California Public Resources Code (CA PRC) Section 5024.1(g), that does not prevent a Lead Agency from determining that resource to be a historical resource. When an archaeological resource is listed in or eligible to be listed in the CRHR, Section 21084.1 requires that any substantial adverse effect to that resource be considered a significant environmental effect.

CA PRC Sections 5097.5 and 30244

CA PRC Section 5097.5 prohibits the excavation and/or the removal of a "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands." CA PRC Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources resulting from development on public land.

Native American Heritage Act (CA PRC Section 5097.9)

The Native American Heritage Act (NAHA), passed by California in 1976, established the Native American Heritage Commission (NAHC) to protect Native American religious values on state property. The NAHC not only protects the heritage of California Native Americans, but also ensures their participation in matters concerning heritage sites. The commission's duty is to assist both federal and state agencies in protecting Native American sacred places and provide recommendations concerning Native American heritage in accordance with environmental law and policy.

The NAHA protects burials from disturbance, vandalism, and accidental destruction. It also stipulates what specific procedures, laid out in the California Health and Safety Code (CA HSC), must be implemented if a Native American burial is uncovered during project construction or archaeological data recovery.

CA HSC Section 7050.5

CA HSC Section 7050.5 requires that if human remains are discovered during ground disturbing activities, the County Coroner must be notified and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the remains. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, who will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the project area and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

California Penal Code Section 622.5

California Penal Code Section 622.5 makes it a misdemeanor for anyone (except the owner) to willfully injure or destroy anything of archaeological interest or value whether on private lands or within any public park or place.

Local

County of Ventura General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following cultural resources goals and policies would apply to the project (Ventura County, 2020):

- ***Goals***
    - **COS-4**: To identify, inventory, preserve and protect cultural, historical, paleontological, and archaeological resources in Ventura County, including Native American resources, for their scientific, educational, and cultural value.
- ***Policies***
    - **COS-4.2**: The County shall maintain an inventory of tribal, cultural, historical, paleontological, and archaeological resources in Ventura County based on project studies and secondary resources, including record studies and reports filed with natural history programs, the California Historical Resources Information System (CHRIS) and the NAHC.
    - **COS-4.2:** The County shall cooperate with cities, special districts, appropriate organizations and private landowners to identify known cultural, archaeological, historical, and paleontological resources to preserve identified resources within the county.
    - **COS-4.3**: The County shall require all structures and sites that are designated, or eligible for designation, as County Historical Landmarks to be preserved as a condition of discretionary development, in accordance with the Secretary of the Interior Standards,

unless a structure is unsafe or deteriorated beyond repair. The property owner shall place an appropriate marker on the site to describe the historical significance of the structure, site or event.

- **COS-4.7**: Prior to environmental review of discretionary development projects, the County shall initiate a records search request with the South Central Coastal Information Center (SCCIC) and coordinate with the Cultural Heritage Board to identify sites of potential archaeological, historical, tribal cultural and paleontological significance, to ensure that all known resources have been properly identified. Should a site of archaeological, tribal, architectural, or historical significance be identified, the County shall provide an opportunity for the Cultural Heritage Board to include recommendations specific to the discretionary project and identified resource(s). If it is determined during the review that a site has potential archaeological, tribal, architectural, or historical significance, information shall be provided to the County Cultural Heritage Board for evaluation. Recommendations identified by the Cultural Heritage Board shall be provided to the appropriate decision-making body.
- **COS-4.8**: The Building and Safety Division shall utilize the State Historic Building Code for preserving historic sites in the County.

County of Ventura Cultural Heritage Ordinance Update

The County's Historic Preservation Ordinance, adopted in 1968 as Ordinance No. 2026, was originally adopted to create regulations and procedures for designation and protection of "items of special historical or aesthetic character or interest" within Ventura County. The most recent Cultural Heritage Ordinance (No. 4604) was adopted in 2022 to accomplish the following: (1) alignment of definitions and terminology with those used in the professional field of historic preservation, including adding new definitions for widely used terms; (2) clarification of the County's review procedures, standards, and process for reviewing projects at designated and eligible historic properties; (3) alignment of the eligibility criteria for County Landmarks with the NRHP and CRHR criteria; and, (4) identification of the County's existing preservation incentives for property owners of designated historic properties (County of Ventura, 2022). The Cultural Heritage Board has the following functions that are relevant to the project:

- Forward Recommendations. The Cultural Heritage Board shall make recommendations to policy makers and related staff members on issues related to the preservation and enhancement of cultural, historic, and natural features in unincorporated Ventura County as well as its cities, pursuant to any adopted contract for cultural heritage services with the County.
- Establish Markers. The Cultural Heritage Board shall determine which designated Cultural Heritage Sites shall be marked with uniform and distinctive markers, the text and design of which shall be approved by the Cultural Heritage Board.
- Preservation of Cultural Heritage Sites. The Cultural Heritage Board may take steps necessary to preserve Cultural Heritage Sites when not in conflict with the public health,

safety, and general welfare. Such steps may include the designation of Cultural Heritage Sites; the creation of civic and citizens' committees; the establishment of a private fund for the acquisition or restoration of such sites; recommendations that such sites be acquired by a governmental agency where private acquisition is not feasible; and recommendations regarding applications for, and administration of, historical property contracts (Mills Act contracts) pursuant to Government Code section 50280 et seq.

- Conduct Surveys. The Cultural Heritage Board or its designee may establish criteria for and conduct or cause to be conducted comprehensive surveys in conformance with Federal and State survey standards and guidelines for cultural heritage resources within the boundaries of the County which the Cultural Heritage Board, on the basis of information available or presented to it, has reason to believe may be eligible for designation. Said surveys shall include notification to all affected property owners prior to acceptance of the surveys by the Cultural Heritage Board. The Cultural Heritage Board may publicize and periodically update the surveys' results. Said surveys will include all Federal and State designated cultural heritage sites.
- Conduct Reviews. The Cultural Heritage Board or its designee shall, by Certificate of Review, review applications for permits to construct, change, alter, modify, remodel, remove, or significantly affect any potential or designated Cultural Heritage Site. This section applies only to sites not requiring a Certificate of Appropriateness and shall not apply in the case of demolition.
- Conduct Environmental Reviews. The Cultural Heritage Board or its designee shall review all applications for discretionary permits pursuant to the County’s adopted Initial Study Assessment Guidelines.

3.5.2 Environmental Setting

Methodology

Area of Potential Effects

An Area of Potential Effects (APE) is defined as the geographic area or areas within which an undertaking may directly or indirectly result in changes in the character or use of historic properties, if such properties exist. The horizontal extent of the APE totals 49.6 acres, of which 38.1 acres is within the ADI. The vertical extent of the APE ranges from the height of the tallest proposed feature (relocated power poles, similar to existing height) to the maximum depth of ground disturbance (approximately 16 feet at the location of approximately three signal pole relocations. The APE was delineated to include the boundaries which can be reasonably expected that the project has the potential to affect historic properties. (see **Figure 3.5-1**).

Records Searches and Research

A records search was requested from the SCCIC of the CHRIS, located at California State University, Fullerton, on February 2, 2023. The purpose of the search was to determine the proximity of previously documented cultural resources in the project area. The records search included a review of all recorded historic and prehistoric archeological sites situated within a one-

mile radius of the APE, as well as a review of known cultural resource surveys and excavation reports. The Build Environment Resource Directory (BERD) with inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California State Historic Resources Inventory, and California Historical Landmarks was also reviewed to identify cultural resources within the project area.

The records search indicated that there have been 25 cultural research studies previously conducted, with one study mis-mapped, making the true total 24. Of these, 11 are within the one-mile radius of the APE and 13 are within or directly adjacent to the APE. Based on the records search results, there are 11 cultural resources within a one-mile radius of the APE, and three within the APE (see **Table 3.5-1**). No archaeological resources were identified in the APE as a result of this study.

Table 3.5-1: Previously Identified Buil Environment Resources in the APE

MR #	Primary #	Historic Name	Description	Location
-	56-150027	Old Ocean View School (no longer extant)	Site of Old Ocean View School (no longer extant)	2275 E. Hueneme Road (no longer extant)
1	56-150028	Eastwood House	Single-family residence constructed ca. 1900	2281 E. Hueneme Road
2	56-150029	Stanley Pidduck House	Single-family residence constructed in 1916	2292 E. Hueneme Road

Of the three previously recorded built environment resources within the APE, two are extant: the Eastwood House (P-56-150028) and the Stanley Pidduck House (P-56-150029). Both extant properties were previously evaluated by Caltrans in 1996 with updated information and analysis from San Buenaventura Research Associates (for Ventura County) in 2014. In 1996, both the Eastwood House (P-56-150028) and the Stanley Pidduck House (P-56-150029) were found ineligible for the NRHP and the CRHR. SHPO concurred in this determination on June 3, 1996. In 2014, the properties were again determined ineligible for the NRHP and CRHR but were identified as potentially eligible for listing as local a Ventura County Landmark. However, according to the Historical Resource Evaluation Report (HRER) (see **Appendix E**), these properties are not eligible for local designation (GPA Consulting, 2024).

Field Surveys

Built-Environment Surveys

A field survey was conducted by GPA in January 2024 to identify buildings and/or structures located within the project area that were more than 45 years of age and would require evaluation for historic significance. The field study, as well as review of historic aerial photographs of the project area, revealed that two buildings within the project area are more than 45 years of age. These two properties within the APE (1531 E. Hueneme Road, a Folk Victorian residence and farm, and 2463 E. Hueneme Road, a post-war telephone company building) were identified as

requiring evaluation for historic significance and eligibility for listing in the NRHP and CRHR. Both of these resources were determined not eligible for the NRHP or CRHR.

Figure 3.5-1: Area of Potential Effects Map

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3.5.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A cultural resources impact is considered significant if the project would:

(a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5;

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;

(c) Disturb any human remains, including those interred outside of dedicated cemeteries.

3.5.4 Environmental Impacts

(a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

Less Than Significant Impact. According to the records search conducted by Duke Cultural Resources Management at the SCCIC of the CHRIS on February 7, 2023, there are fourteen previously recorded cultural resources found within the project area. Out of these fourteen resources, three are located within the APE and two of these four resources are extant, or still in existence. The two extant resources located within the APE are at 2281 E. Hueneme Road (Eastwood House) and at 2292 E. Hueneme Road (Stanley Pidduck House). These resources were previously evaluated by Caltrans for eligibility in 1996; however, they were both determined ineligible on the NRHP and CRHR. At 2281 E. Hueneme Road, a former mayor of Oxnard had lived there, and it was determined that his local significance did not seem substantial or specific enough to qualify his house as eligible for listing. The residence is also not architecturally distinguished. At 2292 E. Hueneme Road, the property was designed by architect Alfred F. Priest. However, it was deemed to not be of particular importance among Priest's body work and lacked sufficient distinction to be qualified for listing. Additionally, two resources, residences located at 1531 E. Hueneme Road and 2463 E. Hueneme Road, were both identified as potential resources, but they were both determined ineligible for the NRHP and CRHR as a result of the HRER. 1531 and 2463 E. Hueneme Road were both deemed ineligible because they do not appear to have specific, individual importance within the history of Oxnard Plain, were not occupied by any owner or resident of historic significance, and do not embody the distinctive characteristics of an architectural type or style. are no historic properties or historical resources present in the project area. Therefore, the project would result in a less than significant impact on historical resources pursuant to in §15064.5, and no mitigation is required.

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. According to the records search conducted by Duke Cultural Resources Management at the SCCIC of the CHRIS, there is one known archaeological resource located within a one-mile radius of the APE. This resource, P-56-100061, is located approximately

0.9 mile north of the project area. Since the project is located in a largely disturbed area, it is not expected that archaeological resources would be encountered during construction; however, the project does require ground-disturbing activities that could potentially unearth resources. If any cultural and/or archaeological resources are discovered, measure **CUL-1** would be implemented. Therefore, the project would result in a less than significant impact related to archaeological resources pursuant to §15064.5, and no mitigation is required.

(c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The project is located in a rural portion of the County that is not near or in a formal cemetery. In addition, the project area has been heavily disturbed by construction of the roadway and utility infrastructure, and by agriculture production. Because of previous ground disturbance, and based on the records search and field survey results, there is a low likelihood that any remains would be found in the project area. If any remains were found, measure **CUL-2** would be implemented. Therefore, the project would result in a less than significant impact on the disturbance of human remains, and no mitigation is required.

3.5.5 Avoidance and Minimization Measures

CUL-1 If cultural materials are discovered during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.

CUL-2 Health and Safety Code Section 7050.5, Section 15064.5(e) of the CEQA Guidelines, and PRC Section 5097.98 mandate the process to be followed in the unlikely event of an unanticipated discovery of human remains in a location other than a dedicated cemetery. The Ventura County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority.

If the Coroner recognizes the human remains (including bone fragments and funerary objects) to be Native American, he or she must contact the NAHC by phone within 24 hours. The NAHC then designates a MLD with respect to the human remains within 48 hours of notification. The MLD will then have the opportunity to recommend to the project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.

3.6 Greenhouse Gas Emissions

This section describes the regulatory and environmental setting for GHG emissions related to the project area. In addition, this section describes the potential impacts related to GHG emissions that would result from the implementation of the project. GHG emissions refer to a group of emissions that are believed to affect global climate change conditions. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (NO_2), sulfur hexafluoride (SF_4), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor. CO_2 is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential to different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

3.6.1 Regulatory Setting

The following regulatory setting is a summary of the plans and policies that regulate the emissions of GHG, and that are also applicable to the project.

State

Assembly Bill 1493

AB 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires CARB to develop and adopt the nation's first GHG emission standards for automobiles. These standards are also known as Pavley I. The California Legislature declared in AB 1493 that global warming is a matter of increasing concern for public health and the environment. It cites several risks that California faces from climate change, including a reduction in the State's water supply, an increase in air pollution caused by higher temperatures, harm to agriculture, an increase in wildfires, damage to the coastline, and economic losses caused by higher food, water, energy, and insurance prices. The bill also states that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as the State is authorized to do under the FCAA, to allow the State to require reduced tailpipe emissions of CO2. In late 2007, the U.S. EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the State brought suit against the U.S. EPA related to this denial.

In January 2009, President Obama instructed the U.S. EPA to reconsider the Bush Administration's denial of California's and 13 other states' requests to implement global warming pollution standards for cars and trucks. In June 2009, the U.S. EPA granted California's waiver request, enabling the State to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

In 2009, President Obama also announced a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the U.S. The new standards would cover model years 2012 to 2016 and would raise passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon by 2016. California has committed to allowing automakers who show compliance with the national program to also be deemed in compliance

with State requirements. California is committed to further strengthening these standards beginning in 2017 to obtain a 45 percent GHG reduction from the 2020 model year vehicles in comparison to the 2009 model year.

Executive Order No. S-3-05

EO S-3-05 proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The EO directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and State legislature describing (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the EO, the secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006 and continues to release periodic reports on progress. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through State incentive and regulatory programs.

Assembly Bill 32 – California Global Warming Act of 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that Statewide GHG emissions be reduced to 1990 levels by the year 2020. The gases that are regulated by AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, nitrogen trifluoride (NF_3), and SF_6. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that were phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce Statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the State achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

California Global Warming Solutions Act

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and trade program covering 85 percent of the state's emissions. The Scoping Plan was approved by the ARB on December 11, 2008. According to the 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air contaminants and supporting economic growth (California Air Resources Board, 2017b). The ARB published a second update to the Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by AB 32 (California Air Resources Board, 2017b).

Climate Change Scoping Plan

In October 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California required by AB 32. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, incorporating energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the State's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emissions sectors. With regard to land use planning, the Scoping Plan expects approximately 5.0 million metric tons of carbon dioxide equivalents ($MTCO_2e$) will be achieved associated with implementation of Senate Bill 375, which is discussed further below.

The initial Scoping Plan was first approved by CARB on December 11, 2008, and is updated every five years. The first update of the Scoping Plan was approved by the CARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals. The most recent update released by CARB is the 2017 Climate Change Scoping Plan, which was released in November 2017. The 2017 Climate Change Scoping Plan incorporates

strategies for achieving the 2030 GHG-reduction target established in Senate Bill (SB) 32 and EO B-30-15.

According to the 2022 Climate Change Scoping Plan Update, the major source of GHGs in California is transportation, contributing approximately 37 percent of the state's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 24 percent of the state's GHG emissions. Residential and commercial sources contribute only about six and five percent of the state's GHG emissions, respectively. These are less than the eight percent generated by agriculture (California Air Resources Board, 2017b).

CO_2, as part of the carbon cycle, is an important compound for plant and animal life, but also accounted for 84 percent of California's total GHG emissions in 2015. Transportation, primarily on-road travel, is the single largest source of CO_2 emissions in the state.

California Renewables Portfolio Standards (Senate Bill 1078 and Governor's Order S-14-08)

SB 1078 (Public Utilities Code Sections 387, 390.1, 399.25 and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum 20 percent of their supply from renewable sources by 2017. This SB will affect Statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed EO S-14-08, which set the Renewables Portfolio Standard target to 33 percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. EO S-14-08 was later superseded by EO S-21-09 on September 15, 2009. EO S-21-09 directed the CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. Statute SB X1-2 superseded this EO in 2011, which obligates all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020.

CARB is required by current law, AB 32 of 2006, to regulate sources of GHGs to meet a State goal of reducing GHG emissions to 1990 levels by 2020 and an 80 percent reduction of 1990 levels by 2050. The California Energy Commission (CEC) and California Public Utilities Commission serve in advisory roles to help CARB develop the regulations to administer the 33 percent by 2020 requirement. CARB is also authorized to increase the target and accelerate and expand the time frame.

SB 350 (Chapter 547, Statues of 2015) further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 was signed into law on October 7, 2015.

Mandatory Reporting of GHG Emissions

The California Global Warming Solutions Act (AB 32, 2006) requires reporting of GHGs by major sources to the CARB. Major sources required to report GHG emissions include industrial facilities, suppliers of transportation fuels, natural gas, natural gas liquids, liquefied petroleum gas, and

carbon dioxide, operators of petroleum and natural gas systems, and electricity retail providers and marketers.

Cap-and-Trade Regulation

The cap-and-trade regulation is a key element in California's climate plan. It sets a statewide limit on sources responsible for 85 percent of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The cap-and-trade rules came into effect on January 1, 2013, and apply to large electric power plants and large industrial plants. In 2015, fuel distributors, including distributors of heating and transportation fuels, also became subject to cap-and-trade. At that stage, the program was predicted to encompass around 360 businesses throughout California and nearly 85 percent of the State's total GHG emissions.

Under the cap-and-trade regulation, companies must hold enough emission allowances to cover their emissions and are free to buy and sell allowances on the open market. California held its first auction of GHG allowances on November 14, 2012, which was followed by seven jurisdiction-specific quarterly GHG allowance auctions until August 18, 2014. The first joint auction with Québec's Ministry of Sustainable Development, Environment and the Fight against Climate Change was held on November 25, 2014. California's GHG cap-and-trade system is projected to reduce GHG emissions to 1990 levels by the year 2020 and would achieve an approximate 80 percent reduction from 1990 levels by 2050.

Senate Bill 32

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from year 2020 to year 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG-reductions in support of the State's ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs the CARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target.

Senate Bill 375

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or alternative planning strategy that will address land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the years 2020 and 2035. These reduction targets are scheduled to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld.

Senate Bill 97

SB 97 was enacted in 2007. SB 97 required the Office of Planning and Research (OPR) to develop, and the Natural Resources Agency to adopt amendments to the CEQA Guidelines

addressing the analysis and mitigation of GHG emissions. Those CEQA Guidelines amendments clarified several points, including the following:

- Lead agencies must analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions.
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions.
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change.
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria.
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives.

As part of the administrative rulemaking process, the California Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010.

Short-Lived Climate Pollutant Reduction Strategy

In March 2017, the CARB adopted the Short-Lived Climate Pollutant Reduction Strategy (SLCP Strategy), establishing a path to decrease GHG emissions and displace fossil-based natural gas use. Strategies include avoiding landfill methane emissions by reducing the disposal of organics through edible food recovery, composting, in-vessel digestion, and other processes; and recovering methane from wastewater treatment facilities, and manure methane at dairies, and using the methane as a renewable source of natural gas to fuel vehicles or generate electricity. The SLCP Strategy also identifies steps to reduce natural gas leaks from oil and gas wells, pipelines, valves, and pumps to improve safety, avoid energy losses, and reduce methane emissions associated with natural gas use. The SLCP Strategy identifies measures that can reduce HFC emissions at national and international levels. Lastly, the SLCP identifies State-level actions, including an incentive program to encourage the use of low-Global Warming Potential (GWP) refrigerants and limitations on the use of high-GWP refrigerants in new refrigeration and air-conditioning equipment (California Air Resources Board, 2017).

Regional

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a MPO and under State law as a Regional Transportation Planning Agency and a Council of Governments.

On September 3, 2020, SCAG adopted Connect SoCal: The 2020-2045 RTP/SCS (Southern California Association of Governments, 2020).The RTP is a long-range transportation plan that provides a vision for regional transportation investments over a period of 20 years or more. The SCS is an element of the RTP that demonstrates the integration of land use, transportation strategies, and transportation investments within the RTP. This requirement was put in place by the passage of SB 375, with the goal of ensuring that the SCAG region can meet its regional GHG reduction targets set by the CARB. In comparison to year 2005 levels, the SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040. This meets or exceeds the State's mandated reductions, which are eight percent by 2020 and 13 percent by 2035. SCAG is also responsible under the FCAA for determining federal air quality conformity of projects, plans, and programs within the SCAQMD.

The 2020-2045 RTP/SCS would also help to reduce vehicle delay and vehicle miles traveled (VMT) within the region. On a per capita basis, vehicle delay would be reduced by roughly 26 percent, and heavy-duty truck delay on highways 24 percent. VMT per capita would be reduced by five percent and vehicle hours traveled would be reduced by approximately nine percent per capita (Southern California Association of Governments, 2020).

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following GHG goals and policies would apply to the project (Ventura County, 2020):

- ***Goals:***
  - **HAZ-10*:*** To promote a high level of air quality in order to protect public health, safety, and welfare, and mitigate any adverse air quality impacts to the maximum extent feasible.
  - **HAZ-*11:*** To improve resilience to increasing temperatures resulting from climate change.
  - **COS-10*:*** To improve the long-term sustainability of the community through local efforts to reduce GHG emissions.
- ***Policies***
  - ***HAZ-10.5:*** The County shall work with applicants for discretionary development projects to incorporate bike facilities, solar water heating, solar space heating, incorporation of electric appliances and equipment, and the use of zero and/or near zero emission vehicles and other measures to reduce air pollution impacts and reduce GHG emissions.
  - **HAZ-11.9**: The County shall promote the use of urban greening techniques, such as cool pavement technology, parking lot shading, landscaping, and other methods to offset climate change impacts and reduce GHG emissions for discretionary development and County initiated projects.

- **COS-10.1**: The County shall maintain and refer to the General Plan and its integrated GHG Reduction Strategy as the County's comprehensive plan for reducing community-wide GHG emissions in the unincorporated County.
- **COS-10.2**: The County shall work toward achieving a community-wide GHG emissions reduction target of 41 percent below 2015 levels by 2030.
- **COS-10.3**: The County shall work toward achieving longer-term, post-2030 community-wide GHG emissions reduction goals, as follows:
  - 61 percent below 2015 levels by 2040, and
  - 80 percent below 2015 levels by 2050.
- **COS-10.4**: The County shall reduce GHG emissions in both existing and new development through a combination of measures included in the GHG Strategy, which includes new and modified regulations, financing and incentive-based programs, community outreach and education programs, partnerships with local or regional agencies, and other related actions.

3.6.2 Environmental Setting

The information in this section is based on the *Air Quality Report* (AMBIENT Air Quality & Noise Consulting, 2024) prepared for the project (see **Appendix C**). Air quality and GHG emissions models were generated for an opening year of 2030 (AMBIENT Air Quality & Noise Consulting, 2024).

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHG traps heat in the atmosphere. The greenhouse effect is the trapping and build-up of heat in the atmosphere near the earth's surface. The greenhouse effect traps heat in the atmosphere through a threefold process: short-wave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long-wave radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature. Without it, the average temperature of the earth would be about 0 degrees F instead of its present 57 degrees F. If the atmospheric concentrations of GHGs rise, the average temperature of the lower atmosphere will gradually increase. Global climate change concerns are focused on what human activities are increasing the greenhouse effect.

The principal GHGs of primary concern are CO_2, CH_4, N_2O, and fluorinated compounds, including SF_6, HFCs, and PFCs. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic sources.

3.6.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A GHG emissions impact is considered significant if the project would:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.6.4 Environmental Impacts

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;

Construction Impacts

Less than Significant Impact. Short-term GHG emissions would occur as a result of the project (see **Table 3.6-1**). Grading/excavation would create the greatest GHG emissions, totaling 715.56 $MTCO_2e$ over the course of the project. The total amount of GHG emitted is calculated at 1,215.90 $MTCO_2e$ during construction. However, GHG emissions are not anticipated to significantly influence the regional GHG goals during construction, as GHG emissions are measured over the long-term. Therefore, the project would result in a less than significant impact on GHG emissions during construction and no mitigation is required.

Table 3.6-1: Construction-Generated GHG Emissions

Construction Phase	$MTCO_2e$
Land Clearing/ Grubbing	43.93
Grading/Excavation	715.56
Drainage/Utilities/Sub-Grade	373.60
Paving	82.80
Maximum/Phase:	715.56
Project Total:	1,215.90

Construction GHG emissions were estimated using the SMAQMD's Road Construction Emissions Model, Version 9.0.1.
Source: (AMBIENT Air Quality & Noise Consulting, 2024)

Operational Impacts

Less than Significant Impact. Long-term operational GHG emissions were estimated using EMFAC2021 emission factors and traffic data (see **Table 3.6-2**). The Air Quality Report concluded that the operational emissions within the project area total approximately 3,583 $MTCO_2e$/year. The baseline would result in an approximately 15 percent decrease in mobile-source GHG emissions under 2030 conditions and an approximate 22 percent decrease under 2045 conditions. The project would result in an 11 percent decrease and 20 percent decrease under

2030 and 2045 conditions, respectively. When compared to the baseline, the project is anticipated to increase mobile-source GHGs of approximately four percent and three percent under 2030 and 2045 conditions, respectively. On a regional basis, the project is not anticipated to result in an increase in long-term VMT and associated mobile-source emissions. While there is an increase in GHG emissions when comparing the project to the baseline under 2030 and 2045 conditions, the project is still decreasing emissions when compared to existing conditions. Therefore, there will be a less than significant impact on GHG emissions during operation, and no mitigation is required.

Table 3.6-2: Summary of Comparative GHG Emissions and Traffic Conditions

Scenario/Analysis Year	Annual VMT[2]	Change in VMT (%)	$MTCO_2e$/Year[1] (% Change)
Existing Year 2023	11,370,149	N/A	3583.47
No-Build Alternative – Opening Year 2030	11,830,965	N/A	3056.38
No-Build Alt. 2030 Compared to Existing:		460,816 (4 %)	-527.09 (-15 %)
Build Alternative – Opening Year 2030	12,127,650	N/A	3185.81
Build Alt. Compared to Existing:		757,501 (7 %)	-397.66 (-11 %)
Build Alt. Compared to No-Build Alt. 2030:		296,685 (3 %)	129.43 (4 %)
No-Build Alternative – Design Year 2045	12,535,722	N/A	2798.21
No-Build Alt. 2045 Compared to Existing:		1,165,573 (10 %)	-785.26 (-22 %)
Build Alternative – Design Year 2045	12,860,514	N/A	2869.00
Build Alt. 2045 Compared to Existing:		1,490,365 (13 %)	-714.47 (-20 %)
Build Alt. 2045 Compared to No-Build Alt. 2045:		324,792 (3 %)	70.78 (3 %)

N/A = not applicable

1. Emissions were quantified using EMFAC2021 emission factors and traffic data provided for this project and vehicle travel distances within the project area.

2. Annual VMT is derived from Daily VMT multiplied by 347. ARB methodology (ARB 2008)

Note: Design Year 2045 traffic is considered representative of Year 2050 traffic data (Kimley Horn 2023a).

Source: (AMBIENT Air Quality & Noise Consulting, 2024)

(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Less than Significant Impact. The project is consistent with the goals and objectives of AB 32 and includes relevant transportation strategies from California's 2017 Climate Change Scoping Plan. When compared to the existing condition, the project is anticipated to result in an 11 and 20 percent decrease when compared to the existing condition in $MTCO_2e$/year for 2030 and 2045 conditions, respectively. When compared to the baseline, the project is anticipated to result in a four and three percent increase in $MTCO_2e$/Year for 2030 and 2045 conditions, respectively. However, this four and three percent increase is not anticipated to significantly contribute to regional goals regarding GHG emissions, and is less than the project emissions in the no project

scenario. Therefore, there will be a less than significant impact on the project conflicting with an applicable plan, policy, or regulation, and no mitigation is required.

3.6.5 Avoidance and Minimization Measures

No avoidance or minimization measures would be required for GHG emissions.

3.7 Hazards and Hazardous Materials

This section describes the regulatory and environmental setting for hazards and hazardous materials related to the project area and surrounding area. In addition, this section describes the potential impacts related to hazards and hazardous materials that would result from implementation of the project.

3.7.1 Regulatory Setting

The following regulatory setting is a summary of the plans, and polices that regulate hazards and hazardous materials, and that are also applicable to the project.

Federal

Comprehensive Environmental Response, Compensation, and Liability Act /Community Environmental Response Facilitation Act

U.S. Code Title 42, Chapter 103, also known as the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), grants extensive federal authority for the direct response to actual or potential hazardous substance releases that could pose risks to public health and the environment. CERCLA lays down regulations regarding the management of closed and abandoned hazardous waste sites. It also assigns responsibility and liability to individuals or entities responsible for hazardous waste releases at such sites. To ensure cleanup in cases where the responsible party cannot be identified, CERCLA establishes a trust fund. Moreover, CERCLA allows for updates to the National Contingency Plan (NCP), which is detailed in Title 40, CFR, Part 300. The NCP offers the necessary guidelines and procedures for addressing hazardous substance, pollutant, and contaminant releases or potential releases. The NCP also introduces the concept of the National Priorities List (NPL). CERCLA underwent amendments through the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. The Community Environmental Response Facilitation Act (CERFA) has the ability to amend CERCLA to require the government, before termination of federal activities on any real property owned by the government, to identify real property where no hazardous substance was stored, released, or disposed of.

Resource Conservation and Recovery Act /Hazardous and Solid Waste Amendments

The Resource Conservation and Recovery Act (RCRA) grants the U.S. EPA the authority to regulate the entire life cycle of hazardous waste, from its generation to its disposal. This comprehensive scope encompasses the processes of waste generation, transportation, treatment, storage, and final disposal of hazardous waste materials. Additionally, RCRA establishes a framework for the management of non-hazardous solid waste. The 1986 amendments to RCRA expanded the U.S. EPA's jurisdiction to address environmental concerns

arising from Undergrounds Storage Tanks (USTs) used for storing petroleum and other hazardous substances.

The Hazardous and Solid Waste Amendments (HSWA), which were enacted in 1984 as amendments to RCRA, were focused on several key objectives. These include minimizing the generation of waste, phasing out the practice of disposing of hazardous waste in landfills, and implementing corrective actions for waste releases. HSWA introduced several important provisions, such as granting the U.S. EPA enhanced enforcement powers, imposing stricter standards for the management of hazardous waste, and establishing a comprehensive program for the regulation of USTs.

Clean Air Act

CAA of 1955 was established with the primary objective of protecting human health and the environment from emissions that pollute outdoor air. Under the CAA, The U.S. EPA assumes responsibility for overseeing and enforcing the established minimum national standards for air quality and assigns primary responsibility to the states to assure compliance with the standards. Nonattainment areas, or areas not meeting the standards, are required to implement specified air pollution control measures. The CAA establishes federal standards for mobile sources of air pollution and they're for fuels and for sources of 187 hazardous air pollutants. It also addresses the prevention of pollution in areas with clean air and protection of the stratospheric ozone layer.

Clean Water Act/Spill, Prevention, Control, and Countermeasure Rule

The CWA, formally known as the Federal Water Pollution Control Act of 1972, was established with the primary objective of restoring and preserving the overall quality and health of the United States' water bodies, encompassing their chemical, physical, and biological aspects. Under the CWA, the U.S. EPA assumes responsibility for overseeing and enforcing the Oil Pollution Prevention regulation outlined in Title 40 of the CFR, Part 112, often referred to as the "SPCC rule." This set of regulations outlines the specific requirements for facilities to develop, revise, and implement Spill Prevention, Control, and Countermeasure (SPCC) plans. Facilities are subject to SPCC regulations if they meet certain criteria, such as having an individual oil storage tank with a capacity exceeding 660 gallons, a total above-ground oil storage capacity of more than 1,320 gallons, or an underground oil storage capacity exceeding 42,000 gallons. Facilities are also subject to SPCC regulations if their location makes it reasonably likely for them to discharge oil into or onto the "navigable waters" of the U.S.

In addition to the CWA and SPCC regulations, the U.S. EPA administers other federal regulations pertinent to hazardous materials and environmental contamination. These include Title 40 CFR Chapter 1, Subchapter D, which pertains to Water Programs, and Subchapter I, which concerns Solid Wastes. More specifically, Title 40 CFR Chapter 1, Subchapter D, Parts 116 and 117 are relevant to the CWA. Part 116 establishes the reportable quantity for substances designated as hazardous under the CWA, while Part 117 addresses the discharge of designated substances into U.S. waters when their quantities equal or exceed the reportable quantities.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is a federal law aimed at safeguarding the quality of drinking water throughout the U.S. This legislation pertains to all water sources that are currently used or potentially designated for drinking purposes, regardless of whether they are above ground or underground sources.

Under the SDWA, the U.S. EPA is granted the authority to set forth the essential minimum standards for the protection of tap water. Public water system owners and operators are mandated to adhere to these primary standards, which are primarily focused on ensuring the health-related safety of drinking water. The 1996 amendments to the SDWA require that the U.S. EPA thoroughly assess risks and costs and rely on the best available peer-reviewed scientific knowledge when formulating these standards.

Additionally, state governments may be authorized by the U.S. EPA to enforce these regulations, and they are often encouraged to adopt secondary standards that address issues related to water quality, even if they aren't directly tied to health concerns. Furthermore, the SDWA empowers the U.S. EPA to institute minimum standards for state programs designed to shield underground sources of drinking water from potential contamination resulting from the injection of fluids underground. This is essential for maintaining the integrity and safety of drinking water sources in the U.S.

Occupational Health and Safety Act

The Occupational Safety and Health Administration (OSHA) is dedicated to its mission of safeguarding the well-being and safety of the American workforce. It accomplishes this mission by formulating and enforcing safety and health standards, delivering training and educational resources, forging partnerships, and promoting a culture of ongoing enhancement in workplace safety and health. The staff at OSHA is responsible for creating and upholding protective regulations while also engaging with employers and employees through technical guidance and consultation programs. OSHA's safety and health standards are codified in Title 29 of the CFR, specifically in Part 1910.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 grants the U.S. EPA the authority to enforce various measures related to chemical substances and mixtures. These measures encompass reporting, record-keeping, testing requirements, and restrictions. TSCA generally excludes certain substances, such as food, drugs, cosmetics, and pesticides.

TSCA deals with the oversight of specific chemicals, including but not limited to polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint. It provides the U.S. EPA with several powers, including the ability to:

- Mandate pre-manufacture notification for "new chemical substances" prior to their production, as per Section 5.
- Require testing of chemicals by manufacturers, importers, and processors if risks or exposure concerns are identified, under Section 4.

- Issue Significant New Use Rules (SNURs) when it identifies a "significant new use" that could lead to exposures or releases of a concerning substance, in accordance with Section 5.
- Maintain the TSCA Inventory, which contains a comprehensive list of over 83,000 chemicals. New chemicals are added to this inventory as they are commercially manufactured or imported.
- Impose certification reporting and other requirements on those importing or exporting chemicals under Sections 12(b) and 13.
- Demand reporting and record-keeping from individuals or entities engaged in the manufacturing, importing, processing, and distribution of chemical substances in commerce, as outlined in Section 8.
- Require immediate reporting to the U.S. EPA, under Section 8(e), when a person discovers information indicating that a substance or mixture poses a substantial risk to health or the environment. The U.S. EPA reviews all Section 8(e) submissions and voluntary "For Your Information" submissions, which are not legally required but are often submitted by industry and public interest groups for various reasons.

Federal Insecticide, Fungicide, and Rodenticide Act

The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) is a federal law that establishes the regulation of pesticide distribution, sale, and use in the United States. Under FIFRA, any pesticide intended for distribution or sale must first be registered (licensed) by the U.S. EPA. To gain U.S. EPA registration, pesticide applicants must demonstrate, among other requirements, that using the pesticide in accordance with specified guidelines "will not generally result in unreasonable adverse effects on the environment."

FIFRA defines "unreasonable adverse effects on the environment" as either:

- Any unreasonable risk to human health or the environment, taking into consideration the economic, social, and environmental costs and benefits associated with the use of the pesticide.
- A risk to human dietary safety resulting from residues of the pesticide found in or on food that is inconsistent with the standards established under Section 408 of the Federal Food, Drug, and Cosmetic Act.

In essence, FIFRA ensures that pesticides used in the U.S. are thoroughly evaluated and regulated to protect both the environment and human health, while also considering the broader societal and economic implications of their use.

In conjunction with the acts listed above, EO 12088, *Federal Compliance with Pollution Control Standards*, requires the implementation of essential measures to prevent and manage environmental pollution in cases where federal activities or federal facilities are engaged.

State

California Public Resources Code

CEQA Section 21092.6 requires land agencies to consult with lists compiled pursuant to Section 65962 of the Government Code to determine whether the project or alternatives are located on a site which is included on any list.

California Hazardous Waste Control Act

The California Hazardous Waste Control Act (CHWCA) is a critical piece of legislation governing hazardous waste management in the state of California. Below is a description of the CHWCA's key components and relevance to this project:

1. Regulatory Framework: The CHWCA provides the regulatory framework for hazardous waste management in California. It outlines the responsibilities of the California Department of Toxic Substances Control (DTSC) in overseeing hazardous waste generators, transporters, treatment, storage, and disposal facilities.
2. Hazardous Waste Definitions: The act defines what constitutes hazardous waste, specifying various categories and characteristics of hazardous waste. It categorizes waste materials based on their potential harm to human health and the environment.
3. Waste Handling Requirements: CHWCA establishes specific requirements for the generation, transportation, treatment, storage, and disposal of hazardous waste. These requirements aim to ensure safe and environmentally sound management of hazardous materials.
4. Permitting and Compliance: Facilities involved in the handling of hazardous waste must obtain permits and comply with stringent regulations. The act outlines the permitting process, including requirements for facility design, monitoring, and reporting.
5. Waste Minimization and Recycling: CHWCA promotes waste minimization and recycling, aiming to reduce the generation of hazardous waste. It encourages the use of cleaner production techniques and resource conservation.
6. Liability and Enforcement: The act establishes liability for parties responsible for the generation, transportation, and disposal of hazardous waste. It also outlines enforcement mechanisms and penalties for violations, including corrective actions to address environmental damage.
7. Public Disclosure and Community Right to Know: CHWCA ensures that the public has access to information about hazardous waste facilities and the materials they handle. It mandates that facilities provide data about their operations, emissions, and risks to the surrounding community.

For a project involving hazardous materials or waste, it is crucial to assess and address potential impacts on compliance with the CHWCA. This may involve evaluating the project's potential to generate hazardous waste, addressing storage and disposal methods, and ensuring that project activities comply with the regulations. The project should also consider potential risks to public health and the environment associated with hazardous materials and detail mitigation measures if needed.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

SB 1082, sponsored by Senator Charles Calderon (D-Whittier) and ratified in 1993, established the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) in California. This program consolidates six separate hazardous materials and waste programs, known as Program Elements, under a single agency known as a Certified Unified Program Agency (CUPA). The six Program Elements merged under the Unified Program are as follows:

- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (often referred to as Tiered Permitting).
- Aboveground Petroleum Storage Tank SPCC.
- Hazardous Materials Release Response Plans and Inventory Program (commonly known as Hazardous Materials Disclosure or "Community-Right-To-Know").
- California Accidental Release Prevention (CalARP) Program.
- UST Program.
- Uniform Fire Code Plans and Inventory Requirements.

The primary goal of the Unified Program is to alleviate the compliance burden on businesses by unifying the previously disjointed and occasionally conflicting requirements of independently managed programs. The implementation of the Unified Program is carried out at the local government level by CUPAs. Most CUPAs are established within local environmental health or fire departments. Some CUPAs enter contractual arrangements with other local agencies, referred to as participating agencies, to jointly manage one or more Program Elements in coordination with the CUPA. The intention is to streamline and simplify the regulatory landscape for businesses while enhancing hazardous materials and waste management within the state.

California maintains a comprehensive regulatory framework for managing hazardous materials, waste, and substances. These regulations derive their authority from the California Health and Safety Code, and California is further authorized by the federal government to implement RCRA within the state. California law addresses various aspects of hazardous materials and waste management, including handling, storage, transportation, disposal, treatment, waste reduction, cleanup, and emergency planning for hazardous waste.

The Porter-Cologne Water Quality Control Act is another significant piece of legislation in California. It not only imposes restrictions on the disposal of waste but also mandates the cleanup of substances that, while not meeting the criteria for being classified as hazardous waste, have the potential to affect the quality of both ground and surface water.

California's regulatory framework for waste management, waste prevention, and the cleanup of contamination is further articulated in various regulations, including:

- Title 22 Division 4.5 - Environmental Health Standards for the Management of Hazardous Waste: This regulation outlines specific standards and procedures for the management of hazardous waste in California.

- Title 23 - Waters: Title 23 addresses various water-related issues and includes regulations pertaining to water quality and water resource management.
- Title 27 - Environmental Protection: Title 27 encompasses a wide range of environmental protection regulations, including those related to hazardous waste management and disposal.

These California regulations and laws are vital for safeguarding the environment, public health, and water quality by addressing the management and control of hazardous materials and substances, as well as the prevention and cleanup of contamination.

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following hazards and hazardous materials goals and policies would apply to the project (Ventura County, 2020):

- ***Goals***
  - ***HAZ-5:*** To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, transport, treatment and disposal of hazardous materials and wastes
- ***Policies***
  - **HAZ-5.1:** The County shall manage hazardous materials and waste produced by County facilities and operations in such a way that waste reduction through alternative technology is the County's priority. If that is not possible, the County's priorities will progress from recycling and reuse, then on-site treatment, and finally disposal as the last resort.
  - **HAZ-5.2:** The County shall require discretionary development involving facilities and operations which may potentially utilize, store, and/or generate hazardous materials and/or wastes be in areas that would not expose the public to a significant risk of injury, loss of life, or property damage and would not disproportionally impact Designated Disadvantaged Communities.
  - **HAZ-5.3:** The County shall strive to locate and control sources of hazardous materials to prevent contamination of air, water, soil, and other natural resources.
  - **HAZ-5.5:** The County shall, as part of the discretionary review process, require that hazardous wastes and hazardous materials be managed in such a way that waste reduction through alternative technology is the priority, followed by recycling and on-site treatment, with disposal as the last resort.
  - **HAZ-5.7:** Applicants shall provide a statement indicating the presence of any hazardous waste on a site, prior to discretionary development. The applicant must demonstrate that the waste site is properly closed, or will be closed, pursuant to all applicable state and federal laws, before the project is inaugurated.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

3.7.2 Environmental Setting

This section describes the affected environment and regulatory setting for hazards and hazardous materials related to the project area and surrounding area. In addition, this section describes the potential impacts related to hazards and hazardous materials that would result from implementation of the project. The information in this section is based on the Initial Site Assessment (ISA) (Geocon West, 2024) prepared for the project (see **Appendix F**).

The project study area is situated in the southwestern part of the Oxnard Plain, a region characterized by its geographical boundaries. The project area is bound by the Sulphur-Santa Paula Mountains to the north, the Conejo Mountains to the east, the Santa Monica Mountains to the south, and the Pacific Ocean to the west. Point Mugu, a significant military installation, is located south of the project area. According to the General Plan, adjacent land uses consist of agriculture industrial; commercial and services; transportation, communications and utilities; and single-family residential (see **Figure 2.1-3**).

Elevations within the project area vary from 15 to 20 feet above the mean sea level (Geocon West, 2024). This elevation gradient generally slopes from west to east. The overall topography of the project area exhibits a southwestward slope, ultimately leading toward the Pacific Ocean. Widening of the roadway will require ROW and TCE from adjacent property owners, and include various improvements and features on the properties. Some features on the adjacent properties include fencing of various construction; a diesel UST; groundwater wells and pumps; paved surfaces; landscaping; agricultural chemical mixing stations; above-ground storage tanks; and various agricultural equipment.

Hazardous Waste Sites

A hazardous material is defined as a "substance or a combination of substances that, due to its concentration, physical, chemical, or infectious properties, can either (1) lead to an increase in mortality or a significant rise in severe, irreversible, or potentially reversible, incapacitating illnesses; or (2) present a substantial and immediate or potential risk to human health or the environment when improperly handled, stored, transported, disposed of, or managed in any way" (California Code of Regulations, 2023).

Title 22 of the CCR extends the term "hazardous substance" to encompass both hazardous materials and hazardous wastes. These substances are classified on toxicity, ignitability, corrosiveness, and reactivity.

Hazardous materials carry the potential for causing fatalities, serious injuries, long-lasting health issues, and damage to structures, residences, and other valuable assets. These hazardous material risks to both human well-being and the environment can occur during manufacturing, storage, transportation, use, or disposal.

Construction and operation of the project would require use of limited quantities of various petrochemicals, including fuels, lubricants, and solvents, which would be used for maintenance activities (i.e. road repair). Currently, the specific amounts of hazardous materials required for construction activities are unknown.

There are 58 hazardous waste sites situated within a 0.5-mile radius of the project area (see **Figure 3.7-1**). Within the project area, two Leaking Underground Storage Tank (LUST) sites are present. However, the status of these two LUST sites is marked as "closed" (State Water Resources Control Board, 2021). This suggests that there have been remediation efforts to address the issues associated with these LUSTs.

A record search of environmental databases was conducted in July 2023 for the project area, consistent with American Society of Test Materials (ASTM) Standard E1527-13. The purpose of this search was to identify the potential for RECs for the project area. These include: 1) presence or likely presence of hazardous substances or petroleum products on the site; 2) conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures, the ground, groundwater, or surface water of the project area; and 3) issues that may have an environmental impact on the site (ASTM, 2021). The Phase I ISA identified ten potential RECs within and adjacent to the project area (see **Table 3.7-1** and **Figure 3.7-2**).

Table 3.7-1: Potential Recognized Environmental Conditions

Location	Address	Description
PRC-1	1552 East Hueneme Road	A release of gasoline impacted soil at this property. There were two USTs removed. The Ventura County Environmental Health Division (VCEHD) issued a no further action letter in 1995 indicating that site investigation and remedial action for the LUST case at the property was completed and that no further action was required. The regulatory closure of the case suggests that this release is unlikely to have caused an REC at the project area.
PRC-2	2292 East Hueneme Road	A release of gasoline impacted groundwater at this facility. The Los Angeles Regional Water Quality Control Board (LARWQCB) closed the regulatory case in 1995. Contaminant impacted soil was present at the time of the removal of diesel and gasoline UST. Four soil samples were collected in 1990 and none of the

Location	Address	Description
		tested constituents were detected at concentrations exceeding their screening level. The results of the soil sample and regulatory closure of the case suggest that this release is unlikely to have caused an REC at the project area.
PRC-3	2463 East Hueneme Road	A release in diesel impacted soil at this property, and Ventura County closed this case in 2003. 36 tons of soil was excavated and removed from the property and contaminant concentration did not exceed reporting limits. This release would be an environmental concern for the project if the UST needed to be removed or relocated as part of the project.
PRC-4	3000 East Hueneme Road	This facility is listed on the Recovered Government Archive LUST database, but no pertinent information was provided. The VCEHD provided documentation regarding this release. Two 4,000-gallon gasoline and one 4,000-gallon diesel UST were installed at this location. A document prepared by PW Environmental from 1987 indicates that contaminated soil was extracted and sampled from this location, and the VCEHD concluded that no further action was required. Therefore, a release at this facility is unlikely to have caused an REC at the project area.
PRC-5	3121 East Hueneme Road	A release of gasoline affected groundwater at this facility, and Ventura County closed the regulatory case in 1989. Three 1,000-gallon USTs were installed at the facility for use with diesel, regular leaded, and super-leaded petroleum products approximately 35 feet north of the property line, outside of the project area. These tanks were removed from the facility, but no soil samples were taken. McClelland Consultants inspected the former location of the USTs and determined that groundwater contamination is minimal and continued degradation would occur naturally. VCEHD concurred with this analysis and issued a no further action letter. The release at this facility is unlikely to have caused an REC in the project area.
PRC-6	3391 East Hueneme Road	A release of gasoline impacted soil at this property, and Ventura County closed the regulatory case in 1996. The UST excavation was located approximately 900 feet north of the Hueneme Road ROW. A 500-gallon gasoline UST, dispenser, and associated piping were removed. The surrounding soil was excavated, and no hydrocarbon impacted soil is believed to remain on the site. Soil samples showed that there was no contamination. These factors, as well as regulatory case closure, suggest that it is unlikely to have caused an REC in the project area.

Location	Address	Description
PRC-7	5601 Edison Drive	A release of gasoline impacted groundwater at this facility, and Ventura County closed the regulatory case in 2004. The UST was located approximately 600 feet west of the project area. One 5,000-gallon UST was removed, with soil and groundwater samples being taken. It was reported that contamination was “minor and adequately defined.” The regulatory closure of the case suggests that the release is unlikely to have caused an REC at the project area.
PRC-8	5056 Arcturus Avenue	A release of gasoline impacted soil at this facility, which is located approximately 900 feet west of the project area. Ventura County closed the regulatory case in 2004. A 500-gallon waste oil UST, two 2,000-gallon gasoline USTs, a dispenser island, and associated piping were removed from the facility. Soil and groundwater samples were taken and supported, along with the regulatory closure of the case, that the release is unlikely to have caused an REC at the project area.
PRC-9	5650 Arcturus Avenue	A release of gasoline impacted an unspecified media at this facility, and Ventura County closed the regulatory case in 2008. A removal of USTs and sampling and analysis of soil and groundwater from within the excavation was conducted. The release was unlikely to have cause an REC at the project area.
PRC-10	5900 Arcturus Avenue	VCEHD-provided information indicates that two releases identified at the facility address have occurred. The first documented release occurred January 2001, was a release of gasoline from “underground piping,” is reported to have been repaired, and occurred at the BMW facility. The second documented release occurred May 2009, was a release of non-polychlorinated biphenyls containing mineral oil from a pump located in a vault, and the responsible party was SCE. The GeoTracker-provided material also indicates that the release discharged into the street gutters and subsequently flowed into the downgradient storm drain. The release was unlikely to have caused an REC at the project area.

Figure 3.7-1: Hazardous Waste Sites Map

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Figure 3.7-2: Potential Recognized Environmental Conditions

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Polychlorinated Biphenyls

Polychlorinated Biphenyls (PCBs) are a type of toxic chemical regulated by the Toxic Substance Control Act (TSCA). PCBs are most commonly found in electrical transformers and capacitors, air conditioning equipment, and lighting ballasts.

Soil in the vicinity of these transformers may also be contaminated with PCBs or dioxins/furans, which could result from combustion residue in the event of transformer fires. Overhead power lines, utility poles, and transformers were identified within the project area.

Asbestos-Containing Materials

Structures built before 1978 have the potential to contain asbestos-containing materials (ACM). One structure within the project area was constructed prior to 1980 and may contain ACM. ACMs may also be located on power poles in wire conduits within the project area. The Phase I ISA indicates that any future testing, removal, or disturbance of ACMs should be handled in compliance with federal, state, and local regulations. In addition, licensed, qualified asbestos survey and abatement personnel should be retained prior to any demolition or renovation of subject facilities.

Aerially Deposited Lead

Aerially deposited lead (ADL) resulting from the historical use of leaded gasoline can be found along California's roadways. ADL is a byproduct of combustion engines using lead-containing fuels. Although unleaded gasoline became mandatory by the U.S. EPA in 1973, and leaded gasoline was phased out entirely for automobiles by 1996, ADL continues to be present in soil near historically busy highways and roads. This presence of lead contamination likely affects the undisturbed soil within the project’s ROW.

The distribution and concentration of ADL in soil vary due to factors such as traffic volume and the road's age. Elevated lead levels are typically within six feet of the road's edge and in the top six inches of soil but can extend deeper to two or three feet below the surface.

Lead Based Paint

Structures built before 1978 have the potential to contain lead-based paint (LBP). One structure within the project area was constructed prior to 1980 and may contain LBP. In addition, traffic striping and pavement marking residue may also contain LBP. Therefore, the Phase I ISA prepared for the project indicates that there could be LBP in the project area.

Agricultural Activities

Modern agricultural chemicals are typically used in diluted forms and, when applied correctly, tend to break down relatively quickly. However, older pesticides have the potential to linger in the soil for extended periods. Historical records suggest that properties within the project area, which have been used for agricultural purposes, such as orchards and row crops, have been in operation since the early 1900s. During various periods, persistent pesticides were applied to these farmlands. The project area contains active agricultural uses which include farmland designations including, but not limited to, Prime Farmland and Farmland of Statewide Importance within one

mile of the project area, meaning there is a possibility that agricultural chemicals are present within the vicinity of the project area. Currently, there is a potential for overspray from the surrounding agricultural lands to affect the project area. This means that pesticides, herbicides, and associated metals like arsenic and lead may be present in the near-surface soils at residual concentrations within and adjacent to the project area.

Wildfires

The on-site vegetation is primarily characterized by row and closely spaced crops, with a lesser presence of herbaceous horticultural crops, herbaceous and woody developed crops, and cattail marsh. Vegetation within the project area is not as prone to ignition as other sources of fuel for wildfire.

Fire Hazard Severity Zones (FHSZs) are designated areas characterized by significant fire hazards, and these designations are established by the California Department of Forestry and Fire Protection (CAL FIRE). These zones consider a variety of factors, including the type of vegetation, terrain, weather conditions, and other relevant considerations. The mapping and categorization of FHSZs are governed by specific regulations outlined in the PRC 4201-4204 and Government Code 51175-89.

FHSZs are classified with different rankings, ranging from moderate to very high, based on the assessed level of fire risk. The project area is not located within an FHSZ designation of moderate or above. This indicates that, according to CAL FIRE's assessment, the project area is located in an area with a relatively low risk of significant fire hazards.

Thermoplastic Striping

Traffic striping and pavement markings applied prior to 2005 may include lead chromate pigment. Lead chromate gradually phased out in waterborne traffic paint between 1997 and 2000 and in thermoplastic striping by 2004. There is no guarantee that the striping and pavement markings applied before 2005 have entirely disappeared or worn away. As a result, traffic striping and pavement markings within the project area could possibly contain lead chromate.

Natural Gas Transmission Lines

Natural gas transmissions lines are used to transport natural gas via a network of mostly underground lines. There is an existing natural gas transmission located line beneath the west portion of the project area, located approximately 300 feet east of Hueneme Road and Edison Drive.

Groundwater Wells

Groundwater wells can be conduits from the surface for contamination to enter the groundwater. Within the project area, there are six wells that would be properly abandoned in place.

3.7.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A GHG emissions impact is considered significant if the project would:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, within one-quarter mile of an existing or proposed school.

(d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment.

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing in or working in the project area.

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

3.7.4 Environmental Impacts

(a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction Impacts

Less than Significant Impact. During the anticipated 18-month construction period, there will be temporary activities that involve the transport, storage, and utilization of various chemical agents, solvents, paints, and other hazardous materials typically associated with construction work. The handling of these materials will be in compliance with a range of regulatory frameworks, including the RCRA, CERCLA, OSHA, CHWCA, VCAPCD, and Ventura County Fire Department Hazardous Materials Program requirements.

Construction of the project involves the movement, utilization, and disposal of construction materials, including some that may be hazardous. The transportation of hazardous materials and waste is subject to regulation under CCR Title 26. Enforcement of federal and state regulations, as well as responses to hazardous materials transportation emergencies, are carried out by the California Highway Patrol (CHP) and Caltrans. The project would comply with applicable laws and regulations to reduce the risks of hazardous material transportation.

Common hazardous materials used in construction, such as diesel fuel, hydraulic oil, grease, solvents, adhesives, paints, and petroleum-based products, will be utilized. Any hazardous waste or debris produced during construction will be collected and safely transported to approved off-site landfills or suitable facilities. During construction, temporary on-site storage tanks may be needed to store diesel fuel, hydraulic oil, grease, solvents, adhesives, paints, and petroleum-based products before off-site disposal. Measures **HAZ-1**, **HAZ-3**, and **HAZ-4**, would be implemented to reduce the risk of exposure to hazardous materials.

The project is adjacent to agricultural land, where pesticides and herbicides have likely been used in the past. Pesticides and associated metals such as arsenic and lead may be present in the shallow soil beneath the project area. With the implementation of measure **HAZ-2**, the risks of pesticides and associated metals would be reduced.

The contractor overseeing construction of the project will be responsible for adhering to all relevant federal and state environmental and workplace safety regulations. Therefore, construction of the project would have a less than significant impact on the health of construction workers, the public, and the environment, and no mitigation is required.

Operational Impacts

Less than Significant Impact. During operation and maintenance of Hueneme Road following construction, no new sources of hazardous waste or materials will be introduced. The operation of Hueneme Road would be similar to the existing condition, and all routine maintenance activities would comply with applicable regulations governing the use, storage, handling, transportation, and disposal of potentially hazardous materials.

There is potential for vehicles traveling along Hueneme Road to carry hazardous materials, which could lead to spills affecting the roadway, adjacent properties, or environmental resources. However, the improvements to Hueneme Road are expected to alleviate traffic congestion and improve safety. Therefore, operation of the project is anticipated to have a less than significant impact related to hazardous waste and materials, and no mitigation is required.

(b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact with Mitigation. A record search of environmental databases was conducted in July 2023 for the project area, consistent with American Society of Test Materials (ASTM) Standard E1527-13. The purpose of this search was to identify the potential for RECs for the project area. These include: 1) presence or likely presence of hazardous substances or petroleum products on the site; 2) conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures, the ground, groundwater, or surface water of the project area; and 3) issues that may have an environmental impact on the site (ASTM, 2021). A review of federal, state, and local environmental databases and field visits identified 10 potential RECs relative to the project area,

with one being a potential concern, at 2463 E. Hueneme Road (see **Table 3.7-1** and **Figure 3.7-2**).

There is risk of contamination in the project area from the potential for undetected or unreported spills or leaks, and the risk of illegal dumping. During construction of the project, there is an elevated likelihood of encountering hazardous materials that were previously unknown or unanticipated, particularly during grading and excavation activities. Measures **HAZ-1** through **HAZ-4** have been developed to minimize potential impacts associated with discovery of suspected contamination during construction. In addition, **MM-HAZ-1** will be implemented to determine the extent of hazardous materials within the project area. During construction, the County will coordinate with regulatory agencies overseeing ongoing cleanup actions in the project area and the contractor will comply with all relevant rules and regulations. Therefore, construction impacts will be less than significant with mitigation.

Aerially Deposited Lead

According to the ISA, soils contaminated with ADL are anticipated along the shoulders of Hueneme Road. Avoidance and minimization measure **HAZ-1** will be implemented to minimize the risk of exposure to soils contaminated with ADL.

Thermoplastic Striping

All roadway striping would be treated as lead-containing for purposes of determining the applicability of the California OSHA lead standard during removal activities. Used sandblasting materials or ground asphalt waste streams would be properly contained to develop a waste profile prior to disposal.

Utilities

While there was no release apparent during the site survey done for the ISA, if any leaking transformers are identified during construction, SCE should be contacted to check for PCBs.

Furthermore, wooden utility pole relocation will be ongoing during construction and may generate wood waste if the existing posts are unable to be reused. SCE will be overseeing the relocation or replacement of utility poles within the project area and would be expected to follow all state and local regulations regarding the handling of wood waste.

Natural Gas Transmission Lines

Although there is a natural gas transmission line located within the project area, it is not considered an REC but may cause conflicts during construction. The County would coordinate with the owner of the gas line prior to construction to avoid any potential conflicts.

Avoidance and minimization measures **HAZ-1** through **HAZ-6,** in addition to **MM-HAZ-1**, will greatly reduce the risk of a release during construction. Therefore, it is anticipated that there will be a less than significant impact with mitigation on the health of workers and the surrounding environment.

(c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The nearest school to the project area is Tierra Vista School, situated approximately 0.5 mile to the north of the project location. Project-related infrastructure and activities are not expected to emit hazardous materials or involve the handling of hazardous or acutely hazardous substances or waste within one-quarter mile of an existing school. Therefore, it is anticipated there would be a less than significant impact and no mitigation is required.

(d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, create a significant hazard to the public or the environment?

Less than Significant Impact with Mitigation. According to the SWRCB, there are 58 hazardous waste sites located within 0.5 miles of the project area (see **Figure 3.7-1**). Six parcels in the project area have been associated with LUST regulatory cases, with two instances of releases occurring within the project boundaries (see **Table 3.7-1**).

While it is considered unlikely that the release at 1552 Hueneme Road caused a REC within the project area, the release at 2463 East Hueneme Road is regarded as an environmental concern, especially if the UST requires removal or relocation, or if construction excavations in the vicinity of the UST encounter contaminated soil. The remaining five regulatory cases associated with LUST sites were situated outside the project area, have received regulatory closure, and are not expected to have caused an REC within the project area. The case status for the two LUST sites within the project area are closed (State Water Resources Control Board, 2021). Furthermore, there is potential for contamination to occur in the project area due to unknown or unreported spills or leaks, or from illegal dumping. However, with the implementation of avoidance and minimization measures **HAZ-3** and **MM-HAZ-1,** these potential impacts are expected to be less than significant with mitigation.

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest public airport, Oxnard Airport, is located approximately four miles to the northwest of the project area. The project does not fall within the Airport Influence Area for Oxnard Airport (Ventura County Airport Land Use Commission, 2000). Consequently, the project is not expected to disrupt airport operations or create safety hazards for individuals residing or working within the project area. Therefore, the project would result in no impact on areas within an airport land use plan or within two miles of a public airport and no mitigation is required.

(f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Ventura County Emergency Operation Plan outlines specific response procedures in the event of an emergency situation (County of Ventura, 2021). The County's Evacuation Plan identifies various routes for potential evacuations, as well as routes

designated for use by emergency responders. Hueneme Road is not a designated route for emergency responders. Construction-related activities may involve the partial closure of roadways, affect identified evacuation routes, or restrict access for emergency response vehicles.

The project will not necessitate the full closure of public roads, which could hinder access for emergency vehicles. During construction-related activities, heavy construction-related vehicles would be used and could potentially impact emergency response efforts or evacuation procedures by slowing down vehicles traveling behind them, especially when partial road closures are implemented.

Considering the limited number of businesses and residences in the immediate vicinity of the project area and the absence of emergency response stations, any intermittent, short-term, and temporary delays caused by heavy construction-related traffic are not expected to result in inadequate emergency access. The project would maintain continuous access on Hueneme Road; any traffic control implemented would, at maximum, reduce traffic to one lane temporarily, but no detour routes would be required. These delays will be temporary, and emergency access is anticipated to be restored and improved once construction is completed. Therefore, the project is projected to allow for adequate emergency access during both construction and operation activities, resulting in a less than a significant impact and no mitigation is required.

(g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. Based on the information provided in the Background Report of the General Plan and the FHSZ map published by CAL FIRE, the project area does not have a history of wildfires and is not located within a State Responsibility Area classified as having a high potential for wildfires. Therefore, the project is expected to have no impact related to wildland fires, and no mitigation is required.

3.7.5 Avoidance, Minimization and/or Mitigation Measures

HAZ-1 Any excess soil generated from construction excavations should be properly characterized for potential contaminants of concern prior to offsite reuse or disposal. An ADL survey is recommended to evaluate the potential presence of ADL in surface soils within the project area that will be disturbed during construction.

HAZ-2 A shallow soil survey is recommended to evaluate the potential presence of pesticides and associated metals in surface soils within the project area that will be disturbed during construction.

HAZ-3 Should the UST located at 2463 East Hueneme Road require removal;/relocation and/or if excavation is planned within the near vicinity of the UST, any potentially contaminated soil encountered should be properly

stockpiled and characterized to develop a waste profile prior to disposal and/or reuse.

HAZ-4 All traffic striping paints should be treated as lead-containing for purposes of determining the applicability of the California ISHA lead standard during removal activities. Used sandblasting materials or ground asphalt waste streams containing striping pain should be properly containerized to develop a waste profile prior to disposal.

HAZ-5 Existing groundwater wells within the project area should be properly abandoned in accordance with regulatory permitting requirements if not planned for use.

HAZ-6 A survey for ACMs and LBPs should be conducted prior to planned demolitions of the structure that was constructed prior to the 1980s.

HAZ-7 If leaking transformers are identified during construction, SCE will be contacted to test for PCBs or other hazardous substance, service, replace, and/or relocate the equipment.

MM-HAZ-1 Prior to construction, subsurface testing in compliance with the Phase II ASTM E1903-11 standard will occur. This testing occurs to assess the condition of the subsurface and identify any potential contamination. If contamination is discovered prior to the project's implementation, appropriate remediation measures will be undertaken, under regulatory oversight, to address the issue. Potential remediation options include 1) **Excavation and Off-Site Disposal:** Contaminated soil may be excavated and safely transported to an approved off-site disposal facility for proper treatment and disposal; 2) **In-Place Treatment:** In some cases, it may be feasible to treat the contaminated soil in situ, meaning that the treatment occurs right at the location where the contamination is found; and 3) **Installation of Protective Barriers:** Protective barriers, such as impermeable liners or caps, can be installed to prevent further exposure to and migration of contaminants.

3.8 Hydrology and Water Quality

This section describes the regulatory and environmental setting for hydrology and water quality related to the project area. In addition, this section describes the potential impacts related to hydrology and water quality that would result from project implementation.

3.8.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to hydrology and water quality that are applicable to the project.

Federal

Clean Water Act

Please refer to Section 3.4.1 for a discussion on the Clean Water Act.

Clean Water Act Section 404

Please refer to Section 3.4.1 for a discussion on the Clean Water Act Section 404.

Clean Water Act Section 402

Please refer to Section 3.4.1 for a discussion on the Clean Water Act Section 402.

Clean Water Act Section 401

Please refer to Section 3.4.1 for a discussion on the Clean Water Act Section 401.

State

Porter-Cologne Water Quality Control Act

Please refer to Section 3.4.1 for a discussion on the Porter-Cologne Water Quality Control Act.

National Pollutant Discharge Elimination System Permit

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of stormwater dischargers, including the Municipal Separate Storm Sewer System (MS4). The U.S. EPA defines an MS4 as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that are designed or used for collecting or conveying stormwater." The SWRCB has identified Caltrans as an owner/operator of an MS4 pursuant to federal regulations. Caltrans' MS4 permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

Construction General Permit

The Construction General Permit (CGP) (NPDES No. CAS000002, SWRCB Order No. 2022-0057-DWQ, was adopted on September 8, 2022) and effective on September 1, 2023. The permit regulates stormwater discharges from construction sites which result in a Disturbed Soil Area of one acre or greater, and/or are smaller sites that are part of a larger common plan of development.

- For all projects subject to the CGP, the applicant is required to hire a Stormwater Pollution Prevention Plan (SWPPP) Qualified Stormwater Developer to develop and implement an effective SWPPP. A Qualified Stormwater Practitioner may be hired as well to assist in field work. All Project Registration Documents, including the SWPPP, Risk Level Determinations, site map and post-construction treatment documents are required to be uploaded into the SWRCB's on-line Stormwater Multiple Application and Report Tracking System (SMARTS). A Waste Discharge Identification Number is issued within 10 business days after the State Waterboard receives a complete Notice of Intent (NOI) package.

- The 2022 CGP requires post-construction treatment permit registration documents to be submitted in SMARTS with the NOI to include: (1) An attachment or web-source containing the NPDES MS4 post-construction requirements; and (2) the post-construction plans and calculations (Preliminary post-construction plans and calculations may be submitted as a Permit Registration Document, as long as the approved plans and calculations are submitted within 14 days of approval by the municipal stormwater permittee, through a Change of Information in SMARTS). Additionally, a Change of Information in SMARTS must be submitted for any revisions to post-construction plans and calculations prior to submitting the Notice of Termination (NOT).

Risk Level Inspection and Sampling Requirements

The CGP contains a risk-based permitting approach by establishing three levels of risk possible for a construction site. Risk levels (RL) are determined during the planning, design, and construction phases, and are based on project risk of generating sediments and receiving water risk of becoming impaired. Requirements apply according to the RL determined, with additional monitoring and reporting requirements for higher risk projects with detailed requirements listed in Attachment D of the CGP. Requirements include:

- Visual inspections weekly, prior to Qualifying Precipitation Events (QPE), during QPEs (every 24 hours) and post QPEs. A QPE is defined as a forecasted 50 percent probability of precipitation of 0.5 inch or more within a 24-hour period and continues on subsequent 24-hour periods when 0.25 inch or more is forecast.
- RL 2 and 3 projects have sampling requirement for pH and Turbidity.
- Additionally, sampling for Numeric Action Levels and Numeric Effluent Limits is required for all risk level projects for Total Maximum Daily Load-related non-visible pollutants listed in Attachment H of the CGP, if there is a discharge due to failure to implement a BMP, a container spill or leak, or a BMP breach or malfunction.

Regional

Los Angeles Regional Water Quality Control Board Basin Plan

Section 13240 of the Porter-Cologne Water Quality Control Act requires each RWQCB to formulate and adopt water quality control plans, or basin plans, for all areas within the region. Water quality in the project area is regulated by the Los Angeles RWQCB through the *Water Quality Control Plan* (Basin Plan) (California Regional Water Quality Control Board, Los Angeles Region, 2020).

The Basin Plan lists the beneficial uses of surface waters and groundwaters in the region. Beneficial uses are uses that may be protected against quality degradation. These uses include and are not limited to municipal and domestic (MUN), agricultural (AGR), and industrial process (PROC), and industrial service (IND) supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or

preserves. The beneficial uses of surface waters and groundwaters in the basin are designated in the water quality control plans.

The Basin Plan also includes water quality objectives, which are the limits or levels of water quality constituents or characteristics. These objectives are for the reasonable protection of beneficial uses of water or the prevention of nuisance, such as injurious to health, offensive to the senses, or interfere with the enjoyment of life or property, within a specific area.

Local

Ventura County Watershed Protection District Encroachment Permit

The Ventura County Watershed Protection District (VCWPD) provides for the control and conservation of flood and stormwaters, and for the protection and maintenance of watercourses, watersheds, and life and property within VCWPD jurisdiction from damage or destruction from storm flows or flooding (Ventura County Public Works, 2019). An encroachment permit is required from the VCWPD for any grading work that would be conducted within a channel under VCWPD jurisdiction.

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following Water Resources goals and policies would apply to the project (Ventura County, 2020):

- ***Goals:***
    - **WR-1:** To effectively manage the water resources of the County by adequately planning for the development, conservation, and protection of water resources for present and future generations.
    - **WR-3:** To promote efficient use of water resources through water conservation, protection, and restoration.
    - **WR-4:** To maintain and restore the chemical, physical, and biological integrity and quantity of groundwater resources.
    - **WR-5:** To protect and, where feasible, enhance watersheds and aquifer recharge areas through integration of multiple facets of watershed-based approaches.
- ***Policies:***
    - ***WR-1.1:*** The County should encourage water suppliers, groundwater management agencies, and groundwater sustainability agencies to inventory and monitor the quantity and quality of the county's water resources, and to identify and implement measures to ensure a sustainable water supply to serve all existing and future residents, businesses, agriculture, government, and the environment.
    - **WR-3.1:** The County shall encourage the use of non-potable water, such as tertiary treated wastewater and household graywater, for industrial, agricultural, environmental, and landscaping needs consistent with appropriate regulations.

- **WR-3.3:** The County shall require discretionary development to incorporate low impact development design features and best management practices, including integration of stormwater capture facilities, consistent with County's Stormwater Permit.
- **WR-4.2:** In areas identified as important recharge areas by the County or the applicable Groundwater Sustainability Agency, the County shall condition discretionary development to limit impervious surfaces where feasible and shall require mitigation in cases where there is the potential for discharge of harmful pollutants within important groundwater recharge areas.
- **WR-4.5:** The County shall require that discretionary development shall not significantly impact the quantity or quality of water resources within watersheds, groundwater recharge areas or groundwater basins.

3.8.2 Environmental Setting

The analysis in this section is based on the *Hydrology Study Report* (Kasraie Consulting, 2024), and the *Water Quality Assessment* Report (GPA Consulting, 2023) prepared for the project (see **Appendix G** and **Appendix H**).

Watershed

The project area is within the Mugu Lagoon subwatershed (HUC 180701030201), itself part of the greater Calleguas Creek watershed (HUC 18070103). Major tributaries to Calleguas Creek include Revolon Slough, Arroyo Las Posas, Arroyo Conejo, Conejo Creek, Arroyo Santa Rosa, and Arroyo Simi (see **Figure 3.8-1**) (Ventura County Public Works Agency Watershed Protection Distric, 2023).The Santa Susana Mountains, South Mountain, and Oak Ridge Mountains form the northern boundary of the watershed, and the Simi Hills and Santa Monica Mountains mark the southern boundary. The watershed, which drains 343 square miles in the southern county and a small portion of western Los Angeles County, outlets into the Pacific Ocean through Mugu Lagoon, one of the few remaining significant saltwater wetland habitats in southern California (California Regional Water Quality Control Board, Los Angeles Region, 2002).

Water Quality and Beneficial Uses

Beneficial uses establish and maintain or enhance water quality standards for different water channels. The designated inland surface water beneficial uses for the Mugu Lagoon subwatershed and the associated side channels (Coastal Watersheds of Los Angeles and Ventura Counties) are Navigation (NAV), Commercial and Sport Fishing (COMM), Estuarine Habitat (EST), Marine Habitat (MAR), Wildlife Habitat (WILD), Preservation of Biological Habitats (BIOL), Rare, Threatened, or Endangered Species (RARE), Migration of Aquatic Organisms (MIGR), Spawning, Reproduction, and/or Early Development (SPWN), Shellfish Harvesting (SHELL), and Wetland Habitat (WET).

Figure 3.8-1: Watershed Map

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Regional Groundwater Hydrology

The project area is within the Santa Clara River Valley Groundwater Basin (Basin) – Oxnard (California Regional Water Quality Control Board, 2019). The Basin is approximately 57,888 acres in size with approximately 1,141 wells of which approximately 68 are water supply wells. The Oxnard subbasin adjoins the Mound and Santa Paula Subbasins and is defined by the Oak Ridge fault.

Beneficial uses for the basin from the LARWQCB (Los Angeles Regional Water Quality Control Board, 2014) are included in **Table 3.8-1.**

Table 3.8-1: Beneficial Uses for the Santa Clara River Valley Groundwater Basin–Reach 1

Beneficial Use	Designation
MUN	Potential
IND	Existing
PROC	Existing
AGR	Existing
Ground Water Recharge (GWR)	Existing
Freshwater Replenishment (FRSH)	Existing
Warm Freshwater Habitat (WARM)	Existing
Cold Freshwater Habitat (COLD)	Existing
WILD	Existing
RARE	Existing
MIGR	Existing
WET	Existing

Source: (Los Angeles Regional Water Quality Control Board, 2014)

Local Groundwater Hydrology

Surface Waters

The project area lies within the Oxnard Plain, which supports many agricultural fields that drain into ditches. These agricultural ditches either enter the Mugu Lagoon directly, through Calleguas Creek and its tributaries, or drain into tile drain systems which then discharge to drains or creeks. A general assessment of the agricultural drainages adjacent to Hueneme Road included visual surveys and documentation of drainage features. Physical characteristics of drainage features such as width, flow conditions, and vegetation within the features were noted. Locations of structures associated with drainages, such as culverts, were noted, photographed, and recorded using sub-meter Global Positioning System. 11 drainage features and one freshwater marsh (cattail marsh) were observed within the project area (see **Figure 3.4-3**). These features drain to one of four culverts which discharge into the stormwater conveyance system. There is one culvert on Edison Drive, directing flow west towards Hueneme Road, one at Arnold Road that directs flow

south, one at Olds Road which directs flow south, and one east of Rice Road which directs flow to Mugu Drain.

Geology and Soils

The project area is located in a region underlain by Camarillo Sandy Loam, 0 to 2 Percent Slopes, Camarillo Loam 0 to 2 Percent Slopes, Camarillo Loam, Loamy Substratum, 0 to 2 Percent Slopes, and Hueneme Loamy Fine Sand, 0 to 2 Percent Slopes (National Resources Conservation Service, 2019).

Floodplain

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panel 06111C0918F and Panel 06111C0919F, the project area is located within Zone X (Federal Emergency Management Agency, 2021). Shaded Zone X areas are areas that have a 0.2 percent annual chance of flood, areas of one percent annual chance of flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance of flood (see **Figure 3.8-2**).

A Hydrology Memorandum was prepared for the project to document the waterways and drainage features (Kasraie Consulting, 2024). Field observations were conducted and indicate that the hydrological contribution within the project area is primarily by irrigation runoff and precipitation. Flows are conveyed from north to south and are captured in a drainage ditch located on the north side of Hueneme Road. Once the drainage ditch overflows, water sheet flows onto adjacent parcels to the south of Hueneme Road. This occasionally causes flows that flood Hueneme Road (GPA Consulting, 2023).

Figure 3.8-2: FEMA Flood Insurance Rate Map

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3.8.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A hydrology and water quality impact is considered significant if the project would:

(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;

(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

  (i) result in a substantial erosion or siltation on- or off-site;

  (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

  (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

  (iv) impede or redirect flood flows;

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan;

3.8.4 Environmental Impacts

(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The project area is located in the Los Angeles RWQCB. According to the National Wetlands Inventory mapper, there are no protected waterways located within or adjacent to the project area. During construction there is potential for pollutants to be carried by storm water runoff and discharged near the project area. Construction material, dust, and debris could potentially impact the water quality of the 11 drainages and cattail marsh. However, the project would comply with applicable water quality regulations and required regulatory permits such as the NPDES General Permit and Construction General Permit to minimize impacts related to water quality.

In addition, widening of the roadway would result in approximately 339,000 square feet of increased impervious surface area. The surface runoff resulting from increased impervious surface would either enter the relocated drainage ditch to the north, or sheet flow over the existing

roadway to adjacent parcels to the south, which matches the existing condition. With the implementation of BMPs and measures **BIO-1** to **BIO-6**, temporary and long-term operational impacts on groundwater would be substantially minimized. Therefore, the project would result in a less than significant impact related to surface or ground water quality, and no mitigation is required.

(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Widening of the roadway would result in approximately 339,000 square feet of increased impervious surface area; the additional surface runoff would drain as it does now, either into the existing/relocated roadside drainages, or onto adjacent private farmlands. The surface runoff resulting from increased impervious surface would either enter the relocated drainage ditch to the north, or sheet flow over the existing roadway to adjacent parcels to the south, which matches the existing condition. Implementation of the project would not result in a decrease in stormwater runoff into the existing waterways. Therefore, the project would result in a less than significant impact related to groundwater supply and recharge, and no mitigation is required.

(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. An increase in impervious surfaces could increase the velocity of storm water drainage, which could result in increased erosion or siltation. However, the project would be designed to reduce erosion and siltation to the maximum extent feasible. In addition, the project would be conducted in accordance with applicable water quality regulations and regulatory permits and measures **BIO-1** through **BIO-3** would be implemented to reduce the risk of erosion in the project area. Therefore, the project would result in a less than significant impact related to soil erosion, and no mitigation is required.

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than Significant Impact. There are multiple waterways in the project area, including 11 drainage features and a small cattail marsh. Widening the roadway would result in approximately 339,000 square feet of increased impervious surface area. Runoff would be expected to continue to flow into roadside drainages and, once drainages are full, continue to sheet flow across the existing road and onto adjacent parcels to the south, which matches the existing condition. However, with the implementation of BMPs and measures **BIO-1** to **BIO-6**, temporary and long-term operational impacts on runoff water would be substantially minimized. Therefore, the project would result in a less than significant impact related to surface runoff, and no mitigation is required.

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. See discussion in response c.ii) above.

(iv) Impede or redirect flood flows?

No Impact. According to the FEMA Flood Insurance Rate Map Panel 06111C0918F and Panel 06111C0919F, the project area is located within Zone X (Federal Emergency Management Agency, 2021). Shaded Zone X areas are areas that have a 0.2 percent annual chance of flood, areas of one percent annual chance of flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance of flood. The project is not located within a 100-year flood hazard area. Therefore, the project would have no impact related to flood hazards, and no mitigation is required.

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As discussed above in response (c.iv) the project is not located within a flood hazard area. Additionally, the project is not located in a tsunami or seiche zone. Therefore, the project would result in no impact related to risk release of pollutants due to project inundation, and no mitigation is required.

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Relocation of drainages, drainage pipes, drainage inlets, and culvert extensions would result in permanent impacts on approximately 0.01 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.02 acre potentially under CDFW jurisdiction. With the implementation of BMPs and measures **BIO-1** to **BIO-6**, temporary construction impacts would be substantially minimized. In addition, the project would be conducted in compliance with applicable water quality regulations and required regulatory permits to minimize impacts related to jurisdictional waters. Therefore, the project would result in a less than significant impact related to water quality plans, and no mitigation is required.

3.8.5 Avoidance and Minimization Measures

Measures **BIO-1** through **BIO-6** would be implemented to avoid or minimize adverse effects on water quality within the drainages and marsh during construction.

3.9 Noise

This section identifies and evaluates the potential impacts of the project on noise. The chapter includes a discussion of the existing noise setting, construction-related noise impacts resulting from grading and equipment, direct and indirect impacts associated with operations of the project, the impacts of these impacts on the community, and avoidance and minimization measures warranted to reduce or eliminate any identified significant impacts.

3.9.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to noise that are applicable to the project.

State

California Streets and Highways Code, Section 216

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA Leq(h) in the interior of public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. This requirement does not replace the "approach or exceed" NAC criterion for FHWA Activity Category E for classroom interiors, but it is a requirement that must be addressed in addition to the requirements of 23 CFR 772.

If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA Leq(h). If the noise levels generated from freeway and roadway sources exceed 52 dBA Leq(h) prior to the construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project.

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following noise goals and policies would apply to the project (Ventura County, 2020):

- ***Goals***
  - **HAZ-9:** To protect the health, safety, and general welfare of County residents by elimination or avoidance of adverse noise impacts on existing and future noise sensitive uses.
- **Policies**
  - **HAZ-9.1:** The County shall prohibit discretionary development which would be impacted by noise or generate project-related noise which cannot be reduced to meet the standards prescribed in Policy HAZ-9.2. This policy does not apply to noise generated during the construction phase of a project.
  - **HAZ-9.2:** All discretionary development shall be reviewed for noise compatibility with surrounding uses. Noise compatibility shall be determined from a consistent set of criteria based on the standards listed below. An acoustical analysis by a qualified acoustical engineer shall be required of discretionary developments involving noise exposure or noise generation in excess of the established standards. The analysis shall provide

documentation of existing and projected noise levels at on-site and off-site receptors and shall recommend noise control measures for mitigating adverse impacts.

- **HAZ-9.7:** The priorities for noise control shall be as follows:
    1) Reduction of noise emissions at the source.
    2) Attenuation of sound transmission along its path, using barriers, landforms modification, dense plantings, and the like.
    3) Rejection of noise at the reception point via noise control building construction, hearing protection or other means.

The County of Ventura General Plan states noise-generating facilities constructed near noise sensitive receivers shall not generate outdoor noise levels at nearby sensitive receivers exceeding the following standards, as measured at the exterior wall of the building:

- Leq[1H] of 55 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from6:00 a.m. to 7:00 p.m.
- Leq[1H] of 50 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from7:00 p.m. to 10:00 p.m.
- Leq[1H] of 45 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from10:00 p.m. to 6:00 a.m.

3.9.2 Environmental Setting

The information in this section is based on the *Noise Study Report* (see **Appendix I**) (AMBIENT Air Quality & Noise Consulting, 2024). A field investigation was conducted by AMBIENT Air Quality & Noise Consulting, LLC on March 19, 2024, to identify land uses that could be subject to traffic and construction noise impacts from the project. In addition to existing land uses described in Chapter 2, residential dwelling, commercial office, and Agriculture, Utility, Warehouse are the residential land uses permitted by the County for development were also identified within the project area. The noise levels included in the Noise Study Report were based on a build year of 2050 and are compared to the existing conditions for this analysis.

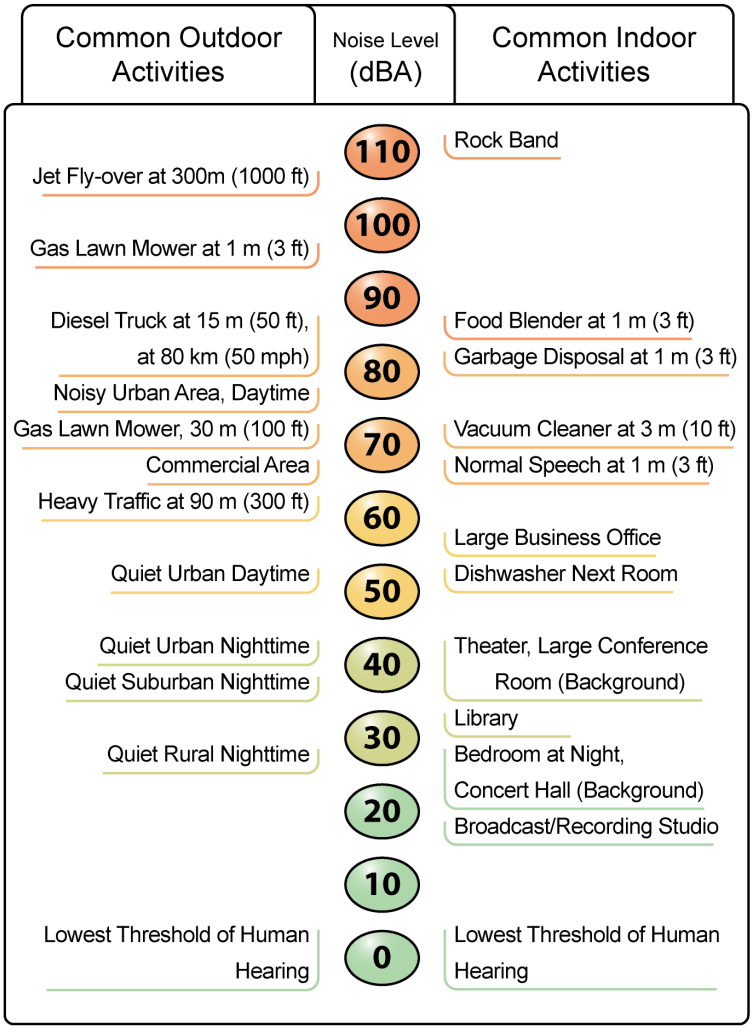
Although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined noise-sensitive outdoor activity areas. Examples of outdoor activity areas include residential backyards and common use areas at multi-family residences (see **Figure 3.9-1**). Typical construction equipment also generate noise that could be audible to nearby land uses (see **Table 3.9-1**). The terrain in the project area is generally flat and existing developed land uses are located at elevations that are roughly equivalent to adjacent roadways. No outdoor areas of frequent human use or undeveloped lands that are currently permitted for future development have been identified in the project area (see **Figure 2.1-3**).

Table 3.9-1: Typical Construction Equipment Noise Levels

Equipment	Maximum Noise Level (dBA at 50 feet)
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Vibratory Pile Driver	101
Concrete Pump	82

Source: (Federal Transit Adminisration, 2018)

Figure 3.9-1: Noise Levels of Common Activities



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Existing Noise Environment

The Noise Study Report indicated that existing noise volume is in the range of 64 to 66 dBA L_{eq}(h) at residences in the residential land uses category. In addition, locations in the commercial office land use are predicted to be 62-64 dBA L_{eq}(h), and 61 to 66 dBA L_{eq}(h) for Agriculture, Utility Warehouse.

Future Noise Environment

The Noise Study Report indicated that noise volume in the design year 2050 is predicted to be in the range of 63 to 65 dBA L_{eq}(h) at residences in the residential land uses category. In addition, locations in the commercial office land use are predicted to be 65-66 dBA L_{eq}(h), and 65 to 68 dBA L_{eq}(h) for Agriculture, Utility Warehouse.

3.9.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A noise impact is considered significant if the project would:

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

(b) Generation of excessive groundborne vibration or groundborne noise levels;

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

3.9.4 Environmental Impacts

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

Less Than Significant Impact. Under CEQA, the baseline noise level is compared to the build noise level. During construction, there may be a temporary increase in noise levels from construction equipment. County thresholds require L_{eq}(h) of 55 dBA or ambient noise plus 3 dBA, whichever is greater, between the hours of 6:00 AM and 7:00 PM. Typical construction equipment noise levels are shown in **Table 3.9-1** above. Construction noise impacts would be short-term, intermittent, and overshadowed by local traffic noise. Therefore, the project would result in less than significant impacts on noise during construction and no mitigation is required.

As mentioned in Section 3.9.2, future L_{eq}(h) ranges for Residential, Commercial Office, and Agriculture, Utility Warehouse, are anticipated to be 63 to 65 dBA L_{eq}(h), 65-66 dBA L_{eq}(h), and 65 to 68 dBA L_{eq}(h), respectively. According to the Noise Study Report, the project would not result in an increase of more than 3 dBA when compared to the existing condition. In addition,

The threshold for these land uses are 67 dBA L_{eq}(h) for Residential, 72 dBA L_{eq}(h) for Commercial Office, and there is no threshold for Agriculture, Utility Warehouse. Predicted noise levels at land uses in the project area during operation would not exceed applicable NAC as a result of the project. Therefore, operation of the project would result in a less than significant impact to noise levels, and no mitigation is required.

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

Less Than Significant Impact. Project operation would not result in increased groundborne vibration in the project area. Project construction includes activities such as the operation of large pieces of equipment (such as heavy trucks and excavators) that could result in the periodic, temporary generation of groundborne vibration. Vibrations during construction may cause a disturbance to nearby land uses, but these impacts would be temporary and cease once construction is complete. Therefore, there would be a less than significant impact with regard to excessive groundborne vibration or groundborne noise levels, and no mitigation is required.

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

No Impact. The project would not be located in the vicinity of a private airstrip, within an airport land use plan area, or within two miles of a public or public use airport. The nearest public airport is located approximately 3.6 miles northwest of the project area. There would be no impact, and no mitigation is required.

3.9.5 Avoidance and Minimization Measures

No avoidance and minimization measures are required for noise.

3.10 Transportation

This section describes the regulatory and existing setting for transportation related to the project area surrounding area. In addition, this section describes the potential impacts related to transportation that would result from implementation of the project.

3.10.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to transportation that are applicable to the project.

State

California Street and Highway Code Sections 660-711, 670-695

Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery, includes regulations for the care and protection of State and county highways and provisions for the issuance of written permits, and requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.

Vehicle Miles Traveled

Pursuant to the requirements of SB 743, the County implemented a VMT approach to analyze traffic impacts. Caltrans established Induced demand, which is necessary in understanding changes in VMT associated with road capacity expansion projects. The project, due to its length of 1.93 miles for roadway widening, does not meet the screening criteria based on project type and, therefore, requires an induced travel analysis. There are two types of induced demand, and both were analyzed for this project. Short-term induced travel is typically a result of the immediate changes in travel speeds and patterns when a new roadway capacity expansion project is opened to traffic, as seen in a "Build" scenario compared to a "No Build" scenario. This short-term induced travel was evaluated using the travel demand model outputs, which compared the net change in VMT due to the project.

Long-term induced travel effects, which consider the influence on land use and growth patterns over an extended period, were evaluated qualitatively for this project. This approach considers the anticipated growth along the project corridor. It's important to note that current travel demand models may not fully capture all the long-term effects, such as changes in trip generation and land use. Five study scenarios were analyzed for short- and long-term induced travel, outlined in Section 3.10.2.

Regional

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The SCAG RTP/SCS is a long-range plan that balances future mobility and housing needs with economic, environmental, and public health goals (Southern California Association of Governments, 2020). The SCAG region is made up of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The RTP/SCS includes input from local and tribal governments, transportation commissions, non-profit organizations, businesses, and local stakeholders.

The strategies outlined in the RTP/SCS aim to help the region meet GHG emission reduction goals, achieve FCAA requirements, preserve open spaces, improve public health, enhance roadway safety, and support the movement of goods and use of resources throughout the SCAG region. The RTP/SCS includes over 4,000 transportation projects within the SCAG region, including highway improvements, railroad grade separations, bicycle lanes, transit, and bridge replacements.

Local

Ventura Countywide Bicycle Master Plan

The 2007 VCBMP provides a broad vision, strategies and actions for the improvement of bicycling in Ventura County. This plan allows the County to maximize funding sources for implementation. To qualify for funding, the State of California requires that applicants have a bicycle master plan adopted or updated within the past five years. This plan is also used to improve safety and encourage cycling. The VCBMP enhances safety for bicyclists through design standards and

guidelines, education, and enforcement. In addition, the VCBMP allows the County to expand the network and support facilities by developing a more comprehensive network to provide full bicycle connectivity between the communities of Ventura County.

Ventura County General Plan

Performance Criteria

As per the General Plan, the County has established the following policies to achieve its transportation goals:

1. **Evaluation of Transportation Impacts:** The County mandates that any changes in General land use designations, zone changes, and discretionary development be subject to an evaluation of their individual and cumulative transportation impacts. This evaluation should be based on VMT as outlined in CEQA Appendix G Guidelines.
2. **Coordination with Caltrans and Cities:** The County commits to working in coordination with Caltrans and local cities to ensure that truck routes are appropriately designed and designated. The objective is to support the safe and efficient movement of goods throughout the county, particularly with a focus on facilitating transportation to the Port of Hueneme.
3. **Elimination of Transportation Gaps:** The County's policy is geared towards eliminating "gaps" in the roadways, bikeways, and pedestrian networks. To achieve this, the County actively plans for and seeks funding to construct necessary improvements that will remove barriers and enhance connectivity within the transportation system. This also includes creating connections that facilitate first and last-mile accessibility to and from public transportation, making it easier for individuals to access and utilize public transit.

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following transportation goals and policies would apply to the project (Ventura County, 2020):

Goal:

- **CTM-1**: To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods

Policies

- **CTM-1.1**: The County shall require evaluation of County General Plan land use designation changes, zone changes, and discretionary development for their individual (i.e., project-specific) and cumulative transportation impacts based on VMT under CEQA pursuant to the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines.
- **CTM-1.2**: County General Plan land use designation changes, zone changes, and discretionary development that would cause an individual (i.e., project-specific) or cumulative significant transportation impact based on VMT under CEQA shall be prohibited unless:
    - There are no feasible mitigation measures available that would reduce the impact to a less than significant level; and

- The County's decision-making body, after balancing, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the project against its unavoidable transportation impact and any other environmental risks, determines that the benefits of the project outweigh the unavoidable adverse environmental impacts and adopt a statement of overriding considerations pursuant CEQA.

- **CTM-1.11**: The County shall coordinate with Caltrans and cities to ensure that truck routes are appropriately designed and designated for the safe and efficient movement of goods throughout the county, particularly to the Port of Hueneme.
- **CTM-1.13**: The County shall work with the Naval Base Ventura County (NBVC) to determine the feasibility of grade separations on unincorporated segments of NBVC mobilization corridors/Strategic Highway Network (STRAHNET) to increase mobility and allow for uninterrupted mission operations and military readiness.

Section 4.2 Regional Multimodal System

- ***Goals***
  - **CTM-2:** To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.
  - **CTM-4:** To ensure that land use and transportation planning efforts in the County are cohesive, mutually supportive, and reduce VMT per capita within the unincorporated area of the County.
  - **CTM-6:** To use emerging technologies and environmentally sustainable practices to increase transportation system efficiency and resiliency.
- ***Policies***
  - **CTM-2.1**: The County shall prepare and adopt Complete Streets Design Guidelines to be used when constructing new roadways or improving existing roadways where Complete Streets would be appropriate/feasible. The Complete Streets Design Guidelines shall employ a context-sensitive approach to planning and designing the road and street network to reflect the distinct agricultural, rural, or urban character of a particular location.
  - **CTM-2.3:** The County shall require discretionary development with access onto a County Road to have the access point(s) designed and built to County standards.
  - **CTM-2.4:** The County shall strive to provide safe operating conditions for all appropriate modes and uses of County roadways.
  - **CTM-2.5:** The County shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels.

- **CTM-2.7:** The County shall coordinate with VCTC to implement and update the Congestion Management Program (CMP). The County shall also encourage consideration of multimodal performance measures as part of future updates to the CMP.
- **CTM-2.12:** The County shall coordinate with cities in the county and VCTC to plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools including colleges and universities, commercial/retail, employment centers, health care service facilities, public transportation, and other points of interest.
- **CTM-2.14:** When designing new bicycle facilities, or modifying existing roadways with bicycle facilities, the County shall prioritize and install features to improve the safety and visibility of bicyclists.
- **CTM-2.15:** The County shall rely on the guidelines and design standards for bicycle and pedestrian facilities established by the California Manual on Uniform Traffic Control Devices and supporting guidelines provided the FHWA, Caltrans, and the American Association of State Highway and Transportation Officials.
- **CTM-2.19:** The County shall continue to examine and update safety metrics for CEQA impact analysis as appropriate. Options include but are not limited to queue spill-back at intersections; mid-block unprotected crossings; and increased crossing distances.
- **CTM-4.1:** The County shall work with Caltrans and VCTC to reduce VMT by:
  - Facilitating the efficient use of existing transportation facilities.
  - Striving to provide viable modal choices that make driving alone an option rather than a necessity,
  - Supporting variable work schedules to reduce peak period VMT, and
  - Providing more direct routes for pedestrians and bicyclists.
- **CTM 6.4:** As part of new roadway planning and design as part of discretionary development, the County shall promote the use of permeable paving and other passive drainage features such as bioswales to prevent flooding, particularly in urban areas.

3.10.2 Environmental Setting

The information in this section is based on the *Vehicle Miles Traveled Analysis Memorandum* (Kimley Horn, 2023) prepared for the project (see **Appendix J**).

Project Area Access

Access to the project area is provided by Edison Drive, Hueneme Road, and Rice Avenue. Rice Avenue becomes SR-1 further north and connects to U.S. Highway 101, a freeway which provides regional access.

Existing Traffic Conditions

Roadway System Description

This section describes the roadway system, including arterials, collectors, and local streets that traverse the intersections within the project area, as described by the Ventura County Road Inventory and Index.

Hueneme Road

Hueneme Road serves as an east-west transportation route covering a distance of approximately 7.5 miles. It is classified as an Other Principal Arterial and also functions as a Major Collector Road. Within the project area, Hueneme Road features two travel lanes for vehicles, with one lane available in each direction. Additionally, dedicated left turn pockets are provided at intersections along this roadway. The posted speed limit in this section of Hueneme Road is set at 55 miles per hour.

Rice Avenue

Rice Avenue serves as a north-south transportation route spanning approximately 5.5 miles. It is designated as a Major Collector Road. Within the project area, Rice Avenue features four vehicle travel lanes, with two lanes dedicated to each direction of traffic. A flush median is present between the travel lanes. At the eastern boundary of the project area, Rice Avenue intersects with Hueneme Road, forming a "T" intersection. At this junction, the existing through lanes transition into exclusive right and left turn lanes. The posted speed limit along this segment of Rice Avenue is established at 55 miles per hour.

Edison Drive

Edison Drive is a north-south Local Street that covers a distance of approximately 1 mile. Within the project area, Edison Drive consists of two vehicle travel lanes, with one lane available for traffic in each direction. Additionally, dedicated left turn pockets are provided at intersections and major driveways along Edison Drive.

At the western boundary of the project area, Edison Drive intersects with Hueneme Road. The current configuration of this intersection includes four vehicle travel lanes on Hueneme Road to the west of Edison Drive, while to east of Edison Drive, Hueneme Road has two vehicle travel lanes. The posted speed limit within this segment of Edison Drive is set at 25 miles per hour.

Arnold Road

Arnold Road is a north-south Local Street with a length of approximately 1.5 miles. Within the project area, Arnold Road features two vehicle travel lanes, with one lane designated for each direction of traffic. To the north, Arnold Road intersects with and terminates at Hueneme Road, forming a "T" intersection. The posted speed limit within this segment of Arnold Road is set at 25 miles per hour.

Olds Road

Olds Road is a north-south Major Collector Road covering a distance of approximately 1 mile. Within the project area, Olds Road is configured with two vehicle travel lanes, with one lane allocated for traffic in each direction. Notably, dedicated bicycle lanes begin at Sanford Street. Additionally, there are dedicated left turn pockets at specific locations, including Ocean View

Junior High School and Etting Road. Around Ocean View Junior High School, flush medians are provided between the travel lanes to enhance safety. In the southern part of the project area, Olds Road intersects with Hueneme Road and forms a "T" intersection, where it ends. The posted speed limit along this section of Olds Road is set at 25 miles per hour.

Casper Road

Casper Road is a north-south Local Street with a length of approximately 1.5 miles. Within the project area, Casper Road is configured with two vehicle travel lanes, with one lane designated for traffic in each direction. To the north, Casper Road intersects with and terminates at Hueneme Road, forming a "T" intersection. The posted speed limit within this segment of Casper Road is set at 25 miles per hour.

Other Transportation

Pedestrian Facilities

There are no existing sidewalks within the project area.

Bicycle Facilities

Bicycle facilities are grouped into the following classifications:

- Shared Use Path (Class I): Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.
- Bike Lane (Class II): Provides a striped lane for one-way bike travel on a street or highway.
- Bike Route/Signed Shared Roadway (Class III): Provides shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.

Bicycles are allowed on all roads throughout the State of California and in Ventura County, with the exception of access-controlled freeways. Consequently, Ventura County considers its entire roadway network to be part of the County's bicycle network, irrespective of the presence of specific striping or signage (Ventura Countywide Bicycle Master Plan, 2007).

The Bicycle Master Plan designates certain roads as preferred routes for bicyclists, and this designation guides Ventura County in developing its primary bikeway network, thus promoting safe and accessible cycling opportunities for the community. Hueneme Road is listed in the Bicycle Master Plan.

3.10.3 Thresholds of Significance

The Ventura County CEQA implementation Document and Ventura County Environmental Checklist state that a project would have a significant impact if it would:

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b);

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

d) Result in inadequate emergency access.

3.10.4 Environmental Impacts

(a) Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Construction Impacts

Less than Significant Impact. Construction is expected to last approximately 18 months; during this period, there will be a temporary increase in construction-related trips from vehicles and construction equipment. These trips will involve the delivery of construction materials and equipment, the operation of construction vehicles for clearing and grading, and the arrival and departure of construction workers. Construction vehicles or equipment along the roadways surrounding the construction area may result in temporary impacts on the circulation system. However, construction-generated traffic would be anticipated to be dispersed over multiple roadways. In addition, construction vehicles and equipment on the roadways surrounding the construction site would only be present short-term and would be removed following construction. Construction-related trips would also be scheduled during off-peak hours, as feasible.

Construction of the project would be required to incorporate recommendations from the Circulation Element of the General Plan, which serves as the overarching framework for transportation goals and policies in the project area, as previously outlined in Section 3.10.1. The proposed improvements to Hueneme Road, including roadway widening, shoulder widening, and the introduction of bicycle lanes and a paved median, are consistent with the objectives in the General Plan. These project features are designed to create a multi-modal transportation environment that improves local access and circulation for bicyclists, pedestrians, and motorists in the surrounding community.

By expanding the roadway, the project would facilitate smoother traffic flow and minimize congestion, making it easier for residents and commuters to navigate the area safely and efficiently. The addition of dedicated bicycle lanes and enhanced pedestrian facilities fosters multi-modal connectivity, which is consistent with the General Plan's vision of providing safe and convenient options for non-vehicular travel and reducing reliance on personal automobiles and contributing to a more sustainable transportation landscape. The project includes safety elements such as a paved median, which helps manage traffic and minimize the risk of accidents, as well as the incorporation of bicycle lanes and improved shoulders, which promotes safe travel for all road users. In addition, the need for the project is identified in local planning documents, such as the 2013 Comprehensive Transportation Plan, which identifies the need for bicycle and pedestrian infrastructure across jurisdictional boundaries; the 2017 Ventura County Bicycle Wayfinding Plan, which identified Hueneme Road as “most stress bicycling;” and the 2024 Ventura County Bicycle Master Plan, which includes the addition of Class II Bicycle lanes on Hueneme Road.

Adopted policies, plans, and programs supporting alternative transportation include AB 1358 California Complete Streets Act, SB 743, and the Circulation element of the General Plan. Therefore, construction activities would not conflict with adopted policies, plans, or programs supporting alternative transportation, and impacts would be less than significant, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Adopted policies, plans, and programs supporting alternative transportation including AB 1358 California Complete Streets Act, SB 743, and the General Plan. The objectives for the project include encouraging active modes of transportation and public transit. To meet these objectives and support alternative transportation, the project would implement road widening, safety improvements for motorists and bicycles, such as bicycle lanes. The project's Class II buffered bicycle lanes promote increased bicycle trips as these dedicated lanes provide a safer and more accessible route for cyclists, encouraging non-motorized transportation alternatives. The addition of extra lanes will reduce travel times during peak hours, reducing traffic related stress and enhance the overall efficiency of the transportation network. By increasing the road's capacity, the project would aim to reduce congestion levels, particularly during rush hour. Reduced congestion leads to shorter commute times and also lower fuel consumption and emissions. The project will enhance safety, including dedicated left-turn lanes at intersections to enhance traffic flow and reduce the risk of rear-end collisions. In addition, the project features improved signage, signalization, lane striping, which all create a safer environment for roadway users. The project would be consistent with adopted plans, policies, and programs addressing circulation and supporting alternative transportation. Therefore, there would be a less than significant impact on applicable plans or policies during operation, and no mitigation is required.

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

In accordance with CEQA guidelines section 10564.3, subdivision (b), transportation projects that either reduce or have no impact on VMT are generally considered to cause a less than significant transportation impact. The project involves widening Hueneme Road, expanding it from a two-lane roadway to a four-lane roadway with various enhancements, including buffered bike lanes, turn lanes, and a paved median. These improvements are expected to increase the capacity of the roadway within the project area, as outlined in *response (a)*.

Construction Impacts

Less than Significant Impact. Construction of the project is expected to last approximately 18 months and would involve the movement of workers to and from the site, heavy equipment deliveries, and material transport. To minimize disruptions, these construction activities are planned to occur within the established hours of operation, specifically between 7:00 a.m. and 8:00 p.m., from Monday to Friday, in full compliance with the noise regulations specified by the County (County of Ventura, 2010).

During the construction period, there may be a temporary increase in local traffic within and near the project area. This increase would primarily be attributed to the movement of construction personnel traveling from nearby population centers to the project area. However, construction of the project will be temporary, and it is anticipated that traffic levels will be reduced following the completion of construction.

Construction equipment traffic accessing the project area would follow the same routes used by construction personnel, primarily via Hueneme Road, which is the main access point for the project area. By adhering to the stipulated construction hours, there could be minor temporary VMT increases during construction; however, a substantial increase in VMT is not anticipated as motorists may look to take alternate routes to avoid the construction. Therefore, there would be a less than significant impact on VMT during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. In the VMT Analysis Report performed by Kimley-Horn, an analysis was performed using the VCTC's model that forecasts VMT. Four study scenarios were analyzed (see **Table 3.10-1**).

VMT Analysis

Short-term Induced Travel

Four study scenarios were analyzed as part of the VMT analysis and are described below:

- Baseline 2016 Conditions: Using the Base Year (2016) model, travel behavior and total VMT were evaluated for the "without Project" conditions.
- Project 2016 Conditions: Using the Base Year (2016) model, travel behavior and total VMT were evaluated for the "with Project" conditions.
- Baseline 2040 Conditions: Using the Future Year (2040) model with projected General Plan land use growth and planned future roadway improvements, travel behavior and total VMT were evaluated for the "without Project" conditions. Additional cumulative projects in the Project vicinity were also included in the model as part of the future land use growth. The project vicinity is defined as the area up to 4 miles from the project and includes cumulative projects ranging from 0.5 mile to 4 miles from the project.
- Project 2040 Conditions: Using the Future Year (2040) model with projected General Plan land use growth and planned future roadway improvements, travel behavior and total VMT were evaluated for the "with Project" conditions. Similar to the No-Build (2040) scenario, the same cumulative projects in the project vicinity were also included as part of the future land use growth.

Long-term Induced Travel

The estimation of long-term induced VMT for the project involved a qualitative assessment. The analysis indicates that there is not expected to be a significant increase in long-term VMT.

The project is not anticipated to facilitate land use growth, as a majority of the land surrounding the project area is agricultural land. Hueneme Road primarily consists of agricultural lands and is

protected by the 2016 Save Open and Agricultural Resources initiative. Therefore, significant land use growth in the future is not expected. As observed from the project 2040 traffic volumes, the Ventura County Transportation Model (VCTM) also considers these land use constraints along the corridor as part of the General Plan. In addition, Hueneme Road is an important part of the National Highway System and serves as the primary truck route between Highway 101 and the Port of Hueneme. The added capacity is anticipated to alleviate congestion caused by slower truck traffic and could potentially suppress the growth-induced travel effect by rerouting automobile travel from adjacent congested roadways.

Given the existing roadway conditions, growth constraints, and the specific role of Hueneme Road in facilitating truck traffic and access to the Port of Hueneme, it is anticipated that any growth induced VMT will not surpass the significant reduction in VMT observed due to short-term induced travel. This suggests that the project is not expected to lead to a substantial long-term increase in VMT.

Project Operation

The primary objective of the project is to lessen the impacts of congestion and enhance overall safety for both vehicular and non-vehicular road users. The project involves widening the existing roadway, which is designed to alleviate chronic traffic congestion, which has been a longstanding issue in the project area. The addition of extra lanes and improved traffic flow will reduce travel times during peak hours, reducing traffic-related stress and enhancing the overall efficiency of the transportation network.

By increasing the road's capacity, the project aims to decrease congestion levels, particularly during rush hours. Reduced congestion not only leads to shorter commute times, but also contributes to lower fuel consumption and emissions, thereby promoting a cleaner and more sustainable transportation environment.

The project addresses safety concerns by incorporating various design modifications including dedicated left-turn pockets at intersections, which enhance traffic flow and reduce the risk of rear-end collisions. In addition, the project includes improved signage, signalization, and lane striping to create a safer road environment for all users.

In addition to the roadway, the project will construct Class II buffered bike lanes, facilitating increased bicycle trips. These dedicated lanes provide a safer and more accessible route for cyclists, encouraging non-motorized transportation alternatives. By promoting cycling as a viable mode of transport, the project actively contributes to reducing vehicular traffic and associated emissions.

The inclusion of dedicated bicycle lanes and enhanced pedestrian facilities promotes a shift in travel behavior. As residents experience improved conditions for cycling and walking, they may opt for these healthier and eco-friendly modes of travel, reducing dependence on personal vehicles and subsequently lowering VMT (see **Table 3.10-1**).

Table 3.10-1: Project VMT Results - Countywide Area

Scenario	Total Daily VMT	Change in VMT	VMT % Change	Lane-Mile % Change
Baseline 2016 Conditions	17,345,708			
Project 2016 Conditions	17,337,703	-9,005	-0.05%	0.02%
Baseline 2040 Conditions	19,510,173			
Project 2040 Conditions	19,494,378	-15,795	-0.08%	0.02%

Source: (Kimley Horn, 2023)

The VMT Analysis Report indicates that there is no significant increase expected in long-term VMT. Implementation of the project shows a reduction of 9,005 VMT in project 2016 conditions and 15,795 in project 2040 conditions due to short-term induced VMT. This analysis is based on land use constraints and the National Highway System and truck routes. The project corridor along Hueneme Road predominantly consists of agricultural lands, which are safeguarded by the 2016 SOAR initiative. These land use protections limit the potential for significant land use growth in the area over time. This aligns with the observed traffic volumes for the design year, which also reflect these land use constraints. Therefore, the existing land use patterns are not expected to substantially change, reducing the potential for long-term induced VMT. In addition, Hueneme Road plays a crucial role as part of the National Highway System and serves as the primary truck route connecting Highway 101 and the Port of Hueneme, operating as an Intermodal Connector (Federal Highway Administration, 2020). The addition of capacity through the project is anticipated to alleviate congestion caused by slower-moving truck traffic. This improved efficiency for freight movement will have a dual effect of suppressing the growth of induced travel, as automobile travel is rerouted from adjacent congested roadways to this newly expanded, more efficient route.

All of the above-mentioned factors minimize any potential growth in long-term induced VMT. The project's added capacity will help alleviate traffic congestion and accommodate the needs of the local agricultural and industrial communities, as well as freight transportation between Highway 101 and the Port of Hueneme.

This assessment suggests that the positive impacts of the project, including reduced congestion and improved transportation efficiency, will outweigh any long-term growth in VMT. The long-term effects on VMT are not anticipated to surpass the reduction observed due to short-term induced travel.

In addition, the project proposes the addition of Class II buffered bike lanes, which is expected to result in an increase in bicycle trips. However, the VCTM model used for VMT analysis does not account for mode shifts from vehicle to bicycle trips, so the VMT summaries do not include any trip reductions due to these mode shifts associated with the implementation of the bike lanes.

To estimate the bicycle demand, the methodology described in the National Cooperative Highway Research Program (NCHRP) Report 552 was utilized. Bicycle trips were estimated based on demographic factors and the proximity of residences to the proposed bike lanes on Hueneme Road. The methodology provides estimates for high, medium, and low bicycle demand. For a conservative approach, medium estimates were used, with an average one-way daily trip length of only 3 miles, to determine the VMT reductions attributable to induced bicycle trips (see **Table 3.10-2**).

Table 3.10-2: VMT Reductions from Induced Bicycle Demand

Scenario	Daily New Bike Trips	Change in VMT
Baseline 2016 Conditions	-	-
Project 2016 Conditions	28	-166
Baseline 2040 Conditions	-	-
Project 2040 Conditions	32	-193

Source: (Kimley Horn, 2023)

Project implementation shows a reduction of 166 VMT in project 2016 conditions and 193 VMT in project 2040 conditions due to a mode shift from vehicle trips to bicycle trips.

As outlined in **Table 3.10-1** and supported by the VCTM analysis, the implementation of this project is projected to result in a decrease in VMT by 9,005 in project 2016 conditions and by 15,795 in project 2040 conditions Therefore, the project will have a less than significant impact regarding CEQA Guidelines Section 10564.3, subdivision (b) and no mitigation is required.

(c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The project improvements are designed to adhere to current safety and geometric standards, in accordance with the General Plan. Additionally, all other roadways and transportation facilities within the project area are expected to meet or exceed safety and performance standards established by the County.

The General Plan includes measures to enhance pedestrian safety on arterial and collector roads. The project's roadway improvements, such as a paved median, bicycle lanes, and widened shoulders, are specifically designed to reduce geometric hazards and enhance overall safety. While there are agricultural properties adjacent to the project area that may require the movement of farm equipment, the majority of these properties have their own access roads, and the project is not expected to encourage the use of farm equipment on the widened roadway.

For construction-related oversize vehicle loads, the project will comply with the permit-related requirements of the California Vehicle Code and California Streets and Highway Code. California

Highway Patrol escorts may be required at the discretion of Caltrans and Ventura County, as specified in respective oversized load permits.

The project does not introduce any design features or utilize vehicles with incompatible uses that would create a hazard on the surrounding roadways. Therefore, there is anticipated to be a less than significant impacts on hazards due to geometric design features, and no mitigation is required.

(d) Result in inadequate emergency access?

Less than Significant Impact. Construction of the project could potentially introduce construction-related traffic that may interfere with emergency response to the project area or emergency evacuation procedures during unforeseen events such as wildfires or chemical spills. This traffic could also affect the emergency response to properties in the vicinity of the project. While the construction-related traffic may lead to temporary delays in emergency response times, these delays are not expected to result in inadequate emergency access. The County would coordinate with emergency services before construction, and any lane closures required during construction would be temporary. The project would maintain continuous access on Hueneme Road; any traffic control implemented would, at maximum, reduce traffic to one lane temporarily, but no detour routes would be required.

The project does not necessitate any permanent road closures or detours that would significantly disrupt emergency access. Although the roadway may temporarily be reduced to one open lane during construction, this is expected to be a short-term condition, and once construction is complete, emergency access is anticipated to improve due to the anticipated reduction in VMT. Therefore, there is anticipated to be a less than significant impact on emergency access, and no mitigation is required.

3.10.5 Avoidance and Minimization Measures

No avoidance or minimization measures are required for transportation.

3.11 Tribal Cultural Resources

This section identifies and evaluates the potential impacts of the project on tribal cultural resources. The chapter includes a discussion of the existing setting, construction-related tribal impact, direct and indirect impacts associated with operations of the project, the impacts of these impacts on the community, and avoidance and minimization measures warranted to reduce or eliminate any identified significant impacts.

3.11.1 Regulatory Setting

The following regulatory setting is a summary of the plans, policies, and regulations that protect tribal cultural resources, and that are also applicable to the project.

State

Assembly Bill 52

AB 52 requires consultation with Native American tribes during the preliminary phases of a construction project to determine how/if tribal cultural resources could be affected. The consultation process includes, after the NOP is distributed, California Native American tribes will submit written requests to participate in consultations. Following that, lead agencies are required to provide notice to tribes that requested to participate in consultations that an application package is complete, of which tribes have 30 days from receipt of the notice to request consultation. Within 30 days of receiving the request for consultation, lead agencies have an additional 30 days to initiate the consultation. Consultations are complete with lead agencies and tribes have agreed on measures to reduce impacts on tribal cultural resources, or after reasonable effort in good faith has been made.

Senate Bill 18

SB 18 requires local governments to consult with California Native American tribes identified by the NAHC for the protection of tribal cultural resources. SB 18 allows California Native American tribes to be involved in land use decisions at an early state of planning to help protect or reduce impacts on tribal cultural resources.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

This code requires work to halt and remain halted if human remains are found until a coroner has investigated the remains. If the coroner determines that the remains are those of a Native American, the NAHC shall be contacted by telephone within 24 hours of that determination being made.

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following tribal cultural resources goals and policies would apply to the project (Ventura County, 2020):

- ***Goals:***
    - **COS-4:** To identify, inventory, preserve and protect cultural, historical, paleontological, and archaeological resources in Ventura County, including Native American resources, for their scientific, educational, and cultural value.
- ***Policies:***
    - **COS-4.2(b):** For discretionary projects, the County shall request local tribes contact information from Native American Heritage Commission, to identify known tribal cultural resources. If requested by one or more of the identified local tribes, the County shall engage in consultation with each local tribe to preserve, and determine appropriate handling of, identified resources within the county.
    - **COS-4.4:** The County shall require that all discretionary development projects be assessed for potential tribal, cultural, historical, paleontological, and archaeological resources by a qualified professional and shall be designed to protect existing resources. Whenever possible, significant impacts shall be reduced to a less-than-significant level

through the application of mitigation and/or extraction of maximum recoverable data. Priority shall be given to measures that avoid resources.

3.11.2 Environmental Setting

California is divided into 11 geomorphic provinces, each naturally defined by unique geologic and geomorphic characteristics. The project is located in the northwestern portion of the Transverse Range geomorphic province. The Transverse Range province is distinguished by east-west trending mountain ranges and valleys, in contrast to the respective northwest-southeast trend in the provinces to the north and south. The Transverse Range extends west to include the San Miguel, Santa Rosa, and Santa Cruz Islands to the west, and east to include the San Gabriel and San Bernardino Mountains and the San Andreas Fault, and locally extends south to a series of faults along the southern base of the Santa Monica Mountains (Duke Cultural Resources Management, 2024).

Locally, the project and surrounding area are within the Ventura Basin Province, defined to the north by the Santa Ynez and Big Pine Faults, to the northeast and east by the San Andreas Fault, and to the south by the Santa Monica-Malibu Coast fault system (Duke Cultural Resources Management, 2024). A result of the actively rising Ventura Avenue Anticline immediately north of Ventura, the Ventura Basin has been a productive oil field for almost 150 years (Duke Cultural Resources Management, 2024).

The project is located on the Oxnard Plain which has been formed chiefly by the deposition of sediments from Santa Clara River and Calleguas Creek before they flow into the Pacific Ocean (Duke Cultural Resources Management, 2024). The Holocene age deposits within the Oxnard Plain are estimated to range between 200 and 250 ft. (61m to 76m) thick (Duke Cultural Resources Management, 2024). Hueneme Series soils predominate within the project APE made up of sandy loam and loamy sand. Hueneme Series sandy loams typically do not have an “A Horizon” but instead have stratified sand loams and silt loams to as deep as 65 inches below the surface (Natural Resource Conservation Service, 2015). The alluvial deposits from these rivers are generally a few hundred feet thick and lie over Pleistocene and Pliocene sedimentary rocks (Duke Cultural Resources Management, 2024). Despite the fact that soils beneath Hueneme Series have not been mapped on the NRCS website or in other sources consulted for this report, mapping of the surficial and near surface soils clearly shows deep stratification within a delta like environment that, without modern channelization and other water control features, have the potential to frequently and deeply deposit sediments. These sediments can deeply bury archaeological deposits.

Field Survey

On January 11, 2024, Duke Cultural Resources Management Archaeologist Morgan Beigle conducted an intensive survey of project ADI. Survey transects were spaced approximately 15 meters (49 feet) apart. The survey included both the north and south sides of Hueneme Road between Edison Drive and Rice Avenue. The surface visibility within the project limits was 0 to 40 percent. Most of the area within the project’s ADI is paved and is surrounded by agricultural land on the north and south sides with utility poles that line either side of Hueneme Road. The area of

the proposed work is primarily paved and predominately in the ROW. Exposed sediment adjacent to the pavement is highly disturbed soil that has been tilled numerous times for irrigation and agricultural purposes and consists of ashy brown silt. There are sporadic irrigation ditches extended all along the east and west side of Hueneme Road, where the pavement meets the agricultural land. The ditches were approximately 2-3 feet (0.6-0.9 meters) wide and approximately 3-5 feet (0.9-1.5 meters) below current road grade.

AB 52 Consultation

A meeting was held on January 29, 2024, between the County and the Coastal Band of the Chumash Nation (tribe). As a result of the discussions, the tribe would like to monitor for ground disturbing activities related to ditch relocation, SCE's power pole relocation, and any scraping/grubbing required to prepare the site. In addition, the tribe would like to reserve the right to determine if additional monitoring may need to be required. The tribe would also like to conduct pre-construction training for construction workers prior to the initiation of construction.

3.11.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A tribal cultural resource impact is considered significant if the project would:

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

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

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

3.11.4 Environmental Impacts

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

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

Less than Significant Impact. SB 18 and AB 52 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources. As outlined above, the County sent letters to 10 Native American representatives identified by NAHC, notifying them of the project in accordance with SB 18 and AB 52. One California Native American tribe, the Coastal Band of the Chumash Nation (Tribe), requested consultation. The Tribe acknowledged the project location is in close proximity to known culturally sensitive resources and has the potential to unearth cultural resources. Based on the consultation conducted, no tribal cultural resources were identified.

As described previously, the site has a long history of ground disturbance from previous agricultural uses and development. This indicates that the topsoil has been regularly disturbed over the past 86 years. The extensive previous excavation, re-compaction, and fill soils onsite have limited the potential of the site to contain tribal cultural resources.

The project would excavate onsite soils to a minimum of 12-14 inches below the surface. The soils would be reconditioned and recompacted as engineered fill to support the project. The depth of the excavation is within the previously disturbed soil depths, which further reduces the potential of the project to result in impacts related to tribal cultural resources. Overall, the project area does not include resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; and due to the extent and depth of previous ground disturbances throughout the site, the potential for tribal cultural resources is limited. If the project changes, and access and construction to additional areas is necessary, additional surveys would be required for locations outside of the previous survey area (**TRC-1**). In addition, measures **TRC-3** through **TRC-5** would be implemented to reduce potential impacts to Native American resources. Therefore, impacts to tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources, or other register of historical resources would be less than significant, and no mitigation is required.

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

Less than Significant Impact. No Sacred Lands were documented at the NAHC. Ten Native American groups were contacted, and the Coastal Band of Chumash Indians and the Gabrieleno/Tongbva San Gabriel Band of Mission Indians stated that they would like to monitor ground disturbing activities related to the ditch relocation, SCE's power pole relocations, and any scraping/grubbing required to prepare the site for construction. It is not anticipated that there are any tribal resources within or adjacent to the project area, as the area is previously disturbed as a result of the construction of Hueneme Road, utilities along the roadway, and agricultural uses

beyond the road. If previously unidentified cultural materials are un-earthed during construction, avoidance and minimization measure **TRC-2** would be implemented, halting work in that area until a qualified archaeologist can assess the significance of the find. Therefore, impacts related to PRC Section 5024.1 are anticipated to be less than significant, and no mitigation is required.

3.11.5 Avoidance and Minimization Measures

TRC-1 If project limits are extended beyond the current survey limits, additional surveys will be required.

TRC-2 If previously unidentified cultural materials are un-earthed during construction, work be halted in that area until a qualified archaeologist can assess the significance of the find.

TRC-3 During AB52 Consultation with the Coastal Band of the Chumash Nation, Native American monitoring was requested. A Native American monitor shall be retained for all ground-disturbing activities associated with the drainage ditch relocation on the north side of Hueneme Road, the SCE power pole relocations, and any scraping/grubbing required to prepare the site.

TRC-4 Prior to construction, the County will provide a complete list of equipment to be used for construction of the project and will coordinate as needed with the tribe to identify any additional concerns.

TRC-5 Prior to construction, the Coastal Band of the Chumash nation will conduct worker awareness training related to Tribal Cultural Resources.

3.12 Utilities and Service Systems

This section describes the affected environment and regulatory setting for utilities and service systems related to the project area and surrounding area. In addition, this section describes the potential impacts related to utilities and service systems that would result from implementation of the project.

3.12.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to utilities and service systems that are applicable to the project.

State

California AB 939

California AB 939 requires each jurisdiction to divert at least 50 percent of its waste stream away from landfills either through waste reduction, recycling, or other means.

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following utilities and service systems goals and policies would apply to the project (Ventura County, 2020):

- ***Goals***
  - **PFS-4:** To ensure the adequate provision of individual and public wastewater collection, treatment, reclamation, and disposal operations and facilities to meet the county's current and future needs in a manner that will protect the natural environment as well as public health, safety, and welfare.
  - **PFS-5:** To maximize recycling, reuse, and composting of solid waste and ensure the safe handling and disposal of the remaining solid and hazardous waste.
  - **PFS-6:** To provide adequate surface drainage and flood control facilities to protect public health and safety.
  - **PFS-7:** To promote the efficient distribution of public utility facilities and transmission lines to ensure that public utilities are adequate to service existing and projected land uses and are sited and constructed to avoid hazards and land use incompatibility.
  - **PFS-11:** To protect the public through effective law enforcement, disaster preparedness, and emergency services.
- ***Policies***
  - **PFS-5.9:** The County shall encourage applicants for discretionary development to employ practices that reduce the quantities of wastes generated and engage in recycling activities to further reduce the volume of waste disposed of in landfills.
  - **PFS-6.6:** The County shall retain drainage courses in their natural state to the extent feasible.
  - **PFS-7.4:** The County shall require discretionary development to place new utility service lines underground if feasible. If undergrounding is determined by the County to be infeasible, then new utility service lines shall be placed in parallel to existing utility rights-of-way, if they exist, or sited to minimize their visual impact.
  - **PFS-7.8:** The County shall encourage location and construction of all transmission lines in a manner which minimizes disruption of natural vegetation and agricultural activities and avoids unnecessary grading of slopes when not in conflict with the rules and regulations of the California Public Utilities Commission.

3.12.2 Environmental Setting

Descriptions of the utilities in the project area are based on the information in the project plans and online sources.

Energy

Electricity is supplied to the project area by SCE. SCE operates 125,000 miles of distribution and bulk transmission lines, delivering power to 15 million people in 50,000 square miles across central, coastal, and southern California (Southern California Edison, n.d.). The company's energy supply comes from natural gas, hydroelectric, nuclear, solar, and fuel sources. SCE owns and operates several overhead and underground transmission and distribution lines in the project area. The overhead poles are located along Hueneme Road.

Sempra Utilities provides natural gas to the project area. Sempra is one of the largest energy distributors in the world, serving nearly 40 million consumers in the U.S., Mexico, and global energy markets (San Diego Gas and Electric Company, n.d.). Within the project area, there is a gas transmission main along Hueneme Road near Edison Drive.

Water and Wastewater

United Water Conservation District (UWCD) provides water services within the project area. The primary sources of water include the Oxnard Basin, Pyramid Lake, or Castaic Lake. (United Water Conservation District, 2021). Calleguas Municipal Water District (CMWD), Ocean View Municipal Water District (OVMWD), U.S. Navy, and City of Oxnard also run water and sewer lines parallel to Hueneme Road. On the north side of Hueneme Road, UWCD operates a 12-inch water line, the City of Oxnard operates a 36-inch recycled water line, CMWD operates a 48-inch brine line, and the U.S. Navy operates a 12-inch sewer line. On the south side of Hueneme Road, OVMWD operates a 16-inch water line and the City of Oxnard operates a 20-inch recycled water line.

Storm Drains

Stormwater drains into one of the 11 drainages within the project area. These drainages convey mixed flows from roadway and agricultural runoff into one of four culverts, then discharging these flows from the project area into the larger stormwater conveyance system (Kasraie Consulting, 2024).

Telephone, Cable, and Fiber Optics

There are several telephone, cable, and fiber-optic lines within the project area, which run along the north and south sides of Hueneme Road. These lines are operated by AT&T and Verizon. In addition, Frontier Communications facilities are located on the SCE overhead poles.

Solid Waste

The Integrated Waste Management Division (IWMD) of Ventura County provides services for solid waste pickup in the project area. The primary services offered include trash, recycling, and green waste. IWMD oversees the operation of landfills that would accept the solid waste generated during proposed construction activities. The closest landfills and transfer stations to the project area are SA Recycling, Santa Clara Valley Disposal, and Vulcan Materials.

3.12.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G

of the CEQA Guidelines. A utilities and service systems impact is considered significant if the project would:

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

(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;

(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

3.12.4 Environmental Impacts

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

Less than Significant Impact. The existing non-contiguous drainage ditch on the north side of the roadway would be shifted north to accommodate the widening of the road. Roadway and drainage modifications could result in impacts on water quality. Avoidance and minimization measure **UTL-1** would be implemented during construction could include, but would not be limited to, the installation of earth dikes, drainage swales and ditches, silt fences, wattles, desilting basins, and stormwater drain inlet protection. These BMPs would be implemented in compliance with the CWA, the Porter-Cologne Water Quality Control Act, and the County's Stormwater Program. Temporary stormwater drainage facilities would be installed within the limits of the construction site, and no environmental effects would result from the installation of these facilities. With implementation of the temporary stormwater drainage BMPs listed above, impacts on stormwater drainage systems would be less than significant and no mitigation is required.

The project would require three traffic signal modifications, three drainage pipe and drainage inlet relocations, seven culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. A gas transmission main owned by Sempra Utilities is located along Hueneme Road near Edison Drive; the gas transmission main may be impacted during construction. All utility relocations would be conducted in coordination with the service providers. The project would require construction of new utility connections, relocations and undergrounding of utilities, and other utility improvements. Utility installation and relocations would be limited to within the project area, where there are little to no known sensitive resources. As such, no significant environmental effects are anticipated during project construction. During construction

activities, the County would coordinate with service providers to ensure that there are no disruptions in utility services. In addition, avoidance and minimization measure **UTL-2** would be implemented to reduce the risk of damage to utilities during construction. Therefore, impacts on electric power, natural gas, and telecommunications facilities would be less than significant and no mitigation is required.

(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. Project construction would require the use of a minimal amount of water for dust control, compacting material for the road base and subgrade, and dewatering drillholes. The operation of the project would not require the use of water. Therefore, the project would result in a less than significant impact related to water supplies available to serve the project and reasonably foreseeable future development and no mitigation is required.

(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The project would not require the need for wastewater treatment. Therefore, the project would result in no impact on wastewater treatment capacity, and no mitigation is required.

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact. A minimal amount of solid wase would be generated during construction. Solid waste from the project would be collected and disposed of at one or more of the following landfills and transfer stations:

- SA Recycling, Oxnard
- Santa Clara Valley Disposal, Ventura
- Vulcan Materials, Oxnard

No solid waste would be generated during project operation. Therefore, the project would not result in a permanent increase in solid waste generation. All solid-waste-generating activities within the County are subject to the requirements set forth in California AB 939 (California Integrated Waste Management Act), which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Subsequently, Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate. In addition, County Ordinance 4421 requires permit applicants working on construction and demolition projects within the unincorporated areas of the county to practice waste prevention. The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. In addition, the project would comply with federal, state,

and local management and reduction statutes and regulations related to solid waste. Therefore, the project would result in a less than significant impact on solid waste management, regulations, generation, and local infrastructure capacity, and no mitigation is required

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Operation of the project would not result in the long-term generation or disposal of solid waste. The disposal of solid waste during construction would be short-term, and would be conducted in compliance with federal, state, and local statues and regulations related to solid waste. Therefore, there would be no impact on regulations related to solid waste, and no mitigation is required.

3.12.5 Avoidance and Minimization Measures

UTL-1 Temporary stormwater drainage measures to prevent polluted runoff in the construction site shall include, but not be limited to, the installation of earth dikes, drainage swales, and ditches, silt fences, desilting basins, and stormwater drain inlet protection.

UTL-2 The location of underground utilities shall be confirmed prior to proposed construction activities by contacting the Underground Service Alert of Southern California (DigAlert). If necessary, the County shall work in close coordination with utility providers to develop a relocation plan to minimize possible impacts and disruption to service utilities.

3.13 Mandatory Findings of Significance

3.13.1 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A mandatory finding of significance is considered significant if the project would:

(a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

(b) Have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

(c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

3.13.2 Environmental and Mitigation Measures

(a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Construction Impacts

Less than Significant Impact. Sections 3.4 through 3.12 address and disclose all potential environmental effects associated with proposed construction activities, which are summarized in **Table ES-1**. Proposed construction activities would result in temporary impacts to the quality of the environment, which include the following:

- The use of construction equipment would also increase emissions of criteria air pollutants that would result in temporary impacts related to air quality and greenhouse gases.
- Removal of habitat and increased noise, vibration, light, carbon dioxide emissions, and human activity could impact wildlife.
- Excavation and other ground-disturbing activities could result in unanticipated fossil discovery and/or unearthing of buried archaeological remains, including prehistoric Native American remains.
- Proposed construction activities, including the remediation of contaminated soils would generate hazardous wastes and materials.
- Construction activities could result in erosion and increase sediments in stormwater runoff or generate dust.
- The use of construction equipment, which include dozers, pavement breakers, core drills, industrial saws, motor graders, rollers, backhoe loaders, trench diggers, soil compactors, and pavers, would temporarily generate additional noise and vibration in the project area.
- The presence of construction equipment could result in temporary congestion on roadways and delays to emergency service providers.

As discussed in the *Biological Resources* and *Cultural Resources* sections of this EIR, the project would not substantially degrade the quality of the environment. Avoidance and minimization measures from these sections would be implemented to reduce the risk of environmental degradation. Therefore, the project would result in a less than significant impact on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California history or prehistory, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Sections 3.4 through 3.12 address and disclose all potential environmental effects associated with operation of the project, which are summarized in **Table ES-1**. Operation of the project would not result in potentially significant impacts to the quality of the environment.

The project would comply with required laws, permits, ordinances, and plans. Implementation of the mitigation measures and BMPs found in Sections 3.4 through 3.12 would help minimize potential environmental effects. Therefore, impacts during the operation of the project would be less than significant, and no mitigation is required.

(b) Have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Less than Significant Impact. According to 14 CCR § 15355, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact when added to other closely related past, present, and reasonably foreseeable future projects. Current projects within two miles of the project area are listed in **Table 4.1-1**.

Construction of 6001 Arcturus Avenue Outdoor Storage Yard Project and Arcturus Warehouse LLC may occur at the same time as the project. Both projects would result in temporary impacts related to air quality, noise, and traffic; however, these would be short-term. The project would not result in impacts which would be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Therefore, the project would result in a less than significant impact, and no mitigation is required.

(c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Construction Impacts

Less than Significant Impact. Sections 3.4 through 3.12 address and disclose all potential environmental effects associated with proposed construction activities, which are summarized in **Table ES-1**. As described above, proposed construction activities would result in temporary impacts to the quality of the environment, which could result in direct and indirect effects on human beings, including:

- Health risks associated with greater pollutant emissions and exposure to hazardous wastes and materials.
- Sensitivity to increased noise and vibration.

- Traffic and transportation impacts from temporary lane closures and the movement of construction equipment/vehicles.

Proposed construction activities would comply with required laws, permits, ordinances, and plans. Implementation of avoidance and minimization measures, outlined above in Section 3, would avoid or minimize impacts during construction. Therefore, there would be a less than significant impact and no mitigation is required.

Operational Impacts

Less than Significant Impact. Sections 3.4 through 3.12 address and disclose all potential environmental effects associated with the operation of the project, which are summarized in **Table ES-1**. As described above, the operation of the project would result in potential impacts to the quality of the environment, which could result in direct and indirect effects on human beings, including:

- Health risks associated with increased criteria air pollutant emissions during operation.

Operation of the project would comply with required laws, permits, ordinances, and plans. Implementation of the mitigation measures and BMPs, identified throughout Section 3**,** would reduce impacts to less than significant. Operation of the project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there would be a less than significant impact, and no mitigation is required.

4.0 OTHER CEQA CONSIDERATIONS

This section of the EIR addresses other environmental considerations and topics that are mandated under CEQA. These topics include Cumulative Impacts, Alternatives Analysis, Growth-Inducing Impacts, Significant Environmental Effects, Significant and Irreversible Environmental Changes, and Energy Conservation.

4.1 Cumulative Impact Analysis

Section 15130(a) of the CEQA Guidelines requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. As defined in Section 15355 of the CEQA Guidelines, cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. "Cumulatively considerable" means that the incremental effects of the project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The following sections provide information on past, current, and probable future projects at the project area and vicinity and describe whether there are cumulative impacts from the project and if those impacts are cumulatively considerable.

4.1.1 Past Projects

Previous sections of this EIR have described the existing conditions at the project area. The existing environmental conditions provide useful information on past projects. As discussed in preceding sections, existing development of the project area and vicinity includes Teto's Produce, East Farms, Solimar Farms, Laubacher Berry Farms, and Southland Sod Farms. Anacapa Fresh Logistics is located immediately to the east of the project area.

4.1.2 Current and Probable Future Projects

Within the project study area, 58 proposed developments are under review (see **Table 4.1-1** and **Figure 4.1-1**).

Table 4.1-1: Current and Future Development Projects

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Vehicle Storage	Outdoor vehicle storage on vacant 34 acre lot, to be screened from view from roadway; development includes 240 sq ft security guard office trailer, light fixtures, and perimeter fence with landscape screening. APN: 231-0-092-245, 231-0-092-105	This project is located one mile west of the project area.	This project is currently under construction.	City of Oxnard
Daya Enterprises Gas Station	This project includes the construction of a 3,000 convenience store and fueling station.	This project is located 0.7 mile west of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Pantoja Trucking	This project includes the construction of a warehouse/shipping facility with outdoor vehicle storage and offices.	This project is located 0.6 mile west of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Pantoja Trucking	This project includes the construction of a 2.81 acre undeveloped lot to accommodate overflow truck parking for the operation of an existing freight yard.	This project is located 1.6 mile west of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
6001 Arcturus Avenue Outdoor Storage Yard Project	Proposal to operate a surface storage and parking facility to store shipping containers, tractors, trailers, trucks, automobiles, and other port related storage material on a 9-acre site	This project is located 0.6 mile southwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Arcturus Cold Storage	This project includes the construction of a 103,705 square foot, steel framed cold storage building with 36 truck loading docks and 270 truck/container storage spaces, container storage area with 90 containers stacked three levels high, and a 48 space vehicle parking lot.	This project is located 0.3 mile south of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Garden City Labor Camp Apartment Complex	This project includes the demo 5 of the 8 structures and construct two apartment buildings to accommodate 24 studio & six, 1-bedroom restricted special needs affordable units & one manager unit. Three remaining structures will accommodate maximum capacity of 77 bed for farmworker housing. 5600 & 5690 Cypress Road.	This project is located 0.4 mile northwest of the project area.	This project is currently under construction	City of Oxnard

Cypress Place at Garden City	This project includes all-affordable 150 dwelling unit apartment complex on 5.22 acre site. 3-story buildings with units ranging between 572 and 1,012 sf in size; Includes learning center & maintenance buildings.	This project is located 0.4 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Duplex with ADU	This project includes a 2,943 square foot duplex with a 984 square foot detached garage that has an attached 2nd floor 984 square foot ADU. 5905, 5909, 5913 Saviers Road	This project is located 0.4 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Single Family Home with an ADU	This project includes the conversion of an existing 1,840 square foot church to a 1,296 square foot SFD, with an attached 408 square foot garage, and an attached 586 square foot ADU	This project is located 0.6 mile northwest of the project area.	A building permit has been issued. Timing of construction has not been determined.	City of Oxnard
Cypress Court Tiny Home Duplex	This project includes the development 30 dwelling units consisting of 15 one-bedroom units, 3 studio units, and 12 loft units ranging from 383 to 511 square feet in size.	This project is located 0.5 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Pleasant Valley Plaza	This project includes a remodel of exiting shopping center, construct new 11,392 sf commercial/retail building with related site improvements to parking, landscaping, lighting, signage, etc.	This project is located 0.9 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Etting Road Affordable Apartments	This project includes the construction of 58 affordable apartment units for farmworkers and veterans.	This project is located 1.1 miles north of the project area.	This project is currently under construction	City of Oxnard
Dansk Phase 2	This project includes the development of 46 unit, two story apartment building on 1.05 acres. Requested zone change, general plan amendment and PD overlay.	This project is located 1.2 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Albany Apartments	This project includes the development of 19 Residential Apartment Units on three combine lots of approximately 53,975 Square Feet. 2929 and 2931 Albany Drive	This project is located 1.7 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Detached Dwelling	This project includes the construction of a detached two-story, 1,500 square foot single family residence with five total garage spaces on a 16,700 square foot developed lot with two existing homes	This project is located 2.3 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Wireless facility	This project includes the construction of a new 70' tall mono-eucalyptus tree and associated equipment ground enclosure in the parking lot of a regional commercial shopping center (Port Place Shoppes)	This project is located 2.7 miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Fast Food - Ives Avenue	This project includes the demolition of existing events center (existing monument sign and public art will remain on site) Development of: 2,533 square-foot fast food restaurant with drive thru Related improvements (parking, trash enclosure, sidewalks, patios, landscaping)	This project is located 2.2 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Mister Softee Mobile Food Commissary	To allow for the renovation and tenant improvement of an existing 8,400 sq. ft. warehouse building on a 23,286 sq. ft. parcel. The project proposes the conversion of a 4,290 sq. ft of existing tenant space into a new mobile food commissary and will also include a 530 sq. ft. truck wash area and 222 sq. ft. trash enclosure within 9,458 sq. ft. of existing yard space.	This project is located 2.7 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
C Street Apartments	This project includes 18 Unit apartment complex on 0.85 acre site. 1227 & 1239 South C Street, Oxnard CA	This project is located three miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Billboard Lofts	This project includes the construction of a 5-story building to include 51 condominiums and 4,024 square-feet of commercial space. APN: 202-0-183-120, -110, -100	This project is located 3.3 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined	City of Oxnard
C Street Apartments	This project includes the construction of a 5-story, 175-unit apartment building. Structure will be podium structure with parking and retail space on ground floor with 4 levels of studio, 1-bed and 2-bed units. APN: 202-0-135-035	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
19 Unit Apartment Complex	19 unit, four-story apartment complex on a 21,000 square foot vacant site (0.48-acre). One to three bedroom units on upper floors with parking on ground level. (Across Oxnard Community Park East) APN 202-0-152-305, 315, & 325	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
637/643 South C Street Apartment	57,274 square foot 5-story mixed use apartment building with 36 residential units (4 affordable), 20 parking spaces, 1,619 square-feet of non-residential space and open space on a 0.32-acre project site.	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
613 South C Street Apartment	26,308 square foot 5-story mixed use apartment building with 20 residential units (2 affordable), 12 parking spaces, 656 square-feet of non-residential space, and 1,053 square-feet of open space on a 0.16-acre project site	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
SA Recycling	This project includes the demolition and reconfiguration of an existing recycling outdoor operation on a 2 acre site and relocate 2,400 square foot modular office building. On and off-site improvements include perimeter curb, gutter, sidewalk landscaping, and new vehicular entrances.	This project is located 3.4 miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Central Terrace Apartments	Construction of a 5-story building, 88 unit podium style apartment building.	This project is located 3.4 miles northwest of the project area.	This project is currently under construction.	City of Oxnard

Aspire Apartments	Construction of a 5-story building, 88 unit podium style apartment building.	This project is located 3.4 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
5th Street Banquet Hall	Convert a portion of an existing office building to an assembly hall and event facility and construct a 2,274 square-foot addition.	This project is located 3.6 miles northwest of the project area.	This project is currently under construction.	City of Oxnard
Wireless facility	New 70' tall mono-eucalyptus tree and associated equipment ground enclosure in the railroad right-of-way near the northeast corner of the intersection of 5th Street and Rose Ave	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Roosevelt Duplex	New 4,000 SF attached duplex	This project is located 3.7 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Castro Residence	Construction of 1768 Square feet single family residence with two car garage	This project is located 3.8 miles north of the project area.	Active	City of Oxnard
105 S Roosevelt Multi-Family	Construction of a two-story 1,760 square-foot residential building on an existing 8,400 square-foot R-2 lot	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Single-Family Residence	Construct a 2,115 square-foot single-family residence with an attached two-car garage on a 6,925 square-foot lot located within the La Colonia Neighborhood.	This project is located 3.7 miles north of the project area.	This project is under construction.	City of Oxnard

Urban Lofts	20 unit, five story apartment building on .16 acres. Includes a ground floor commercial unit.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Navigation Center	Active homeless shelter and 56 unit supportive housing project.	This project is located 3.8 miles north of the project area.	This project is under construction.	City of Oxnard
Sandpiper Apartments	56 Unit, five story apartment building on 0.32 acres. Includes 2 ground floor commercial units.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Cooper Rd Mixed-use	Construct a two-story 5,671 square foot, mixed-use building consisting of 1,437 square-foot of commercial space on the first floor and two, 2-bedroom apartments on the second floor and 4 car garage parking on a 7,640 square foot lot APN 2010121175	This project is located 3.95 miles north of the project area.	This project is under construction.	City of Oxnard
Las Cortes Phase 3	129 affordable units on 8.2 acres, within the Las Cortes Planned Residential Group APN: 201-0-100-040, 201-0-080-090	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Wireless Facility	12 antennae on 65' tall mono-pine tree and associated equipment in a ground enclosure.	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Tentative Parcel Map	Subdivision of an existing 3.329-acre parcel that contains three existing industrial buildings for industrial condominium purposes. The proposed subdivision will provide shared access, parking, and landscaping. 2360, 2362, & 2364 Sturgis Road	This project is located 3.6 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Union Pacific Railroad (UPRR) Modular Office	This project includes the construction of a 1,200 square foot modular office building for Union Pacific Railroad (UPRR), with access off of Third Street.	This project is located 3.65 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
First & A Street Apartments	This project includes the construction of a 34,452.2 square foot five story mixed use apartment building with 53 residential units (six affordable), 27 parking spaces, and 6,970.9 square feet of open space on a 0.48 acre project site.	This project is located 3.65 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Rice Avenue Grade Separation	This project includes the construction of a grade separation on Rice Avenue, where it crosses over State Route 34 and the UPRR tracks. The project would stretch approximately 800 feet north and south of the crossings and would include sidewalks and bike paths in each direction.	This project is located 3.4 miles north of the project area.	The project is currently in final design. Timing of construction has not been determined.	City of Oxnard CIP
Stormwater Conveyance Improvements along Oxnard Boulevard	Install an approximately 250 foot long concrete v-ditch along Oxnard Boulevard to the north of Pleasant Valley Road and replace the existing wall along the drainage channel	This project is located 1.3 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
4th Street Mobility Improvements	Widen sidewalks, replace and upgrade streetlights, install Class I and IV bike lanes along 4th Street from Oxnard Blvd. to C Street, and improve bus stop at 4th Street and B Street. Includes installation of restrooms adjacent to parking structure and upgrades to the OTC, which will include bike lockers, improved walkways and better overall accessibility and visibility.	This project is located 3.7 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Bard Road Corridor Bicycle & Pedestrian Improvements	Install high visibility crosswalks, advance warning flashing beacons, advance stop bars, green bike conflict striping, leading pedestrian interval timing, traffic signal retro-reflective backplates, and median improvements to improve turning movement safety.	This project is located 1.2miles north of the project area.	This project is anticipated to be funded by the end of FY 2025.	City of Oxnard CIP

Blackstock and Pleasant Valley Estates Neighborhood Stormdrain Improvements	Blackstock and Pleasant Valley Estates Neighborhood Stormdrain Improvements Projects	This project is located one mile north of the project area.	This project is anticipated to be funded by the end of FY 2027.	City of Oxnard CIP
Etting Road Bicycle & Pedestrian Facilities Installation	Install new Class II street bike lanes, sidewalks, crosswalks, flashing pedestrian beacons, and ADA improvements along Etting Road.	This project is located one mile north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Five Points Intersection Modernization	Analyze short, medium, and long term needs at this intersection. Requires coordination with various traffic signal entities including CPUC, VCRR, Port of Hueneme, Caltrans Division of Rail, VCTC and others. Immediate improvements at the intersection include rewiring of the intersection and signal head replacement.	This project is located 3.1 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Ramona Preschool Pedestrian Crossing Enhancements	Install curb extensions, crosswalks, flashing pedestrian beacons, signage, and ADA improvements at intersections adjacent to Ramona Preschool.	This project is located 3.9 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
6859 Arnold Road	The project site includes portions Tax Assessor's Parcel Numbers (APN) 231-0-080-085 and 231-0-080-070. The applicant proposes the removal of approximately 1.52 acres (66,211 square feet) located within the Ventura County Coastal Zone on parcels 231-0-040-085 and 231-0-080-070 from the existing CUP area. The applicant proposes the addition of approximately 3.19 acres of APN 231-0-040-315 to the CUP area to accommodate an additional fire access road and compost expansion area.	This project is located 1.5 miles south of the project area.	This project is in preparation for hearing.	Ventura County Resource Management Agency
202 Ocean Drive	Coastal Development Permit and Administrative Variance for a new mixed use 3 story structure on a 20 foot by 70 foot generally level 1400 square foot vacant corner lot. The project consists of 280 square feet of ground level retail/office space including a 62 square foot single occupancy accessible restroom; second and third floor dwelling totaling 1,350 square feet; Roof deck and terraces totaling 1,010 square feet; 140	This project is located 2.8 miles west of the project area.	On Appeal	Ventura County Resource Management Agency

	square foot stacked 2 car carport with ground level access.			
157-159 Los Angeles Avenue	Coastal Development Permit and Tentative Parcel Map to subdivide an existing two family home into 2 condominium units in the Residential Beach Harbor (RBH) Zone and the Very High Density Residential Coastal Area Plan land use designation at a property addressed as 157 and 159 Los Angeles Avenue in the Unincorporated Area of Silverstrand Beach. The existing 1960 sq. ft. duplex is being split into two parcels with proposed unit 1 of 997 sq. f.t and proposed unit 2 of 963 sq. ft. Water and sewer are provided by the Channel Islands Community Service District. Each unit has two covered parking spaces.	This project is located 2.8 miles west of the project area.	Coastal Commission Review	Ventura County Resource Management Agency
136 Los Angeles Avenue	Planned Development Permit at a property addressed as 136 Los Angeles Avenue in the Coastal Area of Silver Strand to permit a new 357square foot one-story attached ADU; Remodel existing 785 square foot one story residence; Remodel existing 141 square foot garage; New windows and doors; New roofing; Demolish 21 square foot entry porch roof; New 15 square foot entry stoop and 10 square foot ADU stoop; Add a 247 square foot near-grade patio; New 200 amp electrical service and rewire; New plumbing and HVAC.	This project is located 2.8 miles west of the project area.	Approved	Ventura County Resource Management Agency
317 Rossmore Drive	VM with parcel 2060313260 and 2060313270 in coastal zone. Two properties are being merged to address a setback issue of an illegal porch addition.	This project is located 3.3 miles west of the project area.	Approved	Ventura County Resource Management Agency

Source: (City of Oxnard, 2024; County of Ventura, 2024; WKE, Inc., 2023; City of Oxnard, 2022; County of Ventura, 2024)

Figure 4.1-1: Current and Future Development Projects

4.1.3 Discussion of Cumulative Impacts

The cumulative impact analysis below is guided by the requirements of CEQA Guidelines 15130. Cultural resources, hazards and hazardous materials, tribal cultural resources, and utilities and service systems are not discussed in the following analysis, as the impacts discussed above will have no impact on the cumulative setting of their respective impact areas.

Air Quality

The cumulative setting for the air quality analysis is the South Coast Air Basin. The project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. The project's long-term influence would also be consistent with the goals and policies of SCAQMD's AQMP. Long-term operations of other development projects may contribute to cumulative emissions; however, the compliance of those projects with SCAQMD's AQMP is anticipated to reduce cumulative impacts and in doing so would not result in cumulatively considerable air quality impacts.

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project area, emissions produced onsite as the equipment is used, and emissions from trucks transporting materials to/from the site. Construction equipment and worker vehicle exhaust emissions related to the project would be below the established SCAQMD thresholds. Excessive fugitive dust emissions created during clearing, grading, earth moving, or excavation operations would be minimized with avoidance and minimization measures outlined in Section 3.3 above. However, because the project's construction emissions would not exceed SCAQMD thresholds, its air emissions would be within the regional air emissions budget; therefore, impacts in this regard are not cumulatively considerable.

Biological Resources

The cumulative setting for biological resources analysis is the Ventura County area. Due to the agricultural/developed setting, the project area contains relatively minimal habitat for special-status species. Although there is no evidence of any special-status species in the project area, based on habitat requirements, nine special-status wildlife species have the potential to occur in the BSA, including American bumble bee, California legless lizard, burrowing owl, tricolored blackbird, white-tailed kite, California horned lark, American peregrine falcon, pallid bat and western mastiff bat. It is reasonable to assume that other future development projects would be required to minimize impacts on species in a manner similar to the project. The project would not conflict with locally adopted biological policies and ordinances. Therefore, the project would not have cumulatively considerable conflicts with biological resources

Cultural Resources

The cumulative setting for cultural resources is the APE, which is located in the County. Because no cultural resources were identified in the APE, the project would not result in adverse impacts on cultural resources. Other projects are required to comply with standard regulations requiring the protection of cultural resources. Consultation with Native American groups/individuals would be ongoing throughout the project development process and would be incorporated in subsequent

drafts of the report. With compliance with standard regulations, potential impacts on cultural resources would be expected to be avoided, minimized, or mitigated. Therefore, project contributions to cumulative impacts would not be cumulatively considerable.

Greenhouse Gas Emissions

The cumulative setting of the GHG emissions analysis is the South Coast Air Basin. The project was designed in accordance with applicable laws and regulations to reduce GHG emissions. Other planned and approved projects are expected to comply with these regulations. With the implementation of these measures, the project and other planned or approved projects would not emit cumulatively considerable amounts of greenhouse gas emissions.

Hazards and Hazardous Materials

Historic land uses within the project area have contributed to an accumulation of potentially hazardous wastes and materials in man-made structures, soils, and groundwater. As discussed above, the project's effects related to hazardous waste would be minor in the short-term and potentially beneficial in the long-term with implementation of avoidance and minimization measures and the removal of hazardous materials from the project area. The project would not result in adverse long-term effects on hazardous wastes and materials; therefore, the project would not contribute to a cumulative impact on hazardous wastes and materials and no further analysis is required.

Hydrology and Water Quality

The cumulative setting for hydrology and water quality is the Calleguas Creek watershed. Within the project area, there are11 drainages that were artificially created to transport water for agricultural uses. The project would require relocation of two of these drainages. Construction would cause temporary impacts to these waterways from construction materials, dust, and/or debris that would impact water quality. The widening of the roadway would result in an increase of approximately 339,000 square feet of impervious surface area that would direct additional roadway runoff to these drainages. Avoidance and minimization measures would be implemented to minimize impacts. Other planned or approved projects would be expected to determine mitigation/minimization measures to reduce impacts from their projects. Therefore, impacts related to hydrology and water quality would not be considered cumulatively considerable.

Noise

The cumulative setting for noise is the project vicinity, including nearby sensitive receptors. Construction activities associated with the project may result in increased sources of noise at nearby receptors. Other planned and approved projects would be required to evaluate construction noise impacts and implement mitigation, if necessary. Construction activities associated with other development projects would make a minimal cumulative contribution to ambient noise levels, because the timing of those activities would overlap minimally, if at all, with the project. Furthermore, noise is a highly localized phenomenon; therefore, even if construction activities did overlap, no significant cumulative effect would occur because these projects are not adjacent to the project. Construction noise from the project would not combine with noise from

other development projects to cause cumulatively considerable noise impacts. Because construction noise would generally be limited to daytime hours and would be short-term in duration, construction noise would not be cumulatively considerable.

Transportation

The cumulative setting for transportation is the Ventura County surrounding the project area and projects identified for base year and future year conditions. The project would result in a reduction of 9,005 VMT in base year and 15,795 VMT in future year conditions due to short-term induced VMT. Long-term induced VMT is not anticipated to be significant, as the area surrounding the project is not growth-inducing due to land use constraints. Other planned and approved projects would also add new trips to local roadways. On a cumulative basis, each of the projects would implement mitigation measures to reduce impacts. Therefore, transportation impacts are not cumulatively considerable.

Tribal Cultural Resources

The cumulative setting for tribal cultural resources is the APE, which is located in the County. Because no tribal cultural resources were identified in the APE, the project would not result in adverse impacts on cultural resources. Other projects are required to comply with standard regulations requiring the protection of tribal cultural resources. Consultation with Native American groups/individuals would be ongoing throughout the project development process and would be incorporated in subsequent drafts of the report. With compliance with standard regulations, potential impacts on tribal cultural resources would be expected to be avoided, minimized, or mitigated. Therefore, project contributions to cumulative impacts would not be cumulatively considerable.

Utilities and Service Systems

The cumulative setting for utilities/emergency services is land within the County boundaries because land use in the project area is under County jurisdiction. The project would not be expected to adversely affect utilities or emergency services in the County because the transportation improvements would be focused in an existing transportation corridor. Because the project would not directly induce growth greater than what is planned by the County, the project would not result in the need for additional utilities or emergency services. The project is intended to improve safety and efficiency in the transportation corridor, which could improve emergency vehicle access. Project contributions to cumulative impacts would not be cumulatively considerable.

4.2 Alternatives Analysis

4.2.1 No Project Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the study area limits. This alternative would maintain the current configuration of the roadway segments and local intersections within the project limits. The No Build alternative would

not address the purpose and need of the project and serves mainly as a baseline to compare with the Build Alternative under CEQA.

4.2.2 Selected Alternative - Hybrid

The identification of the environmentally superior alternative was based on the criteria described in the Executive Summary. Four Build Alternatives were originally under consideration and Build Alternative 1 was selected as the environmentally superior alternative. When compared to the other alternatives, the environmentally superior alternative had less impacts to utility poles, trees, driveways, and driveways with culverts when compared to Build Alternatives 2 and 3. In addition, the environmentally superior alternative cost approximately three million dollars less than Build Alternatives 2 and 3.

The environmentally superior alternative would use a combination of widening both sides and only one side in certain areas to lessen impacts in sensitive areas. From the Oxnard City Limits to the Olds Road intersection, Hueneme Road would be widened to the south. From the Olds Road intersection, Hueneme Road would transition to be widened on both side at the Rice Avenue intersection. East of the Rice Avenue intersection, Hueneme Road would transition back to be widened on the south. The roadway widening would continue to the south up to the Raytheon Road intersection (east of SR-1 highway). At the Raytheon Road intersection, the roadway widening would transition to be widened to the north. The roadway widening would continue to the northwest to the Laguna Road and Potrero Road intersection. Adjusting the roadway alignment provided limited benefits as the centerline transitions for a 55-mph facility requires thousands of feet.

4.2.3 Alternative 1 – Widening on Both Sides

Alternative 2 would widen Hueneme Road approximately 20 feet on both sides. The roadway fill embankments range from close to existing to approximately five feet. Drainage cross culverts would need to be extended, and existing roadside ditches would need to be relocated. The project would require upgrading and modifying nine traffic signals. (This assumes the proposed Wood Road intersection traffic signal would be in place.) This alternative would acquire approximately the same right of way width from each property owner. This results in requiring property acquisition from 86 separate parcels and the removal of three building structures and approximately 1,784 trees. Hueneme Road is a major utility corridor. With SCE utility poles at close proximity to the roadway, a total of 185 poles would need to be relocated. Many water purveyors have facilities in or adjacent to the roadway. The project does not anticipate relocating any existing waterlines but would need to relocate or adjust existing appurtenances. Two PVWD well stations would need to be relocated. Below are discussions of the proposed improvements at the major intersections, interchange, and waterways.

Rice Avenue Intersection

The Rice Avenue intersection is a major truck/freight corridor to and from U.S. 101. The intersection presently has free right turns with lane tapers to merge vehicle in and out of Hueneme

Road. With road widening, the project would maintain the merging lane tapers. A traffic study would be needed to confirm the turn pocket lengths.

Mugu Drain

The required modifications would not impact the profile of Hueneme Road.

Hueneme Road/State Route 1 (SR-1) Interchange

The existing Hueneme Road Undercrossing structure has existing bents adjacent to the roadway shoulder; therefore, the roadway widening would require a new undercrossing structure. The new structure span and depth would require the reprofiling of SR-1. In result, Hueneme Road widening would most likely trigger the upgrade of this interchange. The improvements at the Hueneme Road/SR-1 interchange would need to follow Caltrans Project Development Procedures which would include Caltrans format Project Study Report, Project Report/Environmental Approval and Final Design Plans, Specifications and Estimate.

Revolon Slough Bridge

Revolon Slough presently does not contain the 100-year return storm event. To meet all the VCWPD bridge and levee requirements, the Hueneme Road profile would need to be raised over nine feet. The large elevation difference would create challenges if the County chooses to keep the existing bridge in place. A retaining wall and/or an offset concrete barrier would need to be constructed between the two bridges. The VCWPD levee access driveways would need to be moved far west and east away from the levee. With proposed fill heights over eight feet, settlement would be an issue with poor underlying soil. Fill surcharge and settlement monitoring would most likely be needed.

Wood Road Intersection

The Wood Road intersection is the location of a large horizontal roadway curve. To avoid complicating the intersection and existing drainage pattern, the roadway would remain crowned through this curve. The curve radius is approximately 1800 feet. Per Figure 202.2 of the Caltrans Highway Design Manual, this radius with an adverse cross slope of -2 percent has a comfortable speed on horizontal curve of 55 mph.

Lewis Road

Lewis Road would be widened to the west as Calleguas Creek is located immediately east of Lewis Road. The fill embankment heights would be over 20 feet high at the Laguna Road/Potrero Road intersection and the University Drive intersection. With the expected poor soil conditions, settlement would be an issue.

Alternative 2 was eliminated from further consideration primarily due to the following:

- Has more pole and tree relocations, driveways, and driveways with culverts
- Costs approximately three million dollars more

4.2.4 Alternative 2 – Widening on One Side

Alternative 3 would widen the roadway approximately 38 feet on one side where the impacts would be less. In general, the project would widen one side; however, the existing roadway shoulder and shoulder backing on the opposite side of the road would be brought to County standards.

From the Oxnard City Limits to the Wood Road intersection, Hueneme Road would be widened to the south. From the Wood Road Intersection to the Laguna Road/Potrero Road intersection, Hueneme Road would be widened to the north / west. This alternative would require right of way acquisition from 62 parcels, the removals of four building structures and approximately 1,255 trees and the relocation of 56 SCE utility poles. Improvement details to the major intersections, interchange, waterways and Lewis Road Plan would be similar to Alternative 1.

Alternative 3 was eliminated from further consideration primarily due to the following:

- Has more poles, driveways, and driveways with culverts
- Costs approximately three million dollars more
- Has more parcel and utilities impacts

4.3 Growth-Inducing Impacts of the Proposed Action

Section 15126.2(e) of the CEQA Guidelines requires that an EIR address growth-inducing impacts from a project. The CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. Impacts related to growth inducement would also be realized if a project provides infrastructure or service capacity which accommodates growth beyond the levels currently permitted by local or regional plans and policies.

In general, growth induced by a project is considered a significant impact if the growth directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that potential growth significantly affects the environment in some other way.

4.3.1 Significant Environmental Effects

Section 15126.2(a) of the CEQA Guidelines requires that an EIR address the significant environmental effects of a project. The significant environmental effects of the project are summarized below.

4.3.2 Significant and Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss significant and irreversible environmental changes that would occur should the project be implemented. An impact would fall into this category if:

- A project would involve a large commitment of nonrenewable resources;

- The primary and secondary impacts of a project would generally commit future generations to similar uses;
- A project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful energy).

4.4 Energy Conservation

Consistent with Section 15126.4(a)(1)(c) and Appendix F of the CEQA Guidelines, this section of the EIR addresses the potential for the project to result in the inefficient, wasteful, or unnecessary consumption of energy.

4.4.1 Regulatory Setting

The following regulatory setting is a summary of the plans, policies, and regulations that govern energy consumption on the federal and state levels.

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 required that all vehicles sold in the U.S. meet certain fuel economy goals. The National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation, was given the authority to establish additional vehicle standards and to revise existing standards.

Vehicles accessing the project area are subject to the Federal Energy Policy and Conservation Act. The project is therefore consistent with and will not interfere with or obstruct implementation of the Federal Energy Policy and Conservation Act.

Intermodal Surface Transportation Efficiency Act of 1991

In 1991, Congress established the Intermodal Surface Transportation Efficiency Act (ISTEA) to promote the development of inter-modal transportation systems, maximize mobility, and address national and local interests in air quality and energy. To meet the new ISTEA requirements, metropolitan planning organizations (which are federally mandated transportation policy-making organizations) had to adopt social, economic, energy, and environmental policies to guide transportation decisions in the region.

Transportation access to the project is primarily provided by local and regional roadway systems. The project would not interfere with or obstruct intermodal transportation plans or projects that may be implemented pursuant to ISTEA.

The Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs.

The project area is easily accessible from major transportation corridors and the Interstate freeway system. The project would be consistent with and would not interfere with or obstruct implementation of TEA-21.

State of California Energy Plan

The CEC identifies emerging trends in energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy in the State Energy Plan. The plan calls upon the state to reduce congestion and increase the efficient use of fuel supplies.

The project area is easily accessible from major transportation corridors and the Interstate freeway system. The project would be consistent with and would not interfere with or obstruct implementation of the State of California Energy Plan.

4.4.2 Environmental Setting

In 2022, total energy consumption in California was 6,882 trillion British Thermal Units (BTU, which is the amount of heat required to raise the temperature of one pound of liquid by one degree Fahrenheit) (U.S. Energy Information Administration, 2024). Transportation use accounted for approximately 42 percent of total energy consumption, or 2,916 trillion BTUs.

Petroleum-based fuels (e.g., gasoline and diesel) account for 86 percent of the state's transportation needs (University of California, 2021). Therefore, the state is largely dependent on a single type of transportation fuel. The state is working on developing strategies to reduce petroleum use by developing alternative transportation fuels.

4.4.3 Standards of Significance

Appendix F of the CEQA Guidelines, as adopted by the County, indicates that a project would have a significant effect related to energy consumption if the project would result in:

- Wasteful, inefficient, and unnecessary usage of energy; or
- Placement of a significant demand on regional energy supply or requirement for substantial additional capacity.

4.4.4 Potential Impacts

Less than Significant Impact. Site preparation and roadway construction will involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term fuel consumption is expected by various operation. Fuels for construction equipment would be largely powered by gasoline and diesel. Construction activities are expected to increase traffic congestion in the area, resulting in increases in fuel consumption from traffic during the delays. This consumption would be temporary and limited to the immediate area surrounding the project area. The project would not result in a permanent new source of energy demand. Therefore, there would be a less than significant impact relating to energy conservation, and no mitigation is required.

5.0 COMMENTS AND COORDINATION

5.1 Introduction

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process, which helps planners determine the required scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, and scoping meetings. This chapter summarizes the results of the County's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

5.2 Consultation and Coordination with Public Agencies

5.2.1 Required Permits and Approvals

The status of required permits and approvals for the project are as follows:

- Clean Air Act, Transportation Conformity Determination: The project has been listed in the 2025 FTIP as a "non-exempt" project. The 2025 FTIP underwent a public review process. Adoption of the 2025 FTIP and subsequent federal approval of the conformity determination of the 2025 FTIP occurred on September 5, 2024.
- The VCAPCD Air Pollution Control Permit will be required prior to construction.
- Farmland Protection Policy Act: Form AD 1006 was submitted to the NRCS to complete the coordination required under the FPPA.
- The USACE will need to certify a Section 404 Nationwide Permit Application.
- The CDFW Section 1602 Streambed Alteration Agreement is required prior to construction.
- Porter-Cologne Act Waste Discharge Requirements and RWQCB Clean Water Act Section 401 Water Quality Certification are required prior to construction of the project.

5.2.2 County of Ventura Coordination

The County has continued to coordinate with various County departments, Caltrans, and the Project Development Team to ensure that stakeholders' concerns are addressed.

5.2.3 Southern California Edison Consultation

SCE is a responsible agency under CEQA. A responsible agency is an agency other than the lead agency with a legal responsibility for carrying out or approving a project. The County conducted a call with SCE on March 5, 2024 to discuss SCE's process for CEQA compliance, as well the power poles that will need to be relocated as part of the project.

5.2.4 Native American Consultation

An inquiry to the NAHC was submitted on January 19, 2023, to ascertain the presence of known sacred sites, Native American cultural resources, and/or human remains within the boundaries of the project. On February 7, 2023, the NAHC indicated that there have been no Native American cultural resources identified within their Sacred Lands File for the project location. The NAHC provided a list of 10 Native American groups/individuals who may have additional information about the project area. Caltrans contacted the 10 Native American groups/individuals on January 18, 2024, by letter to determine if they have any additional information, and whether the Native American tribes would like to request consultation pursuant to CA PRC Section 21080.3.1 under AB 52. The following individual responded:

- Gabriel Frausto requested Native American monitoring for all ground-disturbing activities associated with the drainage ditch relocation on the north side of Hueneme Road, the SCE power pole relocations, and any scraping/grubbing required to prepare the site.

5.3 Public Participation

5.3.1 Public Participation Methods

The following public outreach meetings were held in 2025:

- Week of March 10, 2024: County representatives met with adjacent property owners to disclose impacts anticipated as part of the project.
- April 15, 2024: A public information meeting was held to present the project background, proposed project design, environmental process, anticipated schedule, and opportunities for the public to participate as the project advances.

5.3.2 Results of Public Participation

Public Hearing

The results of the public hearing will be included in the Final EIR.

Comments Received on Draft EIR

Comments received on the Draft EIR will be included in the Final EIR.

Response to Comments on Draft EIR

Responses to comments on the Draft EIR will be included in the Final EIR.

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Appendix A: Notice of Preparation and Initial Study

Appendix B: Responses Received on Notice of Preparation

Appendix C: Air Quality Report

Appendix D: Biological Resource Assessment

Appendix E: Historic Resources Evaluation Report

Appendix F: Initial Site Assessment

Appendix G: Hydrology Study Report

Appendix H: Water Quality Assessment Report

Appendix I: Noise Study Report

Appendix J: Traffic Study Report