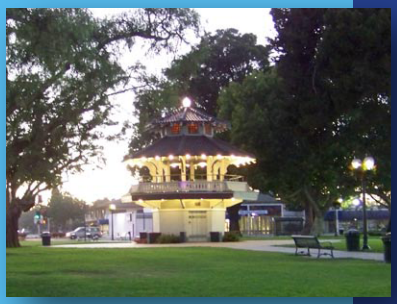

City of Oxnard
2030 General Plan

Program Environmental Report
SCH 2007041024

RECIRCULATED DRAFT

November 2009

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Recirculated Draft PEIR

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EXECUTIVE SUMMARY

Introduction

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of programs and projects over which they have discretionary authority before taking action on those projects or programs. Where there is substantial evidence that a project may have a significant effect on the environment, the agency shall prepare an environmental impact report (EIR) (CEQA Guidelines, Section 15164[a]). An EIR is an informational document that will inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

CEQA requires that a draft EIR be prepared and circulated for public review. Following the close of the public review period, the lead agency prepares a final EIR, which includes the comments received during the review period (either verbatim or in summary), and responses to the significant environmental issues raised in those comments. Prior to taking action on a proposed project, the lead agency must certify the EIR and make certain findings.

A lead agency is required to recirculate a draft EIR, prior to certification, when "significant new information" is added to the EIR after the public review period begins (CEQA Guidelines Section 15088.5). New information is deemed significant if it reveals the following:

- A new significant environmental impact resulting from either the project itself or a new proposed mitigation measure;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project proponent declines to adopt it; or
- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

In addition, a lead agency may choose to recirculate an EIR if additional studies or analysis is conducted for a project before a specific action is taken by local decision makers to approve a project.

Recirculation may be limited to those chapters or portions of the EIR that have been modified. Public notice and circulation of the recirculated draft EIR is required, per CEQA Guidelines Sections 15086 and 15087.

Project Overview

The City's 2030 General Plan (proposed project) is intended to address several changes in the City since preparation of the existing 2020 General Plan, which was originally adopted in November of 1990. Consequently, the proposed project, which establishes a planning framework and policies through the year 2030, will replace the existing 2020 General Plan document.

The City began this planning process in 2002 as an update to the 2020 General Plan with a visioning exercise, followed by a detailed technical and policy review. As time passed and the nature of major capital water and traffic improvements and State and regional planning efforts increasingly focused on 2030, the 2020 General Plan Update was redefined as the 2030 General Plan. The need for a new general plan is a result of the City determining that the 2020 General Plan was largely completed and/or in the development review process and the passage of SOAR in 1998 fundamentally changed the City's approach to future growth. In addition, several new initiatives were emerging such as restoration of the Ormond Beach wetlands, climate change and sustainable development, greater emphasis on redevelopment, and the proposal for the Jones Ranch Workforce Housing Specific Plan that requires voter approval.

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). Each general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open-space, conservation, safety, and noise as identified in State law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303). Consequently, the City has chosen to update its existing general plan to include all of the mandatory elements and will continue to include the five optional topics such as sustainable development, military compatibility, economic development, community identity, parks and recreation, and public facilities. The City has also chosen to group the elements into four broad categories; Community Development, Infrastructure and Community Services, Environmental Resources, and Safety and Hazards (see **Table ES-1**).

TABLE ES-1
ORGANIZATION OF 2030 GENERAL PLAN

General Plan Category	2030 General Plan Topics
Sustainable Development	Climate Change and Sea Level Rise Energy Generation and Increased Efficiency Green Buildings
Community Development	Land Use Community Identity Growth Management Economic Development
Infrastructure and Community Services	Circulation Utilities

TABLE ES-1
ORGANIZATION OF 2030 GENERAL PLAN

General Plan Category	2030 General Plan Topics
	Public Facilities and Services Schools Parks and Recreation
Environmental Resources	Biological Resources Water Resources Aesthetic Resources Cultural Resources Agricultural and Soil Resources Mineral Resources Air Quality Resources Open Space/Conservation
Safety and Hazards	Geologic, Seismic, and Soil Natural Hazards Emergency Preparedness Hazardous Materials Transportation Hazards Noise
Military Compatibility	Mission Support Compatible Development
Housing	2006-2014 Housing Element
Implementation	Goals and Policies Assigned

The CEQA Guidelines provide information on the types of environmental analysis that can be used to analyze a project, and one of these is a Program EIR (PEIR). According to the CEQA Guidelines (Section 15168[a]), a local agency may prepare a program-level EIR to address a series of actions that can be characterized as one large project or series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. Consistent with this description, the EIR being prepared for the proposed project is a PEIR.

Project Objectives

The proposed project presents several key objectives that were identified and considered by the City based on various General Plan Themes and input received from City stakeholders during public visioning workshops held early in the General Plan Update process. These objectives include the following:

- Minimize the loss of agricultural land.
- Population projections within a range of 238,000 to 286,000 people.
- Provide a broader range of workforce and affordable housing opportunities.
- Consider updated traffic level of service information and mobility implications of land use decisions.
- Provide options for better usage of land – such as infill or mixed use development.
- Protect existing land uses from incompatible development.

Project Setting

The City of Oxnard is located on the central coast of Ventura County (see **Figure ES-1**). The City is located 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. Oxnard's Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season combine to provide favorable agricultural conditions in the surrounding Oxnard plain. As the largest city in Ventura County, Oxnard is a combination of a coastal destination, business center, and the center of a regional agricultural industry.

Planning Boundaries

According to State law, a city must consider a planning area that consists of land within the city and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." As currently proposed, the proposed project's Planning Area encompasses all of the land inside the City Limits, the existing City Urban Limits Boundary (CURB), and additional unincorporated land areas that may influence future planning efforts.

The Planning Area for the proposed project covers an area consisting of approximately 44,000 acres. The western boundary extends north along the Pacific Ocean Coast from the northern boundary of the Ventura County Naval Base, around the City of Port Hueneme, to the Santa Clara River. The northern boundary begins at the coast and extends east-northeast along the Santa Clara River. Approximately one mile east-northeast of Wells Road, the boundary heads directly east across the Santa Clara River for approximately three miles before the boundary turns south. The boundary follows Beardsley Wash for approximately three miles until it reaches Highway 101. At this point, the boundary travels along Highway 101 for approximately a half mile then turns south. North of 5th Street, the boundary again follows Beardsley Wash and the Revlon Slough. The boundary then turns southwest and crosses State Route 1 (SR-1) and passes west through the Ventura County Naval Base. The boundary continues along the northern boundary of the Ventura County Naval Base and Port Hueneme towards the Pacific Coast.

Implementation of the Proposed General Plan

Included as Chapter 9 in the Goals and Policies Report is an implementation plan that includes a consistency procedure. A City office is assigned responsibility for each 2030 General Plan goal and its implementing policies and specific implementation actions and schedule are included for selected policies. As part of the proposed project, the City is also providing a review and update of its existing Public Facilities Fees.

California Environmental Quality Act Compliance

The draft PEIR for the proposed project was prepared in compliance with CEQA and the CEQA Guidelines (California Code of Regulations, Title 14). As described in the CEQA Guidelines, Section 15121(a), as EIR is a public information document that assesses the potential environmental effects of a project, as well as identifies mitigation measures and alternatives to the project that

SOURCE: ESRI, 2006; and ESA, 2008

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Figure ES-1
Regional Locator Map

could reduce or avoid adverse environmental impacts. CEQA guidelines require that state and local government agencies consider the environmental consequences of a project over which they have discretionary authority. Consequently, the draft PEIR (along with this recirculated draft PEIR) is an informational document used in the planning and decision-making process. It is not the purpose of an EIR to recommend either approval or denial of a project.

The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects (Public Resources Code Section 21002)." In the case of this PEIR for the proposed project, the proposed mitigation measures for these significant effects take the form of general plan policies that would be incorporated into the final General Plan. For example, to help mitigate the severity of impacts to local air quality and regional climate change impacts that may occur through implementation of the proposed project the following policies (shown below in **Table ES-2**) were identified through preparation of the draft PEIR to help reduce the severity of these impacts.

TABLE ES-2
EXAMPLE OF CLIMATE CHANGE IMPACTS AND PROPOSED MITIGATION FROM THE DRAFT PEIR FOR THE PROPOSED PROJECT

Impact 5.7-6: The Proposed Project could potentially conflict with implementation of state goals for reducing greenhouse gas emissions.
Proposed Mitigation Measures:
SC-1.4 Support Climate Action Team Emission Reduction Strategies. The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the 2030 General Plan to determine its consistency with the CAT emission reduction strategies. *[New Policy – Environmental Analysis].*
SC-1.5 Support Offsite Measures to Reduce Greenhouse Gas Emissions. The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions. *[New Policy – Environmental Analysis].*
Implementation Measure 55.0. The City shall develop and maintain a Climate Change Adaption Action Plan (CCAAP). The CCAAP shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures, and monitoring and report plan. *[New Implementation Measure – Recirculated Draft EIR Analysis]*

The draft PEIR for the proposed project was submitted to the State Clearinghouse (SCH 2007041024) and released for public and agency review on March 9, 2009. While the public review and comment period for the draft PEIR closed on April 22, 2009, the public review period was extend an additional 30 days until May 22, 2009. A notice of availability was published in a local newspaper and the draft PEIR and 2030 General Plan were also made available for public review at several locations including local libraries, city offices, and on a website.

Reader's Guide to the Recirculated PEIR

As the CEQA lead agency, the City of Oxnard is responsible for the preparation and certification of the PEIR prior to approving or carrying out the proposed project. The discretionary action before the lead agency is the approval and adoption of the 2030 General Plan. In its role as the lead agency, the City has directed the recirculation of the draft PEIR for the proposed project.

Notice of Recirculation

Recirculation of a draft EIR requires notification of responsible and trustee agencies and the general public, per CEQA Guidelines Sections 15086 and 15087. The lead agency need only recirculate those chapters or portions of the draft EIR that have been modified. The modified portions of the draft PEIR are identified and summarized below.

Purpose of Recirculation

During the spring and summer of 2009, the City of Oxnard made several changes to the 2030 General Plan Land Use and Circulation Diagram in response to a variety of public comments received on the proposed project. The recirculated traffic section reflects the changes both to proposed land uses and improvements to the circulation network. During the same time period, the City also considered new water supply and demand projections developed for the Planning Area. A summary of the proposed land use and circulation changes is provided below.

Summary of Land Use Changes

The revised Land Use and Circulation Diagram is also identified in **Figure ES-2**. The revised diagram designates the proposed general location, distribution, and extent of land uses through build out of the General Plan (or proposed project). As required by State law, land use classifications, shown in specific color patterns, letter designations, or labels on the land use diagram, specify a range of a housing density and building intensity for each land use type. These standards also allow for various circulation and utility infrastructure needs to be determined.

Table ES-3 provides a list of the designated land uses proposed for the revised Land Use and Circulation Diagram along with an estimate of acreage attributed to each land use category. This table compares the previous projected land uses along with the revised totals that comprise the current project. Figure ES-2 does not depict the entire Planning Area which is shown in Figure 5-1 in Section 2.3 of this recirculated draft PEIR.

TABLE ES-3
DESIGNATED LAND USES PROPOSED UNDER THE FEBRUARY AND NOVEMBER 2009 OXNARD LAND USE AND CIRCULATION DIAGRAM

Designated Land Use	February 2009 Land Use Map utilized for the Draft PEIR[1]	November 2009 Land Use Map utilized for the Recirculated Sections[1]
Residential		
Residential (includes all types)	7,330	7,435
Commercial		
Commercial (includes all types)	1,305	1,230
Central Business District	208	208
Industrial		
Industrial (includes all types)	2,351	2,481
Business and Research Park	389	438
Central Industrial Area	220	220

TABLE ES-3
DESIGNATED LAND USES PROPOSED UNDER THE FEBRUARY AND NOVEMBER 2009 OXNARD LAND USE AND CIRCULATION DIAGRAM

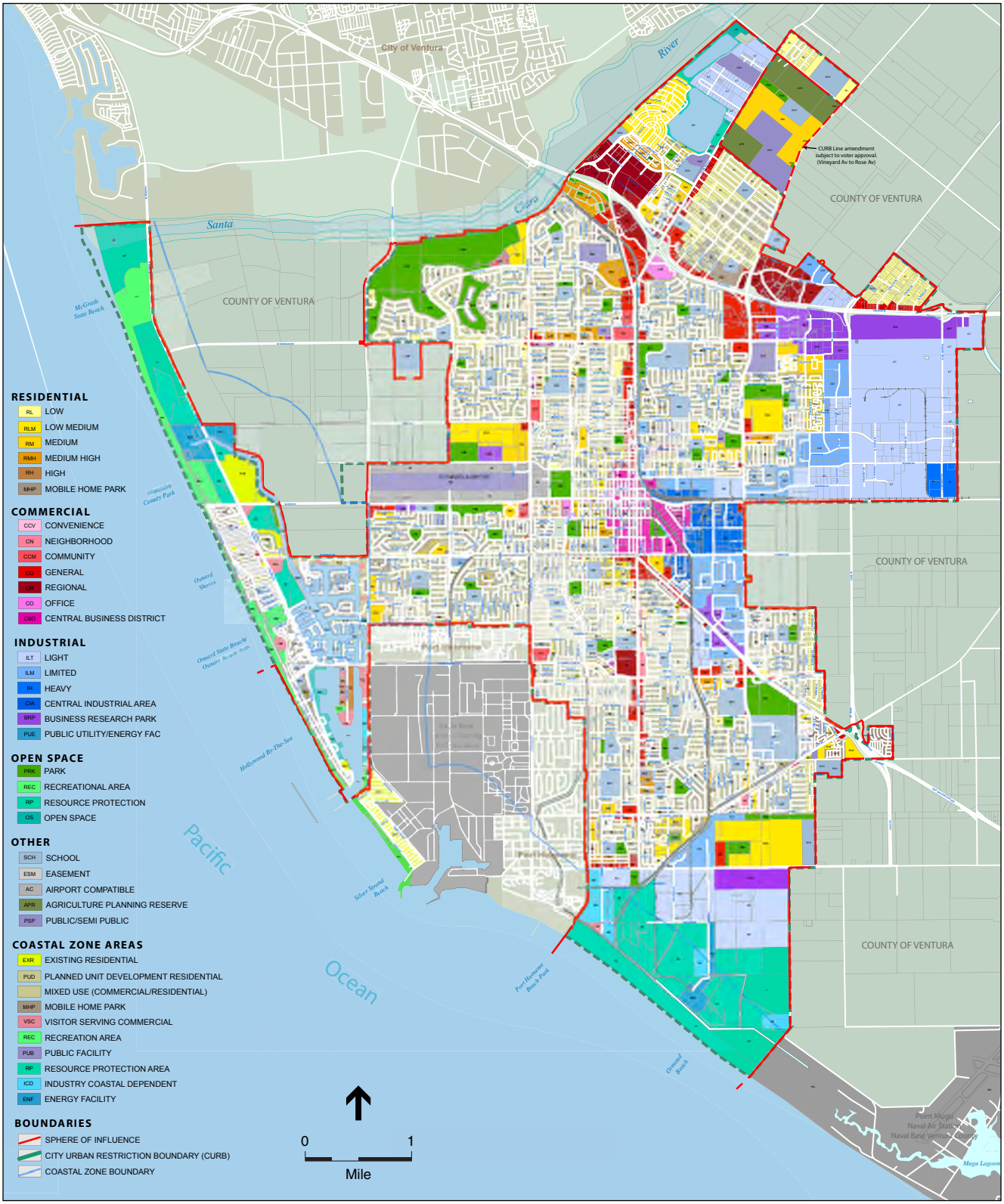
Designated Land Use	February 2009 Land Use Map utilized for the Draft PEIR[1]	November 2009 Land Use Map utilized for the Recirculated Sections[1]
Open Space		
Agriculture Planning Reserve	0	176
Open Space	63	35
Resource Protection	1,420	1,567
Parks/Recreation	1,400	1,326
Other		
Airport Compatible	214	214
Public/Semi-Public	380	500
Public Utility/Energy Facility	302	153
Schools	860	866
Easement	399	396
Other/Unclassified	72	0
Ventura County (predominately agriculture)	26,921	26,589
Point Mugu	567	567
Total	**44,401**	**44,401**

1 Does not include waterways, rights-of-ways, or other non designated areas that can't be developed
2 Commercial consists of Commercial Community, Commercial Convenience, Commercial General, Commercial Neighborhood, Commercial Office, and Commercial Regional.
3 Industrial includes Industrial Light and Industrial Limited.

Summary of Circulation Changes

During the spring and summer of 2009, City of Oxnard transportation staff made several revisions to the OTM. These revisions were warranted as several changes to the General Plan Land Use and Circulation Diagram (a key input component to the model) had been updated. These changes are summarized in the following bullets.

- Removed the proposed extension of Wooley Road to Del Norte Blvd from the network.
- Changed Rice Avenue from Gonzales Road and Fifth Street from a freeway to conventional highway.
- Ramp connections are provided so that turns are accommodated at the Rice Avenue/Fifth Street grade separation.
- Gonzales Road is proposed as a four-lane road rather than six-lane road from Victoria Avenue to H Street.
- Removed the proposed extension of Lombard Avenue south of Fifth Street.
- Removed the proposed extension of Elevar Street to Fifth Street.
- Added a 4-lane east-west secondary road south of Gonzales Road between Rice Avenue and Del Norte Blvd.



SOURCE: City of Oxnard, 2009; and ESA, 2009

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Figure ES-2

Land Use and Circulation Map

- Extended Gonzales Rd east of Del Norte Blvd to the City of Camarillo.
- Extended the frontage road (Ventura Blvd) on the north side of Route 101 from Del Norte Blvd to the City of Camarillo.

Summary of Environmental Impacts addressed in this PEIR

The recirculated draft PEIR for the proposed project consists of this introduction and the five modified sections from the *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report* (February 2009), as described below:

1. Circulation, Traffic, and Transportation

Section 2.1 "Circulation, Traffic, and Transportation" of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model based on the revised November Land Use and Circulation Diagram. The updated section includes a revised impact discussion (Impact 4.2-1) as several roadway intersections experienced different levels of services, with some additional intersections experiencing reduced levels of service. However, as a result of this analysis, the original impact conclusion of "***significant and unavoidable***" for this impact remains unchanged.

2. Utilities

Section 4.3 "Utilities" of the original draft PEIR was revised to incorporate the results of a recent study addressing current regional groundwater conditions and imported water supply availability that has been re-evaluated in light of current environmental and regulatory conditions. The study indicates that the City will draw on groundwater credits between 2010 and 2015 while the GREAT Program facilities are being constructed and brought on line. After 2015, there is sufficient water supply for projected demand and a surplus that will be used to gradually restore the groundwater credit bank. Consequently, as a result of this analysis, the original impact conclusion of "***less than significant***" for this impact remains unchanged.

3. Agricultural and Soil Resources

Section 5.5 "Agricultural and Soil Resources" of the original draft PEIR was revised to incorporate several land use changes made to the February 2009 version of the General Plan Land Use and Circulation Diagram. As a result of these land use changes, 215 additional acres currently classified as important farmlands (according to the FMMP) in the Del Norte Community Expansion area (northeastern portion of the Planning Area between El Rio and Strickland Acres would eventually be designated as Planning Reserve which implies eventual conversion to a developed use. As a result of this analysis, the impact conclusion of "***significant and unavoidable***" for important farmlands (Impact 5.5-1) remains unchanged.

4. Air Quality and Climate Change

Section 5.7 "Air Quality and Climate Change" of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic and additional vehicle miles travelled (VMTs) throughout the Planning Area compared to those levels previously analyzed in the draft PEIR. These additional VMTs resulted in additional air quality

emissions addressed under Impact 5.7-2 of the draft PEIR. As a result of this analysis, the impact conclusion of "***significant and unavoidable***" for air quality remains unchanged.

The City has also decided to include a significance threshold (for the purposes of CEQA) to address the impact of climate change associated with the proposed project. Using the revised air quality analysis (with operational emissions for CO2 or greenhouse gas emissions), Impact 5.7-6 of the draft PEIR was updated to include a significance threshold. As a result of this analysis, the impact conclusion for Impact 5.7-6 was revised from "unable to determine" to "***significant and unavoidable***".

5. Noise

Section 6.4 "Noise" of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic, additional VMTs, and a different distribution of traffic noise impacts throughout the Planning Area. As a result of this analysis, it was determined that several additional roadway segments would experience a significant increase in traffic noise. However, the original impact conclusion of "***significant and unavoidable***" for Impact 6.4-2 remains unchanged.

Summary of Environmental Impacts and Mitigation Measures

Table ES-4 provides a summary of all the impacts and mitigating policies identified in the draft and recirculated draft PEIR. It is organized to correspond with the environmental issues discussed throughout the draft PEIR. The table is arranged in four columns: 1) environmental impacts; 2) mitigating policies; 3) significance before mitigation; and 4) significance after mitigation.

TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
CHAPTER 3 COMMUNITY DEVELOPMENT				
3.2 Land Use				
Impact 3.2-1	The Project could conflict with other applicable adopted land use plans.	None Required	LS	
Impact 3.2-2	The Project could conflict with an applicable airport land use compatibility plan.	New **Policy CD-1.8: Remove the School designation in the Teal Club Area**. Remove the school land use designation from the Teal Club area located within the airport's TPZ.	PS	LS
Impact 3.2-3	The Project would not physically divide an established community.	None Required	LS	
CHAPTER 4 INFRASTRUCTURE AND COMMUNITY SERVICES				
4.2 Circulation, Traffic and Transportation				
Impact 4.2-1	The Project would result in six intersections operating below LOS C.	~~Mitigations are considered infeasible and/or undesirable as they displace residences and Businesses.~~ No additional mitigation is feasible or desirable.	PS	SU
Impact 4.2-2	The Project would result in an increase in public transit usage.	None Required	LS	
Impact 4.2-3	The Project would result in increased bicycle and pedestrian activity.	None Required	LS	
Impact 4.2-4	The Project could result in changes in accessibility to Oxnard-area railroad terminals and cargo transfer points.	None Required	LS	
Impact 4.2-5	The Project could result in substantial changes in accessibility to the Port of Hueneme.	None Required	LS	
Impact 4.2-6	The Project could result in inadequate parking capacity.	None Required	LS	
Impact 4.2-7	The Project could conflict with adopted policies, plans, or programs supporting alternative transportation.	None Required	LS	
4.3 Utilities				
Impact 4.3-1	The Project could require new or expanded water supplies, facilities, or affect the adequacy of a water supply beyond that anticipated by the current Urban Water Management Plan, the GREAT Program, and related public works plans and programs.	None Required	LS	

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 4.3-2	The Project could result in impacts to groundwater supply, recharge, and secondary impacts to groundwater resources.	None Required	LS	
Impact 4.3-3	The Project could result in wastewater treatment demand in excess of planned capacity that cannot be met by new or expanded facilities.	None Required	LS	
Impact 4.3-4	The Project could violate water quality standards or waste discharge requirements, or otherwise degrade water quality.	None Required	LS	
Impact 4.3-5	The Project could result in water quality issues resulting from increased soil erosion and downstream sedimentation related to construction activities.	None Required	LS	
Impact 4.3-6	The Project could affect drainage patterns through increased on-site and downstream erosion and sedimentation.	None Required	LS	
Impact 4.3-7	The Project could result in the need for increased stormwater drainage system capacities beyond existing, planned, or ability to modify to meet demand.	None Required	LS	
Impact 4.3-8	The Project could increase solid waste disposal demand beyond existing or planned capacity or impede the ability to expand capacity.		LS	
4.4 Public Facilities and Services				
Impact 4.4-1	The Project would increase the need or use of law enforcement service.	None Required	LS	
Impact 4.4-2	The Project would increase the need or use of fire protection service.	None Required	LS	
Impact 4.4-3	The Project would increase the need or use of school services or facilities.	None Required	LS	
Impact 4.4-4	The Project would increase the need or use of libraries and other community facilities.	None Required	LS	
4.5 Parks and Recreation				
Impact 4.5-1	The Project would increase the need or use of park and recreation facilities.	None Required	LS	

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
CHAPTER 5 ENVIRONMENTAL RESOURCES				
5.1 Biological Resources				
Impact 5.2-1	The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of special status species.	None Required	LS	
Impact 5.2-2	The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of common plant and wildlife species.	None Required	LS	
Impact 5.2-3	The Project could have a substantial adverse effect on sensitive natural communities including riparian habitats.	None Required	LS	
Impact 5.2-4	The Project could have a substantial adverse effect on federally protected wetlands and other waters.	None Required	LS	
Impact 5.2-5	The Project could have a substantial adverse effect on wildlife habitat, nursery sites, or movement opportunities.	None Required	LS	
Impact 5.2-6	The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	None Required	LS	
5.3 Aesthetic Resources				
Impact 5.3-1	The Project would substantially degrade the existing visual character or quality of scenic resources or vistas.	None Required	LS	
Impact 5.3-2	The Project could substantially degrade the quality of scenic corridors or views from scenic roadways.	None Required	LS	
Impact 5.3-3	The Project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	None Required	LS	
5.4 Cultural Resources				
Impact 5.4-1	The Project could cause a substantial adverse change to a historic resource.	None Required	LS	

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 5.4-2	The Project could cause a substantial adverse change to archaeological, paleontological, and/or human remains.	**Modified Policy ER-12.6 Identification of Archaeological Resources.** Continue to require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist in the event that archaeological/paleontological resources are discovered during site excavation. *The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect a site or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials. [Revised New Policy – Draft EIR Analysis]* **Modified Policy ER-12.9 Native American Resources.** The City shall consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of a particular project. *[New Policy – Draft EIR Analysis]*	PS	LS
5.5 Agricultural and Soil Resources				
Impact 5.5-1	The Project would result in the conversion of important farmland to non-agricultural uses.	No Additional Mitigation is Currently Available	PS	SU
Impact 5.5-2	The Project could conflict with existing zoning for agricultural use, or conflict with existing Williamson Act contracts.	None Required	LS	
Impact 5.5-3	The Project could involve other land use conflicts between agricultural and urban uses.	None Required	LS	
Impact 5.5-4	The Project could result in substantial soil erosion or the loss of topsoil.	None Required	LS	
Impact 5.5-5	The Project could result in substantial coastal wave or beach erosion.	None Required	LS	
5.6 Mineral Resources				
Impact 5.6-1	The Project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site.	None Required	LS	
5.7 Air Quality and Climate Change				
Impact 5.7-1	The Project could expose a variety of sensitive land uses to construction-related air quality emissions.	None Required	LS	

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 5.7-2	The Project would result in a cumulative increase of criteria pollutants in a non-attainment basin.	No additional mitigation is currently available.	PS	SU
Impact 5.7-3	The Project could conflict with or obstruct implementation of the applicable air quality plan.	None Required	LS	
Impact 5.7-4	The Project could expose sensitive receptors to substantial pollutant concentrations.		PS	SU
Impact 5.7-5	The Project could create objectionable odors affecting a substantial number of people.	None Required	LS	
Impact 5.7-6	The Project would potentially conflict with implementation of state goals for reducing greenhouse gas emissions.	Recommended New Policies and Implementation Measures **SC-1.4: Support Climate Action Team Emission Reduction Strategies.** The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the 2030 General Plan to determine its consistency with the CAT emission reduction strategies. **Policy SC-1.5: Support Offsite Measures to Reduce Greenhouse Gas Emissions.** The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions. **Implementation Measure 55.0.** The City shall develop and maintain a Climate Change Adaption Action Plan (CCAAP). The CCAAP shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures, and monitoring and report plan. *[New Implementation Measure – Recirculated Draft EIR Analysis]*	~~Unable to determine for lack of significance threshold~~ PS	SU
5.8 Energy and Resource Conservation				
Impact 5.8-1	The Project would increase energy demand and require additional energy resources.	None Required	LS	
CHAPTER 6 SAFETY AND HAZARDS				
6.2 Geologic, Seismic, and Soil Hazards				
Impact 6.2-1	The Project could expose people to injury or structures to damage from potential rupture of a known earthquake fault, strong groundshaking, seismic-related ground failure, or landslides.	None Required	LS	
Impact 6.2-2	The Project could result in potential structural damage from development on a potentially unstable geologic unit or soil.	None Required	LS	

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 6.2-3	The Project could increase the potential for structural damage from development on expansive soil.	None Required	LS	
6.3 Natural Hazards				
Impact 6.3-1	The Project could expose people or structures to flood hazards from development within a 100-year Flood Hazard Area or from increased rates or amounts of surface runoff from development.	None Required	LS	
Impact 6.3-2	The Project could expose people or structures to flood hazards from failure of a levee or dam.	None Required	LS	
Impact 6.3-3	The Project could expose people or structures to inundation by seiche or tsunami.	None Required	LS	
Impact 6.3-4	The Project could expose people or structures to inundation by increased sea level rise caused by global warming conditions.	None Required	LS	
6.4 Noise				
Impact 6.4-1	The Project could expose a variety of noise-sensitive land uses to construction noise.	None Required	LS	
Impact 6.4-2	The Proposed Project could expose a variety of noise-sensitive land uses to traffic noise.	No additional mitigation is currently available.	PS	SU
Impact 6.4-3	The Project could expose a variety of noise-sensitive land uses to railroad noise.	No additional mitigation is currently available.	PS	SU
Impact 6.4-4	The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in noise effects.	None Required	LS	
Impact 6.4-5	The Project could expose a variety of noise-sensitive land uses to stationary noise sources.	None Required	LS	
Impact 6.4-6	The Project could expose a variety of noise-sensitive land uses to excessive groundborne vibration or groundborne noise levels.	No additional mitigation is currently available.	PS	SU
6.5 Hazardous Materials and Uses				
Impact 6.5-1	The Project could include uses that create a significant hazard to the public or environment from the transportation, use, or disposal of hazardous materials.	None Required	LS	

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 6.5-2	The Project could include uses that emit hazardous emissions or handle hazardous materials, substances, or waste near school sites.	None Required	LS	
Impact 6.5-3	The Project could locate development on a hazardous waste site.	None Required	LS	
Impact 6.5-4	The Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None Required	LS	

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

SECTION 1
Introduction and Reader's Guide

Introduction

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of programs and projects over which they have discretionary authority before taking action on those projects or programs. Where there is substantial evidence that a project may have a significant effect on the environment, the agency shall prepare an environmental impact report (EIR) (CEQA Guidelines, Section 15164[a]). An EIR is an informational document that will inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

CEQA requires that a draft EIR be prepared and circulated for public review. Following the close of the public review period, the lead agency prepares a final EIR, which includes the comments received during the review period (either verbatim or in summary), and responses to the significant environmental issues raised in those comments. Prior to taking action on a proposed project, the lead agency must certify the EIR and make certain findings.

A lead agency is required to recirculate a draft EIR, prior to certification, when "significant new information" is added to the EIR after the public review period begins (CEQA Guidelines Section 15088.5). New information is deemed significant if it reveals the following:

- A new significant environmental impact resulting from either the project itself or a new proposed mitigation measure;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project proponent declines to adopt it; or
- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

In addition, a lead agency may choose to recirculate an EIR if additional studies or analysis is conducted for a project before a specific action is taken by local decision makers to approve a project.

Recirculation may be limited to those chapters or portions of the EIR that have been modified. Public notice and circulation of the recirculated draft EIR is required, per CEQA Guidelines Sections 15086 and 15087.

Project Overview

The City's 2030 General Plan (proposed project) is intended to address several changes in the City since preparation of the existing 2020 General Plan, which was originally adopted in November of 1990. Consequently, the proposed project, which establishes a planning framework and policies through the year 2030, will replace the existing 2020 General Plan document.

The City began this planning process in 2002 as an update to the 2020 General Plan with a visioning exercise, followed by a detailed technical and policy review. As time passed and the nature of major capital water and traffic improvements and State and regional planning efforts increasingly focused on 2030, the 2020 General Plan Update was redefined as the 2030 General Plan. The need for a new general plan is a result of the City determining that the 2020 General Plan was largely completed and/or in the development review process and the passage of SOAR in 1998 fundamentally changed the City's approach to future growth. In addition, several new initiatives were emerging such as restoration of the Ormond Beach wetlands, climate change and sustainable development, greater emphasis on redevelopment, and the proposal for the Jones Ranch Workforce Housing Specific Plan that requires voter approval.

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). Each general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open-space, conservation, safety, and noise as identified in State law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303). Consequently, the City has chosen to update its existing general plan to include all of the mandatory elements and will continue to include the five optional topics such as sustainable development, military compatibility, economic development, community identity, parks and recreation, and public facilities. The City has also chosen to group the elements into four broad categories; Community Development, Infrastructure and Community Services, Environmental Resources, and Safety and Hazards (see **Table 1-1**).

TABLE 1-1
ORGANIZATION OF 2030 GENERAL PLAN

General Plan Category	2030 General Plan Topics
Sustainable Development	Climate Change and Sea Level Rise Energy Generation and Increased Efficiency Green Buildings
Community Development	Land Use Community Identity Growth Management Economic Development
Infrastructure and Community Services	Circulation Utilities Public Facilities and Services Schools Parks and Recreation

TABLE 1-1
ORGANIZATION OF 2030 GENERAL PLAN

General Plan Category	2030 General Plan Topics
Environmental Resources	Biological Resources Water Resources Aesthetic Resources Cultural Resources Agricultural and Soil Resources Mineral Resources Air Quality Resources Open Space/Conservation
Safety and Hazards	Geologic, Seismic, and Soil Natural Hazards Emergency Preparedness Hazardous Materials Transportation Hazards Noise
Military Compatibility	Mission Support Compatible Development
Housing	2006-2014 Housing Element
Implementation	Goals and Policies Assigned

The CEQA Guidelines provide information on the types of environmental analysis that can be used to analyze a project, and one of these is a Program EIR (PEIR). According to the CEQA Guidelines (Section 15168[a]), a local agency may prepare a program-level EIR to address a series of actions that can be characterized as one large project or series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. Consistent with this description, the EIR being prepared for the proposed project is a PEIR.

Project Objectives

The proposed project presents several key objectives that were identified and considered by the City based on various General Plan Themes and input received from City stakeholders during public visioning workshops held early in the General Plan Update process. These objectives include the following:

- Minimize the loss of agricultural land.
- Population projections within a range of 238,000 to 286,000 people.
- Provide a broader range of workforce and affordable housing opportunities.
- Consider updated traffic level of service information and mobility implications of land use decisions.
- Provide options for better usage of land – such as infill or mixed use development.
- Protect existing land uses from incompatible development.

Project Setting

The City of Oxnard is located on the central coast of Ventura County (see **Figure 1-1**). The City is located 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. Oxnard's Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season combine to provide favorable agricultural conditions in the surrounding Oxnard plain. As the largest city in Ventura County, Oxnard is a combination of a coastal destination, business center, and the center of a regional agricultural industry.

Planning Boundaries

According to State law, a city must consider a planning area that consists of land within the city and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." As currently proposed, the proposed project's Planning Area encompasses all of the land inside the City Limits, the existing City Urban Limits Boundary (CURB), and additional unincorporated land areas that may influence future planning efforts.

The Planning Area for the proposed project covers an area consisting of approximately 44,000 acres. The western boundary extends north along the Pacific Ocean Coast from the northern boundary of the Ventura County Naval Base, around the City of Port Hueneme, to the Santa Clara River. The northern boundary begins at the coast and extends east-northeast along the Santa Clara River. Approximately one mile east-northeast of Wells Road, the boundary heads directly east across the Santa Clara River for approximately three miles before the boundary turns south. The boundary follows Beardsley Wash for approximately three miles until it reaches Highway 101. At this point, the boundary travels along Highway 101 for approximately a half mile then turns south. North of 5th Street, the boundary again follows Beardsley Wash and the Revlon Slough. The boundary then turns southwest and crosses State Route 1 (SR-1) and passes west through the Ventura County Naval Base. The boundary continues along the northern boundary of the Ventura County Naval Base and Port Hueneme towards the Pacific Coast.

Implementation of the Proposed General Plan

The Goals and Policies Report of the proposed project includes an implementation plan that also identifies a consistency procedure. A City office is assigned responsibility for each 2030 General Plan goal and its implementing policies and specific implementation actions and schedule are included for selected policies. As part of the proposed project, the City is also providing a review and update of its existing Public Facilities Fees.

California Environmental Quality Act Compliance

The draft PEIR for the proposed project was prepared in compliance with CEQA and the CEQA Guidelines (California Code of Regulations, Title 14). As described in the CEQA Guidelines, Section 15121(a), as EIR is a public information document that assesses the potential environmental effects of a project, as well as identifies mitigation measures and alternatives to the project that could reduce

SOURCE: ESRI, 2006; and ESA, 2008

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Figure 1-1
Regional Locator Map

or avoid adverse environmental impacts. CEQA guidelines require that state and local government agencies consider the environmental consequences of a project over which they have discretionary authority. Consequently, the draft PEIR (along with this recirculated draft PEIR) is an informational document used in the planning and decision-making process. It is not the purpose of an EIR to recommend either approval or denial of a project.

The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects (Public Resources Code Section 21002)." In the case of this PEIR for the proposed project, the proposed mitigation measures for these significant effects take the form of general plan policies that would be incorporated into the final General Plan. For example, to help mitigate the severity of impacts to local air quality and regional climate change impacts that may occur through implementation of the proposed project the following policies (shown below in **Table 1-2**) were identified through preparation of the draft PEIR to help reduce the severity of these impacts.

TABLE 1-2
EXAMPLE OF CLIMATE CHANGE IMPACTS AND PROPOSED MITIGATION FROM THE DRAFT PEIR FOR THE PROPOSED PROJECT

Impact 5.7-6: The Proposed Project could potentially conflict with implementation of state goals for reducing greenhouse gas emissions.

Proposed Mitigation Measures:

SC-1.4 Support Climate Action Team Emission Reduction Strategies. The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the 2030 General Plan to determine its consistency with the CAT emission reduction strategies. *[New Policy – Environmental Analysis].*

SC-1.5 Support Offsite Measures to Reduce Greenhouse Gas Emissions. The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions. *[New Policy – Environmental Analysis].*

Implementation Measure 55.0. The City shall develop and maintain a Climate Change Adaption Action Plan (CCAAP). The CCAAP shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures, and monitoring and report plan. *[New Implementation Measure – Recirculated Draft EIR Analysis]*

The draft PEIR for the proposed project was submitted to the State Clearinghouse (SCH 2007041024) and released for public and agency review on March 9, 2009. While the public review and comment period for the draft PEIR closed on April 22, 2009, the public review period was extend an additional 30 days until May 22, 2009. A notice of availability was published in a local newspaper and the draft PEIR and 2030 General Plan were also made available for public review at several locations including local libraries, city offices, and on a website.

Reader's Guide to the Recirculated PEIR

As the CEQA lead agency, the City of Oxnard is responsible for the preparation and certification of the PEIR prior to approving or carrying out the proposed project. The discretionary action before the lead agency is the approval and adoption of the 2030 General Plan. In its role as the lead agency, the City has directed the recirculation of the draft PEIR for the proposed project.

Notice of Recirculation

Recirculation of a draft EIR requires notification of responsible and trustee agencies and the general public, per CEQA Guidelines Sections 15086 and 15087. The lead agency need only recirculate those chapters or portions of the draft EIR that have been modified. The modified portions of the draft PEIR are identified and summarized below.

Purpose of Recirculation

During the spring and summer of 2009, the City of Oxnard made several changes to the 2030 General Plan Land Use and Circulation Diagram in response to a variety of public comments received on the proposed project. The recirculated traffic section reflects the changes both to proposed land uses and improvements to the circulation network. During the same time period, the City also considered new water supply and demand projections developed for the Planning Area. A summary of the proposed land use and circulation changes is provided below.

Summary of Land Use Changes

The revised Land Use and Circulation Diagram is also identified in **Figure 1-2,** with the circulation system shown separately in **Figure 1-3.** The revised diagram designates the proposed general location, distribution, and extent of land uses through build out of the General Plan (or proposed project). As required by State law, land use classifications, shown in specific color patterns, letter designations, or labels on the land use diagram, specify a range of a housing density and building intensity for each land use type. These standards also allow for various circulation and utility infrastructure needs to be determined.

Table 1-3 provides a list of the designated land uses proposed for the revised Land Use and Circulation Diagram along with an estimate of acreage attributed to each land use category. This table compares the previous projected land uses along with the revised totals that comprise the current project.

TABLE 1-3
DESIGNATED LAND USES PROPOSED UNDER THE FEBRUARY AND NOVEMBER 2009 OXNARD LAND USE AND CIRCULATION DIAGRAM

Designated Land Use	February 2009 Land Use Map utilized for the Draft PEIR[1]	November 2009 Land Use Map utilized for the Recirculated Sections[1]
Residential		
Residential (includes all types)	7,330	7,435
Commercial		
Commercial (includes all types)	1,305	1,230
Central Business District	208	208
Industrial		
Industrial (includes all types)	2,351	2,481
Business and Research Park	389	438
Central Industrial Area	220	220

TABLE 1-3
DESIGNATED LAND USES PROPOSED UNDER THE FEBRUARY AND NOVEMBER 2009 OXNARD LAND USE AND CIRCULATION DIAGRAM

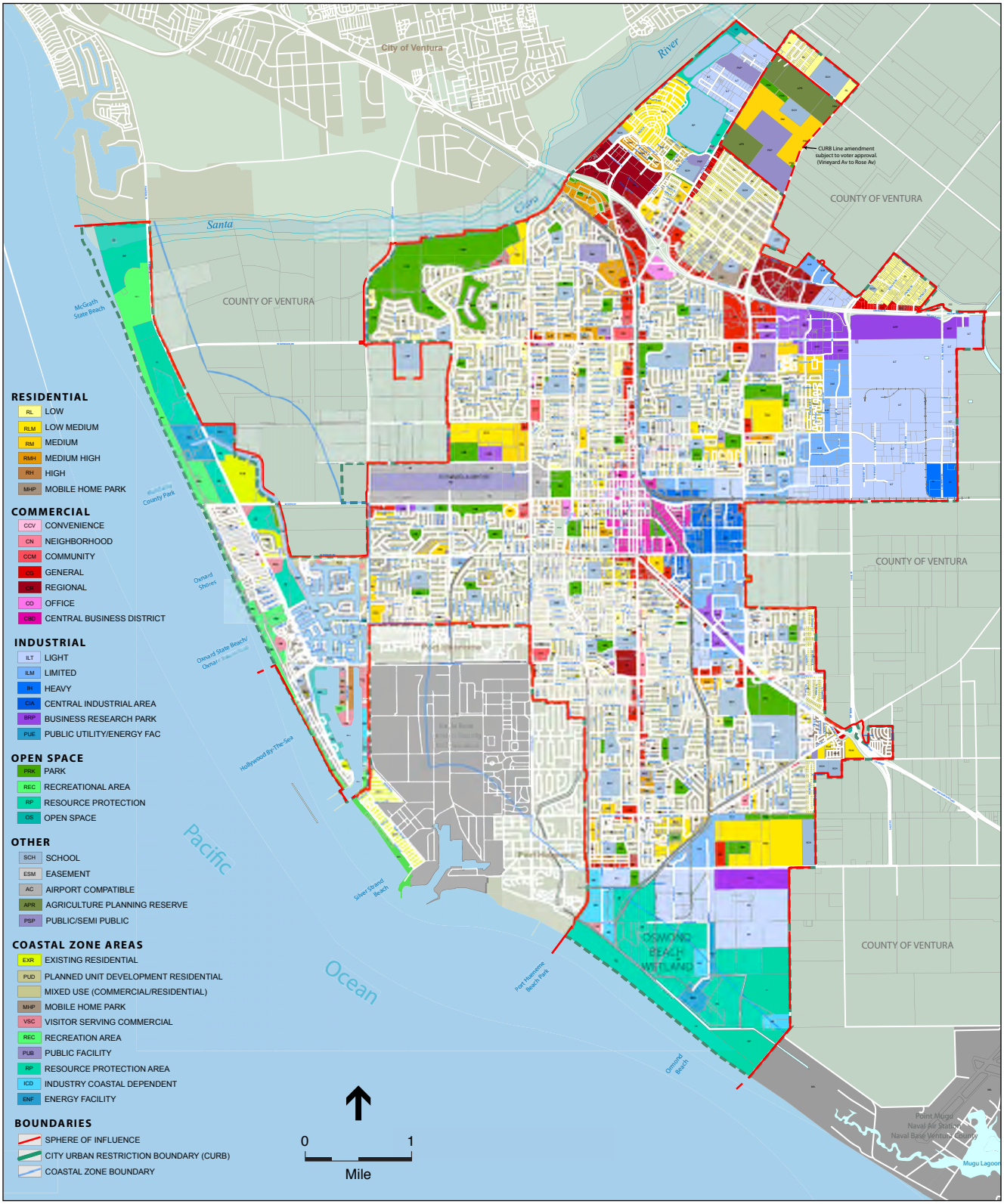
Designated Land Use	February 2009 Land Use Map utilized for the Draft PEIR[1]	November 2009 Land Use Map utilized for the Recirculated Sections[1]
Open Space		
Agriculture Planning Reserve	0	176
Open Space	63	35
Resource Protection	1,420	1,567
Parks/Recreation	1,400	1,326
Other		
Airport Compatible	214	214
Public/Semi-Public	380	500
Public Utility/Energy Facility	302	153
Schools	860	866
Easement	399	396
Other/Unclassified	72	0
Ventura County (predominately agriculture)	26,921	26,589
Point Mugu	567	567
Total	**44,401**	**44,401**

1 Does not include waterways, rights-of-ways, or other non designated areas that can't be developed
2 Commercial consists of Commercial Community, Commercial Convenience, Commercial General, Commercial Neighborhood, Commercial Office, and Commercial Regional.
3 Industrial includes Industrial Light and Industrial Limited.

Summary of Circulation Changes

During the spring and summer of 2009, City of Oxnard transportation staff made several revisions to the OTM. These revisions were warranted as several changes to the General Plan Land Use and Circulation Diagram (a key input component to the model) had been updated. These changes are summarized in the following bullets.

- Removed the proposed extension of Wooley Road to Del Norte Blvd from the network.
- Changed Rice Avenue from Gonzales Road and Fifth Street from a freeway to conventional highway.
- Ramp connections are provided so that turns are accommodated at the Rice Avenue/Fifth Street grade separation.
- Gonzales Road is proposed as a four-lane road rather than six-lane road from Victoria Avenue to H Street.
- Removed the proposed extension of Lombard Avenue south of Fifth Street.
- Removed the proposed extension of Elevar Street to Fifth Street.
- Added a 4-lane east-west secondary road south of Gonzales Road between Rice Avenue and Del Norte Blvd.



SOURCE: City of Oxnard, 2009; and ESA, 2009

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Figure 1-2

Land Use and Circulation Map

SOURCE: City of Oxnard, 2009; and ESA, 2009

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Figure 1-3
Circulation Map

- Extended Gonzales Rd east of Del Norte Blvd to the City of Camarillo.
- Extended the frontage road (Ventura Blvd) on the north side of Route 101 from Del Norte Blvd to the City of Camarillo.

Summary of Environmental Impacts addressed in this PEIR

The recirculated draft PEIR for the proposed project consists of this introduction and the five modified sections from the *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report* (February 2009), as described below:

1. Circulation, Traffic, and Transportation

Section 2.1 "Circulation, Traffic, and Transportation" of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model based on the revised November Land Use and Circulation Diagram. The updated section includes a revised impact discussion (Impact 4.2-1) as several roadway intersections experienced different levels of services, with some additional intersections experiencing reduced levels of service. However, as a result of this analysis, the original impact conclusion of "***significant and unavoidable***" for this impact remains unchanged.

2. Utilities

Section 4.3 "Utilities" of the original draft PEIR was revised to incorporate the results of a recent study addressing current regional groundwater conditions and imported water supply availability that has been re-evaluated in light of current environmental and regulatory conditions. The study indicates that the City will draw on groundwater credits between 2010 and 2015 while the GREAT Program facilities are being constructed and brought on line. After 2015, there is sufficient water supply for projected demand and a surplus that will be used to gradually restore the groundwater credit bank. Consequently, as a result of this analysis, the original impact conclusion of "***less than significant***" for this impact remains unchanged.

3. Agricultural and Soil Resources

Section 5.5 "Agricultural and Soil Resources" of the original draft PEIR was revised to incorporate several land use changes made to the February 2009 version of the General Plan Land Use and Circulation Diagram. As a result of these land use changes, 215 additional acres currently classified as important farmlands (according to the FMMP) in the Del Norte Community Expansion area (northeastern portion of the Planning Area between El Rio and Strickland Acres would eventually be designated as Planning Reserve which implies eventual conversion to a developed use. As a result of this analysis, the impact conclusion of "***significant and unavoidable***" for important farmlands (Impact 5.5-1) remains unchanged.

4. Air Quality and Climate Change

Section 5.7 "Air Quality and Climate Change" of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic and additional vehicle miles travelled (VMTs) throughout the Planning Area compared to those levels previously analyzed in the draft PEIR. These additional VMTs resulted in additional air quality

emissions addressed under Impact 5.7-2 of the draft PEIR. As a result of this analysis, the impact conclusion of "***significant and unavoidable***" for air quality remains unchanged.

The City has also decided to include a significance threshold (for the purposes of CEQA) to address the impact of climate change associated with the proposed project. Using the revised air quality analysis (with operational emissions for CO2 or greenhouse gas emissions), Impact 5.7-6 of the draft PEIR was updated to include a significance threshold. As a result of this analysis, the impact conclusion for Impact 5.7-6 was revised from "unable to determine" to "***significant and unavoidable***".

5. Noise

Section 6.4 "Noise" of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic, additional VMTs, and a different distribution of traffic noise impacts throughout the Planning Area. As a result of this analysis, it was determined that several additional roadway segments would experience a significant increase in traffic noise. However, the original impact conclusion of "***significant and unavoidable***" for Impact 6.4-2 remains unchanged.

Organization of the Document

The chapters that make up this recirculated draft PEIR are as follows:

- ***Chapter 1***, "***Introduction and Reader's Guide***", provides a brief overview of the proposed project, environmental compliance activities conducted to date, and outlines the contents and organization of the recirculated draft EIR.
- ***Chapter 2***, "***Recirculated Sections of the draft PEIR***", identifies which sections were modified or updated with new information.
- ***Chapter 3***, "***Report Preparation***", provides a list of the individuals involved in the preparation of the recirculated draft EIR.

Terminology Used in the Recirculated PEIR

For each impact identified in this recirculated draft PEIR, a statement of the level of significance of the impact is provided. Impacts are categorized in one of the following categories:

- **Significance Criteria.** A set of criteria used by the lead agency to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this recirculated draft PEIR include some that are set forth in the CEQA Guidelines, or can be discerned from the CEQA Guidelines; criteria based on factual or scientific information; criteria based on regulatory standards of local, State, and federal agencies.
- A project impact is considered **less-than-significant** when it does not reach the standard of significance and would therefore cause no substantial change in the environment. No mitigation is required for less-than-significant impacts.
- A **significant impact** is a substantial, or potentially substantial, adverse change in the environment. Physical conditions which exist within the area will be directly or indirectly affect by the proposed project. Impacts may be direct or indirect, and short-term or long-

term. A project impact is considered significant if it reaches the threshold of significance identified in the PEIR. Mitigation measures may reduce a potentially significant impact to less-than-significant.

- A **significant unavoidable impact** occurs when, even with the adoption of all proposed mitigation measures, a significant impact cannot be avoided or mitigated to a less-than-than significant level once the project is implemented.

Public Review

CEQA requires a public review period of at least 45 days for a recirculated draft PEIR (Guidelines Sections 15086 and 15105). The recirculated draft PEIR for the proposed project is being distributed directly to numerous agencies, organizations, and interested groups and persons for comment during public review period. Per CEQA Guidelines Section 15088.5(f) (2), **the lead agency requests that reviewers limit their comments to the revised sections of the draft PEIR (see Chapter 2 of this document)**. Comments received during the initial circulation period that relate to chapters of the PEIR that were not revised and recirculated will be considered prior to certification of the final EIR. Public comment(s) in writing is required during the 45-day public review period.

The recirculated draft PEIR and the original draft PEIR are available for public review at the following locations within Oxnard during the review period:

Development Services Department
Planning Division
214 South C Street

Oxnard Main Library
251 South A Street

South Oxnard Library
4300 Saviers Road

To obtain a copy of the EIR, please contact Chris Williamson at 805-385-8156 or by email at chris.williamson@ci.oxnard.ca.us. CDs will be available for no charge from the Planning Division office. All 2030 General Plan documents will be available from the City's main Internet homepage: http://www.ci.oxnard.ca.us.

Final EIR, EIR Certification, and CURB Vote Requirement

The City shall respond in writing to significant environmental points raised by the reviewers of the recirculated draft PEIR in their comments. The comments and responses will be included in the final PEIR. The final PEIR shall consist of the draft PEIR, the recirculated draft PEIR, comments received on both the draft PEIR and recirculated draft PEIR, and the responses to those comments. After a public hearing on the proposed project, the City Council will then review the final PEIR along with any public testimony and decide whether to certify the PEIR and whether to approve or deny the project.

If the City Council approves the project and significant impacts identified by the PEIR cannot be mitigated, the City Council must state in writing the reasons for its actions. A statement of overriding considerations must be included in the record of the project approval and mentioned in the notice of determination (CEQA Guidelines, Section 15093(c)).

City Council consideration of the PEIR is anticipated in mid to late January 2010. After certification, the City Council will consider placing the 2030 General Plan on the June 8, 2010 Statewide Gubernatorial Primary Ballot as required by the Oxnard SOAR ordinance because the Del Norte Community Extension requires amending the Oxnard City Urban Restriction Boundary.

SECTION 2
Recirculated Sections of the Draft PEIR

Introduction

As more fully described in Chapter 1 "Introduction and Reader's Guide," the lead agency need only recirculate those chapters or portions of the draft PEIR that have been modified. For this project, consideration of the various changes to the General Plan Land Use and Circulation Diagram in response to a variety of public comments received on the proposed project have resulted in the need to modify five sections of the original draft PEIR for the proposed project. These modified sections are included in the following chapter and include:

- Section 4.2 "Circulation, Traffic, and Transportation",
- Section 4.3 "Utilities",
- Section 5.5 "Agricultural and Soil Resources",
- Section 5.7 "Air Quality and Climate Change", and
- Section 6.4 "Noise".

Additionally, in light of recent increased awareness of the threat of global warming and climate change and in response to recent efforts by the State of California to reduce emissions of global warming gases (i.e., passage of AB 32), the City has decided to update the global warming/climate change analysis for the proposed project.

The impact conclusions and resultant mitigation measures for all other resource chapters contained in the original draft PEIR remain the same and are not discussed further in this recirculated PEIR.

SECTION 2.1
Circulation, Traffic, and Transportation

Introduction

The City has revised and is circulating for public review a portion of the circulation, traffic, and transportation section (Section 4.2 of the draft PEIR) of the City of Oxnard 2030 General Plan to address several changes to the General Plan Land Use and Circulation Diagram (more fully described in Chapter 1 "Introduction and Reader's Guide" of this recirculated PEIR). This section of the recirculated PEIR begins with a brief summary of the traffic and circulation revisions and then identifies (using underline/strikeout text) portions of the original draft PEIR section that were modified as a result of the changes to the proposed project. Although this section of the recirculated draft PEIR is titled Section 2.1 "Circulation, Traffic, and Transportation", the information provided below is formatted using the same numbering system (Section 4.2) originally provided in the draft PEIR.

Summary of Revisions

During the spring and summer of 2009, City of Oxnard transportation staff made several revisions to the Oxnard Traffic Model (OTM). These revisions were warranted as several changes to the General Plan Land Use and Circulation Diagram (a key input component to the model) had been updated. These land use changes are more fully described in Chapter 1 "Introduction and Reader's Guide" of this recirculated PEIR. City staff, using the latest land use tabulations for the proposed project, re-ran the OTM and made several changes to both the overall transportation network and the mitigation measures necessary to ensure conformance with City policies. These changes are summarized in the following bullets and the City's Circulation Diagram is provided in **Figure 2.1-1**.

- Removed the proposed extension of Wooley Road to Del Norte Blvd from the network.
- Changed Rice Avenue from Gonzales Road and Fifth Street from a freeway to conventional highway.
- Ramp connections are provided so that turns are accommodated at the Rice Avenue/Fifth Street grade separation.
- Gonzales Road is proposed as a four-lane road rather than a six-lane road from Victoria Avenue to H Street.
- Removed the proposed extension of Lombard Avenue south of Fifth Street.
- Removed the proposed extension of Elevar Street to Fifth Street.
- Added a 4-lane east-west secondary road south of Gonzales Road between Rice Avenue and Del Norte Boulevard.

SOURCE: City of Oxnard, 2009; and ESA, 2009

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Figure 2.1-1
Circulation Map

- Extended Gonzales Rd east of Del Norte Blvd to the City of Camarillo.
- Extended the frontage road (Ventura Blvd.) on the north side of Route 101 from Del Norte Blvd to the City of Camarillo.

The revised mitigation measures are summarized in Table 4-6 (see below). This section only includes the impact discussion (Impact 4.2-1) that required modification as a result of the various land use/traffic model changes. As a result of this analysis, the original impact conclusion of "***significant and unavoidable***" for this impact remains unchanged. No changes to the General Plan Background Report were necessary or made as part of this recirculated draft PEIR.

Section 4.2 Circulation, Traffic, and Transportation (Draft PEIR Section)

Impact Methodology

This section provides a summary of the methods used to assess the transportation effects of the Project and its corresponding mitigation measures. The revised ~~entire~~ traffic study prepared for the Project is provided as Appendix A of this recirculated draft PEIR. ~~Appendix D of this Draft PEIR~~.

Traffic Analysis

Level of Service (LOS) is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from "A" to "F". These categories can be viewed much like school grades, with "A" representing the best traffic flow conditions and "F" representing poor conditions. LOS A indicates free-flowing traffic and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections. As part of the Project, the acceptable LOS for intersections is grade C or better. The same measure for LOS applies to the Project horizon year. **Table 4-1** provides definitions of level of service for signalized intersections using the Intersection Capacity Utilization (ICU) methodology.

TABLE 4-1
LEVEL OF SERVICE DESCRIPTIONS

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersection are minimal.	0.00 – 0.59
B	Represents reasonably unimpeded operations at average travel speed. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.60 – 0.69
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections	0.70 – 0.79
D	Congestion occurs and a small change in volumes increases delays substantially.	0.80 – 0.89
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.90 – 0.99
F	Characterizes arterial flow at extremely low speeds and intersection congestion occur with high delays and traffic queuing.	≥ 1.00

SOURCE:*2000 Highway Capacity Manual*, TRB Special Report 209

Planning Area and Road Network

The Planning Area is bordered by Beardsley Wash and Revolon Slough on the east, Santa Clara River on the north, Pacific Ocean on the south and west and the United States Naval Base Ventura County at Port Hueneme and at Point Mugu. Several regionally and locally significant roadways traverse the Planning Area. Each of the key roadways within the Planning Area is discussed below.

North-South Facilities

SR-1. SR-1 (Pacific Coast Highway) is a 656-mile north-south route and is a part of the California Scenic Highway System. SR-1 extends from the Los Angeles County line to Santa Barbara County and provides interregional, recreational, commuter and local travel through both rural and urban settings. In relation to Oxnard, SR-1 has a junction with SR-34, SR-232, and US-101 Oxnard Boulevard within the City's limits will eventually have the State Route 1 designation removed and the road will be transferred to the City. Rice Avenue will eventually be re-designated as SR-1 from its intersection with Oxnard Boulevard to the new US-101 intersection. The portions of SR-232 (Vineyard Avenue) from US-101 to Oxnard Boulevard and SR-34 (Fifth Street) from Oxnard Boulevard to Rice Avenue will also be included in the transfer.

State Route 232 (SR-232). SR-232 (Vineyard Avenue) is a 4-mile north-south route and extends from SR-1 to SR-118 within Ventura County. SR-232 starts on the west at the intersection of SR-1 / Oxnard Boulevard and Vineyard Avenue. SR-232 continues northeast on Vineyard Avenue, intersects with US-101, and ends at SR-118 (West Los Angeles Avenue). According to the 2003 Caltrans District 7 Master System Plan Status, SR-232 will be realigned from Vineyard Avenue to Santa Clara Avenue. In relation to Oxnard, SR-232 has a junction with SR-1, SR-118 and US-101.

US Highway 101 (US-101). US-101 is a 1,540-mile north-south route is a well traveled roadway that terminates in the State of Washington. US-101 extends from the Los Angeles County line to the Santa Barbara County line within Ventura County. US-101 is heavily used by commuters traveling between Ventura, Los Angeles and Santa Barbara Counties and the route experiences heavy seasonal recreational traffic bound for vacation destinations along the coast. Regional activity centers such as Oxnard's Esplanade Shopping Center generate a great deal of localized traffic activity that impacts US-101. Weekend traffic, which has a high recreational component, also results in sporadic traffic congestion for US-101. Locations on US-101 with especially heavy traffic are the stretches between Camarillo and the Santa Clara River Bridge in Oxnard. In relation to Oxnard, US-101 has a junction with SR-1, SR-232 and SR-34 in the City of Camarillo.

C Street. C Street functions as a local arterial from Gonzales Road to Bard Road. Although C Street does not have a cross section consistent with the local arterial standard, it functions as one carrying traffic parallel to relatively congested Oxnard Boulevard.

Del Norte Boulevard. Del Norte Boulevard provides access to US-101 from the Northeast Industrial Area. Del Norte Boulevard functions as a secondary arterial from US-101 to Sturgis Road and as a local roadway from Sturgis Road south to Fifth Street (SR-34).

Harbor Boulevard. From the Santa Clara River south to Fifth Street in Oxnard, Harbor Boulevard is a two lane road serving primarily recreational and agricultural uses. South of Fifth Street to Channel Islands Boulevard, Harbor Boulevard is a four lane city street with limited driveway access.

Oxnard Boulevard (SR-1). Oxnard Boulevard is one of the principal entrances to Oxnard from both the north and south. Oxnard Boulevard is also the principal north south access to the Central Area and continues southerly through the Five Points intersection to southeast commercial and residential areas. Although Oxnard Boulevard's development as a commercial strip is an obstacle, its location in the center of Oxnard has led to its functioning as a primary arterial. Oxnard Boulevard is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/Saviers Road/ Wooley Road).

Rice Avenue. From US-101 south to Fifth Street in Oxnard, Rice Avenue is primarily a six lane city street with limited access serving light industrial areas. South of Fifth Street to SR-1, Rice Avenue is a four lane divided rural highway in Ventura County and extends to Hueneme Road. Rice Avenue is part of the National Highway System and is a Port of Hueneme access route.

Rose Avenue. From US-101 south to Pleasant Valley Road, Rose Avenue is primarily a four lane road with six lanes at certain locations.

Saviers Road. From Oxnard Boulevard south to Hueneme Road in Oxnard, Saviers Road is a four lane city street serving primarily commercial and residential areas. Saviers Road is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road).

Ventura Road. From US-101 in Oxnard south to East Port Hueneme Road in the City of Port Hueneme, Ventura Road is a four to six lane city street with limited driveway access that serves commercial and residential areas.

Victoria Avenue. From Olivas Park Drive in the City of Ventura south to Channel Islands Boulevard, Victoria Avenue is a four lane, divided street that serves the agricultural areas north of Wooley Road and the residential and commercial areas south of Wooley Road.

Vineyard Avenue (SR-232). Vineyard Avenue is an important connection between Route 101 and central Oxnard via Oxnard Boulevard. Between Oxnard Boulevard and the Route 101 interchange, Vineyard Avenue is a six lane divided facility. Northeast of Route 101, Vineyard Avenue is a secondary arterial facility. Vineyard Avenue is a principal entrance to Oxnard for westbound traffic on US-101.

East-West Facilities

State Route 34 (SR-34). SR-34 (Fifth Street) is a 13-mile east-west route that starts on the west at the Oxnard city limits and continues to the City of Camarillo and ends at SR-118. According to the 2003 Caltrans District 7 Master System Plan Status, SR-34 will be realigned to a north-south alignment to SR-1. In relation to Oxnard, SR-34 has a junction with SR-118 in the County of Ventura and US-101 in the City of Camarillo.

Camino Del Sol. Camino Del Sol is a four-lane divided roadway with a raised median, within the Planning Area, trending in an east-west direction. The posted speed limit on Camino Del Sol is 40 miles per hour through most of its stretch and on-street parking is permitted in certain areas. Camino Del Sol is 4-lanes with a divided median from North Garfield Avenue/ Entrada Drive to Rose Avenue, transitions to a four-lane divided roadway with a painted median from of Rose Avenue to Gibraltar Street. Between Gibraltar Street and Rice Avenue, Camino Del Sol transitions to a four-lane roadway with a raised median.

Channel Islands Boulevard. From Harbor Boulevard in Oxnard through the City of Port Hueneme to Rice Avenue, Channel Islands Boulevard is primarily a four lane street with limited driveway access in commercial and residential areas.

Fifth Street (SR-34). Fifth Street is the principal east-west street serving the Central Business District of Oxnard and the mid Oxnard region on both the east and west sides of Oxnard. Fifth Street is currently designated SR-34 east of Oxnard Boulevard. Fifth Street functions as a secondary arterial except for the segments from Patterson Road to H Street and Oxnard Boulevard to Rose Avenue, which presently function as primary arterials. Fifth Street provides access to Harbor Boulevard, which is a major route into and out of Oxnard.

Gonzales Road. From Victoria Avenue to west of Oxnard Boulevard, Gonzales Road is a four lane divided primary arterial serving mostly residential and commercial areas. Gonzales Road from east of Oxnard Boulevard to Rice Avenue is a six lane divided road. Gonzales Road extends out to Harbor Boulevard in Ventura County.

East Port Hueneme/Hueneme Road. From Ventura Road in the City of Port Hueneme to J Street in Oxnard, East Port Hueneme Road is a four lane divided roadway. From J Street in Oxnard east to Edison Drive, Hueneme Road is primarily a four lane divided road serving light industrial and agricultural areas. Hueneme Road east to Los Posas Road in the City of Camarillo is a 2-lane road. Hueneme Road is part of the National Highway System and is a Port of Hueneme access route.

Pleasant Valley Road. From US-101 in the City of Camarillo south to SR-1 in Oxnard, Pleasant Valley Road is a two lane road serving light industrial and agricultural areas. South of SR-1 to Ventura Road in the City of Port Hueneme, Pleasant Valley Road is a four lane city street serving residential and commercial areas.

Wooley Road. In Oxnard from Victoria Avenue east to Rose Avenue, Wooley Road is a divided four lane city street serving residential, commercial and light industrial areas. Wooley Road from Harbor Boulevard to Victoria Avenue is a secondary arterial with two to four lanes. Wooley Road also extends east with two lanes into Ventura County and is a collector west of Harbor Boulevard. Wooley Road is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road).

Forecasting

The City of Oxnard Traffic Model (OTM) is a sub-area traffic forecasting model that is designed to be used for preparing traffic forecast data for the City of Oxnard, which is located in western Ventura County. The OTM was developed for use in the Project, and traffic forecasts from the OTM

are also intended for application in the traffic impact assessment of significant land use and transportation projects in the City of Oxnard.

The OTM is a sub-area derivation of the Ventura Countywide Traffic Model (VCTM), which is maintained by the Ventura County Transportation Commission (VCTC). It is designed as a focused sub-area model that has the capability to forecast peak hour as well as average daily traffic (ADT) conditions and therefore can be used as a traffic forecasting tool for a variety of traffic studies in the OTM primary modeling area. The VCTC's VCTM regional model was developed to satisfy the forecasting requirements of the Ventura County Congestion Management Program (CMP), and the OTM provides local sub-area model compatibility with the VCTM. As a derivative of the VCTM, the OTM retains the basic regional forecasting features of the VCTM while producing more refined data in the City of Oxnard.

Project Trip Generation

The network definition component of the OTM follows that of traditional traffic demand models, with the highway network designed to support the appropriate level of detail in the primary modeling area (i.e., the City of Oxnard). The trip generation component uses land use data as input and trip generation within the primary modeling area is calculated in the form of daily vehicle trips and AM and PM peak hour trips.

Project Trip Distribution

In the trip distribution/mode choice component of the OTM, use is made of regional travel forecast data (i.e., trip tables) from the VCTM, thereby incorporating regional trip patterns into the local sub-area model. The regional traffic data is obtained from the VCTM in the form of vehicle trips, and hence also incorporates mode choice relationships established by the VCTM parent model. The VCTM is documented in detail in a traffic model report prepared by the VCTC and some pertinent aspects of the VCTM are discussed in this report where appropriate.

Project Trip Assignment

The traffic assignment component of the OTM applies procedures that are sensitive to the capacity of the network and which are able to forecast peak hour (AM and PM) and ADT traffic volumes with reasonable reliability. Both link and intersection capacity constraints are applied in the assignment process, and post-processing procedures are applied in the OTM to refine raw traffic model forecast data using techniques described in the National Cooperative Highway Research Program Report 255 (NCHRP 255) published by the Transportation Research Board (TRB).

Forecasting Assumptions

Several key assumptions were applied to the OTM roadway network in developing the future year travel forecasts for the Project. The existing 2020 General Plan circulation system model included several roadway improvements which are to be implemented by year 2020 to accommodate the traffic generated by the land uses in the existing 2020 General Plan. **Table 4-2** lists all of the roadway mitigation under the existing 2020 General Plan developed in 1990 and updated through 2007. The tables delineates if the mitigation measure has been completed, dropped, or carried forward into the Project. The mitigation measures listed in Table 4-2 will be carried forward into the Project unless they have been completed or are noted as "dropped".

TABLE 4-2
~~(EXISTING) 2020~~ GENERAL PLAN ROADWAY MITIGATION STATUS

Roadway	Proposed Improvements	2020 Condition	Status
C Street	Relatively minor widening and channelization at some intersections.	Will function as secondary arterial (four lanes) during peak hours with parking limits.	Improvements completed
Channel Islands Blvd.	Widen to six lanes from Peninsula to Ventura Rd; widen to four lanes from Route 1 to Rice.	Primary arterial from Peninsula to Ventura; secondary arterial from Ventura to Rice.	Partially completed; carried forward.
Camino Del Sol (Colonia Rd.)	Construct extensions from Oxnard Blvd. to west of Rice Ave., and from Rice Ave. to Del Norte Blvd. and widen.	Primary arterial (six lanes) from Oxnard Blvd. to Del Norte Blvd.	Partially completed; carried forward. Secondary from Oxnard Blvd. to Rose Ave.
Del Norte Blvd.	Construct new arterial from Route 101 to Sturgis Road; widen existing road.	Primary arterial (six lanes) from Route 101 to Camino Del Sol; secondary arterial for remainder.	Partially completed; carried forward.
Rose Ave.	Major widening over entire length; new interchange at Route 101; new intersection at Route 1; construct extension to Hueneme Rd.	Local Arterial (two lanes) north of Stroube St.; primary arterial from Stroube St. to Pleasant Valley Rd.; secondary arterial south of Pleasant Valley Road.	Partially completed; carried forward. Grade separation at Fifth St.
Saviers Rd.	Major widening impacts at Channel Islands Blvd.; parking removal.	Primary arterial over entire length.	Improvements partially completed. Secondary from Bard Road to Hueneme Road.
Ventura Rd.	Major widening over entire length, some intersection impacts.	Primary arterial over entire length.	Partially completed, carried forward. Secondary from north of Vineyard Ave.
Victoria Ave.	Major widening over entire length; widen Santa Clara River Bridge; construct flyover structure.	Primary arterial over entire length with grade separation at Gonzales Rd.; local arterial south of Channel Islands Blvd.	Partially completed, carried forward, Grade Separation dropped.
Vineyard Ave.	Widen along entire length; construct extension to Patterson Rd.; parking removal.	Primary arterial from Oxnard Blvd. ~~Ventura Road~~ north; secondary arterial from Ventura Rd. to Patterson Rd.; State Route 232 designation removed.	Improvements partially completed. Removal of State Route Designation carried forward. Secondary from Oxnard Blvd. to Ventura Road.
Wooley Rd.	Widening along entire route; construct extension from east of Victoria Ave. to Harbor Blvd., including bridge over Edison Canal.	Secondary arterial from Harbor Blvd. to Patterson Rd.; primary arterial from Patterson Rd. to Pacific Ave.; secondary arterial from Pacific Ave. to Rice Ave.	Improvements partially completed. Local arterial Harbor Blvd. to Victoria Ave and secondary Victoria Ave. to Patterson Road.
Via Del Norte (Auto Center Drive)	Construct new roadway	Secondary arterial	Improvements completed.
Doris Ave.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to A Street; local arterial from Victoria Ave. to Patterson Rd.	Partially completed; carried forward. Local arterial.
Teal Club Rd. / Second St.	Widening between Victoria Avenue and Ventura Rd.; parking limitations.	Secondary arterial from Victoria Ave. to Oxnard Blvd.	Partially completed; carried forward.
Third St.	Widening and channelization.	Secondary arterial from Oxnard Blvd. to Rose Ave.	Completed.
Strugis Rd.	Widen from Elevar St. to east of Del Norte Blvd.	Secondary arterial from Rice Ave. to east of Del Norte Blvd.	Improvements completed.
Fifth St.	Widening and intersection improvements over entire length.	Secondary arterial Harbor Blvd. to Oxnard Blvd; primary arterial Oxnard Blvd. to Del Norte Bl.	Partially completed; carried forward. Secondary from Oxnard Blvd. to Del Norte Blvd.

TABLE 4-2
~~(EXISTING) 2020~~ GENERAL PLAN ROADWAY MITIGATION STATUS

Roadway	Proposed Improvements	2020 Condition	Status
Gonzales Rd.	Major widening over entire length; construct extension from Rice Ave. to Del Norte Blvd.	Secondary arterial from Harbor Blvd. to Victoria Ave.; primary arterial from Victoria Ave. to Del Norte Blvd.	Partially completed; carried forward, flyovers dropped. Secondary from Victoria Ave. to H Street.
Harbor Blvd.	Major widening from Fifth St. to Santa Clara River, including new bridge structures.	Secondary arterial from Channel Islands Blvd. to Fifth St.; primary arterial from Fifth St. to Olivas Park Dr.	Improvement not completed. Secondary from Fifth Street to Olivas Park Dr.
H St. / J St.	Minor widening or channelization at selected intersections; construct extension north of Vineyard.	Local arterial function will continue; peak hour parking limits will allow four lanes during peak traffic.	Partially completed; carried forward.
Hueneme Rd.	Widening over entire length, including some structures.	Secondary arterial over entire length.	Partially completed; carried forward.
Lombard Ave.	New roadway construction.	Secondary arterial from Gonzales Rd. to Fifth Street; local arterial from Fifth St. to Wooley Road.	Partially completed; carried forward.
Oxnard Blvd.	Widening and restriping over entire length; major reconstruction and rerouting at 5 points and at Pleasant Valley Rd.; extension into Town Center via new interchange on route 101.	Primary arterial from Vineyard Ave. to Third St.; secondary arterial from Third St. south; primary arterial in Town Center area; grade separation at Gonzales Rd.	Grade separation at Gonzales Rd. dropped. Partially completed; carried forward. Secondary arterial in Town Center area.
Patterson Rd.	New roadway construction north of Doris Ave.; widening south of Doris Ave. to Hemlock St.	Secondary arterial over entire length from Vineyard Ave. to Channel Island Blvd.; break in road at airport remains.	Improvements completed. Secondary from Wooley Road to Channel Islands Blvd.
Pleasant Valley Rd.	Widening over entire length; major work in area of Route 1/Rice Ave.	Primary arterial from Ventura Rd. to Route 1; secondary arterial east of Route 1.	Improvements completed. Secondary arterial.
Rice Ave. / Santa Clara Ave.	Widen over entire length; construct grade separations at Gonzales Rd. and Fifth St.; construct Route 101, Colonia Road and Route 1.	Secondary arterial north of Via Del Norte; freeway from Route101 to Fifth St.; 6-lane express-interchanges at way from Fifth St. to Pleasant Valley Rd.; secondary arterial from Route 1 to Hueneme Road.; Rice Avenue to be designated Route 1; Santa Clara Ave. to be designated Route 232.	Partially completed, carried forward. Grade separation at Gonzales and Camino del Sol dropped. Grade separation at Fifth St. carried forward. Freeway designation dropped.

Analysis Results

Table 4-3 describes the major new improvements that were added to the existing network in order to support the development anticipated with the Project. Although not addressing a particular impact, these mitigations are considered necessary for the viability of the transportation network under Project conditions.

TABLE 4-3
ROADWAY IMPROVEMENTS

Segment Description			Number of Lanes		Roadway Classification	
			GP	Alt B	GP	Alt B
Wooley	w. of	Rice	2	3	Secondary	Major
Wooley	w. of	Rose	2	3	Primary	Major
~~Wooley~~	~~between~~	~~Del Norte & Rice*~~	~~DNE~~	~~3~~	~~DNE~~	~~Major~~
~~Del Norte~~	~~between~~	~~Wooley & Fifth*~~	~~DNE~~	~~3~~	~~DNE~~	~~Major~~

DNE = Did Not Exist
*These segments are part of the Del Norte Roadway Extension proposed as part of Alternative B

Analysis of Non-Automobile Modes

The City of Oxnard has public transportation transfer centers where passengers can make convenient transfers between local bus lines and also between commuter buses or trains. These transit centers include the Oxnard Transportation Center (OTC) that provides transfers between Gold Coast Transit, Metrolink, Amtrak and VISTA along with the C Street Transfer Center at the Centerpoint Mall in Oxnard. There are also a number of locations where VISTA meets local transit services, although there is no large passenger facility or parking. VISTA centers include Oxnard's Esplanade Shopping Center that provides connections between VISTA and Gold Coast Transit in northern Oxnard.

Public Transit

Public transit provides transportation for local shopping, work, school and recreational activities. Public transit is provided by fixed route buses including Gold Coast Transit and VISTA, or general public Dial a Ride (DAR) services. DAR service is typically within a city or urban area and is characterized by short rides and frequent stops. Table 4-4 illustrates the public transportation ridership growth for Oxnard between 2000 and 2004.

TABLE 4-4
RIDERSHIP GROWTH IN OXNARD PUBLIC TRANSPORTATION

Oxnard Service	2000	2004	% Growth
Metrolink**	464,100*	485,888*	4.7
Oxnard Harbor and Beaches Dial-A-Ride	4,250	12,054	184
Gold Coast Transit*	3,687,762	3,372,170	-8.6
Gold Coast Transit ACCESS	46,898*	108,024*	130

* Total Gold Coast Transit (formerly South Coast Area Transit) ridership for Ventura County
** Ventura County percentage of total Metrolink ridership

SOURCE: Ventura County Congestion Management Plan, 2005

Paratransit Services

Paratransit service provides local curb to curb or door to door service for people who are unable to use fixed route bus service. Paratransit is an important link to mobility within the county and is required to parallel all fixed route local transit services. Para transit service is not usually considered a congestion management tool. City of Oxnard is served by several paratransit providers including Greyhound, Transportes Intercalifornias, and Ventura County Airporter.

Pedestrian Routes

Pedestrian travel constitutes a very small portion of total urban travel for the City of Oxnard. Providing sidewalks and paths becomes more relevant as the population increases. Oxnard provides pedestrian facilities within and between residential neighborhoods along with commercial and industrial areas. Pedestrian facilities are especially important in those parts of Oxnard where sidewalks are not currently provided, including Oxnard Boulevard, Pleasant Valley Road and Vineyard Avenue.

Bicycling

As an alternative to the automobile, bicycles are non polluting, quiet, inexpensive, and a reasonably available source of transportation. The combination of the bicycle's advantages and the public' increased interest in physical fitness has made the bicycle a much larger part of the transportation system than previously. Bicycles can be used for many short commuting trips and for recreational purposes.

There are limited commuter bicycle lanes in Ventura County as a whole. The Santa Clara River Bridge on US-101 has a new Class I bicycle and pedestrian path for the City of Oxnard. The descriptions below illustrate the three classes of bikeway facilities standards and designations established by the California Department of Transportation (Caltrans).

Bike Path (Class I). Class I bike paths are separated from roadways by distance or barriers and cross traffic by automobiles is minimized. Bike paths are facilities completely separated from the roadway and expressly for bicyclists. Bike paths can provide recreational opportunities or serve as desirable commuter routes. Design standards require two way bicycle paths to be a minimum of eight feet wide plus shoulders. Bike paths are usually shared with pedestrians. If pedestrian use is expected to be significant on the bike path, the desirable width is twelve feet.

Bike Lane (Class II). A Class II bikeway is a lane on a road way that is reserved for bicycles. The lane is signed and painted with pavement lines and markings. The lane markings decrease the potential for conflicts between drivers and bicyclists. Bike lanes are one way, with a lane on each side of the roadway between the travel lane and the edge of paving. If parking is permitted, bike lanes are between the travel lane and the parking lane. The bike lanes are at least four feet wide and five feet if parking is permitted.

Bike Route (Class III). Class III bike routes share existing roadways and provide continuity to other bikeways or designated preferred routes through high traffic areas. There is no separate lane for bike routes. Bike routes provide for limited pedestrian and driver use for the exclusive use of bicyclists. Bike routes are established by placing signs that direct bicyclists and warn drivers of

the presence of bicyclists. Since bicyclists are permitted on all roadways, the decision to sign a road as a bike route is based on factors including the advisability of encouraging bicycle travel on the route, the need to meet bicycle demand and the desire to connect discontinuous segments of bike routes.

The City is served by approximately fifteen miles of designated bike paths, lanes and routes. There are gaps in the bike path network which must be completed to facilitate bicycle travel. The bicycle system provides facilities to serve all types of bicycle trips including work, school, recreational, physical training and sport. All of Oxnard's future bicycle route facilities will be provided along public right of way.

Future bicycle facilities may be available for the Doris Avenue Drain, Ventura County Railroad, the Santa Clara River levee, Union Pacific Railroad (UPRR) right of way and for certain public utilities easements. Additional bicycle facilities may be available for redevelopment areas and private developments requiring public access improvements with special consideration to service recreational areas such as beaches, golf courses and parks. Also, many bikeways may take advantage of scenic views and other visual resources. Regionally, the system will serve all areas of Ventura County by tying into state and other local facilities, such as the Pacific Coast Trail.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The significance thresholds provide a standardized measurement to determine and describe project-related impact significance. The primary focus of impact assessment is based on the first criteria in the above list, in which the Project would cause a substantial increase in traffic relative to

the existing traffic load and the planned system capacity. Traffic increase is measured by LOS method as previously described. The City has set a standard threshold of acceptable LOS for intersections at C or better, unless specific intersection exceptions are made within Chapter 3 of the 2030 General Plan. The standard threshold for intersections shall apply to the Project and subsequent planning documents and guidelines.

In terms of public transit, a significant impact would occur if the Project projects a substantial increase in transit ridership when compared against the existing or planned facility and system capacity, or that another transit service agency would not be able to meet the demand. This would also apply to the bicycle and pedestrian circulation system if the Project causes substantial increase in pedestrian and bicycle usage relative to existing and planned capacity, or the ability to adapt plans in the future to projected usage.

In addition, the Project could indirectly impose impacts on the major rail, water, and air transportation facilities serving the Planning Area or surrounding area. While these transportation facilities are typically controlled and operated by authorities outside of the City's jurisdictions, the implementation of the Project may affect the standards of accessibility to and from these facilities (e.g., traffic associated with implementation of the Project may affect the level of service on the roadway infrastructures currently providing access to the Port of Hueneme). Significant impacts would occur if the Project results in a significant impediment to access of rail and water transportation facilities in a manner that would negatively affect their operations.

Impacts and Mitigation Measures

Impact 4.2-1: The Project would result in <u>five</u> ~~six~~ intersections operating below LOS C.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *No Additional Mitigation is Feasible or Desirable*
Resultant Level of Significance: *Significant and Unavoidable*

Impact Analysis

The City of Oxnard Traffic model was used to develop future 2030 traffic volumes. The peak hour volumes forecasted from the traffic model were used to derive the intersection turning movements. **Table 4-5** identifies the Planning Area intersections that experience significant impacts under Project conditions (i.e. intersections operating below LOS C in the morning and/or evening peak hours), without planned improvements and mitigations.

Policies and implementation measures included as part of the Project that would minimize the impacts are provided in the Project (Appendix under separate cover). These policies and implementation measures (see below) are designed to mitigate transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-

motorized transportation modes. Other policies including land use and circulation concepts are designed early during the design phases of citywide development to minimize land use conflicts.

In December, 2008, the City Council adopted a Traffic Mitigation Plan with identified funding sources for anticipated roadway and intersection improvements associated with the Project. Mitigations were not included that required the condemnation and demolition of residences and businesses at five ~~six~~ intersections (listed below), as the impacts and costs of the mitigations are considered undesirable. With implementation of these policies, implementation measures, and the Traffic Mitigation Plan and the determination that further mitigation at five ~~six~~ intersections is infeasible, the impact is considered ***significant and unavoidable***.

Table 4-5
Infrastructure and Community Services

Policies and implementation measures designed to ensure that adequate infrastructure facilities and services are adequately funded and allocated throughout the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	Implementation Measure #51
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #53
ICS-1.3 Funding for Public Facilities	Implementation Measure #54
ICS-1.6 Infrastructure Conditions of Approval	Implementation Measure #55
Policies and implementation measures designed to ensure that the Planning Area's transportation system operates at acceptable levels of service include the following:	
ICS-2.1 Coordinate with Regional Transportation Planning	ICS-3.3 New Development Level of Service C
ICS-2.2 Improved Port of Hueneme Access	ICS-3.4 Roadway Design
ICS-2.3 Mitigate Impacts on County Roads	ICS-3.5 Interim Level of Service Identification and Reporting
ICS-2.6 Intelligent Transportation Systems	ICS-3.6 Monitoring Level of Service
ICS-2.7 Coordinated Traffic Signal Timing with other Agencies	ICS-3.7 Future Level of Service
ICS-2.8 High Capacity Corridors	ICS-3.8 2030 Circulation System Diagram
ICS-3.1 CEQA Level of Service Threshold	Implementation Measure #56
ICS-3.2 Minimum Level of Service C and Exceptions	Implementation Measure #57

Intersections Below LOS C

As shown in **Table 4-6**, after implementation of the Traffic Mitigation Plan and related policies and programs, five ~~six~~ intersections are allowed to operate below LOS C due to the high costs of improvements and/or potential displacement of residences and businesses. The Rice Avenue/Gonzales Road intersection is anticipated to be mitigated to LOS C as part of the adoption of the Sakioka Farms Specific Plan either through additional design changes or by a trip generation cap placed on the Sakioka Farms Specific Plan. The five intersections below LOS C include the following:

- ~~C Street & Gonzales Road (PM LOS D)~~
- C Street & Wooley Road (PM LOS D)
- "Five Points" Oxnard Blvd/ Saviers Rd & Wooley Rd (AM LOS D and PM LOS E ~~PM LOS F~~)
- Rose Avenue & Gonzales Road (AM LOS D)
- ~~Rice Avenue & Gonzales Road (PM LOS D)~~

- ~~Rose Avenue & Pleasant Valley Road (PM LOS D)~~
- ~~Rose Avenue & Third Street (PM LOS D)~~
- Oxnard Boulevard & Gonzales Road (PM LOS D)
- Vineyard Avenue and Oxnard Boulevard (PM LOS D)

Some of the roadway and intersection improvements identified in Table 4-6 are on facilities or may involve coordination with entities outside of the City, such as the County or Caltrans. Implementation of the improvements would be subject to approval by other agencies, as well as funding programs that are not fully developed at this time. The City shall mitigate its impact by collecting fees that represent its fair share contribution to regional improvements. However, full funding or the regional improvements and their timely construction may require substantial coordination and cooperation between the City and other agencies.

In summary, the Project addresses its traffic effects through a combination of policies and the physical improvements identified in the Circulation Diagram and the recently adopted Traffic Mitigation Plan. Some physical improvements to facilities outside the City's jurisdiction would require cooperation and funding from a variety of entities outside of the City, so implementation of these improvements cannot by guaranteed solely through the City's actions. The City has determined that mitigation at five ~~six~~ intersections is infeasible and/or undesirable because of expense and/or the taking and demolition of homes and businesses and subsequent negative impact on established neighborhoods. Therefore, implementation of the Project including the adoption of the policies and implementation measures identified above result in a ***significant*** impact. No additional policies or feasible mitigation are required.

Significance after Implementation of the Traffic Mitigation Plan

This impact is considered ***significant and unavoidable.***

TABLE 4.6
INTERSECTION MITIGATION IMPLEMENTATION

Intersection	Impact	Mitigation	Significant Impact After Mitigation?
C St. & Third St.	LOS E PM	Add one right-turn lane for all four approach segments.	NO
C St. & Gonzales	LOS E PM	Add one through lane for east and westbound approach.	YES – LOS DPM1
C St. & Wooley	LOS D PM	No feasible mitigation	YES – LOS D PM[1]
H Street & Gonzales	LOS D PM	Replace northbound and southbound right-turn lane with through-right lane. Add one westbound right-turn lane.	NO
Oxnard & Gonzales	LOS D PM	Add overlap to westbound right-turn operation.	NO
Oxnard-Saviers & Wooley	LOS F AM,PM	No feasible mitigation	YES – LOS F PM1
Rice & Channel Islands	LOS E PM	Add free-right operation for southbound approach segment.	NO
Rice & Gonzales	LOS F AM,PM	Add one through lane and free-right operation for all four approach segments.	YES – LOS D PM1
Rose & SR-34 (Fifth St.)	LOS F PM	Change intersection to diamond interchange.	NO
Rose & Auto Center	LOS D PM	Add one through lane and free-right turn operation for northbound approach segment.	NO
Rose & Bard	LOS D AM	Add one westbound right-turn lane with overlap operation.	NO
Rose & Channel Islands	LOS D PM	Add one southbound left-turn lane. Replace eastbound and westbound right-turn lane with through-right lane.	NO
Rose & Gonzales	LOS D AM, E PM	Add one through lane for all four approach segments.	NO
Rose & Hueneme	LOS F AM,PM	For all four approach segments, add two through lanes and change through-right lanes to right-turn lanes. Add free-right operation for northbound and eastbound approach segments.	NO
Rose & Lockwood	LOS D PM	Add one through-right lane for northbound and southbound approach segment.	NO
Rose & Oxnard	LOS D PM	Add one left-turn lane for northbound approach.	NO
Rose & Pleasant Valley	LOS F AM,PM	Add one through lane for SB, EB and WB	YES – LOS D PM1
Rose & Third	LOS D PM	No feasible mitigation.	YES – LOS D PM1
Rose & Wooley	LOS D PM	Add one through-right lane for eastbound and westbound approach. Eliminate southbound free-right operation.	NO
Santa Clara & Auto Center	LOS E PM	For westbound approach segment, add one through lane and one left-turn lane, and change through-right lane to right-turn lane.	NO
Saviers & Channel Islands	LOS D AM	Add one eastbound through lane.	NO
Statham & Channel Islands	LOS D PM	Add one westbound right-turn lane.	NO
Ventura & Channel Islands	LOS D PM	Add one eastbound through lane.	NO
Victoria & Channel Islands	LOS D PM	Add overlap to westbound right-turn operation.	NO
Victoria & Gonzales	LOS D AM	Add overlap to northbound right-turn operation.	NO
Vineyard & Esplanade	LOS D PM	Change northbound right-turn lane to through-right lane.	NO

(1) This intersection is included in the list of intersections accepted at LOS C under General Plan policy C-2.2, listed at the end of this section for reference.

TABLE 4-6
INTERSECTION MITIGATION IMPLEMENTATION

Intersection	Impact	Mitigation	Significant Impact After Mitigation?
C St. & Channel Islands	LOS D AM	Add one southbound right-turn lane.	NO
C St. & Wooley	LOS D PM	Change eastbound right-turn lane to through lane.	YES – LOS D PM[1]
Oxnard & Vineyard	LOS D PM	Add one through lane for south and northbound approach segments.	YES – LOS D PM[1]
Oxnard & Gonzales	LOS D PM	Add one eastbound right-turn lane.	YES – LOS D PM[1]
Oxnard-Saviers & Wooley	LOS D AM, LOS E PM	Add one through lane and one right-turn lane for eastbound approach segment. Add one northbound through-left lane.	YES – LOS D AM/LOS E PM[1]
Rice & Gonzales	LOS D AM, LOS E PM	Add two left-turn lanes, one through lane, and free-right operation for southbound approach. Add four through lane for east and westbound approach segments. Add one westbound right-turn lane. Add two northbound through lanes. Eliminate eastbound left-turn lanes. Monitor and limit the development at Sakioka Farms to ensure the intersection does not degrade below LOS C unless other feasible physical mitigation can be implemented.	NO
Rose & SR-34 (Fifth St.)	LOS F PM	Change intersection to diamond interchange.	NO
Saviers & Pleasant Valley	LOS D PM	Add one left-turn lane for south, west, and northbound approach segments. Add one right-turn lane for south, west, and eastbound approach segments.	NO
Rose & Gonzales	LOS D AM	Add one through lane for south and westbound approach segments.	YES – LOS D AM
Santa Clara & Auto Center	LOS D PM	Change southbound left-turn lane to through lane. Change right-turn lane to through lane and add one left-turn lane for northbound approach segment. Add one right-turn and one left-turn lane and eliminate through lane for eastbound approach segment. Change right-turn lane to through-right lane and through lane to through-left lane, and eliminate one left-turn lane in the westbound approach segment.	NO
Saviers & Channel Islands	LOS D PM	Add one southbound right-turn lane. Add one northbound left-turn lane. Change eastbound right-turn lane to through lane.	NO

(1) This intersection is included in the list of intersections accepted at LOS C under General Plan policy C-2.2, listed at the end of this section for reference.

SECTION 2.2
Utilities

Introduction

Since 2006, a variety of conditions have affected local groundwater supply and availability of imported water purchased through the State Water Project (SWP) from Northern California. Lower than average precipitation over the past several years, efforts to protect endangered species on the Santa Clara River and in the Sacramento/San Francisco Bay Delta, intensification of water use by agricultural pumpers, and difficulty with groundwater recharge at some groundwater basin locations in the area have placed additional constraints on the availability of regional groundwater supplies. The City has revised and is circulating for public review a portion of the utilities section (Section 4.3 of the draft PEIR) of the City of Oxnard 2030 General Plan to incorporate the results of a recent study addressing current regional groundwater conditions and imported water supply availability that has been re-evaluated in light of these current conditions that are expected to continue indefinitely.

This section of the recirculated PEIR begins with a brief summary of the water supply revisions and then identifies (using underline/strikeout text) portions of the original draft PEIR section that were modified as a result of the changes to the proposed project. Although this section of the recirculated draft PEIR is titled Section 2.2 "Utilities", the information provided below is formatted and numbered using the same numbering system (Section 4.3) originally provided in the draft PEIR.

Summary of Revisions

Section 4.3 "Utilities" of the original draft PEIR was revised to incorporate the results of a recent study addressing current regional groundwater conditions and imported water supply availability that has been re-evaluated in light of current environmental and regulatory conditions. Specifically, Tables 4-7 through 4-12 were updated to indentify the City's projected supply verses the anticipated demand under normal year weather conditions, single dry year weather conditions, and worst case multiple dry year weather conditions using this updated water supply information. The results of the study indicated that the cumulative draw on local groundwater credits could exceed available credits during the short-term (years 2010 through 2015). However, after 2015, there appears to be sufficient surplus water supply from all available sources to gradually restore the groundwater credit bank. Consequently, as a result of this analysis, the original impact conclusion of "***less than significant***" for this impact remains unchanged.

Section 4.3 Utilities (Draft PEIR Section)

Impact Methodology

The groundwater and water supply assessment ~~of utilities~~ is based on a water supply/demand analysis prepared for the City that evaluated water supplies and demands developed specifically for growth anticipated under the proposed project. The analysis included reasonably projected water supplies available during normal, single dry and multiple dry water years to the year 2030 and compared them to anticipated water demands for the same time period. This section provides a summary of the water supply and demand projections, with Appendix B (of this recirculated draft PEIR) providing additional detail regarding the sources of available water used in the analysis. ~~a qualitative review of the existing services available to the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued service that meets acceptable standards.~~

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guide*. The project (or the project alternatives) would result in a significant impact if it would:

- Need new or expanded water supply entitlements that are not anticipated by the current Urban Water Management Plan, with amendments;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- Exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board (RWQCB);
- Require additional capacity to serve the project's projected demand in addition to existing commitments;
- Result in increase of erosion during the construction process or cause significant changes in the flow velocity or volume of storm water runoff to cause environmental harm and the potential for significant increases in erosion of the project site and surrounding areas;
- Result in an increase of the discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas;
- Result in an increase of the level of pollutants in storm water runoff from the post-construction activities or cause the impairment of the beneficial uses of receiving waters or areas that provide water quality benefit or cause significant harm on the biological integrity of the waterways and water bodies by the discharge of stormwater;
- Produce solid waste that impedes the City's ability to meet State Law and/or would exceed the permitted capacity of a landfill; or
- Conflict with federal, state, and local statutes and regulations related to solid waste.

Impacts and Mitigation Measures

Impact 4.3-1: The Project could require new or expanded water supplies, facilities, or affect the adequacy of a water supply beyond that anticipated by the current Urban Water Management Plan, the Great Program, and related public works plans and programs.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

The City has a comprehensive Water Management Program that outlines how the City plans to provide an adequate water supply to meet forecasted water demands well into the future. In addition to its internal water management program, the City is working cooperatively with local groundwater managers such as the Fox Canyon Groundwater Management Agency (FCGMA), United Water Conservation District (UWCD), and Calleguas Municipal Water District (CMWD) (Las Posas) on local groundwater management programs as well as CMWD and Metropolitan Water District (MWD) on regional imported water supply issues. Together, these programs are intended to provide a high degree of flexibility to provide a reliable long term water supply under a broad range of known (i.e. projected growth and planned water supply projects) and unknown scenarios (i.e. global climate change). The availability of local groundwater as augmented by existing groundwater management programs (including groundwater recharge through the Freeman Diversion project and the Las Posas Aquifer Storage Project), imported State water, and the City's planned water recycling effort through it's Groundwater Recovery Enhancement and Treatment (GREAT) Program and Augmented M&I Supplemental Water Programs will help to ensure that the City will be able to meet long term water demands.

Table 4-7 provides a Citywide water demand projection that includes all anticipated development within the City through the Year 2030. Based on this projection, the total Citywide water demand will be about 41,040 ~~42,730~~ acre feet per year (AFY) in 2030.

~~**TABLE 4-7**~~
~~**2007 CUMULATIVE WATER DEMAND PROJECTION (AFY)**~~

~~Category~~	~~Additions~~	~~Deductions~~	~~Cumulative Total~~
~~a. Existing water demand (2007)~~			~~25,690~~
~~b. Existing P&G demand (2007)~~	~~2,800~~		~~28,490~~
~~c. Specific Plans~~			
~~— Ormond Beach (South)~~	~~800~~		
~~— Ormond Beach (North)~~	~~545~~		
~~— Camino Real Business Park~~	~~140~~		

~~**TABLE 4-7**~~
~~**2007 CUMULATIVE WATER DEMAND PROJECTION (AFY)**~~

~~Category~~	~~Additions~~	~~Deductions~~	~~Cumulative Total~~
~~Teal Club~~	~~420~~		
~~Oxnard Village (Wagon Wheel)~~	~~640~~		
~~Sakioka Farms~~	~~1,695~~		
~~Jones Ranch~~	~~625~~		
~~Subtotal~~	~~4,865~~		~~33,355~~
~~d. Other large project areas~~	~~2,135~~		~~35,490~~
~~e. Infill projects~~	~~1,065~~		~~36,555~~
~~f. Additional demand due to redevelopment~~	~~1,200~~		~~37,755~~
~~g. Recycled Water~~		~~(3,225)~~	~~34,530~~
~~h. Brine Loss~~	~~4,200~~		~~38,730~~
~~i. Water Conservation~~			
~~Assume 5 percent~~		~~(2,100)~~	~~36,630~~
~~j. Unaccounted-for-water~~			
~~Assume 4 percent~~	~~1,600~~		~~38,230~~
~~k. Allowance for exp. Beyond City~~	~~0~~		~~38,230~~
~~l. Allow changes in unit demands~~			
~~Assume 10 percent of residential~~	~~2,000~~		~~40,230~~
~~m. Contingency~~			
~~Assume 2,500 AFY~~	~~2,500~~		~~42,730~~
~~**Total – All production - 2030**~~			~~**42,730**~~

~~Source: City of Oxnard, 2008~~

TABLE 4-7
ANNUAL WATER DEMAND PROJECTIONS (AFY)

Water Demands	**2010**	**2015**	**2020**	**2025**	**2030**
Baseline Demand					
2009 Revenue Metered Demand (a)	28,900	28,900	28,900	28,900	28,900
2009 Non-Revenue Water (b)	2,150	2,150	2,150	2,150	2,150
OVS (Formerly OVMWD) (c)	1,340	1,340	1,340	1,340	1,340
PHWA (d)	1,910	1,910	1,910	1,910	1,910
Proctor and Gamble (e)	2,300	2,800	2,800	2,800	2,800
Subtotal	36,600	37,100	37,100	37,100	37,100
Potential Demand					
Projected Buildout of the 2030 General Plan (f)	550	3,040	5,440	6,600	7,750
10% Contingency for General Plan Amendments (g)	50	300	550	650	750
Subtotal (h)	600	3,340	5,990	7,250	8,500
Demand Reduction Programs					
Demand Management Programs Reduction (i)	(500)	(1,620)	(2,150)	(4,440)	(4,560)
Subtotal	(500)	(1,620)	(2,150)	(4,440)	(4,560)
Total Demand	36,700	38,820	40,940	39,910	41,040

SOURCE: City Planning, 2009 (see Appendix B of this recirculated draft PEIR).
NOTES: Values are rounded to the nearest 10 acre-feet.

a) Baseline water demand for fiscal year 2009. Water demand by existing customers is anticipated to remain fairly stable through 2030. Baseline demand represents 295 HCF/year (City account avg for period 2002-2004 and excludes demands for P&G, PHWA, and agriculture; this period represents a conservative and stable water demand prior to current drought) multiplied by 39,893 (current

TABLE 4-7
ANNUAL WATER DEMAND PROJECTIONS (AFY)

number of accounts). Baseline demand excludes annual demands for Proctor and Gamble, agricultural water for OVMWD, and annual demands for PHWA. These three demands are summarized separately in this table. Data provided by City Planning Department (personal communication, Chris Williamson, August 2009) and City Water Resources (personal communication, Dakota Corey and Tony Emmert, September 2009 – see Appendix B of the recirculated draft PEIR).

b) Non-revenue water = unaccounted-for water. Estimated at 6% of total demand (approximately 35,600 AFY x 6%). Source: personal communication, Dakota Corey, September 2009 – see Appendix B of the recirculated draft PEIR.

c) OVS (formerly OVMWD) customers along East Hueneme Road use approximately 1,972 AFY of UWCD O-H water delivered via the City. Total estimated water use within the OVMWD service area includes approximately 14,982 AF of water annually (based on an average of available data). This includes the water delivered via the O-H Pipeline and OVS pipeline, a mean of approximately 11,150 AFY of groundwater extractions, and approximately 1,860 AFY of water delivered via the UWCD Pumping Trough Pipeline. Data provided by County of Ventura (Watershed Protection District, 2008); UWCD (personal communication, Tony Blankenship, 2009); and City Water Resources (personal communication, Dakota Corey, September 2009 – see Appendix B of this recirculated draft PEIR).

d) PHWA purchases water from the City per the Three Party Agreement; Agreement specifies PHWA suballocation of CMWD water of 3,262.5 AFY. PHWA mean annual purchases from the City was 1,911 AF for period 1999-2008 (source: personal communication, Steve Hickox, September 2009; personal communication, David Birch, September 2009 – see Appendix B of the recirculated draft PEIR). PHWA will begin water demand management programs in 2009 which may decrease water demands.

e) P&G estimated future water demands are approximately 2,800 AFY (UWMP, 2005). Current annual water demand is mean of approximately 2,304 AF for period 2001-2008. Source: personal communication, Dakota Corey, August 2009 – see Appendix B of this recirculated draft PEIR.

f) Annual increase in water demand based on development applications received for known projects. New water demands also include 2030 General Plan buildout, infill, redevelopment, and densification. Values provided by City Planning Department (personal communication, Chris Williamson and Kathleen Mallory, August 2009 – see Appendix B of this recirculated draft PEIR) and based on the following sources: July 2009 City Project List, CA Department of Finance, 2030 General Plan Background Report (2006), Ventura Council of Governments data, and UCSB Forecast.

g) Annual increase in water demand for unknown projects. Can be as high as 10% of new demand for known projects. Source: personal communication, Ken Ortega, September 2009 – see Appendix B of this recirculated draft PEIR.

h) Cumulative total new demand based on the annual values for known and unknown projects.

i) City anticipates the reduction in City-wide water demands via implementing several demand management programs. Estimated reduction is approximately 500 AFY for period 2010-2012, 2% of demand in 2013, 3% of demand in 2014, 4% of demand in 2015, 5% of demand from 2016-2020, and 10% reduction for period 2021-2030.

Table 4-8 provides a summary of water supply sources for the City, projected for the years 2010 through 2030. These projected water supplies include water from both the City's Augmented M&I Supplemental Water and GREAT Programs. With the City's combination of State Water provided through CMWD, groundwater provided by UWCD and existing City wells, and the M&I Supplemental water programs, the City will have a 2010 water supply of about 36,120 ~~40,625~~ AFY. This supply is projected to grow to 43,740 ~~57,725~~ AFY in 2030 with the implementation of both phases of the GREAT Program (recycled water system). ~~This projection assumes a 2030 production capacity of 17,100 AFY (16.95 mgd) for the GREAT Advanced Water Purification Facility (AWPF) facility.~~ As noted above, the initial phases of the GREAT Program and the related Recycled Water Backbone System have been approved by the City, are substantially funded and the City otherwise has plans in place to arrange for the remaining funding, and are pending implementation. In addition, the City is in the process of developing its Recycled Water Master Plan which will address implementation of the City's recycled water management program.

~~**TABLE 4-8**~~
~~**CITY OF OXNARD PROJECTED WATER SUPPLIES**~~

~~Water Supply Sources~~	~~2010~~	~~2015~~	~~2020~~	~~2025~~	~~2030~~
~~CMWD Allocation Delivery(a)~~	~~14,100~~	~~14,100~~	~~14,100~~	~~14,100~~	~~14,100~~
~~UWCD Delivery(b)~~					
~~From Allocation~~	~~6,800~~	~~6,800~~	~~6,800~~	~~6,800~~	~~6,800~~
~~From Credits~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~

~~**TABLE 4-8**~~
~~**CITY OF OXNARD PROJECTED WATER SUPPLIES**~~

~~Water Supply Sources~~	~~2010~~	~~2015~~	~~2020~~	~~2025~~	~~2030~~
~~GW Production from City Wells(c)~~					
~~From Baseline Allocation~~	~~820~~	~~820~~	~~820~~	~~820~~	~~820~~
~~From Historical Allocation~~	~~8,415~~	~~8,415~~	~~8,415~~	~~8,415~~	~~8,415~~
~~From Transferred Allocation~~	~~1,490~~	~~1,490~~	~~1,490~~	~~1,490~~	~~1,490~~
~~From Credits~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
~~M&I Supplemental Water(d) From Existing Program~~	~~4,000~~	~~4,000~~	~~4,000~~	~~4,000~~	~~4,000~~
~~From Augmented Program~~	~~5,000~~	~~5,000~~	~~5,000~~	~~5,000~~	~~5,000~~
~~GREAT Program(e)~~					
~~From exchange with farmers for increased GW pumping rights~~	~~0~~	~~475~~	~~6,975~~	~~6,975~~	~~6,975~~
~~From credits for groundwater recharge/seawater injection barrier~~	~~0~~	~~1,300~~	~~7,300~~	~~7,300~~	~~7,300~~
~~Total (rounded)~~	~~40,625~~	~~42,400~~	~~54,900~~	~~54,900~~	~~54,900~~

~~Source: City of Oxnard, 2008~~
~~Notes: (a) Per 2005 UWMP, City's Tier 1 allocation minus the PHWA reservation.~~
~~(b) This assumes the most conservative availability of City's allocation from UWCD; that the GMA implements the full 25 percent cutback by 2010. The Credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance with UWCD. No deliveries from the credits are shown because there is sufficient supply to meet demand without using these credits. As of the end of 2006, the City had approximately 7,314 AF of stored credits with UWCD.~~
~~(c) Includes the existing 15 % cutbacks but no future cutbacks in City's allocation. Transferred Allocation includes groundwater allocation from converted agricultural lands and from the OVMWD to date. It assumes the most conservative availability of Transferred Allocation since the Transferred Allocation will increase as private agricultural land is converted to City M&I demand by future development. An estimate of potential transferred allocation is currently being developed. The credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance with the GMA. No deliveries from the credits are shown because there is sufficient supply to meet demand without using these credits. As of the end of 2006, the City had approximately 12,294 AF of stored groundwater credits with the GMA.~~
~~(d) M&I Supplemental water assumed to be 4,000 AFY until 2010, when it increases to 9,000 AFY with the incorporation of the augmented program.~~
~~(e) Of the 17,500 AFY of expected supply from the Great Program, approximately 6,975 AFY would be delivered to farmers in exchange for their groundwater pumping rights and 7,300 AFY would be used for groundwater recharge or the seawater injection barrier in exchange for increased groundwater pumping rights. The remaining 3,225 AFY of supply would be delivered to M&I users and has been credited to the overall City demands and is this not included in this Table as a supply. Brine loss from the desalters was also included with overall City demands and thus is not included in this table. The first Phase of GREAT Program is projected to be a 6.25 MGD facility (6,300 AFY) and is planned for operation by 2010-2011. The first expansion is recommended to be a 5.2 MGD expansion and the second expansion is recommended to be a 5.5 MGD, for a total 2020 capacity of 16.95 MGD (17,100 AFY). The BS-1 desalter is expected to be on-line in 2009 producing 7.5 MGD or 8,400 AFY. The BS-3 desalter is expected to be on-line in 2011 producing 5.0 MGD.~~

TABLE 4-8
CITY OF OXNARD PROJECTED ANNUAL WATER SUPPLIES (AFY) AND CREDITS

Water Supply Sources (Acre-feet)	2010	2015	2020	2025	2030
Annual Supplies					
Groundwater-City Wells (a)	8,380	8,380	8,380	8,380	8,380
Brine Water Loss (b)	(2,100)	(4,200)	(6,300)	(8,400)	(8,400)
UWCD Allocation (c)	6,800	6,800	6,800	6,800	6,800
CMWD Allocation (d)	11,840	11,840	11,840	11,840	11,840
M&I Supplemental Water (e)	5,000	3,000	1,000	1,000	1,000
GREAT Program Recycled Water Phase 1 M&I (f)	0	2,700	5,050	5,050	5,050
GREAT Program Recycled Water Phase 1 Agriculture Use (f)	0	4,300	1,950	1,950	1,950
GREAT Program Recycled Water Phase 2 (g)	0	7,000	14,000	14,000	14,000
Ferro Pit Program (h)	5,500	1,000	0	0	0
Transferred Allocations (i)	0	1,060	2,290	2,220	2,420
PHWA Program (j)	700	700	700	700	700
Total Annual Supplies	**36,120**	**42,580**	**45,710**	**43,540**	**43,740**

TABLE 4-8
CITY OF OXNARD PROJECTED ANNUAL WATER SUPPLIES (AFY) AND CREDITS

Water Supply Sources (Acre-feet)	2010	2015	2020	2025	2030
Groundwater Banked Credits					
Fox Canyon GMA credits (k)	30,000 (AF)				
UWCD credits (k)	7,000 (AF)				
GREAT Program credits at 2,500 AFY minimum x 20 Years (l)	50,000 (AF)				
Subtotal	**87,000 (AF)**				

SOURCE: Kennedy/Jenks, 2009 (see Appendix B of this recirculated draft PEIR).
NOTES; Values are rounded to the nearest 10 acre-feet.

a) Maximum City allocation is 10,470 AFY. Includes the existing cutbacks (Fox Canyon Groundwater Management Agency-GMA, up to 25%) and no anticipated future cutbacks in City's allocation. Source: see Appendix B of the recirculated draft PEIR.

b) Brine Water Loss is the amount of brine reject water (approximately 20% loss) associated with the City's potable water Desalters at Blending Stations No. 1 (BS1) (currently operating at 7.5 mgd product water capacity - 8,400 AFY) and future BS3. BS3 Phase 1 anticipated to be operating by 2013 (7.5 mgd product water capacity) and BS1 Phase 2 (15 mgd product water capacity) projected to be operating by 2017 (according to the City's Fiscal Year 2008-2009 Capital Improvement Plan). BS3 Phase 2 (15 mgd product water capacity) anticipated to be operating by 2021 (personal communication with City Water Division, Tony Emmert, August 2009). However, these dates may be modified as conditions change.

c) This assumes the most conservative availability of City's allocation from UWCD which includes a total of 6,800 AFY for the City and OVMWD. Also assumes that the GMA implements the full 25% cutback by 2010; and no anticipated future GMA cutbacks. The City had approximately 7,000 AF of stored credits with UWCD (personal communication, Curtis Hopkins, August 2009 – see Appendix B of the recirculated draft PEIR).

d) In establishing the reduced allocation of 11,385 AFY for the Oxnard Region, MWD considered the two agencies' actual imported water usage during a baseline period between 2004 and 2006, considered the agencies ' ability to produce local water supplies, and calculated City supply at 11,385 AFY. This reduction in supply is expected to remain in place until the constraints on MWD's supplies are relieved. The City's entitlement also includes sub allocations for P&G (2,800 AFY) and PHWA (3,262.5 AFY). The City is free to use any unused P&G and CMWD sub allocations. Program details provided by City Water Resources (2005 UWMP; personal communication, Tony Emmert, August 2009 – see Appendix B of the recirculated draft PEIR).

e) Through the M&I Supplemental Water Program, the City has received a total of 15,886.7 AF between the years 2005-2008 – approximately 4,000 AFY. However, UWCD may temporarily reduce or suspend deliveries of M&I Supplemental Water when Forebay groundwater levels drop below a certain threshold. For example, UWCD has tentatively suspended deliveries of M&I Supplemental water given the current conditions in the Forebay as of late 2009. Even though deliveries are suspended, M&I Supplemental water credits continue to accumulate. Once the suspended deliveries are reinitiated, it is expected that the accumulated credits will be made available in full in subsequent years. Based on current information, the City anticipates 5,000 AF of M&I Supplemental Water will be available in 2010 and 0 AF in year 2011. As a conservative assumption, the City assumes that on average only 3,000 AFY of M&I Supplemental water credits will be available between the years 2012-2015. As the Camrosa Water District has a contractual first right of refusal of the Conejo Creek Diversion Project water, and has expressed plans to utilize most of this water within its district, the M&I Supplemental Water credits available will reduce to 1,000 AFY as the Camrosa non-potable water system infrastructure continues to develop. Based on the expected future expansion phases of the Camrosa system, this is projected to occur after year 2015.

f) GREAT AWPF Phase 1 (anticipated startup in 2010-2012) would produce a maximum of 6.25 mgd (7,000 AFY net production) (Source: UWMP, 2005; personal communication, Thien Ng, September 2009 – see Appendix B of the recirculated draft PEIR). Combined uses of recycled water from AWPF Phase 1 (M&I and agriculture) does not exceed 7,000 AFY from 2012-2030. City anticipates that recycled water infrastructure will serve 2,450 AFY M&I demands by year 2012, approximately 2,700 AFY of recycled water supply would be delivered to City M&I by 2013, 3,150 AFY by 2016, and 5,050 AFY by year 2020 (Recycled Water Master Plan 2009). City assumes water produced in excess of M&I recycled water demands will be used for groundwater recharge. City assumes GMA will allow credits for 100% of recycled water injected/recharged and 100% of potable water blended with the injected/recharged water (personal communication, Steve Bachman, August 2009 – see Appendix B of the recirculated draft PEIR). It is assumed infrastructure to allow groundwater recharge will be in place by year 2015.

g) This is a projected supply not previously utilized by the City. AWPF Phase 2A (anticipated 2015; based on 2009 Avoided Cost Model) would produce a maximum of an additional 7,000 AFY (net production). AWPF Phase 2B is anticipated to be operating by 2020 and produce a maximum of an additional 7,000 AFY (net production). Dates for these AWPF expansions may be modified as conditions change. AWPF Phase 2A and 2B may provide recycled water to M&I, agriculture, injection barrier, and groundwater recharge projects.

h) This is a projected supply not previously utilized by the City. Includes one-time transfer of 11,000 AF of groundwater credits to the City. City plans to use these transferred credits within the period 2010-2011. City will also obtain 1,000 AFY of credits from 2012-2019. Program details provided by City Water Resources (personal communication, Tony Emmert, September, 2009 – see Appendix B of the recirculated draft PEIR).

l) For agricultural property conversion - assume 1.5 acre-feet per acre per year. The credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance with the GMA. Transferred allocation values developed by City Planning Department (personal communication, Chris Williamson October 2009 – see Appendix B of the recirculated PEIR). Assumes transfers of 525 AF Teal Club SP; 219 AF Sakioka Farms SP; 69 AF Camino Real SP; 145 AF from the Ormond Beach North SP; and 98 AF Jones Ranch SP by year 2015. Assumes transfer of additional 260 AF Sakioka Farms SP; and additional 150 AF Jones Ranch SP; an additional 338 AF from the North Ormond Beach SP; and 231 AF Ormond Beach South SP by year 2020. Assumes

TABLE 4-8
CITY OF OXNARD PROJECTED ANNUAL WATER SUPPLIES (AFY) AND CREDITS

Water Supply Sources (Acre-feet)	2010	2015	2020	2025	2030

additional 332 AF from Ormond Beach South SP and an additional 148 AF Sakioka Farms SP by year 2030.

j) Transfer of 700 AF of GMA groundwater Credits from PHWA to the City as part of the Three Party Water Supply Agreement, December 2002. Program details provided by City Water Resources (personal communication, Tony Emmert, August 2009 – see Appendix B of the recirculated draft PEIR).

k) The Credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance. Deliveries from the groundwater credits are shown only when there is insufficient supply to meet demand. At the end of 2008, the City had approximately 30,000 AF of groundwater credits with the GMA and 7,000 AF with UWCD. The groundwater credits are intended to be used to offset any reduced availability of imported water, or to mitigate unforeseen cutbacks, catastrophic events, facility failure, etc. The City can use these credits without GMA penalty. Program details provided by City Water Resources, personal communication, Tony Emmert, November 2009; personal communication, Curtis Hopkins, September 2009 – see Appendix B of the recirculated draft PEIR.

L) It is assumed future GREAT Program deliveries will be credited a minimum of 2,500 AFY starting in year 2015.

Additionally, as part of a water supply study ~~assessment prepared for the Oxnard Village Specific Plan Project (City of Oxnard, 2008),~~ prepared for the City's Planning Area (see Appendix B)the availability of water necessary to serve development anticipated as part of the Project was also evaluated for several water year scenarios. **Tables 4-9 through ~~4-15~~ 4-12** provide a comparison of the City's projected supply verses the anticipated demand under normal year weather conditions, single dry year weather conditions, and worst case multiple dry year weather conditions. As shown in these tables, the City will have adequate water supply to meet the projected demand under all scenarios through the year 2030. However, it should be noted, that in the short-term (2010 to 2015), the City will draw on its groundwater credit bank of approximately 37,000 acre feet as an interim supply until the GREAT Program Phase I is completed. Specifically, under normal, dry, and multiple dry year conditions, the cumulative draw on groundwater credits could exceed available credits during the short-term (years 2010 to 2015) and it may be necessary to pump additional groundwater. However, after 2015, there appears to be sufficient surplus water supply to gradually restore the groundwater credit bank.

~~**TABLE 4-9**~~
~~**PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: NORMAL YEAR (AFY)**~~

	~~2010~~	~~2015~~	~~2020~~	~~2025~~	~~2030~~
~~Supply totals~~	~~40,625~~	~~42,400~~	~~54,900~~	~~54,900~~	~~54,900~~
~~Demand totals~~	~~34,260~~	~~38,375~~	~~41,030~~	~~42,230~~	~~42,730~~
~~Difference~~	~~6,365~~	~~4,025~~	~~13,870~~	~~12,670~~	~~12,170~~
~~Difference as percent of Supply~~	~~16%~~	~~9%~~	~~25%~~	~~23%~~	~~22%~~
~~Difference as percent of Demand~~	~~19%~~	~~10%~~	~~34%~~	~~30%~~	~~28%~~

~~**TABLE 4-10**~~
~~**PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: SINGLE DRY YEAR (AFY)**~~

	~~2010~~	~~2015~~	~~2020~~	~~2025~~	~~2030~~
~~Supply totals~~	~~40,625~~	~~42,400~~	~~54,900~~	~~54,900~~	~~54,900~~
~~Demand totals~~	~~34,260~~	~~38,375~~	~~41,030~~	~~42,230~~	~~42,730~~
~~Difference~~	~~6,365~~	~~4,025~~	~~13,870~~	~~12,670~~	~~12,170~~
~~Difference as percent of Supply~~	~~16%~~	~~9%~~	~~25%~~	~~23%~~	~~22%~~
~~Difference as percent of Demand~~	~~19%~~	~~10%~~	~~34%~~	~~30%~~	~~28%~~

TABLE 4-11
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2007 – 2010) (AFY)

	2007	2008	2009	2010
Supply totals	27,066	35,625	40,625	40,625
Demand totals	27,066	28,162	29,258	34,260
Difference	0	7,463	11,367	6,365
Difference as percent of Supply	0%	21%	28%	16%
Difference as percent of Demand	0%	27%	39%	19%

TABLE 4-12
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2011-2015) (AFY)

	2011	2012	2013	2014	2015
Supply totals	40,980	41,335	41,690	42,045	42,400
Demand totals	35,083	35,906	36,729	37,552	38,375
Difference	5,897	5,429	4,961	4,493	4,025
Difference as percent of Supply	14%	13%	12%	11%	9%
Difference as percent of Demand	17%	15%	14%	12%	10%

TABLE 4-13
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO:MULTIPLE DRY YEARS (2016-2020) (AFY)

	2016	2017	2018	2019	2020
Supply totals	42,400	42,400	42,400	42,400	54,900
Demand totals	38,906	39,437	39,968	40,499	41,030
Difference	3,494	2,963	2,432	1,901	13,870
Difference as percent of Supply	8%	7%	6%	4%	25%
Difference as percent of Demand	9%	8%	6%	5%	34%

TABLE 4-14
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2021-2025) (AFY)

	2021	2021	2023	2024	2025
Supply totals	54,900	54,900	54,900	54,900	54,900
Demand totals	41,270	41,510	41,750	41,990	42,230
Difference	13,630	13,390	13,150	12,910	12,670
Difference as percent of Supply	25%	24%	24%	24%	23%
Difference as percent of Demand	33%	32%	31%	31%	30%

TABLE 4-15
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2026-2030) (AFY)

	2026	2027	2028	2029	2030
Supply totals	54,900	54,900	54,900	54,900	54,900
Demand totals	42,330	42,430	42,530	42,630	42,730
Difference	12,570	12,470	12,370	12,270	12,170
Difference as percent of Supply	23%	23%	23%	22%	22%
Difference as percent of Demand	30%	29%	29%	29%	28%

TABLE 4-9
PROJECTED 2030 GENERAL PLAN BUILDOUT WATER SUPPLY AND DEMAND COMPARISON
SCENARIO: NORMAL YEAR (AFY)

	2010	2015	2020	2025	2030
Supply Totals	36,110	42,570	45,930	44,090	44,300
Demand Totals	36,700	38,800	40,920	39,920	41,080
Net Difference	(590)	3,770	5,010	4,170	3,220
Groundwater Debit/Credit	(590)	0	0	0	0
Net Difference to Annual Supply	(2%)	9%	11%	9%	7%
Net Difference to Annual Demand	(2%)	10%	12%	10%	8%
Draw on Credit Bank	2%	0%	0%	0%	0%
Supply vs. Demand with Credits	0	3,770	5,010	4,170	3,220

NOTES: Values are rounded to the nearest 10 acre-feet.

TABLE 4-10
PROJECTED 2030 GENERAL PLAN BUILDOUT WATER SUPPLY AND DEMAND COMPARIISON
SCENARIO: SINGLE DRY YEAR (AFY)

	2010	2015	2020	2025	2030
Supply Totals	36,110	42,570	45,930	44,090	44,300
Demand Totals	36,700	38,800	40,920	39,920	41,080
Net Difference	(590)	3,770	5,010	4,170	3,220
Groundwater Debit/Credit	(590)	0	0	0	0
Net Difference to Annual Supply	(2%)	9%	11%	9%	7%
Net Difference to Annual Demand	(2%)	10%	12%	10%	8%
Draw on Credit Bank	2%	0%	0%	0%	0%
Supply vs. Demand with Credits	0	3,770	5,010	4,170	3,220

NOTES: Values are rounded to the nearest 10 acre-feet.

TABLE 4-11
PROJECTED 2030 GENERAL PLAN BUILDOUT WATER SUPPLY AND DEMAND COMPARISON
SCENARIO: MULTIPLE DRY YEARS (AFY)

	2010	2015	2020	2025	2030
Supply Totals	32,400	42,070	46,930	44,090	44,300
Demand Totals	36,700	38,800	40,920	39,920	41,080
Net Difference	(4,300)	3,270	6,010	4,170	3,220
Groundwater Debit/Credit	4,300	0	0	0	0
Net Difference to Annual Supply	(13%)	8%	13%	9%	7%
Net Difference to Annual Demand	(12%)	8%	15%	10%	8%
Draw on Available Credit Bank	12%	0%	0%	0%	0%
Supply vs. Demand with Credits	0	3,270	6,010	4,170	3,220

NOTES: Values are rounded to the nearest 10 acre-feet.

TABLE 4-12
PROJECTED 2030 GENERAL PLAN BUILDOUT WATER SUPPLY AND DEMAND COMPARISON
SCENARIO: MULTIPLE DRY YEARS 2010 – 2014 (AFY)

	2010	2011	2012	2013	2014
Supply Totals	34,300	29,730	30,810	29,220	29,390
Demand Totals	36,700	37,240	37,780	38,540	38,680
Net Difference	(2,400)	(7,510)	(6,970)	(9,320)	(9,290)
Groundwater Debit/Credit	2,400	7,510	6,970	9,320	9,290
Net Difference to Annual Supply	(7%)	(25%)	(23%)	(32%)	(32%)
Net Difference to Annual Demand	(7%)	(20%)	(18%)	(24%)	(24%)
Draw on Available Credit Bank	6%	22%	26%	46%	86%
Supply vs. Demand with Credits	0	0	0	0	0

NOTES: Values are rounded to the nearest 10 acre-feet.

Policies included as part of the Project that address a range of water supply issues are summarized below. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand the range of public services and utilities (including water supply infrastructure) consistent with community needs. Also, Policy ICS-11.4 "GREAT Program Implementation" requires the City to continue supporting and implementing this program as a key way to meet the City's long term water supply needs. Policies ICS-11.2 and ICS-11.7 encourage the City to continue its promotion of a variety of water conservation measures (including landscaping and low flow fixtures) as part of all future development. Additionally, Policy ICS-11.12 "Water for Irrigation" encourages the use of non-potable water supplies for landscape irrigation. Policy ICS-11.10 "Water Supply Assessment for All Projects" requires the preparation of water supply studies prior to the approval of future development projects. Additionally, Implementation Measure #59 requires the City to maintain and periodically update water, wastewater, and drainage infrastructure master plans to ensure sufficient levels of infrastructure are planned for and financed in the City.

In February 2008, Governor Schwarzenegger called for a 20 percent reduction in per capita water use statewide by 2020. The State Water Resources Control Board has released a draft statewide implementation plan for achieving this goal (Draft 20x2020 Water Conservation Plan, April 2009) which establishes regional baseline and target per capita water use values by State hydrologic region. The 2020 targeted daily per capita water use value established for the South Coast hydrologic region is 149 gallons per capita per day. The draft plan proposes a series of enforcement mechanisms and financial incentives to facilitate water conservation at the local level. The City is preparing a Conservation Master Plan, due by the end of 2009, which will identify potential demand management measures and potential demand reductions which will help the City meet the gallons per capita per day goals of the 20x2020 plan.

Because of the reductions in water imports from the SWP and unavailability of any new imported water, the City Council, at its January 15, 2008 meeting and again on October 15, 2009, directed staff to implement a policy that requires that large projects be water neutral to the City water system. Project proponents can contribute water rights, water supplies, or financial or physical offsets to achieve this. Typical options open to project proponents to do so include transfers of FCGMA

groundwater allocations to the City, participation in expansions of the City's GREAT Program recycled water system through physical or financial contributions, and participation in water conservation projects that produce measurable sustainable water savings. Several proponents of significant projects have complied with this requirement and several others are currently in negotiations with the City. Small projects, such as single family residential projects or business tenant improvements have been exempted from this requirement, to date. Since the water neutral policy was initiated in January, 2008, City staff have been working out implementation details which are listed below:

- The water neutral policy would apply to CEQA discretionary projects, whether or not they were included in the existing 2020 General Plan or 2005 Urban Water Management Plan. CEQA-exempt projects, such as home renovations or business tenant improvements are exempted.
- Projects subject to the policy should either contribute water supplies or the financial or physical equivalent to offset the full estimated project demand. Water supply would need to be available when the project is operational. The City would condition the project proponent to provide offset for water demand that could not be met by the project's transfer of agricultural groundwater credits, if applicable.
- The City would develop a menu of mitigation opportunities. Options for mitigation may include:
    - Financial contribution toward the GREAT Program's recycled water facilities.
    - Financial contribution toward a City-controlled water conservation project or program that would generate verifiable long-term water savings.
    - Implementation of a developer-initiated water conservation project or program that would generate verifiable long-term water savings.
    - Contribution of any other additional water rights or water supplies.

Because the City requires that new development projects be water neutral, this requirement and the current slow economic conditions would tend to delay or cancel some anticipated development in the near term, and its projected water demand. As a result, water demand estimates between 2010 and 2014 are likely overstated and the draw on groundwater credits will be less than projected.

With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service

Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	ICS-1.4 Infrastructure Conditions of Approval
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #51
ICS-1.3 Funding for Public Facilities	
Policies and implementation measures designed to minimize this impact through the provision and conservation of water resources and service include the following:	
ICS-11.1 Water Quality Management Plans	ICS-11.7 Water Conservation
ICS-11.2 Xeriscaping	ICS-11.9 Groundwater Extractions
ICS-11.3 Evaluating UWMP	ICS-11.10 Water Supply Assessment for All Projects
ICS-11.4 GREAT Program Implementation	ICS-11.12 Water for Irrigation
ICS-11.5 Distribution System	Implementation Measure #59
ICS-11.6 Sustainability of Groundwater	Implementation Measure #60

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

SECTION 2.3
Agricultural and Soil Resources

Introduction

The City has revised and is circulating for public review a portion of the agricultural and soil resources section (Section 5.5 of the draft PEIR) of the City of Oxnard 2030 General Plan to address several changes to the General Plan Land Use and Circulation Diagram (more fully described in Chapter 1 "Introduction and Reader's Guide" of this recirculated PEIR). This section of the recirculated PEIR begins with a brief summary of the revisions and then identifies (using underline/strikeout text) portions of the original draft PEIR section that were modified as a result of the changes to the proposed project. Although this section of the recirculated draft PEIR is titled Section 2.3 "Agricultural and Soil Resources", the information provided below is formatted using the same numbering system (Section 5.5) originally provided in the draft PEIR.

Summary of Revisions

During the spring and summer of 2009, the City of Oxnard made several changes to the General Plan Land Use and Circulation Diagram. As a result of these land use changes, 215 additional acres currently classified as important farmlands (according to the FMMP) in the Del Norte Community Expansion area (northeastern portion of the Planning Area between El Rio and Strickland Acres would eventually be designated as Planning Reserve which implies eventual conversion to a developed use. As a result of this analysis, the impact conclusion of "***significant and unavoidable***" for important farmlands (Impact 5.5-1) remains unchanged. No changes to the General Plan Background Report were necessary or made as part of this recirculated draft PEIR.

Section 5.5 Agricultural and Soil Resources (Draft PEIR Section)

Impact Methodology

The assessment of impacts to agricultural resources is a quantitative review of the existing agricultural conditions within the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued protection of these resources. Using GIS data from the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), an estimate of the area affected (number of acres of converted land) was calculated for the Preferred Land Use <u>(Alternative B)</u> and Circulation Diagram.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The Project (or the project alternatives) would result in a significant impact if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or conflict with a Williamson Act contract;
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses;
- Result in substantial erosion or loss of top soil; or
- Result in substantial coastal wave or beach erosion.

Impacts and Mitigation Measures

Impact 5.5-1: The Project would result in the conversion of important farmland to non-agricultural uses.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *No Additional Mitigation is Currently Available*
Resultant Level of Significance: *Significant and Unavoidable*

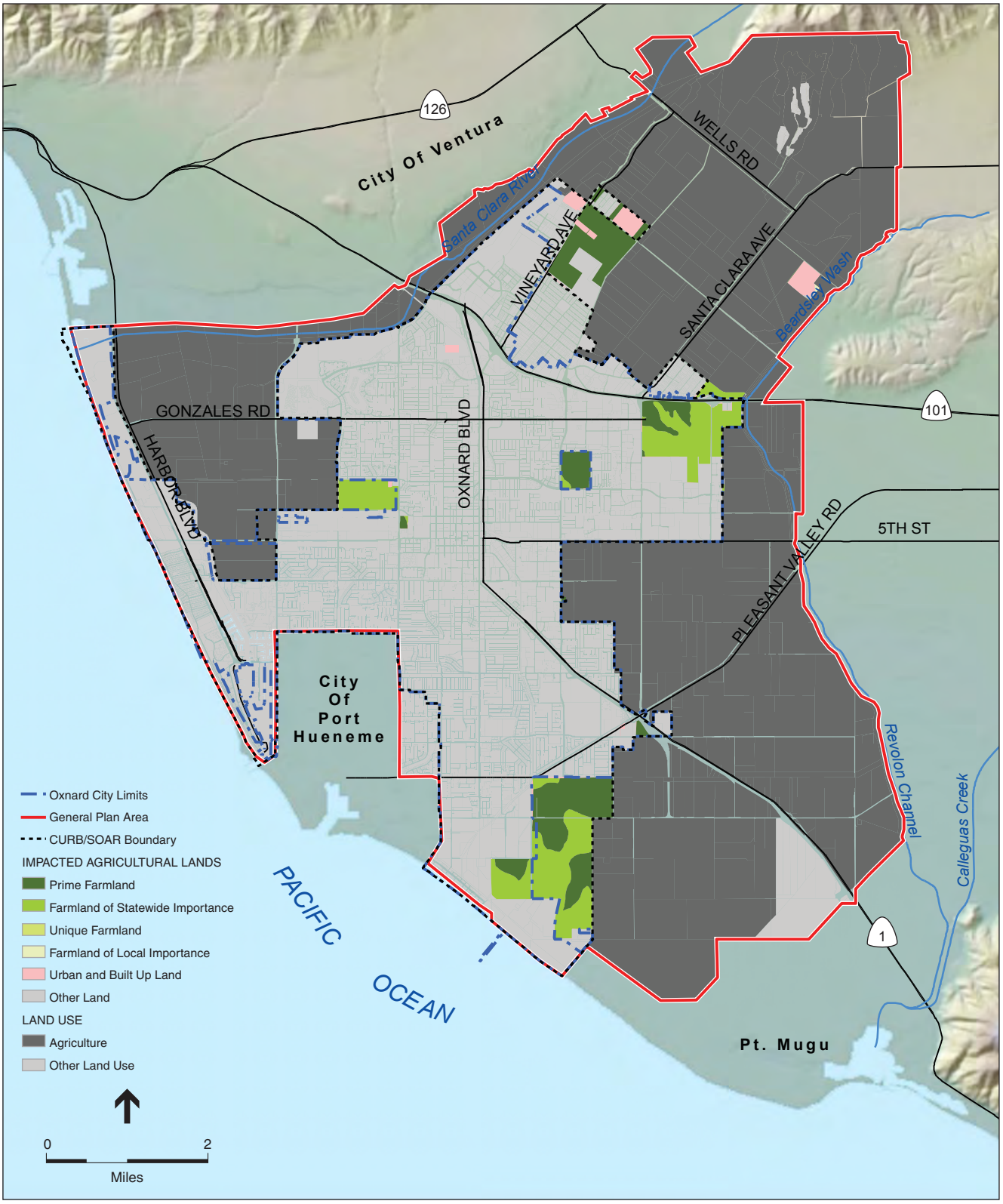
Impact Analysis

The Project would, upon buildout, result in the conversion of up to ~~2,000~~ 2,215 acres (see Table 5-1) of important farmland (defined as Prime Farmland~~,~~ and Farmland of Statewide Importance~~, and Unique Farmland~~ as designated by the most recent FMMP data), with **Figure 5-1** providing the location of these farmland areas affected by future development.

TABLE 5-1
IMPORTANT FARMLANDS
AFFECTED BY THE PROPOSED PROJECT

Category	Acres
Prime Farmland	~~770~~ 1,167
Farmland of Statewide Importance	~~1,230~~ 1,048
Total	**~~2,000~~ 2,215**

SOURCE: FMMP, 2006.



SOURCE: FMMP, 2006; City of Oxnard, 2006; and ESA, 2007

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Figure 5-1
Important Farmland Impacts

The preservation of agricultural resources and farming operations are important goals of the Project. Policies that would minimize this impact are summarized below. For example, the Environmental Resources and Community Development chapter contain a number of policies and implementation programs that support existing agricultural buffers (including the existing Oxnard-Camarillo and Oxnard-Ventura Greenbelts around the City (see Policy ER-15.2), the SOAR/CURB ordinance and boundary (see Policy ER-13.2 "Support County Initiatives", and creation of new buffers between new development and existing agricultural operations (see Policy ER-15.4 "Urban/Agricultural Buffer Zones" and Implementation Measure #3). Other policies encourage establishment of a farmland protection program and use of conservation easements and land banking to protect continued agricultural uses throughout the Planning Area (see policies ER-15.1, ER-15.3, CD-6.1, and CD-6.2). Additionally, Policy CD-18.9 "Agricultural Heritage" supports continued acknowledgment of the agricultural industry's contribution to the City's economy and culture. However, even with implementation of the below mentioned policies and implementation measure, the conversion of an estimated ~~2,000~~ 2,215 acres of important farmland to urban and other uses, is still considered ***potentially significant***.

Environmental Resources	Community Development
Policies and implementation measures designed to conserve agricultural and soil resources within the Planning Area include the following:	
ER-13.1 Sustainable Agricultural Industry ER-13.2 Support County Initiatives ER-13.3 Agricultural Partnerships ER-13.4 Agricultural Economic Contribution ER-14.1 Soil Conservation and Transfer ER-14.2 Best Agricultural Practices ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Agreements ER-15.3 Support Land Conservation Act Contracts ER-15.4 Urban/Agricultural Buffer Zones ER-15.5 Rerouting Roads and Utilities around Agricultural Areas Implementation Measure #3	CD-6.1 Agricultural Buffers CD-6.2 Agricultural Preservation CD-18.7 Research Relocation of Agricultural Support Uses CD-18.9 Agricultural Heritage CD-7.4 Design CD-8.5 Negative Impact Mitigation CD-8.7 Community Balance CD-9.5 Unique Character Preservation

Required Additional Policies or Mitigation Measures

As stated above, City policies would support continued agricultural uses, buffers between urban and agricultural uses, and establishment of a farmland protection program. While these policies would provide partial mitigation for agricultural conversion, it would not prevent the loss of important farmlands within the Planning Area and would still result in a ***significant*** impact. No additional feasible mitigation is currently available.

Significance after Implementation of Mitigation for Impact 5.5-1

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level. Consequently, this impact is considered ***significant and unavoidable***.

SECTION 2.4
Air Quality and Climate Change

Introduction

The City has revised and is circulating for public review a portion of the air quality and climate change section (Section 5.7 of the draft PEIR) of the City of Oxnard 2030 General Plan to address several changes to the General Plan Land Use and Circulation Diagram (more fully described in Chapter 1 "Introduction and Reader's Guide" of this recirculated PEIR). This section of the recirculated PEIR begins with a brief summary of the revisions and then identifies (using underline/strikeout text) portions of the original draft PEIR section that were modified as a result of the changes to the proposed project. Although this section of the recirculated draft PEIR is titled Section 2.4 "Air Quality and Climate Change", the information provided below is formatted using the same numbering system (Section 5.7) originally provided in the draft PEIR.

Summary of Revisions

During the spring and summer of 2009, the City of Oxnard made several changes to the 2030 General Plan Land Use (Alternative B) and Circulation Diagram. As a result of these land use changes and circulation improvements, the City revised and reran the Oxnard Traffic Model, which resulted in an increase and redistribution of traffic throughout the Planning Area compared to that previously analyzed in the draft PEIR. This additional traffic (including vehicle miles travelled or VMTs) resulted in different patterns of traffic and some additional air quality emissions (originally identified under Impact 5.7-2 of the draft PEIR) that are the focus of the analysis provided in this section. As a result of this analysis, the impact conclusion of "***significant and unavoidable***" for air quality remains unchanged. No changes to the General Plan Background Report were necessary or made as part of this recirculated draft PEIR.

The additional air quality emissions also included additional operational emissions for CO_2 or greenhouse gas (GHG) emissions from both vehicle and area sources. Consequently, climate change impacts (originally identified under Impact 5.7-6 of the draft PEIR) were also considered in this section.

Given the rapidly evolving topic of climate change, the City has also decided to include a significance threshold (for the purposes of CEQA) to address the impact of climate change associated with the proposed project. The significance threshold is more fully described below. As a result of this analysis, the impact conclusion for climate change is revised from no impact to significant and unavoidable.

Section 5.7 Air Quality and Climate Change (Draft PEIR Section)

This section provides an overview of the existing air quality conditions within the City of Oxnard and surrounding region, the regulatory framework, an analysis of potential impacts to air quality that would result from implementation of the Project. Air quality impacts related to green-house gas emissions or climate change issues are also discussed in this section.

Environmental and Regulatory Setting

Chapter 5 of the Background Report provides a detailed discussion of air quality setting and regulatory information. Since publication of the General Plan Background Report, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32). Because of the recent concern and importance of this issue, this section of the PEIR provides background and current regulatory information regarding climate change and greenhouse gas emissions. This section also includes updated air quality monitoring and designation information (see Tables 5-2 and 5-3). This updated setting and regulatory information specific air quality and climate change issues is intended to compliment the existing information provided in the General Plan Background Report.

Updated Environmental Setting

Air Quality Monitoring and Existing Emission Levels

Measurements of ambient air pollutant concentrations determine the attainment status within an area. The Ventura County Air Pollution Control District (VCAPCD) has established several monitoring stations in the South Central Coast Air Basin to measure air quality conditions. The nearest monitoring station to the City of Oxnard is located in El Rio, which is adjacent and to the north of the City of Oxnard. Table 5-2 provides updated ambient air quality data (years 2004 through 2008 and monitoring information for PM-10 and PM-2.5) since the General Plan Background Report (provided data from 1999 to 2004) for the maximum concentrations of the non-attainment pollutants at the monitoring station at El Rio. Geographic areas and air basins are classified for each pollutant as either attainment or non-attainment, which are described below in Table 5-3.

TABLE 5-2
AIR QUALITY MONITORING DATA (2004 - 2008)
NUMBER OF DAYS ABOVE THE STATE AND NATIONAL STANDARD

		Monitoring Data by Year				
Pollutant	**Standard[a]**	**2004**	**2005**	**2006**	**2007**	**2008**
Ozone – El Rio						
Highest 1 Hour Average (ppm)[b]		0.08	0.08	0.09	0.09	0.09
Days over State Standard	0.09	0	0	0	0	0
Highest 8 Hour Average (ppm)[b]		0.08	0.07	0.07	0.07	0.08
Days over State Standard	0.07	1	0	0	1	1
Days over National Standard	0.075	1	0	0	0	0

TABLE 5-2
AIR QUALITY MONITORING DATA (2004 - 2008)
NUMBER OF DAYS ABOVE THE STATE AND NATIONAL STANDARD

		Monitoring Data by Year				
Pollutant	**Standard[a]**	**2004**	**2005**	**2006**	**2007**	**2008**
Particulate Matter (PM-10) El Rio						
Highest 24 Hour Average ($\mu g/m^3$)[b]		59	54	119	248	80
Est. Days over State Standard[c]	50	7	12	24	12	NA
Est. Days over National Standard[c]	150	0	0	0	6	NA
State Annual Average ($\mu g/m^3$)[b]	20	29	26	28	30	NA
Particulate Matter (PM-2.5) – El Rio						
Highest 24 Hour Average ($\mu g/m^3$)[b]		29	35	30	40	18
Days over National Standard[d]	35	0	0	0	3	NA
State Annual Average ($\mu g/m^3$)[b]	12	11	11	10	11	NA

a Generally, state standards and national standards are not to be exceeded more than once per year.
b ppm = parts per million; µg/m3 = micrograms per cubic meter.
c PM-10 is not measured every day of the year. Number of estimated days over the standard is based on 365 days per year.
d Days over National Standard for PM-2.5 are based on the previous standard of 65 $\mu g/m^3$ rather than the current standard of 35 $\mu g/m^3$

Values in **bold** are in excess of at least one applicable standard. NA = Not Available

SOURCE: California Air Resources Board, 2008a. *Summaries of Air Quality Data*, 2004 through 2008; http://www.arb.ca.gov/adam/cgi-bin/db2www/polltrendsb.d2w/start, site accessed February 10, 2009.

TABLE 5-3
VENTURA COUNTY ATTAINMENT STATUS

	Designation/Classification	
Pollutant	**Federal Standards**	**State Standards**
Ozone – one hour	No Federal Standard[1]	Nonattainment
Ozone – eight hour	Serious Nonattainment	~~Unclassified~~Nonattainment
PM-10	Unclassified	Nonattainment
PM-2.5	Unclassified/Attainment	Nonattainment
CO	Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	No Designation	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility-Reducing Particles	No Federal Standard	Unclassified

1 Federal One Hour Ozone National Ambient Air Quality Standard was revoked on June 15, 2005

SOURCES: California Air Resources Board, 2008b. *Area Designation Maps,* http://www.arb.ca.gov/desig/adm/adm.htm, page updated ~~February 9~~September 22, 2009; U.S. EPA, 2008. *Greenbook*, http://www.epa.gov/air/oaqps/greenbk/index.html, as of ~~December 16, 2008~~July 31, 2009

Greenhouse Gases and Global Climate Change

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change.

Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs.

The major concern is that increases in GHGs are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Air Resources Board, 2006). Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The accumulation of GHGs in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity production and motor vehicles have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to Global Climate Change. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). Carbon dioxide is the reference gas for climate change because it gets the most attention and is considered the most important greenhouse gas. To account for the warming potential of GHGs, greenhouse gas emissions are often quantified and reported as CO_2 equivalents (CO_2e). The effects of GHG emission sources (i.e., individual projects) are reported in metric tons/year of CO_2e.

Historical Context

As noted in the Climate Action Team Report to Governor Schwarzenegger and the Legislature ("CAT Report") (Climate Action Team, 2006), the Earth's climate has always changed and evolved. This is most clearly exemplified in the 100,000-year ice-age cycles that have occurred. As described in the CAT Report, the last 10,000 years, and more specifically the last millennium, has been warm and one of the most stable climates observed (Climate Action Team, 2006). Yet the CAT Report states that during the 20th century a rapid change in the climate and climate change pollutants has occurred and these changes are attributable to human activities. Climate change is described by the CAT Report as a "shift in the "average weather" that a given region experiences" (Climate Action Team, 2006), and that this can be measured by changes in temperature, wind patterns, precipitation, and storms.

According to the CAT Report, human activities including the burning of coal, oil, and natural gas, and the destruction of forests have contributed to an increase in CO2 in the atmosphere by approximately 30 percent since the late 1800s, and that the increase in CO2 and other greenhouse gases, and change in land surface has had a major influence on some of the "key factors that govern climate change…"

Potential Effects of Human Activity on Climate Change

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. A warming of about 0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming could be taking place, including substantial ice loss in the Arctic (Intergovernmental Panel on Climate Change, 2007).

However, the understanding of GHG emissions, particulate matter, and aerosols on global climate trends remains uncertain. In addition to uncertainties about the extent to which human activity rather than solar or volcanic activity is responsible for increasing warming, there is also evidence that some human activity has cooling rather than warming effects (Intergovernmental Panel on Climate Change, 2001).

According to the California Air Resources Board (CARB), some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Several recent studies have attempted to explore the possible negative consequences that climate change, left unchecked, could have in California. These reports acknowledge that climate scientists' understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale. Substantial work has been done at the international and national level to evaluate climatic impacts, but far less information is available on regional and local impacts. In addition, projecting regional impacts of climate change and variability relies on large-scale scenarios of changing climate parameters, using information that is typically at too coarse a scale to make accurate regional assessments.

Below is a summary of some of the potential effects reported by an array of studies that could be experienced in California as a result of global warming and climate change:

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. For other pollutants, the effects of climate change and/or weather are less well studied, and even less well understood. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (CCCC, 2006).

Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Various studies have found that a considerable amount of uncertainty regarding the precise impacts of climate change on California's hydrology and water resources will remain until more precise and consistent information about how precipitation patterns, timing, and intensity will change. For example, some studies identify little change in total annual precipitation as projected for California. Other studies show significantly more precipitation. Even assuming that climate change leads to long-term increases in precipitation, an analysis of these impacts related to climate change is further complicated by the fact that no studies have identified or quantified the runoff impacts associated with changes in precipitation would have on particular watersheds. Also, little is known about how groundwater recharge and water quality will be affected. Higher rainfall could lead to greater groundwater recharge, although reductions in spring runoff and higher evapotranspiration could reduce the amount of water available for recharge.

The California Department of Water Resources (DWR 2006) report on climate change and affects on the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta concludes that "[c]climate change will likely have a significant effect on California's future water resources . . . [and] future water demand." It also reports that "much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain (DWR, 2006).

This uncertainty serves to complicate the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood (DWR, 2006). DWR adds that "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future." Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows (Kiparsky 2003; DWR 2005; Cayan 2006, Cayan, D., et al, 2006).

Hydrology

As discussed above, climate changes could potentially affect: the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of sea water as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events. Sea level could rise as much as two feet along most of the U.S. coast.

Agriculture

California has a $30 billion agricultural industry that produces half the country's fruits and vegetables. Higher CO2 levels can stimulate plant production and increase plant water-use

efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thus affect their quality (CCCC, 2006).

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage (Parmesan, 2004; Parmesan, C. and H. Galbraith 2004.)

Updated Regulatory Setting

Federal Regulations

As of yet there are no federal regulations, plans or programs to prevent global climate change that would apply to the project.

State of California Regulations

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gas would be progressively reduced, as follows:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

Assembly Bill 32 (AB 32)

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the ARB to design and implement emission limits, regulations, and other measures, such that statewide greenhouse gas emissions will be reduced to 1990 levels by 2020.

In December 2007, CARB approved the 2020 emission limit of 427 million metric tons of CO2 equivalents of greenhouse gases. The 2020 target of 427 million metric tons of CO2e requires the reduction of 169 million metric tons of CO2e, or approximately 30 percent, from the state's projected 2020 emissions of 596 million metric tons of CO2e (business-as-usual).

Also in December 2007, CARB adopted mandatory reporting and verification regulations pursuant to AB 32. The regulations will become effective January 1, 2009, with the first reports covering 2008 emissions. The mandatory reporting regulations require reporting for certain types of facilities that make up the bulk of the stationary source emissions in California. At the time of original adoption, the draft regulation language identified major facilities as those that generate more than 25,000 metric tons/year of CO2e. Cement plants, oil refineries, electric-generating

facilities/providers, cogeneration facilities, and hydrogen plants and other stationary combustion sources that emit more than 25,000 metric tons/year CO2e, make up 94 percent of the point source CO2e emissions in California (California Air Resources Board, 2007).

In June, 2008, CARB published its Climate Change Draft Scoping Plan (California Air Resources Board, 2008c). The Climate Change Draft Scoping Plan reported that ARB met the first milestones set by AB 32 in 2007: developing a list of early actions to begin sharply reducing greenhouse gas emissions; assembling an inventory of historic emissions; and establishing the 2020 emissions limit. After consideration of public comment and further analysis, ARB released the Climate Change Proposed Scoping Plan in October, 2008 (California Air Resources Board, 2008d). The Proposed Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California. Key elements of the Proposed Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation. (California Air Resources Board, 2008d)

The Climate Change Proposed Scoping Plan notes that "[a]fter Board approval of this plan, the measures in it will be developed and adopted through the normal rulemaking process, with public input" (California Air Resources Board, 2008d).

The Climate Change Proposed Scoping Plan states that local governments are "essential partners" in the effort to reduce greenhouse gas emissions, and that they have "broad influence and, in some cases, exclusive jurisdiction" over activities that contribute to greenhouse gas emissions. The plan acknowledges that local governments have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect greenhouse gas emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Many of the proposed measures to reduce greenhouse gas emissions rely on local government actions. The plan encourages local governments to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020 (California Air Resources Board, 2008d).

The Climate Change Proposed Scoping Plan also included recommended measures that were developed to reduce greenhouse gas emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving our natural resources, and ensuring

that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures, shown below in Table 5-4, were presented to and approved by the California Air Resources Board on December 11, 2008. The measures in the Scoping Plan approved by the Board will be developed over the next two years and be in place by 2012.

TABLE 5-4
LIST OF RECOMMENDED ACTIONS BY SECTOR

Measure No.	Measure Description	GHG Reductions (Annual Million Metric Tons CO_2e)
Transportation		
T-1	Pavley I and II – Light Duty Vehicle Greenhouse Gas Standards	31.7
T-2	Low Carbon Fuel Standard (Discrete Early Action)	15
T-3[1]	Regional Transportation-Related Greenhouse Gas Targets	5
T-4	Vehicle Efficiency Measures	4.5
T-5	Ship Electrification at Ports (Discrete Early Action)	0.2
T-6	Goods Movement Efficiency Measures. • Ship Electrification at Ports • System-Wide Efficiency Improvements	3.5
T-7	Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	0.93
T-8	Medium- and Heavy-Duty Vehicle Hybridization	0.5
T-9	High Speed Rail	1
Electricity and Natural Gas		
E-1	Energy Efficiency (32,000 GWh of Reduced Demand) • Increased Utility Energy Efficiency Programs • More Stringent Building & Appliance Standards Additional Efficiency and Conservation Programs	15.2
E-2	Increase Combined Heat and Power Use by 30,000 GWh (Net reductions include avoided transmission line loss)	6.7
E-3	Renewables Portfolio Standard (33% by 2020)	21.3
E-4	Million Solar Roofs (including California Solar Initiative, New Solar Homes Partnership and solar programs of publicly owned utilities) • Target of 3000 MW Total Installation by 2020	2.1
CR-1	Energy Efficiency (800 Million Therms Reduced Consumptions) • Utility Energy Efficiency Programs • Building and Appliance Standards • Additional Efficiency and Conservation Programs	4.3
CR-2	Solar Water Heating (AB 1470 goal)	0.1
Green Buildings		
GB-1	Green Buildings	26
Water		
W-1	Water Use Efficiency	1.4†
W-2	Water Recycling	0.3†
W-3	Water System Energy Efficiency	2.0†
W-4	Reuse Urban Runoff	0.2†
W-5	Increase Renewable Energy Production	0.9†
W-6	Public Goods Charge (Water)	TBD†

TABLE 5-4
LIST OF RECOMMENDED ACTIONS BY SECTOR

Measure No.	Measure Description	GHG Reductions (Annual Million Metric Tons CO_2e)
Industry		
I-1	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	TBD
I-2	Oil and Gas Extraction GHG Emission Reduction	0.2
I-3	GHG Leak Reduction from Oil and Gas Transmission	0.9
I-4	Refinery Flare Recovery Process Improvements	0.3
I-5	Removal of Methane Exemption from Existing Refinery Regulations	0.01
Recycling and Water Management		
RW-1	Landfill Methane Control (Discrete Early Action)	1
RW-2	Additional Reductions in Landfill Methane • Increase the Efficiency of Landfill Methane Capture	TBD†
RW-3	High Recycling/Zero Water • Commercial Recycling • Increase Production and Markets for Compost • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	9†
Forests		
F-1	Sustainable Forest Target	5
High Global Warming Potential (GWP) Gases		
H-1	Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Services (Discrete Early Action)	0.26
H-2	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	0.3
H-3	Reduction of Perfuorocarbons in Semiconductor Manufacturing (Discrete Early Action)	0.15
H-4	Limit High GWP Use in Consumer Products Discrete Early Action (Adopted June 2008)	0.25
H-5	High GWP Reductions from Mobile Sources • Low GWP Refrigerants for New Motor Vehicle Air Conditioning Systems • Air Conditioner Refrigerant Leak Test During Vehicle Smog Check • Refrigerant Recovery from Decommissioned Refrigerated Shipping Containers • Enforcement of Federal Ban on Refrigerant Release during Servicing or Dismantling of Motor Vehicle Air Conditioning Systems	3.3
H-6	High GWP Reductions from Stationary Sources • High GWP Stationary Equipment Refrigerant Management Program: - Refrigerant Tracking/Reporting/Repair Deposit Program - Specifications for Commercial and Industrial Refrigeration Systems • Foam Recovery and Destruction Program • SF Leak Reduction and Recycling in Electrical Applications • Alternative Suppressants in Fire Protection Systems • Residential Refrigeration Early Retirement Program	10.9
H-7	Mitigation Fee on High GWP Gases	5
Agriculture		
A-1	Methane Capture at Large Dairies	1.0†

1 This is not the SB 375 regional target. CARB will establish regional targets for each MPO region following the input of the regional targets advisory committee and a consultation process with MPO's and other stakeholders per SB 375

† GHG emission reduction estimates are not included in calculating the total reductions needed to meet the 2020 target

Senate Bill 97

~~The provisions of Senate Bill 97, enacted in August 2007 as part of the State Budget negotiations, direct the Governor's Office of Planning and Research (OPR) to propose CEQA Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." SB 97 directs OPR to develop such guidelines by July 2009, and directs the State Resources Agency, the agency charged with adopting the CEQA Guidelines, to certify and adopt such guidelines by January 2010.~~

Governor Schwarzenegger signed Senate Bill (SB) 97 (Sutton), a CEQA and greenhouse gas emission bill, into law on August 24, 2007. SB 97 requires the Governor's Office of Planning and Research ("OPR") to prepare CEQA guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. OPR must prepare these guidelines and transmit them to the Resources Agency by July 1, 2009. The Resources Agency must then certify and adopt the guidelines by January 1, 2010. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by ARB pursuant to the Global Warming Solutions Act, scheduled for 2012.

Governor's Office of Planning and Research (OPR)

On June 19, 2008, the Governor's Office of Planning and Research (OPR) published a technical advisory on CEQA and Climate Change. The advisory provides OPR's perspective on the emerging role of CEQA in addressing climate change and greenhouse gas emissions, while recognizing that approaches and methodologies for calculating greenhouse gas emissions and addressing environmental impacts through CEQA review are rapidly evolving. The advisory recognizes that OPR will develop, and the Resources Agency will adopt amendments to the CEQA Guidelines pursuant to SB 97. In the interim, the technical advisory "offers informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents" (Governor's Office of Planning and Research, 2008).

The technical advisory points out that neither CEQA nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. "This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable" (Governor's Office of Planning and Research, 2008). OPR recommends that "the global nature of climate change warrants investigation of a statewide threshold of significance for GHG emissions" (Governor's Office of Planning and Research, 2008). Until such a standard is established, OPR advises that each lead agency should develop its own approach to performing an analysis for projects that generate greenhouse gas emissions (Governor's Office of Planning and Research, 2008).

OPR sets out the following process for evaluating greenhouse gas emissions. First, agencies should determine whether greenhouse gas emissions may be generated by a proposed project, and if so, quantify or estimate the emissions by type or source. Calculation, modeling or estimation of greenhouse gas emissions should include the emissions associated with vehicular traffic, energy consumption, water usage and construction activities (Governor's Office of Planning and Research, 2008).

Agencies should then assess whether the emissions are "cumulatively considerable" even though a project's greenhouse gas emissions may be individually limited. OPR states: "Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment" (Governor's Office of Planning and Research, 2008). Individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice (Governor's Office of Planning and Research, 2008).

Finally, if the lead agency determines emissions are a cumulatively considerable contribution to a significant cumulative impact, the lead agency must investigate and implement ways to mitigate the emissions (Governor's Office of Planning and Research, 2008). OPR states: "Mitigation measures will vary with the type of project being contemplated, but may include alternative project designs or locations that conserve energy and water, measures that reduce vehicle miles traveled (VMT) by fossil-fueled vehicles, measures that contribute to established regional or programmatic mitigation strategies, and measures that sequester carbon to offset the emissions from the project" (Governor's Office of Planning and Research, 2008). OPR concludes that "A lead agency is not responsible for wholly eliminating all GHG emissions from a project; the CEQA standard is to mitigate to a level that is "less than significant" (Governor's Office of Planning and Research, 2008). The technical advisory includes a list of mitigation measures that can be applied on a project-by-project basis.

OPR Proposed Amendments to the CEQA Guidelines

On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the State CEQA Guidelines for GHG emissions, as required by Public Resources Code section 21083.05 (Senate Bill 97) (OPR, 2009). These proposed CEQA Guideline amendments would provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The Natural Resources Agency will conduct formal rulemaking in 2009, prior to certifying and adopting the amendments, as required by Senate Bill 97.

The proposed amendments suggest relatively modest changes to various portions of the existing CEQA Guidelines. Modifications address those issues where analysis of GHG emissions may differ in some respects from more traditional CEQA analysis.

Proposed amendments include a new section (15064.4) to assist lead agencies in determining the significance of the GHG impacts. This section urges lead agencies to quantify, where possible, the GHG emissions of proposed projects. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in determination of significance including: (1) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the GHG emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The proposed amendments include a new subdivision 15064.7(c) to clarify that in developing thresholds of significance, a lead agency may appropriately review thresholds developed by other

public agencies, including the CARB's recommended CEQA Thresholds, or suggested by other experts, such as the California Air Pollution Control Officers Association, so long as any threshold chosen is supported by substantial evidence.

The proposed amendments also include a new subdivision 15130(f) to emphasize that the effects of GHG emissions are cumulative, and should be analyzed when the incremental contribution of those emission may be cumulatively considerable.

In addition, the proposed amendments add a new set of environmental checklist questions (VII. Greenhouse Gas Emissions) to the CEQA Guidelines Appendix G. The new set includes the following two questions:

a. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHG?

Senate Bill 375

SB 375 (Steinberg) was signed into law in 2008. It builds on AB 32 to connect the reduction of greenhouse gas (GHG) emissions from cars and light trucks to land use and transportation policy. The transportation sector represents the State's largest contributor of greenhouse gases. Accordingly, SB 375 seeks (1) to use the regional transportation planning process to help achieve AB 32 goals; (2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GHG emissions; and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process. Implementation of SB 375 is a multi-year process, with regional GHG reduction targets to be determined in late 2010.

California Air Pollution Control Officers Association

In January 2008, the California Air Pollution Control Officers Association (CAPCOA) issued a "white paper" on evaluating and addressing GHGs under CEQA (CAPCOA, 2008). This resource guide was prepared to support local governments as they develop their programs and policies around climate change issues. The paper is not a guidance document. It is not intended to dictate or direct how any agency chooses to address GHG emissions. Rather, it is intended to provide a common platform of information about key elements of CEQA as they pertain to GHG, including an analysis of different approaches to setting significance thresholds.

The paper notes that for a variety of reasons local agencies may decide not to have a CEQA threshold. Local agencies may also decide to assess projects on a case-by-case basis when the projects come forward. The paper also discusses a range of GHG emission thresholds that could be used. The range of thresholds discusses includes a GHG threshold of zero and several non-zero thresholds. Non-zero thresholds include percentage reductions for new projects that would allow the state to meet its goals for GHG emissions reductions by 2020 and perhaps 2050. These would be determined by a comparison of new emissions versus business as usual emissions and the reductions required would be approximately 30 percent to achieve 2020 goals and 90 percent (effectively immediately) to achieve the more aggressive 2050 goals. These goals could be varied to apply differently to new

project, by economic sector, or by region in the state. Other non zero thresholds discussed in the paper include:

- ~~Other non-zero thresholds are discussed in the paper include:~~
- 900 metric tons/year CO2e (a market capture approach);
- 10,000 metric tons/year CO2e (potential CARB mandatory reporting level with Cap and Trade);
- 25,000 metric tons/year CO2e (the CARB mandatory reporting level for the statewide emissions inventory);
- 40,000 to 50,000 metric tons/year CO2e (regulated emissions inventory capture – using percentages equivalent to those used in air districts for criteria air pollutants),
- Projects of statewide importance (9,000 metric tons/year CO2e for residential, 13,000 metric tons/year CO2e for office project, and 41,000 metric tons/year CO2e for retail projects), and
- Unit-based thresholds and efficiency-based thresholds that were not quantified in the report.

CARB Draft GHG Significance Thresholds

On October 24, 2008, CARB released its Preliminary Draft Staff Proposal on Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act for review and public comment (California Air Resources Board, 2008e). The Proposal identifies benchmarks or standards that assist lead agencies in the significance determination for industrial, residential, and commercial projects. Staff intends to make its final recommendations on thresholds in early 2009, consistent with OPR's timeline for issuing draft CEQA guidelines addressing GHG emissions and to provide much needed guidance to lead agencies in the near term. The Proposal currently focuses on two sectors for which local agencies are typically the CEQA lead agency: industrial projects; and residential and commercial projects. Future proposals will focus on transportation projects, large dairies and power plant projects.

~~In summary, the Proposal recommends:~~

~~In general, categorical exemptions will continue to apply.~~

- ~~If GHGs are adequately addressed at the programmatic level (i.e., consistent with regional GHG budgets), the impact of certain individual projects can be found to be insignificant.~~
- ~~Project below screening levels for industrial projects (10,000 metric tons/year CO2e) and commercial/residential projects (3,000 metric tons/year CO2e) can be found to be less than significant.~~
- ~~Projects that meet performance standards (i.e., 30 percent less than Business As Usual [BAU]), or include equivalent mitigation, can be found to be insignificant.~~
- ~~If a project cannot meet the above requirements, it should be presumed to have significant impacts related to climate change and all feasible GHG mitigation measures (i.e., carbon offsets) should be implemented.~~

For industrial projects, CARB recommends that projects below the industrial screening level (7,000 metric tons/year CO_2e not including the traffic) can be found to be less than significant. For

residential and commercial projects, CARB staff's objective is to develop a threshold on performance standards that will substantially reduce the GHG emissions from new projects and streamline the permitting of carbon-efficient projects. Performance standards will address the five major emission sub-sources for the sector: energy use, transportation, water use, waste, and construction. Projects may alternatively incorporate mitigation equivalent to these performance standards, such as measures from green building rating systems.

Applicable NOP Comments Considered

As a result of comments (see Table 1-1 of Chapter 1.0 "Introduction") received during the NOP public scoping phase of the Proposed Project, specific effects on air quality resources have been considered as part of the impact analysis. For example, the VCAPCD stated that the PEIR should evaluate the Proposed Project's air quality impacts, specifically by identifying reactive organic compound, nitrogen oxide, and carbon monoxide emissions as well as identifying all mitigation measures to minimize significant impacts to regional and local air quality.

Impact Methodology

Build out of the Project will allow planned development to occur within the City of Oxnard jurisdiction. While build out will ultimately be market driven, for modeling purposes this analysis is based on the assumption that most uses will be developed by the year 2030 and emissions were estimated for this planning horizon. This analysis is based on thresholds included in the VCAPCD's *Air Quality Assessment Guidelines* (VCAPCD, 2003) and traffic modeling information reported in the traffic section (see Section 2.2) and appendix (see Appendix A) of this recirculated draft PEIR. ~~developed for the Project (see Chapter 4 "Infrastructure and Community Services" of this Draft PEIR)~~The emissions analyzed and presented below have been quantified based on this traffic information and using the EMFAC2007 emissions model for on-road vehicles, as well as land use changes input in the URBEMIS2007 model (version 9.2.4) for area source emissions.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; or
- Conflict with the state goal of reducing greenhouse gas emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32, California Global Warming Solutions Act of 2006.

VCAPCD has published recommendations that provide specific guidance on evaluating projects under CEQA relative to the above general criteria (VCAPCD, 2003). For evaluating long-term emission increases during the operation of the project, VCAPCD recommends that lead agencies use criteria of 25 pounds per day for ROG or NOx generated by project operations to identify significant increases in emissions. For other criteria pollutants, including carbon monoxide and PM-10, a project that may cause an exceedance of the respective state standards or may make a substantial[1] contribution to a current exceedance of a state standard would have a significant adverse air quality impact.

In addition, the operation of any project with the potential to expose sensitive receptors to substantial levels of toxic air contaminants (TAC) would be deemed to have a potentially significant air quality impact as well. More specifically, proposed development projects that have the potential to expose the public to project-related TAC in excess of the following thresholds would be considered to have a significant air quality impact:

- Probability of contracting cancer for the Maximally Exposed Individual exceeds 10 in one million.
- Ground-level concentrations of non-carcinogenic TAC would result in a Hazard Index greater than 1.

Application of these standards would typically apply to the preparation of a more detailed project-specific health risk assessment (based on a detailed air dispersion modeling effort) that would occur as individual projects are considered as part of the Project. For the Project, the assessment of TAC is conducted at a qualitative level with specific policies and implementation measures provided to address the potential impacts associated with this issue.

Consistency with an applicable air quality management plan is also an issue considered in this PEIR. For the cumulative analysis, the impact of ~~a~~ the Project is considered cumulatively significant if it is inconsistent with the current Air Quality Management Plan (AQMP). In this case, the VCAPCD recently adopted the Ventura County 2007 Air Quality Management Plan on May 13, 2008.

Neither the CEQA statute nor Guidelines prescribe thresholds of significance or a particular methodology for performing an impact analysis, and as of this writing no State agency or local air quality management district has issued any regulations or standards of significance for the analysis of GHGs under CEQA; as with most environmental topics, significance criteria are left to the judgment and discretion of the lead agency. The draft amendments to the CEQA Guidelines released

[1] *Substantial* is defined by VCAPCD as making measurably worse an existing exceedance of a state or federal ambient air quality standard.

by OPR in January 2009 make clear that the identification and adoption of appropriate CEQA thresholds is a matter left to the discretion of the lead agency.

Land use projects may contribute to the phenomenon of global climate change in ways that would be experienced worldwide, and with some specific effects felt in California. However, no scientific study has established a direct causal link between individual land use project impacts and global warming. AB 32 requires State-wide GHG emissions to be reduced to 1990 levels by 2020. Although these State-wide reductions are now mandated by law, no generally applicable GHG emission threshold has yet been established, nor is formal regulatory agency guidance on global climate change analysis in CEQA documents anticipated to be available until 2010 at the earliest.

CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further, states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

Because no applicable numeric thresholds have yet been defined, and because the precise causal link between an individual project's emissions and global climate change has not been developed, it is reasonable to conclude that an individual development project cannot generate a high enough quantity of GHG emissions to affect global climate change. However, individual projects incrementally contribute toward the potential for global climate change on a cumulative basis in concert with all other past, present, and reasonably foreseeable future projects. Thus, this EIR analyzes whether this project's potential contribution to global warming impacts is cumulatively considerable.

Impacts and Mitigation Measures

Impact 5.7-2: The Project would result in a cumulative increase of criteria pollutants in a non-attainment basin.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *No Additional Mitigation is Currently Available*
Resultant Level of Significance: *Significant and Unavoidable*

Impact Analysis

Operational impacts would primarily result from local and regional vehicle emissions generated by future population growth associated with build out of the Project. These operational emissions are provided below in Table 5-45. Given the amount of development associated with build out of the Project, it is reasonable to assume that traffic and area source emissions associated with operations of the Project would substantially contribute to the current exceedance of the State standards for

PM-10 and PM-2.5. Ventura County is in attainment of the CO State standard, and the Project is not expected to conflict with continuing attainment. Actual significance of PM-10 and PM-2.5 would be determined on a project-by-project basis as future development applications are submitted and localized pollutant concentrations can be determined. CO and CO2 (greenhouse gas) emissions are discussed further in Impact 5.7-5.

Additionally, a variety of industrial and commercial processes (e.g., dry cleaning, etc.) allowed under the Project would also be expected to release emissions; some of which could be of a hazardous nature. These emissions are controlled at the local and regional level through permitting and would be subject to further study and a health risk assessment prior to the issuance of any necessary air quality permits.

Policies included as part of the Project that would minimize this impact are summarized below. In addition to the various policies developed ~~(identified above)~~ to address short-term construction-related air quality concerns (also see below), the Environmental Resources Chapter provides a number of additional policies designed to address vehicle and other operational-related air quality emissions. Specifically, policies ER-17.2 "Transportation Management", ER-17.3 "Reducing Vehicle Use", ER-17.5 "Reducing CO Exposure at Congested Intersections", and ER-17.15 "Collocate Ancillary Services" have been developed to address mobile (predominately vehicle-related) emissions by supporting various transportation management and vehicle trip reducing programs. Policies ER-17.10 "Regional Cooperation" and ER-17.11 "Develop Regional Partnerships" encourage the City to cooperate with a variety of other surrounding agencies to address regional air quality concerns. The Sustainable Community Chapter includes a number of policies (policies SC-3.8 "Use of Solar Electric Generation", SC-3.11 "Wind and Tidal Power Generation", and SC-3.12 "Waste Conversion to Energy Facility") designed to support and encourage the public and private use of renewable energy sources in place of traditional non-renewable sources. This chapter also includes a number of policies that have been developed to encourage energy efficiency and performance higher than California Title 24 Requirements (including policies SC-3.1 "Ten Percent Ahead of Title 24", SC-3.2 "New Residential Development", and SC-3.9 "Encourage Use of Passive Energy Conservation Design"). Policies SC-4.1 and SC-4.2 also encourage the use of green building design. On a broader scale, the Community Development Chapter also includes a number of policies (see policies CD-1.7 "Compact Development" and CD-1.9 "Commute Reduction") developed to encourage land uses or development that supports reduced vehicle usage. Similarly, the Infrastructure and Community Services Chapter includes a number of policies (see policies ICS-6.1 "Transit Facilities for New Developments" and ICS-8.2 "Enhance and Add Bicycle Routes") developed to encourage the use of a variety of alternative sources of transportation. However, even with implementation of these policies, this impact is considered ***potentially significant*** ~~because even with APCD mitigations, the air basin is and will likely remain a non-attainment basin relative to Federal and State air quality standards~~ as air quality emissions associated with the Project would still result in a cumulative increase of criteria pollutants in a non-attainment basin.

TABLE 5-~~4~~5
OPERATIONAL EMISSIONS (POUNDS/DAY)

Emissions Source	Unmitigated Operational Emissions (Pounds/Day)					
	ROG	NOx	CO	CO_2	PM-10	PM-2.5[b]
City of Oxnard Onroad Vehicle Emissions[a]						
Baseline (Year 2005)	128	499	2,648	202,220	324	321
Build out (Year 2030)	~~67~~79	~~140~~236	~~939~~3,625	~~267,069~~277,930	~~419~~436	~~415~~432
Incremental Increase [c]	0	0	0	~~64,849~~ 75,710	~~95~~112	~~94~~111
City of Oxnard Area Source Emissions[a]						
Baseline (Year 2005)	55,299	7,236	157,536	9,470,382	24,630	23,708
Build out (Year 2030)	~~46,253~~45,182	~~5,563~~5,417	~~131,871~~128,802	~~7,338,655~~7,148,352	~~20,686~~20,207	~~19,911~~19,450
Incremental Increase [c]	0	0	0	0	0	0
Total Incremental Onroad and Area Source Emissions (lbs/day)	0	0	0	~~64,849~~75,710	~~95~~112	~~94~~111
VCAQMD Significance Criteria (lbs/day)	25	25	NA	NA	NA	NA

a Onroad vehicle emissions were estimated with the EMFAC2007 model using traffic information provided by URS (~~2007~~2009). Area source emissions were estimated using URBEMIS2007 for the baseline (year 2005) and Proposed Project (2030) land uses. Please see Appendix C ~~E~~ (of this recirculated draft PEIR) for additional information.

b The PM-2.5 fraction of PM-10 is assumed to be 99 percent of the PM-10 emissions for operational sources (SCAQMD, 2006).

c ROG, NOx, and CO were estimated to decrease in the future scenario for on-road vehicles due to decreased emission factors in the future year. These emission factors generated by EMFAC2007 assume a cleaner mix of vehicles as older, more polluting vehicles are retired. All criteria pollutants are estimated to decrease for area sources due to changes to land uses and emission factors from the baseline versus build out scenario.

d Bold values are in excess of the applicable standard. The VCAPCD established thresholds for ROG and NOx are 25 pounds per day. PM-10, PM-2.5 and CO emissions are considered significant if the emissions exceed the State AAQS. The estimated mass emissions (lbs/day) of PM-10, PM-2.5, and CO are presented in this table, however, due to the programmatic nature of this analysis, are discussed only qualitatively below. CO_2 is a greenhouse gas that does not have an established emissions threshold of significance.

SOURCES: ESA, ~~2007~~2009; SCAQMD, 2006; URS, ~~2007~~2009; VCAPCD, 2003

Environmental Resources	
Policies designed to address construction-related air quality air emissions include the following:	
ER-17.1 Incorporate AQMP Mitigations ER-17.6 Emission Control Devices ER-17.7 Reducing Construction Impacts during Smog Season ER-17.8 Minimizing Dust and Air Emissions through Permitting Requirements ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.14 Use VCAPCD Air Quality Assessment Guidelines	
Policies designed to improve air quality and minimize adverse effects of air pollution on human health and the economy include the following:	
ER-17.1 Incorporate AQMP Mitigations ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations ER-17.5 Reducing CO Exposure at Congested Intersections ER-17.9 Mitigation Monitoring ER-17.10 Regional Cooperation	ER-17.11 Develop Regional Partnerships ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.13 Support Regional Attainment Plans ER-17.14 Use VCAPCD Air Quality Assessment Guidelines ER-17.15 Collocate Ancillary Services ER-17.16 Support California Air Resources Board
Sustainable Community	
Policies designed to support the generation of electricity from renewable local sources such as solar panels, wave and tidal forces, co-generation, and/or wind farms include the following:	
SC-3.5 Alternative Energy for Public Buildings SC-3.8 Use of Solar Electric Generation	SC-3.11 Wind and Tidal Power Generation SC-3.12 Waste Conversion to Energy Facility
Policies designed to support the reduced consumption and reliance upon non-renewable energy sources and encourage energy conservation in new and existing developments include the following:	
SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development SC-3.3 Municipal Energy Consumption SC-3.4 Promote Energy Reduction Programs SC-3.6 Load Shifting Devices	SC-3.9 Encourage Use of Passive Energy Conservation Design SC-3.10 Promote Voluntary Incentive Programs SC-4.1 Green Building Standards for Developers SC-4.2 Green Development Standards for Public Buildings
Community Development	
Policies designed to encourage land uses or development that supports reduced vehicle usage include the following:	
CD-1.7 Compact Development CD-1.9 Commute Reduction	
Infrastructure and Community Services and Environmental Resources	
Policies designed to support alternate forms of transportation and reduce vehicle miles traveled from on-road motor vehicles include the following:	
ICS-5.1 Enhanced Passenger Rail Service ICS-5.2 Passenger Rail Service Expansion ICS-5.3 Sub Regional Transportation Center ICS-6.1 Transit Facilities for New Developments ICS-6.6 Alternative Transit Options ICS-7.1 Require TSM and TDM Programs ICS-7.2 Reduce Single-Occupancy Automobile Dependency	ICS-7.3 TDM/TSM Development Patterns ICS-7.4 Park and Ride Lots ICS-8.2 Enhance and Add Bicycle Routes ICS-8.11 Bicycle Parking and Storage ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations

Required Additional Policies or Mitigation Measures

As stated above, the City will implement a variety of policies designed to reduce air quality emissions. Depending on the feasibility and level of implementation as applied to individual development projects consistent with the Proposed Project, the inclusion of additional trip reduction measures would help to further reduce vehicle-related emissions. Future project-specific compliance with VCAPCD permitting would also help to reduce air quality emissions associated with individual

projects. However, total air quality emissions associated with mobile and other operation-related sources from the Project would still exceed VCAPCD thresholds for NOx and ROG or substantially contribute to the current exceedances of the State standards for PM-10 and PM-2.5, respectively. As a result, the impact remains ***significant***. No additional policies or feasible mitigation is currently available.

Significance after Implementation of Mitigation for Impact 5.7-2

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level. Consequently, this impact is considered ***significant and unavoidable***.

Impact 5.7-6: The Project would ~~could~~ potentially conflict with implementation of state goals for reducing greenhouse gas emissions.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant* ~~*No Significance Threshold Established*~~
Required Additional Policies or Mitigation Measures: *No Additional Mitigation is Currently Available* ~~*Recommended Policies*~~
Resultant Level of Significance: *Significant and Unavoidable* ~~*Unable to Determine Significance*~~

Impact Analysis

~~Traffic and stationary source emissions anticipated with build out of the Project would be the primary contributors to operational greenhouse gas emissions. Emissions will be generated from a variety of stationary sources including the use of natural gas, the use of landscape maintenance equipment, and the use of woodburning stoves. In addition, CO_2 would be generated by indirect sources associated with electricity generation. Information regarding specific development projects would be needed in order to quantify indirect source emissions.~~

~~However, it is important to acknowledge that new residential development does not necessarily create entirely new GHG emissions, since most of the persons who will visit or occupy new development will come from other locations where they were already generating such GHG emissions. Further, as described above in the "Environmental and Regulatory Setting" section, it has not been demonstrated that even new GHG emissions caused by local residential development can affect global climate change, or that a specific project's new increase in GHG emissions, if any, when added to other activities in the region, would be considered cumulatively considerable.~~

~~**Construction-Related Activities.** As previously described above under Impact 5.7-1, construction activity that would occur in accordance with the Project would cause temporary, short-term emissions of various air pollutants, including CO_2 (a greenhouse gas), would be emitted by construction equipment during various activities, such as grading and excavation, infrastructure construction, building demolition, and a variety of other construction activities. Information regarding specific~~

~~development projects, soil conditions, and the location of sensitive receptors in relation to the various projects would be needed in order to quantify the level of impact associated with each construction activity. However, given the amount of development associated with implementation of the Proposed Project, it is reasonable to assume that some large-scale construction activity would exceed VCAPCD adopted thresholds over the duration of the Proposed Project development. Actual significance would be determined on a project-by-project basis as future development applications are submitted. The Environmental Element of the Proposed Project includes a number of policies that focus on reducing construction-related emissions (see policies ER-17.1 "Incorporate AQMP Mitigations", ER-17.6 "Emission Control Devices", ER-17.7 "Reducing Construction Impacts during Smog Season", and ER-17.8 "Minimizing Dust and Air Emissions through Permitting Requirements"). Policy E-17.14 "Consultation with Ventura County Air Pollution Control District" requires that the City continue to consult with the VCAPCD during the CEQA review for various projects.~~

~~**Environmental Resources Element**~~

~~**Policies designed to address construction-related air quality air emissions include the following:**~~

~~ER-17.1 Incorporate AQMP Mitigations~~
~~ER-17.6 Emission Control Devices~~
~~ER-17.7 Reducing Construction Impacts during Smog Season~~
~~ER-17.8 Minimizing Dust and Air Emissions through Permitting Requirements~~
~~ER-17.12 Consultation with Ventura County Air Pollution Control District~~
~~ER-17.14 Use VCAPCD Air Quality Assessment Guidelines~~

~~**Operation-Related Activities.**~~ As previously described above under Impact 5.7-2, operational impacts would primarily result from local and regional vehicle emissions generated by future population growth associated with build out of the Proposed Project. These operational emissions for CO_2 (GHG) emissions are provided in Table 5-~~5~~6 and include both vehicle and area source emissions.

TABLE 5-~~5~~6
CO2 OPERATIONAL EMISSIONS

Emissions Source	Unmitigated Operational Emissions (Tons/Year) CO_2
City of Oxnard Onroad Vehicle Emissions	
Baseline (Year 2005)	33,480
Build out (Year 2030)	~~44,216~~46,014
Incremental Increase	~~10,736~~12,534
City of Oxnard Area Source Emissions	
Baseline (Year 2005)	987,901
Build out (Year 2030)	~~716,197~~631,293
Incremental Increase	0
Total Incremental Onroad and Area Source Emissions (Tons/Year)	~~10,736~~12,534

see Appendix ~~E~~ C of this recirculated draft PEIR for calculation details.

Generally, an individual project (associated with build out of the Proposed Project) cannot generate enough greenhouse gas emissions to influence global climate change because it is the increased accumulation of GHGs which may result in global climate change. However, an individual project may contribute an incremental amount of GHG emissions. For most projects, the main contribution of GHG emissions is from motor vehicles, but how much of those emissions are "new" is uncertain. New projects do not necessarily create new drivers, and therefore do not create a new mobile source of emissions. Rather, new projects only redistribute the existing traffic patterns. Larger projects will certainly affect a larger geographic area, but again, would not necessarily cause the creation of new drivers. Some mixed-use and transportation-oriented projects (resulting from the Proposed Project) could actually reduce the number of vehicle miles traveled.

As identified in Table 5-~~5~~6, emissions from vehicles were calculated using the EMFAC2007 model. While more precise modeling programs for nitrous oxide (NO_2) and methane (CH_4) may be available, use of this model to quantify the air quality emissions identified above in Table 5-~~4~~5 and 5-~~5~~6 should be considered a reasonable worst case scenario. These emission estimates do not take into account proposed measures to improve vehicle fuel efficiency or reduce GHG emissions as proposed under AB 32.

For the purpose of this analysis, GHG emissions directly associated with the proposed development have been identified and quantified. These emissions are associated with increased area sources and vehicular emissions due to project-generated traffic.

The incremental increase in onroad vehicle CO_2 emissions for the Project build out (year 2030) versus baseline scenario (year 2005) and emissions from area sources would be would be ~~10,736~~12,534 metric tons per year. ~~When compared to the overall state reduction goal of approximately 169 million metric tons CO_2e/year, the incremental increase in greenhouse gas emissions for the Project would be about 0.006 percent of the State goal for reducing greenhouse gas emissions by the year 2030.~~ The 2020 GHG emissions limit for California, as adopted by CARB in December of 2007 is approximately 427 million metric tons of CO_2e. The project's annual contribution would be approximately 0.003 percent (year 2030) of this total 2020 emissions limit. In addition to these on-road vehicle and area source increased CO_2 emissions, without information regarding the increased emissions from electricity usage (indirect source emissions), the efforts the State is currently undertaking related to AB32 would potentially be substantial with regard to measures that could reduce greenhouse gas emissions by similar levels. Thus, the Project would potentially conflict with the state AB32 goals related to greenhouse gas emissions and would be a significant impact prior to mitigation.

Policies included as part of the Project that would potentially reduce this impact are more fully described above under Impact 5.7-2. In addition to the various energy conservation, alternative energy use, green building design, air quality emissions, and trip reduction related policies identified above under the discussion for Impact 5.7-2, the Sustainable Community Chapter also includes a variety of policies designed to address climate change concerns. Finally, the Safety Chapter also includes Policy S-13.1 "Support Statewide Global Warming Solutions" which has been developed to monitor and support the efforts of the CARB. In addition to policies identified in Impact 5.7-2 that minimize

air quality emissions and support state global warming regulations, the project also includes a number of policies that would implement or support the measures recommended by the Attorney General for addressing global warming in general plans (see table 5-7 below). However, ~~without a threshold of significance, a finding cannot be determined.~~even with implementation of these policies, this impact is considered ***potentially significant***.

TABLE 5-7
OFFICE OF THE ATTORNEY GENERAL – ADDRESSING GLOBAL WARMING IN GENERAL PLANS

Office of the Attorney General (Recommended Measures)	General Plan Update Policies and Implementation Measures
Conservation Element	
Climate Action Plan or Policy: Include a comprehensive climate change action plan that includes: a baseline inventory of greenhouse gas emissions from all sources; greenhouse gas emissions reduction targets and deadlines; and enforceable greenhouse gas emissions reduction measures. (Note: If the Climate Action Plan complies with the requirements of Section 15064(h)(3) of the CEQA Guidelines, it may allow for the streamlining of individual projects that comply with the plan's requirements.)	SC-1.1 Inventory Global Warming Emissions SC-1.2 Support Statewide Global Warming Mitigation SC-1.3 Develop Greenhouse Gas Emissions Reduction Plan Implementation Measure 1.0
Strengthen local building codes for new construction and renovation to require a higher level of energy efficiency.	SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development ICS-17.3 Promoting Clean Energy Implementation Measure 3.0
Require that all new government buildings, and all major renovations and additions, meet identified green building standards.	SC-3.3 Municipal Energy Consumption SC-3.5 Alternative Energy for Public Buildings SC-3.6 Load Shifting Devices SC-4.2 Green Development Standards for Public Buildings Implementation Measure 4.0 Implementation Measure 5.0 Implementation Measure 8.0
Adopt a "Green Building Program" to require or encourage green building practices and materials. The program could be implemented through, e.g., a set of green building ordinances.	SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development SC-3.8 Use of Solar Electric Generation SC-3.9 Require Use of Passive Energy Conservation Design SC-4.1 Green Building Standards for Developers Implementation Measure 3.0 Implementation Measure 4.0 Implementation Measure 7.0 Implementation Measure 9.0 Implementation Measure 10.0
Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Building orientation, wiring, and plumbing should optimize and facilitate opportunities for on-site solar generation and heating.	SC-3.8 Use of Solar Electric Generation SC-3.9 Require Use of Passive Energy Conservation Design Implementation Measure 4.0 Implementation Measure 9.0
Provide permitting-related and other incentives for energy efficient building projects, e.g., by giving green projects priority in plan review, processing and field inspection services.	Implementation Measure 3.0
Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization, for low income residents.	SC-3.10 Promote Voluntary Incentive Programs

TABLE 5-7
OFFICE OF THE ATTORNEY GENERAL – ADDRESSING GLOBAL WARMING IN GENERAL PLANS

Office of the Attorney General (Recommended Measures)	General Plan Update Policies and Implementation Measures
Provide innovative, low-interest financing for energy efficiency and alternative energy projects. For example, allow property owners to pay for energy efficiency improvements and solar system installation through long-term assessments on individual property tax bills	Implementation Measure 3.0
Fund incentives to encourage the use of energy efficient vehicles, equipment and lighting. Provide financial incentives for adoption of identified efficiency measures.	Implementation Measure 3.0
Require environmentally responsible government purchasing. Require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, e.g., by giving preference to recycled products over those made from virgin materials.	SC-3.1 Ten Percent Ahead of Title 24 SC-3.3 Municipal Energy Consumption SC-3.7 Targets for Zero-Emission Vehicles SC-3.9 Require Use of Passive Energy Conservation Design SC-4.2 Green Development Standards for Public Buildings ICS-14.2 Use of Recycled Materials Implementation Measure 2.0 Implementation Measure 5.0
Require that government contractors take action to minimize greenhouse gas emissions, e.g., by using low or zero-emission vehicles and equipment.	SC-3.7 Targets for Zero-Emission Vehicles Implementation Measure 2.0
Adopt a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on the time of watering, requiring water-efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use. Include enforcement strategies, such as citations for wasting water.	ICS-11.2 Water Wise Landscapes ICS-11.7 Water Conservation ICS-11.12 Water for Irrigation ICS-12.1 Water Recycling and Resource Recovery ER-5.3 Reducing Dependence on Groundwater Implementation Measure 32.0
Adopt water-efficient landscape ordinances.	ICS-11.2 Water Wise Landscapes ICS-11.12 Water for Irrigation ER-11.1 Promote Use of Native and Water Wise Plants Implementation Measure
Implement or expand city or county-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling.	ICS-14.1 Waste Reduction ICS-14.2 Use of Recycled Materials ICS-14.3 New Development Requirements
Extend the types of recycling services offered (e.g., to include food and green waste recycling).	ICS-14.1 Waste Reduction ICS-14.2 Use of Recycled Materials Implementation Measure 33.0
Establish methane recovery in local landfills and wastewater treatment plants to generate electricity.	SC-3.12 Waste Conversion to Energy Facility
Preserve existing conservation areas (*e.g.*, forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) that provide carbon sequestration benefits.	CD-6.1 Agricultural Buffers CD-6.2 Agricultural Preservation CD-7.4 Design CD-8.7 Community Balance ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-1.2 Protect Surrounding Agriculture and Open Space ER-2.1 Restoration of Ormond Beach Wetlands ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-2.4 Design Review Process ER-3.1 Preservation of Riparian Habitat ER-4.1 Encourage Protection of Sensitive Habitat ER-4.2 Limiting Activities in Sensitive Areas ER-4.3 Designation of Resource Protection Areas ER-4.5 Planning in Sensitive Areas ER-4.6 Resource Protection Zoning Policies ER-13.1 Sustainable Agricultural Industry ER-13.2 Support County Initiatives

TABLE 5-7
OFFICE OF THE ATTORNEY GENERAL – ADDRESSING GLOBAL WARMING IN GENERAL PLANS

Office of the Attorney General (Recommended Measures)	General Plan Update Policies and Implementation Measures
	ER-13.3 Agricultural Partnerships ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Policies ER-15.4 Urban/Agricultural Buffer Zones Implementation Measure 14.0 Implementation Measure 15.0
Establish a mitigation program for development of conservation areas. Impose mitigation fees on development of such lands and use funds generated to protect existing, or create replacement, conservation areas.	ER-4.4 Loss of Sensitive Habitats
Provide public education and information about options for reducing greenhouse gas emissions through responsible purchasing, conservation, and recycling.	Implementation Measure 7.0
Land Use Element	
Adopt land use designations to carry out policies designed to reduce greenhouse gas emissions, *e.g.*, policies to minimize or reduce vehicle miles traveled, expand development near existing public transportation corridors, encourage alternative modes of transportation, and increase infill, mixed use, and higher density development.	CD-1.2 Mixed-Use Development CD-1.3 Redevelopment to Mixed Use CD-1.4 Transportation Choices CD-1.5 Housing Variety CD-1.7 Compact Development CD-1.9 Commute Reduction CD-4.3 Urban Village Concept CD-7.1 Establishment of Urban Villages CD-7.4 Design CD-7.5 Pedestrian and Transit Scale CD-7.6 Connectivity CD-10.1 Human-Scale Development ER-17.15 Co-locate Ancillary Services Implementation Measure 13.0
Identify and facilitate the development of land uses not already present in local districts – such as supermarkets, parks and recreation fields, and schools in neighborhoods; or residential uses in business districts – to reduce vehicle miles traveled and allow bicycling and walking to these destinations.	CD-1.3 Redevelopment to Mixed Use CD-1.9 Commute Reduction CD-7.1 Establishment of Urban Villages ICS-21.3 Siting of Schools ER-17.15 Co-locate Ancillary Services
Create neighborhood commercial districts.	CD-1.3 Redevelopment to Mixed Use
Require bike lanes and bicycle/pedestrian paths.	CD-7.5 Pedestrian and Transit Scale CD-7.6 Connectivity CD-7.13 Village Trail and Open Space Connections
Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by non-motorized vehicles, and new residential communities that block through access on existing or potential bicycle and pedestrian routes.	CD-7.7 Village Streetscapes and Identification CD-10.2 Neighborhood Themes
Site schools to increase the potential for students to walk and bike to school.	ICS-21.3 Siting of Schools
Enact policies to limit or discourage low density development that segregates employment, services, and residential areas.	CD-1.10 Jobs-Housing Balance CD-8.1 Limiting Development
Where there are growth boundaries, adopt policies providing certainty for infill development.	CD-1.2 Mixed-Use Development
Circulation Element	
In conjunction with measures that encourage public transit, ride sharing, bicycling and walking, implement circulation improvements that reduce vehicle idling. For example, coordinate controlled intersections so that traffic passes more efficiently through congested areas.	ICS-2.6 Intelligent Transportation Systems ICS-2.7 Coordinated Traffic Signal Timing with other Agencies ICS-2.8 High Capacity Corridors ICS-3.4 Roadway Design/Freeway Capacity ER-17.2 Transportation Management SH-9.1 Planning Programs Implementation Measure 26.0
Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative	CD-1.9 Commute Reduction CD-7.5 Pedestrian and Transit Scale

TABLE 5-7
OFFICE OF THE ATTORNEY GENERAL – ADDRESSING GLOBAL WARMING IN GENERAL PLANS

Office of the Attorney General (Recommended Measures)	General Plan Update Policies and Implementation Measures
modes, including public transit, ride sharing, car sharing, bicycling and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes.	CD-7.6 Connectivity CD-7.13 Village Trail and Open Space Connections ICS-5.1 Enhanced Passenger Rail Service ICS-5.2 Passenger Rail Service Expansion ICS-5.3 Sub Regional Transportation Center ICS-6.1 Transit Facilities for New Developments ICS-6.2 Transit Service Provision ICS-7.1 Ride Sharing Programs ICS-7.2 Reduce Single-Occupancy Automobile Dependency ICS-7.3 TDM Development Patterns ICS-7.4 Park and Ride Lots ICS-8.1 Improved Bicycle and Pedestrian Safety ICS-8.2 Bicycle Route Plan ICS-8.4 New Development Bicycle Improvements ICS-25.2 Bicycle and Pedestrian Master Plan Implementation Measure 28.0 Implementation Measure 29.0
Include safe and convenient bicycle and pedestrian access in all transportation improvement projects.	ICS-8.1 Improved Bicycle and Pedestrian Safety ICS-8.2 Bicycle Route Plan ICS-8.5 Public Sidewalks ICS-8.6 ADA Handicap Requirements ICS-8.9 Street Crossings ICS-8.12 Roadway Surfacing Implementation Measure 28.0 Implementation Measure 29.0
Ensure that non-motorized transportation systems are complete, connected and not interrupted by impassable barriers, such as freeways.	ICS-8.3 Completing Sidewalk Network ICS-25.1 Connecting Facilities ICS-25.2 Bicycle and Pedestrian Master Plan Implementation Measure 28.0 Implementation Measure 29.0
Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	ICS-8.11 Bicycle Parking and Storage ER-17.3 Reducing Vehicle Use
Provide adequate and affordable public transportation choices including expanded bus routes and service and other transit choices such as shuttles, light rail, and rail where feasible.	ICS-5.1 Enhanced Passenger Rail Service ICS-5.2 Passenger Rail Service Expansion ICS-5.3 Sub Regional Transportation Center ICS-6.1 Transit Facilities for New Developments ICS-6.2 Transit Service Provision ICS-6.3 Paratransit ICS-6.4 Private Bus Transportation ER-17.3 Reducing Vehicle Use
Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation. For example, reduce parking for private vehicles while increasing options for alternative transportation; eliminate minimum parking requirements for new buildings; "unbundle" parking (require that parking is paid for separately and is not included in rent for residential or commercial space); and set appropriate pricing for parking.	ICS-7.1 Require TDM Programs
Develop school transit plans to substantially reduce automobile trips to, and congestion surrounding, schools. (According to some estimates, parents driving their children to school account for 20-25% of the morning commute.) Plans may address, e.g., necessary infrastructure improvements and potential funding sources; replacing older diesel buses with low or zero-emission vehicles; mitigation fees to expand school bus service; and Safe Routes to School programs65 and other formal efforts to increase walking and biking by students.	ICS-8.8 Educational Facilities ICS-21.3 Siting of Schools

TABLE 5-7
OFFICE OF THE ATTORNEY GENERAL – ADDRESSING GLOBAL WARMING IN GENERAL PLANS

Office of the Attorney General (Recommended Measures)	General Plan Update Policies and Implementation Measures
Provide public education and information about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (e.g., keeping tires inflated); low or zero-emission vehicles; and car and ride sharing.	SC-3.7 Targets for Zero-Emission Vehicles
Housing Element	
Improve the jobs-housing balance and promote a range of affordable housing choices near jobs, services and transit.	CD-1.10 Jobs-Housing Balance CD-8.9 Jobs/Housing Balance CD-16.3 Balanced Economic Base
Concentrate mixed use, and medium to higher density residential development in areas near jobs, transit routes, schools, shopping areas and recreation.	CD-7.1 Establishment of Urban Villages CD-7.4 Design CD-7.5 Pedestrian and Transit Scale CD-7.7 Village Streetscapes and Identification
Increase density in single family residential areas located near transit routes or commercial areas. For example, promote duplexes in residential areas and increased height limits of multi-unit buildings on main arterial streets, under specified conditions.	CD-1.7 Compact Development CD-16.6 Provide for a Diversity of Housing Choices
Encourage transit-oriented developments.	CD-1.4 Transportation Choices CD-7.1 Establishment of Urban Villages CD-7.4 Design CD-7.5 Pedestrian and Transit Scale CD-7.7 Village Streetscapes and Identification ICS-7.3 TDM Development Patterns
Designate mixed use areas where housing is one of the required uses.	CD-7.1 Establishment of Urban Villages CD-7.2 Village Density and Uses CD-7.4 Design
In areas designated for mixed use, adopt incentives for the concurrent development of different land uses (e.g., retail with residential).	ER-17.15 Co-locate Ancillary Services
Promote infill, mixed use, and higher density development by, for example, reducing developer fees; providing fast-track permit processing; reducing processing fees; funding infrastructure loans; and giving preference for infrastructure improvements in these areas.	CD-7.3 Financing Tools for Development
Open Space Element	
Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits.	CD-6.1 Agricultural Buffers CD-6.2 Agricultural Preservation CD-7.4 Design CD-8.7 Community Balance ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-1.2 Protect Surrounding Agriculture and Open Space ER-2.1 Restoration of Ormond Beach Wetlands ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-2.4 Design Review Process ER-3.1 Preservation of Riparian Habitat ER-4.1 Encourage Protection of Sensitive Habitat ER-4.2 Limiting Activities in Sensitive Areas ER-4.3 Designation of Resource Protection Areas ER-4.5 Planning in Sensitive Areas ER-4.6 Resource Protection Zoning Policies ER-5.3 Reducing Dependence on Groundwater ER-13.1 Sustainable Agricultural Industry ER-13.2 Support County Initiatives

TABLE 5-7
OFFICE OF THE ATTORNEY GENERAL – ADDRESSING GLOBAL WARMING IN GENERAL PLANS

Office of the Attorney General (Recommended Measures)	General Plan Update Policies and Implementation Measures
	ER-13.3 Agricultural Partnerships ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Policies ER-15.4 Urban/Agricultural Buffer Zones
Establish a mitigation program for development of those types of open space that provide carbon sequestration benefits. Require like-kind replacement for, or impose mitigation fees on development of such lands. Use funds generated to protect existing, or create replacement, open space.	ER-4.4 Loss of Sensitive Habitat
Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance, e.g., requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.	ER-7.4 Develop Tree Management Program and Ordinance Implementation Measure 39.0 Implementation Measure 40.0
Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.	CD-1.8 Natural Resource Conservation ICS-25.1 Connecting Facilities ICS-25.2 Bicycle and Pedestrian Master Plan Implementation Measure 29.0
Safety Element	
Address expected effects of climate change that may impact public safety, including increased risk of wildfires, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs.	SC-2.1 Sea-Level Rise and Local Coastal Program SC-2.2 Monitoring Systems SC-2.3 Coastal Preparation
Monitor the impacts of climate change. Use adaptive management to develop new strategies, and modify existing strategies, to respond to the impacts of climate change.	SC-2.2 Monitoring Systems SC-2.3 Coastal Preparation

~~**Sustainable Community Element**~~

~~**Policies designed to support and participate in global warming and climate change analysis and programs include the following:**~~

~~SC-1.1 Inventory Global Warming Emissions~~
~~SC-1.2 Support Statewide Global Warming Mitigation~~
~~SC-1.3 Develop Greenhouse Gas Emission Reduction Plan~~

~~Recommended Policies~~ Required Additional Policies or Mitigation Measures

The following new policies and implementation measure are ~~recommended:~~ required to ensure that this impact is reduced to the greatest extent feasible:

- **Policy SC-1.4: Support Climate Action Team Emission Reduction Strategies.** The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the updated General Plan to determine its consistency with the CAT emission reduction strategies. *[New Policy – Draft EIR Analysis]*
- **Policy SC-1.5: Support Offsite Measures to Reduce Greenhouse Gas Emissions.** The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions. *[New Policy – Draft EIR Analysis]*
- **Implementation Measure 55.0.** The City shall develop and maintain a Climate Change Adaption Action Plan (CCAAP). The CCAAP shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures,

and monitoring and report plan. *[New Implementation Measure – Recirculated Draft EIR Analysis]*

As stated above, the City will implement a variety of policies and measures designed to address climate change issues (see Table 5-7). Depending on the feasibility and level of implementation, the inclusion of additional trip reduction measures would help to further reduce vehicle-related emissions. However, the emission level at which project generated CO_2 would result in or contribute to a significant impact has not been defined. Consequently, the increase in greenhouse gases by the proposed project of 0.003 percent of the emissions limit for California potentially places the project in conflict with the goal of the state to reduce up to 169 million metric tons CO_2e/yr. Therefore, as a conservative determination, implementation of the proposed project including the adoption of the policies listed above would still result in a ***significant*** impact. No additional policies or feasible mitigation is currently available.

Significance after Implementation of Mitigation for Impact 5.7-6

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level. Consequently, this impact is considered ***significant and unavoidable***.

SECTION 2.5
Noise

Introduction

The City has revised and is circulating for public review a portion of the noise section (Section 6.4 of the draft PEIR) of the City of Oxnard 2030 General Plan to address several changes to the General Plan Land Use and Circulation Diagram (more fully described in Chapter 1 "Introduction and Reader's Guide" of this recirculated PEIR). This section of the recirculated PEIR begins with a brief summary of the revisions to the noise section and then identifies (using underline/strikeout text) portions of the original draft PEIR section that were modified as a result of the changes to the proposed project. Although this section of the recirculated draft PEIR is titled Section 2.5 "Noise", the information provided below is formatted using the same numbering system (Section 6.4) originally provided in the draft PEIR.

Summary of Revisions

During the spring and summer of 2009, the City of Oxnard made several changes to the 2030 General Plan Land Use (Alternative B) and Circulation Diagram. As a result of these land use changes and circulation improvements, the City revised and reran the Oxnard Traffic Model, which resulted in an increase and redistribution of traffic throughout the Planning Area compared to that previously analyzed in the draft PEIR. Overall, traffic impacts were virtually the same as with the draft PEIR Traffic Study, but several localized changes resulted in additional traffic noise impacts along local roadways in the Planning Area (originally identified under Impact 6.4-2 of the draft PEIR). As a result of this analysis, it was determined that several additional roadway segments would experience a significant increase in traffic noise. However, the original impact conclusion of "***significant and unavoidable***" for Impact 6.4-2 remains unchanged. No changes to the General Plan Background Report were necessary or made as part of this recirculated draft PEIR.

Section 6.4 Noise (Draft PEIR Section)

Impact Methodology

Noise impacts are assessed based on a comparative analysis of the noise levels resulting from the Project and the noise levels under baseline or existing conditions. The traffic-related noise analysis is based on the traffic volumes reported in the traffic section (see Section 2.1) and appendix (see Appendix A) of this recirculated draft PEIR ~~of the PEIR (see Chapter 4 "Infrastructure")~~ and using the FHWA Traffic Noise Prediction Model (FHWA RD-77-108) (Barry, T.M. and Regan, J.A.,

1978). An increase of at least three decibels is considered to be a significant increase in traffic-related noise, and it requires a doubling of traffic volumes (a 100 percent increase) for noise levels to increase by three decibels.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G, "Environmental Checklist Form", of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels; or
- Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels.

This PEIR considers changes in ambient noise levels from sources directly attributed to the Project. A sliding scale is commonly used for this purpose, allowing greater increases at lower absolute sound levels than at higher levels. As described above, a 3 dBA noise increase is barely perceptible to the average healthy ear and a 5 dBA increase is readily perceptible. Thus the significance criteria for changes in noise associated with the Project are as follows:

- If the noise level resulting from project operations (in the case of the Proposed Project this would occur through increased traffic generation along local roadways, etc.) would exceed the "normally acceptable" range for a given land use where the existing noise level exceeds the normally acceptable range, a 3 dBA or greater increase due to the project is considered significant.
- If the noise level resulting from project operations would exceed the "normally acceptable" range for a given land use where the existing noise level is within the normally acceptable range, a 5 dBA or greater increase due to the project is considered significant.
- If the noise level resulting from project operations would be within the "normally acceptable" range for a given land use, a 10 dBA or greater increase due to the project is considered significant.

Impacts and Mitigation Measures

Impact 6.4-2: The Proposed Project could expose a variety of noise-sensitive land uses to traffic noise.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *No Additional Mitigation is Currently Available*
Resultant Level of Significance: *Significant and Unavoidable*

Impact Analysis

Potential traffic noise impacts on existing land uses are the result of additional on-road mobile sources (vehicles) traveling along local roadways. Traffic noise modeling was performed for the City roadway system using the traffic volumes projected by the City's traffic model. The calculations indicate that traffic volume increases under the Proposed Project would not significantly alter the noise environment along a majority of the City's roadway segments. However, as shown in Table 6-1, several roadway segments in the Planning Area would experience a significant increase in traffic noise. However, the actual level of impact would depend on the presence and location of any existing or proposed land uses or barriers in relation to the noise source. A complete inventory of all traffic noise modeling results (including those roadways not experiencing a significant increase in noise levels) is provided in Appendix D of this recirculated draft PEIR ~~F of this Draft PEIR.~~

TABLE 6-1
CITY ROADWAY SEGMENTS EXPERIENCING A SIGNIFICANT INCREASE IN TRAFFIC NOISE

Roadway Segment[1]		Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq [1]			
		2005	2030	Difference	Significant (Yes or No)[2]
~~Del Norte~~	~~n/o US 101~~	~~66~~	~~70~~	~~4~~	~~Yes~~
~~Del Norte~~	~~s/o US 101~~	~~68~~	~~72~~	~~4~~	~~Yes~~
Hueneme	e/o Saviers	64	68	3	Yes
~~SR 1 (Oxnard)~~	~~s/o Vineyard (SR 23)~~	~~71~~	~~74~~	~~3~~	~~Yes~~
~~Ventura~~	~~n/o Gonzales~~	~~68~~	~~71~~	~~3~~	~~Yes~~
Ventura	n/o Vineyard	64	67	3	Yes
Ventura	s/o Vineyard	64	68	3	Yes
Ventura/Myrtle	w/o Vineyard	69	63	3	Yes
~~Wooley~~	~~e/o Pacific~~	~~67~~	~~70~~	~~3~~	~~Yes~~
~~Wooley~~	~~e/o Rose~~	~~67~~	~~71~~	~~4~~	~~Yes~~
~~Wooley~~	~~e/o Ventura~~	~~65~~	~~71~~	~~6~~	~~Yes~~
~~Wooley~~	~~w/o Victoria~~	~~62~~	~~71~~	~~9~~	~~Yes~~
Saviers	s/o Pleasant Valley	63	66	3	Yes
Teal Club	w/o Victoria	45	48	3	Yes
Auto Center	w/o Rose	60	63	3	Yes
3rd	e/o Rose	62	67	4	Yes
3rd	w/o Rose	63	67	3	Yes

TABLE 6-1
CITY ROADWAY SEGMENTS EXPERIENCING A SIGNIFICANT INCREASE IN TRAFFIC NOISE

Roadway Segment[1]		Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq [1]			
		2005	2030	Difference	Significant (Yes or No)[2]
Rose	n/o Bard	66	69	3	Yes
Rose	s/o Bard	64	68	4	Yes
Gonzales	e/o Lombard	65	68	3	Yes
Auto Center	w/o Santa Clara	64	67	3	Yes
Rice	s/o Gonzales	68	71	3	Yes
Gonzales	w/o Rice	66	69	3	Yes
Camino Del Sol	w/o Rice	62	65	3	Yes
Sturgis	w/o Rice	58	62	3	Yes
Rice	n/o Hueneme	58	64	5	Yes
Del Norte	n/o US101 NB ramp	59	65	6	Yes
Del Norte	s/o US101 NB ramp	62	66	4	Yes
Del Norte	n/o US101 SB ramp	62	67	4	Yes
Del Norte	s/o US101 SB ramp	65	69	4	Yes
Del Norte	n/o 5th	60	64	4	Yes
Hueneme	e/o Rose	65	68	3	Yes
Del Norte	n/o Gonzales	65	69	4	Yes
Del Norte	s/o Gonzales	65	68	3	Yes
Simon	w/o Vineyard	51	62	11	Yes

1 Noise levels were determined using FHWA Traffic Noise Prediction Model (FHWA RD-77-108) (Barry, T.M. and Regan, J.A., 1978).
2 Considered significant if the incremental noise level increased by at least 3 dBA.

While an increase of 3 to 5 dBA is considered potentially significant, it is only significant if it affects sensitive land uses. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential traffic or operations-related noise impacts to a less-than-significant level. Examples of mitigation that may be proposed include various types of shielding (e.g., berms, vegetation, etc.) or sound walls. However, it should be noted, the ability to mitigate this potential impact is contingent on a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

Policies included as part of the Project that would minimize this impact are summarized below. Policies have been developed to provide guidance on the analysis and mitigation of future project-related noise issues (see policies SH-7.1 through SH-7.10 and SH-8.11). Additional policies have been designed to promote compatible development that minimizes a variety of nuisance related impacts (i.e., visual, noise, etc.). However, even with implementation of the below mentioned policies and implementation measures, this impact is considered ***potentially significant.***

Safety and Hazard Chapter	
Policies and implementation measures intended to provide a quiet environment for the residents of Oxnard include:	
SH-7.1 Construction Noise Control	SH-7.9 Minimize Noise Exposure to Sensitive Receptors
SH-7.2 Limiting Construction Activities	SH-7.10 Development Near Oxnard Airport
SH-7.3 Buffering of Sensitive Receptors	SH-7.11 Point Mugu NAS Noise Awareness
SH-7.4 New Development Noise Compatibility	SH-7.12 Exceptions to Noise Standards
SH-7.5 Noise Contour Maps	SH-7.13 Development Near Railroads
SH-7.6 Locating Education Institutions to Avoid Noise Disruption	SH-7.14 Noise Analysis
SH-7.7 Peak Noise Evaluation	Implementation Measure #96
SH-7.8 Noise Contour Maps	Implementation Measure #98

Community Development Chapter
Policies and implementation measures intended to facilitate the incorporation of noise considerations into land use planning decisions include:
CD-4.1 Mitigate Land Use Conflicts
CD-5.1 Industrial Clustering
CD-5.2 Compatible Land Use
CD-5.4 Environmentally Friendly Industry
CD-8.5 Negative Impact Mitigation

Required Additional Policies or Mitigation Measures

The City will implement a variety of policies designed to address noise issues. The City will also continue to discourage incompatible land use siting. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential noise impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. Given the uncertainty as to whether future noise impacts could be adequately mitigated (i.e., establishment of setbacks near roadways or at-grade railroad crossings, etc.) for all the individual projects that will be implemented as part of the Proposed Project, this impact remains ***significant***.

Additionally, the City is proposing a new policy under the proposed project that would explore resurfacing treatments to walls along major streets to absorb rather than reflect noise and a policy to identify excessive noise emitted from vehicles with modified exhaust systems and enforce applicable vehicle code and/or the noise ordinance.

No additional policies or feasible mitigation is currently available.

Significance after Implementation of Mitigation for Impact 6.4-2

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level at all times at all impacted locations. Consequently, this impact is considered ***significant and unavoidable***.

SECTION 3
Report Preparation

Introduction

Key staff from the City and the consulting team that contributed to the preparation of this recirculated PEIR are identified below.

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This recirculated PEIR has been prepared for:

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General Plan Consulting Team

Key staff from the consulting team that contributed to preparation of this recirculated PEIR includes the following:

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Appendix A
Traffic Technical Appendix

ESA

APPENDIX A
Traffic Technical Appendix

This appendix provides a copy of the Traffic Circulation Study Addendum prepared for the proposed project. Future travel demand projections generated from the model are documented in this report and projected circulation issues are identified. Recommended circulation improvements are also described.

ADDENDUM
Traffic Circulation Study

Introduction

This Addendum of the Final Traffic Circulation Study of the recirculated PEIR begins with a brief summary of the revisions and then identifies changes to the results of the traffic analysis as a result of the changes to the proposed project.

Summary of Revisions

During the spring and summer of 2009 City of Oxnard transportation staff made several revisions to the Oxnard Traffic Model (OTM). The review of the model, and subsequent changes, were warranted as several changes to the land use[1] (a key input component to the model) had been updated. Thus, City staff using the latest land use tabulations for the preferred Alternative B re-ran the OTM. After reviewing the results from the OTM City staff made several changes to both the overall transportation network and the mitigation measures necessary to ensure conformance with City policies. These changes are summarized the following bullets. The revised mitigation measures are summarized in **Table A-3** at the end of this Addendum.

- Removed the proposed extension of Wooley Road to Del Norte Blvd from the network.
- Changed Rice Avenue from Gonzales Road and Fifth Street from a freeway to conventional highway.
- Ramp connections are provided so that turns are accommodated at the Rice Avenue/Fifth Street grade separation.
- Gonzales Road is proposed as a four-lane road rather than six-lane road from Victoria Avenue to H Street.
- Removed the proposed extension of Lombard Avenue south of Fifth Street.
- Removed the proposed extension of Elevar Street to Fifth Street.
- Added a 4-lane east-west secondary road south of Gonzales Road between Rice Avenue and Del Norte Boulevard.
- Extended Gonzales Rd east of Del Norte Blvd to the City of Camarillo.
- Extended the frontage road (Ventura Blvd.) on the north side of Route 101 from Del Norte Blvd to the City of Camarillo.

[1] Please see the revised Project Description Section for a description of the land use changes.

- Increase capacity per lane for freeways from 2000 vehicles per lane to 2,200 vehicles per lane.
- Updated base year counts from 2005 with available 2007 (11 intersections) and 2008 (approximately 25 intersections) traffic counts to more accurately reflect the travel patterns in the City after completion of the Oxnard Blvd/Route 101 interchange and Santa Clara Bridge widening at Route 101

Changes to SR-101 ADT Roadway Volumes

An evaluation of the volumes on the SR-101 revealed that they have changed 5% or less for all examined segments. This indicates that the revised Alternative B land use, network changes, and intersection geometry revisions did not have a significant impact on SR-101.

Changes to Traffic Impact Analysis

Intersections

In addition to the revisions noted in the summary above, each intersection identified in the Traffic Circulation Study for analysis was revisited to determine if the proposed future intersection geometry was still appropriate. This was necessary because the changes to the land use and roadway network can affect the traffic volumes and distribution of trips at each intersection.

Table A-1 lists the revisions to the proposed future intersection geometry. These changes are not required for mitigation but rather are proposed for the improved operation of intersections under future conditions.

TABLE A-1
PROPOSED FUTURE GEOMETRY FOR OPERATIONAL ENHANCEMENT

Intersection	Proposed Future Geometry
Harbor & Gonzales	Add one through lane for north and southbound approach segments.
Harbor & 5th St.	Add one northbound through-lane. Add one southbound right-turn lane with free-right operation. Add one eastbound right-turn lane.
Harbor & Wooley	Add one westbound right-turn lane.
Victoria & Gonzales	Add one southbound through lane.
Victoria & Doris	Add one through lane for north and southbound approach segments, add one southbound left-turn lane, and add one northbound right-turn lane.
Victoria & Teal Club	Add one through lane for north and southbound approach segments. Add one eastbound left-turn lane.
Victoria & 5th St.	Add one southbound right-turn lane. Replace one westbound through lane with through-right lane.
Patterson & Doris	Add one left-turn lane for all four approach segments.
Patterson & Teal Club	Add one left-turn lane for all four approach segments. Add one through lane for east, west, and northbound approach segments.
Patterson & 5th St.	Change southbound through-left lane to through lane.
Patterson & Channel Islands	Add one through lane for west and eastbound approach segments. Eliminate east and westbound right-turn lanes.

TABLE A-1
PROPOSED FUTURE GEOMETRY FOR OPERATIONAL ENHANCEMENT

Intersection	Proposed Future Geometry
Ventura & Vineyard	Add one southbound right-turn lane.
Ventura & Gonzales	Add one left-turn lane to south, north, and eastbound approach segments. Add one through lane to west, north, and eastbound approach segments.
Ventura & Doris	Add one through lane to west and eastbound approach segments.
Ventura & Teal Club	Add one through lane to south, north, and eastbound approach segments.
Ventura & 5th St.	Add one left-turn lane to south and northbound approach segments. Add one northbound right-turn lane.
Ventura & Wooley	Add one left-turn lane to south, west, and eastbound approach segments. Add one through lane to all four approach segments.
Ventura & Hemlock	Add one through lane to south and northbound approach segments. Add one westbound left-turn lane. Eliminate northbound free-right operation.
Ventura & Channel Islands	Add one through lane for all four approach segments. Add one eastbound left-turn lane.
Ventura & Pleasant Valley	Change right-turn lane to through lane in south and northbound approach segments.
H St & Gonzales	Add one through lane for south and northbound approach segments. Eliminate right-turn lane and add one left-turn lane for northbound approach segment.
Hobson/J St. & Wooley	Add one southbound right-turn lane. Change right-turn lane to through lane for west and eastbound approach segments.
C St. & Gonzales	Add one through lane for west and eastbound approach segments. Eliminate eastbound right-turn lane.
C St. & 3rd St.	Add one right-turn lane for west and eastbound approach segments.
C St. & Pleasant Valley	Add one northbound left-turn lane.
Oxnard & US 101 NB Ramps	Add one westbound shared left-right turn lane.
Oxnard & Esplanade	Add one southbound through lane. Eliminate eastbound free-right operation. Add one left-turn lane for westbound and eastbound approach segments. Change westbound through-left lane to through only lane.
Oxnard & Colonia	Add one through lane for south and northbound approach segments. Eliminate northbound right-turn lane.
Saviers & Hueneme	Add one southbound shared left-right lane. Add one eastbound through lane.
Vineyard & Ventura/Myrtle	Add one southbound through lane. Add one northbound left-turn lane. Change eastbound through lane to through-left lane.
Vineyard & US101 NB Ramps	Add one southbound through lane.
Vineyard & US101 SB Ramps	Add one northbound through lane. Add one right-turn lane and change shared right-left lane to left-turn lane for eastbound approach segment.
Vineyard & Esplanade	Add one westbound right-turn lane. Add one eastbound left-turn lane.
Pacific-Wooley	Add one through lane for west and eastbound approach segments. Eliminate westbound right-turn lane.
Rose & Lockwood	Add one westbound left-turn lane.
Rose & Camino del Sol	Add one through lane and eliminate right-turn lane for south and northbound approach segments. Add one left-turn lane for all four approach segments.
Rose & Wooley	Add one through lane for south and northbound approach segments. Add one westbound left-turn lane.
Rose & Emerson	Add one through lane in south and northbound approach segments.
Rose & Oxnard Bl	Add one through lane for south and northbound approach segments.

TABLE A-1
PROPOSED FUTURE GEOMETRY FOR OPERATIONAL ENHANCEMENT

Intersection	Proposed Future Geometry
Rose & Channel Islands	Add one southbound right-turn lane. Add one through lane for west, north, and eastbound approach segments. Eliminate westbound and eastbound right-turn lane.
Rose & Bard	Add one through lane for south and northbound approach segments.
Rose & Pleasant Valley	Add one through lane for all four approach segments. Eliminate right-turn lane for south, west, and northbound approach segments.
Lombard & Gonzales	Add one westbound left-turn lane.
DuPont & Channel Islands	Eliminate northbound approach segment. Change southbound through lane to right-turn lane. Eliminate westbound left-turn lane. Add one eastbound through lane.
Bard & Pleasant Valley	Change southbound through-left lane to through only lane. Add one northbound through lane.
Rice & US101 SB Ramps	Add one through lane for south and northbound approach segments. Add one southbound left-turn lane. Add two northbound right-turn lane. Change eastbound through-left lane to left-turn only lane and add one eastbound left-turn lane.
Rice & Camino del Sol	Add one left-turn lanes for all four approach segments. Add one through lane for west and eastbound approach segments. Add one southbound right-turn lane.
Rice & Sturgis	Add one right-turn lane for south and northbound approach segments. Add one northbound through lane. Change one eastbound through lane to left-turn lane.
Rice & Wooley	Add one through lane for south and northbound approach segments.
Rice & Channel Islands	Add one southbound right-turn lane with free-right operation.
SR-1/Rice NB & Pleasant Valley	Add one westbound right-turn lane.
Rice & Hueneme	Add one through lane for west and eastbound approach segments.
Del Norte & US 101 NB Ramps	Add one through lane for south and northbound approach segments. Add one left-turn lane for west and northbound approach segments. Change westbound through lane to shared left-right turn lane.
Del Norte & US101 SB Ramps	Add one through lane for south and northbound approach segments. Add one right-turn lane with free-right operation for north and eastbound approach segments. Add one left-turn lane for south and eastbound approach segment. Eliminate eastbound through lane.
Del Norte & Camino del Sol	Add one left-turn lane for west and eastbound approach segments. Add one through lane for south and northbound approach segments.
Del Norte & Sturgis	Add one through lane for south and northbound approach segments. Eliminate southbound right-turn lane.
Del Norte & 5th St.	Add one left-turn and one right-turn lane for southbound approach. Add one through lane for west and eastbound approach segments.
Rose & Hueneme	One left-turn and four through lanes for southbound approach. One left-turn, two through lanes, and one right turn lane for westbound approach. One left-turn, three through lanes, and a free right turn for northbound approach. One left-turn, two through lanes, and a free right turn lane.
Del Norte & Gonzales	One left turn, three through lanes, and a free right turn for southbound approach. Two left-turn lanes, three through lanes, and one right turn lane for westbound approach. One left-turn, four through lanes, and one right turn lane for northbound approach. Two left turn lanes, two through lanes, and one right turn lane for eastbound approach.
Oxnard & Camino del Sol	Two left turn lanes and two through lanes for southbound approach. Two left turn lanes and a free right turn lane for westbound approach. Three through lanes and one right turn lane for northbound approach.

TABLE A-1
PROPOSED FUTURE GEOMETRY FOR OPERATIONAL ENHANCEMENT

Intersection	Proposed Future Geometry
Vineyard & Stroube	Add one left-turn lane for west and eastbound approach segments.
Vineyard & Walnut	Add one southbound right-turn lane. Add one westbound left-turn lane. Add one left-turn lane, one through lane, and one right-turn lane for northbound and eastbound approach segments.
Vineyard & Simon	Add one through lane for south and northbound approach segments. Add one right-turn lane for north and eastbound approach segments.
Lombard & Fifth	One left turn lane and one free right turn lane for southbound approach. Two through lanes and one right turn lane for westbound approach. One left turn lane, two through lanes for eastbound approach.
Rice & Bypass	Two left turn lanes and three through lanes for southbound approach. Two left turn lanes and a free right turn lane for westbound approach. Three through lanes and a right turn lane for northbound approach.
Vineyard & Los Angeles Ave	Intersection does not exist in existing network.
Rice & Sakioka Street A	Two left turn lanes and three through lanes for southbound approach. Two left turn lanes and a free right turn lane for westbound approach. Four through lanes and a free right turn lane for northbound approach.
Del Norte & Sakioka Street A	Three through lanes and a right turn lane for southbound approach. One left turn and three through lanes for northbound approach. Two left turn lanes and one right turn lane for eastbound approach.
Rice & Gonzales	Add two left-turn lanes, one through lane, and free-right operation for southbound approach. Add four through lane for east and westbound approach segments. Add one westbound right-turn lane. Add two northbound through lanes. Eliminate eastbound left-turn lanes.
Oxnard Blvd/ Saviers Rd & Wooley Rd	Add one through lane and one right-turn lane for eastbound approach segment. Add one northbound through-left lane.

Changes to Traffic Impact Analysis Results

The changes to the land use, roadway network, and intersection geometry resulted in new Level of Service results for the analyzed intersections listed in **Table A-2** below.

TABLE A-2
REVISED INTERSECTION LEVEL OF SERVICE RESULTS

		Revised LOS			
		AM		PM	
IS-#	LOCATION	v/c	LOS	v/c	LOS
1	Harbor & Gonzales	.54	A	.61	B
2	Harbor & 5th St.	.46	A	.40	A
3	Harbor & Wooley	.44	A	.53	A
5	Victoria & Gonzales	.64	B	.64	B
6	Victoria & Doris	.67	B	.58	A
7	Victoria & Teal Club	.59	A	.58	A
8	Victoria & 5th St.	.61	B	.48	A
13	Patterson & Doris	.38	A	.33	A
14	Patterson & Teal Club	.15	A	.15	A

TABLE A-2
REVISED INTERSECTION LEVEL OF SERVICE RESULTS

		Revised LOS			
		AM		PM	
IS-#	LOCATION	v/c	LOS	v/c	LOS
15	Patterson & 5th St.	.39	A	.44	A
18	Patterson & Channel Islands	.50	A	.60	A
19	Ventura & Vineyard	.52	A	.59	A
20	Ventura & Gonzales	.47	A	.76	C
21	Ventura & Doris	.59	A	.66	B
22	Ventura & Teal Club	.39	A	.54	A
23	Ventura & 5th St.	.56	A	.76	C
24	Ventura & Wooley	.60	A	.80	C
25	Ventura & Hemlock	.29	A	.38	A
26	Ventura & Channel Islands	.67	B	.78	C
28	Ventura & Pleasant Valley	.55	A	.64	B
31	H St & Gonzales	.60	A	.74	C
32	Hobson/J St. & Wooley	.61	B	.77	C
36	C St. & Gonzales	.41	A	.60	A
37	C St. & 3rd St.	.60	A	.76	C
39	C St. & Wooley	.62	B	.83	D
40	C St. & Channel Islands	.51	A	.78	C
41	C St. & Pleasant Valley	.63	B	.62	B
42	Oxnard & US 101 NB Ramps	.43	A	.59	A
44	Oxnard & Esplanade	.53	A	.65	B
45	Oxnard & Vineyard	.62	B	.88	D
46	Oxnard & Gonzales	.70	B	.89	D
47	Oxnard & Colonia	.42	A	.65	B
51	Saviers & Channel Islands	.62	B	.75	C
52	Saviers & Pleasant Valley	.71	C	.70	B
53	Saviers & Hueneme	.68	B	.61	B
54	Vineyard & Ventura/Myrtle	.51	A	.63	B
55	Vineyard & US101 NB Ramps	.64	B	.65	B
56	Vineyard & US101 SB Ramps	.55	A	.52	A
57	Vineyard & Esplanade	.42	A	.55	A
58	Pacific-Wooley	.37	A	.55	A
64	Rose & Lockwood	.50	A	.61	B
65	Rose & Gonzales	.87	D	.76	C
66	Rose & Camino del Sol	.66	B	.73	C
68	Rose & 5th	.68	B	.78	C
69	Rose & Wooley	.57	A	.75	C
70	Rose & Emerson	.50	A	.60	A
71	Rose & Oxnard Bl	.46	A	.67	B
72	Rose & Channel Islands	.68	B	.70	B
73	Rose & Bard	.72	C	.74	C
74	Rose & Pleasant Valley	.65	B	.70	B
75	Lombard & Gonzales	.51	A	.54	A
77	DuPont & Channel Islands	.34	A	.43	A
78	Bard & Pleasant Valley	.62	B	.67	B
79	Santa Clara & Auto Center	.60	A	.78	C
80	Rice & US101 SB Ramps	.53	A	.58	A
81	Rice & Gonzales	.83	D	.91	E
82	Rice & Camino del Sol	.77	C	.67	B
83	Rice & Sturgis	.64	B	.72	C

TABLE A-2
REVISED INTERSECTION LEVEL OF SERVICE RESULTS

		Revised LOS			
		AM		PM	
IS-#	LOCATION	v/c	LOS	v/c	LOS
85	Rice & Wooley	.56	A	.73	C
86	Rice & Channel Islands	.57	A	.54	A
87	SR-1/Rice NB & Pleasant Valley	.60	A	.76	C
89	Rice & Hueneme	.39	A	.47	A
90	Del Norte & US 101 NB Ramps	.53	A	.54	A
91	Del Norte & US101 SB Ramps	.48	A	.61	B
92	Del Norte & Camino del Sol	.26	A	.36	A
93	Del Norte & Sturgis	.36	A	.41	A
94	Del Norte & 5th St.	.45	A	.54	A
100	Rose & Hueneme	.62	B	.63	B
104	Del Norte & Gonzales	.38	A	.69	B
105	Oxnard & Camino del Sol	.55	A	.78	C
107	Vineyard & Stroube	.53	A	.56	A
108	Vineyard & Walnut	.58	A	.68	B
109	Vineyard & Simon	.53	A	.75	C
110	Lombard & Fifth	.43	A	.44	A
121	Rice & Bypass	.67	B	.76	C
123	Vineyard & Los Angeles Ave	.67	B	.77	C
124	Rice & Sakioka Street A	.64	B	.67	B
125	Del Norte & Sakioka Street A	.61	B	.70	B

Changes to Traffic Impacts and Mitigation Measures

Impacts and Mitigation Measures

Based on the updated traffic impact analysis, Alternative B will cause a significant impact the intersections shown below in Table A-3. The impact, proposed mitigation, and resulting condition are described.

TABLE A-3
INTERSECTION MITIGATION IMPLEMENTATION

Intersection	Impact	Mitigation	Significant Impact After Mitigation?
C St. & Channel Islands	LOS D AM	Add one southbound right-turn lane.	NO
C St. & Wooley	LOS D PM	Change eastbound right-turn lane to through lane.	YES – LOS D PM[1]
Oxnard & Vineyard	LOS D PM	Add one through lane for south and northbound approach segments.	YES – LOS D PM[1]
Oxnard & Gonzales	LOS D PM	Add one eastbound right-turn lane.	YES – LOS D PM[1]
Oxnard-Saviers & Wooley	LOS D AM, LOS E PM	Add one through lane and one right-turn lane for eastbound approach segment. Add one northbound through-left lane.	YES – LOS D AM / LOS E PM[1]
Rice & Gonzales	LOS D AM, LOS E PM	Add two left-turn lanes, one through lane, and free-right operation for southbound approach. Add four through lanes for east and westbound approach segments. Add one westbound right-turn lane. Add two northbound through lanes. Eliminate eastbound left-turn lanes. Monitor and limit the development at Sakioka Farms to ensure the intersection does not degrade below LOS C unless other feasible physical mitigation can be implemented.	NO
Rose & SR-34 (Fifth St.)	LOS F PM	Change intersection to diamond interchange.	NO
Saviers & Pleasant Valley	LOS D PM	Add one left-turn lane for south, west, and northbound approach segments. Add one right-turn lane for south, west, and eastbound approach segments.	NO
Rose & Gonzales	LOS D AM	Add one through lane for south and westbound approach segments.	YES – LOS D AM
Santa Clara & Auto Center	LOS D PM	Change southbound left-turn lane to through lane. Change right-turn lane to through lane and add one left-turn lane for northbound approach segment. Add one right-turn and one left-turn lane and eliminate through lane for eastbound approach segment. Change right-turn lane to through-right lane and through lane to through-left lane, and eliminate one left-turn lane in the westbound approach segment.	NO
Saviers & Channel Islands	LOS D PM	Add one southbound right-turn lane. Add one northbound left-turn lane. Change eastbound right-turn lane to through lane.	NO

1 This intersection is included in the list of intersections accepted at LOS C under General Plan policy C-2.2.

Intersections Below LOS C

As shown in **Table A-3**, after implementation of the revised Traffic Mitigation Plan and related policies and programs, five intersections are allowed to operate below LOS C due to the high costs of improvements and/or potential displacement of residences and businesses:

- Oxnard Boulevard & Gonzales Road (PM LOS D)
- C Street & Wooley Road (PM LOS D)
- "Five Points" Oxnard Blvd/ Saviers Rd & Wooley Rd (AM LOS D/PM LOS E)
- Rose Avenue & Gonzales Road (AM LOS D)
- Vineyard Avenue and Oxnard Boulevard (PM LOS D)

Appendix B
Water Supply Technical Appendix

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APPENDIX B
Water Supply Technical Appendix

This appendix includes a summary of projections for City water supplies and demands and how they were developed for the proposed project. Water supply assessments evaluated the water supplier's (the City) total, reasonably projected water supplies available during normal, single dry and multiple dry water years to the year 2030 and compare this to anticipated water demands for the same period. Because these evaluations consider all existing and anticipated supplies and demands through 2030, they are considered a planning-level overview of City water resources.

17 November 2009

Technical Memorandum

To: Matthew Winegar, Development Services Director

Via: Ken Ortega, Public Works Director

From: Meredith Clement, Kennedy/Jenks Consultants
Lauren Everett, Kennedy/Jenks Consultants

Subject: City of Oxnard, 2010 to 2030 Projections of Water Supply and Demand
K/J 0889026

This memorandum, provided for City review, includes a summary of projections for City water supplies and demands and how they were developed for the 2030 General Plan. Water supply assessments evaluate the water supplier's (the City) total, reasonably projected water supplies available during normal, single dry and multiple dry water years to the year 2030 and compare this to anticipated water demands for the same period. Because these evaluations consider all existing and anticipated supplies and demands through 2030, they are a planning-level overview of City water resources.

1.0 Water Supply Sources

The City's current water supply consists of: (1) United Water Conservation District (UWCD) pumped groundwater delivered to the City through the Oxnard – Hueneme Pipeline, (2) local groundwater pumped from City wells, and (3) imported surface water from the Calleguas Municipal Water District (CMWD). The City desalts a portion of its local groundwater supplies at its Blending Station No. 1 Desalter and blends these three sources to achieve an appropriate balance between water quality, quantity, and cost. Historically, the City's overall water supplies include an equal blend of low mineral content (softer) water (imported water and desalted groundwater), with the higher total dissolved solid (harder) content local groundwater. The detailed characteristics of each of these sources is described in the following paragraphs and summarized in Table 1.

1.1 UWCD and City Groundwater

Groundwater purchased from UWCD has historically made up approximately 25% of the City's water supply and the groundwater pumped from City wells another 25%. However, with the recent addition of the Blending Station No. 1 Desalter, the City intends to rely increasingly on local groundwater while fixing or reducing its imported water purchases. The City is capable of making this transition without compromise to its overall water quality because it can now desalt a portion of its local groundwater supplies. Local groundwater is generally pumped from the Oxnard Plain Groundwater Basin. A description of the local groundwater aquifers is provided in the City's 2005 Urban Water Management Plan (UWMP).

1.1.1 Fox Canyon Groundwater Management Agency

The Fox Canyon Groundwater Management Agency (GMA) has jurisdiction over groundwater pumping for all of the land which overlies the Fox Canyon Aquifer. This encompasses approximately 185 square miles and includes the Oxnard Plain Forebay and the Oxnard Plain Pressure Basins underlying most of the City. This region is not subject to a formal, judicially enforced adjudication. But the regulatory oversight of the GMA provides the functional equivalent water management controls which are normally associated with adjudicated basins.

The GMA monitors and controls pumping within the GMA boundaries. As a method of reducing overall demands on local groundwater supplies, the GMA has implemented a staged "cutback" policy, through which it has reduced M&I allocation in increments of 5%, over a period of 25 years. As of July 1, 2009, municipal and industrial (M&I) pumpers have had a total of 20% cutback in their historical allocations. A final 5% cutback (for a total of 25%) is likely to be implemented on January 1, 2010. The GMA does not prohibit pumping beyond the M&I allocations, however extractions beyond the pumping allocations are subject to a surcharge.

The GMA also allows pumpers to carryover unused allocation from year-to-year; that is, if a pumper utilizes less than its pumping allocation, it accrues conservation credits. Similarly, if "foreign water" (including recycled water) is used in-lieu of groundwater pumping and/or recharged into the local aquifers, additional credits (either conservation or storage credits) may be accrued.

The City has undertaken both types of programs in the past, with GMA approval. The City has managed its total GMA allocation to establish and maintain approximately 30,000 acre feet (AF) in GMA groundwater conservation credits. The City uses its groundwater credit "bank" conjunctively with its imported supplies. During periods when imported supplies are restricted or when other operational considerations warrant it, the City relies more heavily on local groundwater, using a portion of its accumulated credits. During other periods, the City will reduce its groundwater use below its historical allocation to build back up its credit "bank."

The City obtains additional GMA allocations when agricultural land is converted to urban uses. In other words, the GMA allocates 2 acre-feet per acre per year of new allocation to the City when the City takes over water service obligation to lands that convert from agricultural use to M&I uses. The 2 acre-feet per acre, per year allocation is treated as "historical allocation" and is subject to the GMA regulatory cutbacks described above. Therefore, as of January 2010, the actual allocation the City receives in an agricultural to urban land use conversion is 1.5 acre-feet per acre per year.

Finally, the City receives a GMA baseline allocation for land which transitioned to urban use, but which had no prior water use history prior to the conversion. The baseline allocation is assigned at 1 acre-foot per acre per year (GMA Ordinance 8.1 Section 5.6.1.1). Baseline allocation is not subject to GMA regulatory cutbacks.

The City has two existing allocation pools – one (a suballocation) held in trust through UWCD and the other is assigned directly to the City's own wells. Each of these allocations is discussed below.

1.1.2 Groundwater – City Wells

In 2005 the GMA passed Ordinance No. 8.1, also known as the "Ordinance Code." The main goal of the ordinance is to bring the basin to safe yield by 2010. The result of the Ordinance Code was that by year 2006 the City had the following allocations:

- 822.468 acre-feet per year (AFY) of GMA baseline allocation
- 8,415.984 AFY of historical allocation (after 15% reduction)
- 1,487.798 AFY of transferred allocation (after 15% reduction)

As of December 31, 2006 total City GMA groundwater allocation was 10,726.25 AFY.

Since 2006 there have been several events that have impacted local groundwater. Lower than average precipitation over the last few years, efforts to protect endangered species on the Santa Clara River, intensification of water use by agricultural pumpers, and difficulty with recharge at some groundwater basins have strained local groundwater resources. Both agricultural and municipal groundwater pumpers have implemented significant conservation measures and the GMA continues to refine its regulatory practices to maintain the long-term integrity of local groundwater resources.

As previously described, in 2009 historical allocations have been reduced by a cumulative 20%, and another 5% reduction is scheduled to go into effect in January 2010. For the purposes of water supply planning, it is assumed that the City's baseline allocation will remain at 822.468 AFY, but the historical and transferred allocation will be reduced. Total anticipated City groundwater allocation is assumed to be 8,380 AFY, with no additional future cutbacks.

A projection of water supply from City groundwater wells is provided in Table 1.

1.1.3 Groundwater – United Water Conservation District

UWCD currently provides a portion of the City's groundwater supply through its El Rio Wellfield and Oxnard-Hueneme (O-H) Pipeline System. This arrangement has been in operation since 1954, with the current contractual commitment formalized in the 1996 Water Supply Agreement for Delivery of Water through the Oxnard/Hueneme Pipeline. UWCD holds a pumping suballocation for all users (Contractors) of the O-H Pipeline, which includes the City, the Port Hueneme Water Agency (PHWA), and a number of small mutual water companies.

UWCD diverts Santa Clara River water at the Vern Freeman Diversion Dam southeast of Saticoy, provides some of the diverted water to agricultural irrigators on the Oxnard Plain, and delivers the rest to the Saticoy and El Rio Spreading Grounds. Water percolated in these spreading basins recharges the Oxnard Plain Forebay Basin. The UWCD El Rio Wellfield is optimally located to pump groundwater from the easily recharged Oxnard Plain Forebay Basin.

The City's groundwater suballocation of UWCD groundwater was historically 9,070 AFY, but this was cutback to 7,709 AFY in 2006 as a result of Ordinance No. 8.1. The final GMA cutback scheduled for January 2010 will reduce the City's suballocation from UWCD to 6,800 AFY.

UWCD also holds conservation credits accrued by the O-H contractors, including the City. Currently the City has approximately 7,000 AF of stored credits with UWCD (personal communication, Curtis Hopkins, August 2009).

Because the reductions in allocation are designed to bring the groundwater basins within safe yield, the City's groundwater suballocations are considered to be a reliable future water source.

A projection of water supply from UWCD is provided in Table 1.

1.1.4 Calleguas Municipal Water District (Imported)

The City annexed to CMWD in February of 1961. CMWD is a member agency of the Metropolitan Water District of Southern California (MWD) from which it purchases imported water through the State Water Project (SWP) from Northern California. CMWD receives treated water from MWD via the MWD West Valley Feeder and either stores the treated water in Lake Bard or the Las Posas Basin for later delivery or feeds the water directly to the Springville Reservoir near Camarillo. The City receives water from the Springville Reservoir through the City's Oxnard and Del Norte Conduits that feed the City's five (5) water blending stations

The imported water purchased from CMWD has historically comprised approximately 50% of the City's total water supply. Lower than average precipitation over the last several years, conveyance and storage deficiencies in the SWP system, and judicial decisions regarding endangered species in the Sacramento-San Joaquin Delta area have led to reduced SWP imported water deliveries. These reduced SWP deliveries led MWD, in mid-2009, to reduce water deliveries to its member agencies, including CMWD, and consequently retail water purveyors including the City of Oxnard. As the City of Oxnard and PHWA share the same CMWD turnout, the two agencies must reduce their usage of imported water by approximately 23% during the Fiscal Year 2009-2010 period, or face significant penalties by mid-2010. MWD applied the 23% reduction to the assumed base supply, using a baseline period between 2004 and 2006, and calculated City supply at 11,385 AFY. This reduction in supply is expected to remain in place until the constraints on MWD's supplies are relieved. The City is in negotiations with MWD to adjust upward this allocation to better reflect the typical imported water demand for the City.

1.1.5 Recycled Water

Currently, the City does not supply recycled water; however, this source is a component of the City's future water supplies.

The Oxnard Wastewater Treatment Plant (OWTP) currently produces approximately 22 million gallons per day (mgd) of secondary treated wastewater and discharges the effluent to the Pacific Ocean through an ocean outfall. In an effort to identify a project that could take advantage of the water reclamation potential from the OWTP, the City completed a Water Reclamation Master Plan in 1993. In response to recommendations included in the 1997 progress report titled "Oxnard Water Reclamation Project Initial Implementation Elements of the Water Reclamation Master Plan," and with input from CMWD, UWCD, and GMA, the City developed a water recycling program – the Groundwater Recovery Enhancement and Treatment (GREAT) Program.

In 2002, the City Council formally directed City staff to begin implementation of the GREAT Program, as further documented in the "GREAT Program Advanced Planning Study" (Kennedy/Jenks, 2002). Recycled water represents a new water supply that can be developed locally, reducing future reliance on imported water deliveries from northern California.

Since 2002, the City has certified a final environmental impact report and environmental impact statement for the GREAT Program, fully approved funding for the Phase 1 portion of the Program, along with acceptance of significant federal and state grants in support of the GREAT Program elements. The Blending Station No. 1 Desalter is the first completed major element of the GREAT Program.

Construction of the next major element of the GREAT Program -- the Advanced Water Purification Facility (AWPF) -- is scheduled to begin in December 2009. The AWPF, will treat secondary-treated wastewater from the OWTP using microfiltration, reverse osmosis and advanced oxidation, to produce purified recycled water. This highly treated, recycled water will be used for landscape irrigation, industrial processes, agricultural irrigation and future groundwater recharge.

Construction bidding for the AWPF began October 9, 2009 and will close December 2, 2009. The City Council is scheduled to issue tax exempt revenue bonds in late 2009 or early 2010 to fund a portion of the Phase I recycled water project. As noted, the City expects to start construction of the AWPF Phase I before the end of 2009. Requirements from a $20,000,000 Department of Interior, US Bureau of Reclamation grant received for the project require that the AWPF be completed and producing recycled water by September 30, 2011.

The AWPF is designed so that its capacity can be increased at relatively nominal incremental cost. In other words, the major facilities will be sized so that additional treatment capacity can be installed in modular components. Thus, the Phase 2 GREAT Program can be implemented

much more quickly, at lower incremental costs, and with minor environmental review, in comparison to the Phase 1 element of the GREAT Program. The City intends to implement subsequent expansion(s) of the AWPF based on its then existing water supply and demand projections as they develop over the coming years. Subsequent phases of the AWPF will increase recycled water production from 6.25 mgd to as much as 26 mgd.

The City Council has also fully approved, and the City is in the final design of, the Recycled Water Backbone Pipeline Phase I. This pipeline and distribution project will deliver recycled water to customers along the Hueneme Road and Ventura Road corridors within the City, substituting recycled water for use of potable water where appropriate. The City expects to complete design work within the next few months and to start construction in early 2010. To meet the terms of the US Bureau of Reclamation grant, the Recycled Water Backbone Pipeline must also be completed by September 30, 2011.

Additional details on the City's proposed recycled water system are described in the City's Recycled Water Masterplan Phase I.

For the purposes of water supply projections it is assumed that the GREAT AWPF Phase 1 will produce 6.25 mgd (7,000 AFY net production) by year 2012 (personal communication, Thien Ng, September 2009). It is anticipated that recycled water infrastructure will serve 2,450 AFY of M&I demands by year 2012; approximately 2,700 AFY of recycled water supply would be delivered to City M&I by year 2013; 3,150 AFY by 2016; and 5,050 AFY by year 2020 (Recycled Water Master Plan 2009). Recycled water produced in excess of M&I recycled water demands will be used for irrigation of agricultural lands or groundwater recharge, in exchange for GMA groundwater credits.

The AWPF is conveniently located in close proximity to agricultural lands which could be easily served with recycled water. The infrastructure necessary to support groundwater recharge will also be located in the area nearby the AWPF and is expected to be in place by 2015.

The initial Phase 1 construction of the AWPF includes the completion of the main facility and infrastructure required for the future expansion of the facility's capacity. Additional treatment trains, or modules, can be added as needed, with significantly less comparative investment, to address future changes in water supply. The AWPF Phase 2A could be built as early as year 2015 and would supply an additional 7,000 AFY. AWPF Phase 2B is estimated to be complete by 2020, producing an additional 7,000 AFY. Dates for these AWPF expansions may be modified as water supply conditions change or circumstances require. AWPF Phase 2A and 2B may provide recycled water to M&I, agriculture, and groundwater recharge projects. Funding for AWPF Phase 2A and 2B will primarily be generated from fees paid by projects that increase water demands beyond the Phase I capacity of the GREAT Program. Future expansions of the AWPF, up to 25 mgd, will be undertaken by the City as needed.

A projection of water supply from the GREAT Program Phases 1 and 2 is provided in Table 1.

1.1.6 Other Projected City Water Supplies

The City has identified other potential water supplies in addition to those described above:

- Ferro Property Program. UWCD has approved, and is in the process of completing, the purchase of certain property located in the Oxnard Plain Forebay, which UWCD will convert into additional spreading basins. UWCD has approved a transfer agreement with the City through which the City will access additional local groundwater supplies. The City Council will consider this transfer agreement in December 2009. Through this program, the City will obtain 11,000 AF of groundwater credits. The City plans to use these transferred credits within the period 2010-2011. This program also provides the City with an additional access to 1,000 acre-feet per year of groundwater, through 2019 (a total of an additional 8,000 acre-feet) (personal communication, Tony Emmert, September 2009). The groundwater obtained through this program will be delivered through City wells and the O-H pipeline.

- Transferred Allocations. As described in section 1.1, it is estimated that the City will acquire 1.5 acre-feet per acre per year for agricultural lands that convert to M&I uses. The City has identified several areas that are in agriculture that are anticipated to undergo urban development including the Teal Club Specific Plan (SP) area, Sakioka Farms SP area, Camino Real Business Park, Jones Ranch SP, Ormond Beach North SP, and Ormond Beach South SP. Based on the potential conversion area and timing of development the City Planning Division has developed projections of transferred allocations. Water supply projections assume transfers of allocation of 525 AF per year from the Teal Club SP; 219 AF per year from the Sakioka Farms SP; 69 AF per year from the Camino Real SP; 145 AF per year from the Ormond Beach North SP; and 98 AF per year from the Jones Ranch SP by year 2015. This projection also assumes the transfer of an additional 260 AF per year from the Sakioka Farms SP; an additional 150 AF per year from the Jones Ranch SP; an additional 338 AF per year from the North Ormond Beach SP; and 231 AF per year from the Ormond Beach South SP by year 2020. This projection also assumes the transfer of an additional 332 AF per year from the Ormond Beach South SP and an additional 148 AF per year from the Sakioka Farms SP by year 2030.

- Transfer of 700 AF of GMA groundwater credits from PHWA to the City as part of the Three Party Water Supply Agreement, December 2002 (personal communication, Tony Emmert, August 2009, Calleguas Municipal Water District “Three Party Agreement” dated December 10, 2002 and “Purchase Order” dated January 1, 2003).

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TABLE 1
PROJECTED ANNUAL WATER SUPPLIES AND CREDITS

	2010	2015	2020	2025	2030
ANNUAL SUPPLIES (acre feet per year)					
Groundwater-City Wells[a]	8,380	8,380	8,380	8,380	8,380
Brine Water Loss[b]	(2,100)	(4,200)	(6,300)	(8,400)	(8,400)
UWCD Allocation[c]	6,800	6,800	6,800	6,800	6,800
CMWD Allocation[d]	11,840	11,840	11,840	11,840	11,840
M&I Supplemental Water[e]	5,000	3,000	1,000	1,000	1,000
GREAT Program Recycled Water Phase 1 M&I[f]	0	2,700	5,050	5,050	5,050
GREAT Program Recycled Water Phase 1 Agriculture Use[f]	0	4,300	1,950	1,950	1,950
GREAT Program Recycled Water Phase 2[g]	0	7,000	14,000	14,000	14,000
Ferro Pit Program[h]	5,500	1,000	0	0	0
Transferred Allocations[i]	0	1,060	2,290	2,220	2,420
PHWA Program[j]	700	700	700	700	700
TOTAL ANNUAL SUPPLIES	**36,120**	**42,580**	**45,710**	**43,540**	**43,740**
GROUNDWATER BANKED CREDITS					
Fox Canyon GMA credits (k)	30,000	AF			
UWCD credits (k)	7,000	AF			
GREAT Program credits at 2,500 AFY minimum X 20 years (l)	50,000	AF			
SUBTOTAL	**87,000**	**AF**			

Notes: Values are rounded to the nearest 10 acre-feet.

a) Projection includes the existing cutbacks (Fox Canyon Groundwater Management Agency-GMA, up to 25 %) and no anticipated future cutbacks in City's allocation. Source: City Water Resources (personal communication, Curtis Hopkins, August 2009).

b) Brine Water Loss is the amount of brine reject water (approximately 20 % loss) associated with the City's potable water Desalters at Blending Stations No. 1 (BS1) (currently operating at 7.5 mgd product water capacity - 8,400 AFY) and future BS3. BS3 Phase 1 anticipated to be operating by 2013 (7.5 mgd product water capacity) and BS1 Phase 2 (15 mgd product water capacity) projected to be operating by 2017 (according to the City's Fiscal Year 2008-2009 Capital Improvement Plan). BS3 Phase 2 (15 mgd product water capacity) anticipated to be operating by 2021 (personal communication with City Water Division, Tony Emmert, August 2009). However, these dates may be modified as conditions change.

c) This assumes the most conservative availability of City's allocation from UWCD which includes a total of 6,800 AFY. Also assumes that the GMA implements the full 25% cutback by 2010; and no anticipated future GMA cutbacks. The City had approximately 7,000 AF of credits banked with UWCD (personal communication, Curtis Hopkins, August 2009).

d) MWD applied the 23% reduction to the assumed base supply, using a baseline period between 2004 and 2006, and calculated City supply at 11,385 AFY. However, the City's entitlement also includes sub allocations for P&G (2,800 AFY) and PHWA (3,262.5 AFY). The City is free to use any unused P&G and CMWD sub allocations. Program details provided by City Water Resources (2005 UWMP; personal communication, Tony Emmert, September 2009).

e) Through the M&I Supplemental Water Program, the City has received a total of 15,886.7 AF between the years 2005-2008 – approximately 4,000 AFY. However, UWCD may temporarily reduce or suspend deliveries of M&I Supplemental Water when Forebay groundwater levels drop below a certain threshold. For example, UWCD has tentatively suspended deliveries of M&I Supplemental water given the current conditions in the Forebay as of late 2009. Even though deliveries are suspended, M&I Supplemental water credits continue to accumulate. Once the suspended deliveries are reinitiated, it is expected that the accumulated credits will be made available in full in subsequent years. Based on current

information, the City anticipates 5,000 AF of M&I Supplemental Water will be available in 2010 and 0 AF in year 2011. As a conservative assumption, the City assumes that on average only 3,000 AFY of M&I Supplemental water credits will be available between the years 2012-2015. As the Camrosa Water District has a contractual first right of refusal of the Conejo Creek Diversion Project water, and has expressed plans to utilize most of this water within its district, the M&I Supplemental Water credits available will reduce to 1,000 AFY as the Camrosa non-potable water system infrastructure continues to develop. Based on the expected future expansion phases of the Camrosa system, this is projected to occur after year 2015.

f) GREAT AWPF Phase 1 (anticipated startup in 2010-2012) would produce a maximum of 6.25 mgd (7,000 AFY net production) (Source: UWMP, 2005; personal communication, Thien Ng, September 2009). Combined uses of recycled water from AWPF Phase 1 (M&I and agriculture) does not exceed 7,000 AFY from 2012-2030. City anticipates that recycled water infrastructure will serve 2,450 AFY M&I demands by year 2012; approximately 2,700 AFY of recycled water supply would be delivered to City M&I uses by 2013; 3,150 AFY by 2016; and 5,050 AFY by year 2020 (Recycled Water Master Plan 2009). City assumes water produced in excess of M&I recycled water demands will be used for agricultural uses and groundwater recharge. City assumes GMA will allow credits for 100% of recycled water used directly or for injection (groundwater recharge) (personal communication, Steve Bachman, August 2009). It is assumed infrastructure to allow groundwater recharge will be in place by year 2015.
g) This is a projected supply not previously utilized by the City. AWPF Phase 2A (anticipated 2015; based on 2009 Avoided Cost Model) would produce a maximum of an additional 7,000 AFY (net production). AWPF Phase 2B is anticipated to be operating by 2020 and produce a maximum of an additional 7,000 AFY (net production). Dates for these AWPF expansions may be modified as conditions change. AWPF Phase 2A and 2B may provide recycled water to M&I, agriculture, injection barrier, and groundwater recharge projects.
h) This is a projected supply not previously utilized by the City. Includes one-time transfer of 11,000 AF of groundwater credits to the City. City plans to use these transferred credits within the period 2010-2011. City will also obtain 1,000 AFY of credits from 2012-2019. Program details provided by City Water Resources (personal communication, Tony Emmert, September, 2009).
i) For agricultural property conversion - assume 1.5 acre-feet per acre per year. The credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance with the GMA. Transferred allocation values developed by City Planning Department (personal communication, Chris Williamson October 2009). Assumes transfers of 525 AF Teal Club SP; 219 AF Sakioka Farms SP; 69 AF Camino Real SP; 145 AF from the Ormond Beach North SP; and 98 AF Jones Ranch SP by year 2015. Assumes transfer of additional 260 AF Sakioka Farms SP; and additional 150 AF Jones Ranch SP; an additional 338 AF from the North Ormond Beach SP; and 231 AF Ormond Beach South SP by year 2020. Assumes additional 332 AF from Ormond Beach South SP and an additional 148 AF Sakioka Farms SP by year 2030.
j) Transfer of 700 AF of GMA groundwater Credits from PHWA to the City as part of the Three Party Water Supply Agreement, December 2002. Program details provided by City Water Resources (personal communication, Tony Emmert, August 2009).
k) The Credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance. Deliveries from the groundwater credits are shown only when there is insufficient supply to meet demand. At the end of 2008, the City had approximately 30,000 AF of groundwater credits with the GMA and 7,000 AF with UWCD. The groundwater credits are intended to be used to offset any reduced availability of imported water, or to mitigate unforeseen cutbacks, catastrophic events, facility failure, etc. The City can use these credits without GMA penalty. Program details provided by City Water Resources, personal communication, Tony Emmert, November 2009; personal communication, Curtis Hopkins, September 2009.
l) It is assumed future GREAT Program deliveries will be credited a minimum of 2,500 AFY starting in year 2015.

2.0 Water Demand Projections

A detailed water demand model was developed as part of the 2005 UWMP and includes: existing demand, demand from proposed buildout of the 2020 General Plan, unaccounted for water loss, potential increase in per-unit demand, and a contingency. The model also accounts for reductions in demand due to the increased use of recycled water and water conservation.

This model has been updated for buildout of the proposed 2030 General Plan Alternative B and to reflect recent changes in water supply and consumption, as accurately and as reasonably possible.

Components of demand are shown in Table 2 and discussed below:

- 2009 Baseline Demand. This is an estimate of total demand for the calendar year 2009. As a conservative basis, water demand by existing customers is anticipated to remain fairly stable through 2030. In all likelihood current customers will continue to implement best management practices, which should reduce overall per capita water consumption.

- Non-Revenue Water (i.e., Water Loss). Water losses come from authorized, unmetered sources such as fire fighting and main flushing, or unauthorized sources such as leakage, illegal connections, and inaccurate flow meters. Non-Revenue water is estimated to be about 6% of water demand.

- Ocean View System (formerly Ocean View Municipal Water District [OVMWD]) primarily serves agricultural customers along East Hueneme Road. As part of a Local Agency Formation Commission action, the OVMWD district dissolved and the existing customers were added to the City of Oxnard water service area as the Ocean View System (OVS). Existing users in the OVS service area along East Hueneme Road receive water from the City through the UWCD O-H Pipeline System and the OVS system. Parcels within the former OVMWD service area also obtain water from private wells and from the UWCD PTP System. OVS customers use approximately 1,337 AFY of UWCD O-H water delivered via the City, according to UWCD data (average calculated for fiscal years 1999-2008).

- PHWA purchases water from the City per the Three Party Agreement which specifies a PHWA suballocation of CMWD water of 3,262.5 AFY. PHWA's mean annual purchase from the City was 1,911 AF for period 1999-2008 (personal communication, Steve Hickox, September 2009; personal communication, David Birch, September 2009). The City of Port Hueneme, the largest PHWA member agency, has implemented a meter retrofit program which should substantially reduce water demand within the City. PHWA is also implementing other water management programs which may decrease its per capita water demands.

- Proctor & Gamble is a private user within the City of Oxnard which receives unblended imported water from the City through a special water service agreement. Current annual water demand for Proctor & Gamble is approximately 2,300 AFY for the period 2001-2008. Proctor & Gamble estimated future water demands are approximately 2,800 AFY, assumed to occur after year 2015. Source: personal communication, Dakota Corey, August 2009. Proctor & Gamble has also indicated its intent to implement certain water reuse and conservation practices, and consider the use of recycled water to offset some

of its demands. For the purpose of this analysis, the City assumes Proctor & Gamble's overall water use will increase from 2,300 AFY to 2,800 AFY after 2015.

- Projected New Demand Increase for Development Projects Under Review. Annual increase in water demand has been based on development applications received and under review and/or permitted. New 2010 to 2030 water demand is based on the buildout of the 2030 General Plan, Alternative B. Year to year projected new development demand based on the July 2009 City Project List, 2030 General Plan Background Report (2006), Ventura Council of Governments Decapolis Report, and UCSB Forecast.

- Projected New Demand Increase of Unknown Projects. It is assumed that for any given timeframe, water demand could be 10% higher due to approved amendments to the 2030 General Plan.

- Demand Management Programs. In February 2008, Governor Schwarzenegger called for a 20 percent reduction in per capita water use statewide by 2020. The State Water Resources Control Board has released a draft statewide implementation plan for achieving this goal (Draft 20x2020 Water Conservation Plan, April 2009) which establishes regional baseline and target per capita water use values by State hydrologic region. The 2020 targeted daily per capita water use value established for the South Coast hydrologic region is 149 gallons per capita per day. The draft plan proposes a series of enforcement mechanisms and financial incentives to facilitate water conservation at the local level. The City is preparing a Conservation Master Plan, due by the end of 2009, which will identify potential demand management measures and potential demand reductions which will help the City meet the gallons per capita per day goals of the 20x2020 plan. The City anticipates a reduction in City-wide water demands of approximately 500 AFY for period 2010-2012, ramping up to 5% of demand from 2016-2020, and 10% reduction for period 2021-2030. Demand reductions recommended by City staff (personal communication, Tony Emmert and Dakota Corey, August-September 2009).

Table 2 shows the estimated annual water demand projections through the year 2030. On a day-to-day basis there will be variations, with higher demands typically during the summer and lower demands during the winter.

The water demand projections in Table 2 are conservative and likely overestimate demand. General Plans rarely reach buildout and are rarely amended so often as to produce a gain of 10 percent. Nevertheless, because of reduced reliability of water imports from the SWP the Oxnard City Council, at its January 15, 2008 and October 19, 2009 meetings, directed staff to require that all new projects defined as discretionary and not exempt from CEQA be water demand neutral to the City's water system. Project proponents can contribute water rights, water supplies, or financial or physical offsets to achieve water neutrality. Typical options open to project proponents include transfers of GMA groundwater allocations to the City through

agricultural conversion, participation in expansions of the City's GREAT Program recycled water system through physical or financial contributions, and participation in water conservation projects that produce measurable sustainable water savings. Several projects have already complied with this requirement and several others are currently in negotiations with the City. Projects that are ministerial and/or exempt from CEQA, such as single family residential projects or business tenant improvements, are not subject to the water demand neutral requirement.

At the October 27, 2009 meeting the City Council directed that the following components be incorporated into a written City water demand neutral policy:

- Proposed projects should either contribute new water supplies or the financial or physical equivalent to offset the estimated project demand.

- The City will develop a menu of mitigation options that may include financial contribution toward the GREAT Program's recycled water facilities, financial contribution toward a City controlled water conservation project or program that would generate verifiable long-term water savings, or implementation of a developer initiated water conservation project or program that would generate verifiable long-term water savings.

TABLE 2
ANNUAL WATER DEMAND PROJECTIONS (AFY)

WATER DEMANDS	2010	2015	2020	2025	2030
BASELINE DEMAND					
2009 Revenue Metered Demand[(a)]	28,900	28,900	28,900	28,900	28,900
2009 Non-Revenue Water[(b)]	2,150	2,150	2,150	2,150	2,150
OVS (formerly OVMWD)[(c)]	1,340	1,340	1,340	1,340	1,340
PHWA[(d)]	1,910	1,910	1,910	1,910	1,910
Proctor and Gamble[(e)]	2,300	2,800	2,800	2,800	2,800
SUBTOTAL	36,600	37,100	37,100	37,100	37,100
POTENTIAL DEMAND					
Projected Buildout of the 2030 General Plan[(f)]	550	3,040	5,440	6,600	7,750
10% Contingency for General Plan Amendments[(g)]	50	300	550	650	750
SUBTOTAL[(h)]	600	3,340	5,990	7,250	8,500
DEMAND REDUCTION PROGRAMS					
Demand Management Programs Reduction[(i)]	(500)	(1,620)	(2,150)	(4,440)	(4,560)
SUBTOTAL	(500)	(1,620)	(2,150)	(4,440)	(4,560)
TOTAL DEMAND	**36,700**	**38,820**	**40,940**	**39,910**	**41,040**

Source: City Planning, 2009.
Notes: Values are rounded to the nearest 10 AF.
a) Baseline water demand for fiscal year 2009. Water demand by existing customers is anticipated to remain fairly stable through 2030. Baseline demand excludes annual demands for Proctor & Gamble, agricultural water for the OVS, and annual demands for PHWA. These three demands are summarized separately in this table. Data

provided by City Planning Department (personal communication, Chris Williamson, August 2009) and City Water Resources (personal communication, Dakota Corey and Tony Emmert, September 2009).

b) Non-revenue water = unaccounted-for water. Estimated at 6% of total demand (approximately 35,600 AFY x 6%). Source: personal communication, Dakota Corey, September 2009.
c) Based on available billing data, OVS customers have used approximately 1,337 AFY of UWCD O-H water delivered via the City.
d) PHWA purchases water from the City per the Three Party Agreement; Agreement specifies PHWA suballocation of CMWD water of 3,262.5 AFY. PHWA mean annual purchases from the City was 1,911 AF for period 1999-2008 (source: personal communication, Steve Hickox, September 2009; personal communication, David Birch, September 2009). PHWA will begin water demand management programs in 2009 which may decrease water demands.
e) Current annual water demand for Proctor & Gamble is approximately 2,300 AFY for the period 2001-2008. Proctor and Gamble estimated future water demands are approximately 2,800 AFY, assumed to occur after year 2015. Source: personal communication, Dakota Corey, August 2009.
f) Annual increase in water demand based on development applications received for known projects. New water demands also include 2030 General Plan buildout, infill, redevelopment, and densification. Values provided by City Planning Department (personal communication, Chris Williamson and Kathleen Mallory, August 2009) and based on the following sources: July 2009 City Project List, CA Department of Finance, 2030 General Plan Background Report (2006), Ventura Council of Governments data, and UCSB Forecast.
g) Annual increase in water demand for unknown projects. Can be as high as 10% of new demand for known projects. Source: personal communication, Ken Ortega, September 2009.
h) Cumulative total new demand based on the annual values for known and unknown projects.
i) City anticipates the reduction in City-wide water demands via implementing several demand management programs. Estimated reduction is approximately 500 AFY for period 2010-2012, 2% of demand in 2013, 3% of demand in 2014, 4% of demand in 2015, 5% of demand from 2016-2020, and 10 % reduction for period 2021-2030.

3.0 Water Supply and Demand Comparison

Tables 3 through 7 provide a comparison of the City's annual water supply and demands for normal, single dry, and multiple dry water years. The normal year scenario assumes the same supplies and demands presented in Tables 1 and 2. As the City's supplies in Table 1 are firm, no change in available supply is anticipated for the City in a single dry year. Demands are also assumed to remain the same for a single dry year. For a multiple dry year scenario, it was assumed that a 5% reduction in available supplies will occur between the years 2010 and 2015.

Tables 3 and 4 show that, under normal conditions for the period 2010 to 2014, the City will need to rely on a portion (up to 42%) of its bank of accumulated groundwater credits to meet anticipated demand. Once the GREAT Program recycled water system begins production and delivery of recycled water and consequently offsets potable demand or earns groundwater credits, the City will be able to replenish its groundwater credit bank. Both supply and demand have been conservatively estimated as supply estimates reflect the maximum anticipated cutbacks and demand estimates are also worst-case. Because the City requires that new development projects be water neutral, this requirement and the current economic conditions would tend to delay or cancel some anticipated development. As a result, water demand estimates are likely overstated and the draw on groundwater credits will be less than projected.

TABLE 3
PROJECTED 2030 GENERAL PLAN BUILDOUT
WATER SUPPLY AND DEMAND COMPARISON:
NORMAL YEAR SCENARIO

	2010	2015	2020	2025	2030
Supply Totals	36,110	42,570	45,930	44,090	44,300
Demand Totals	36,700	38,800	40,920	39,920	41,080
Net Difference Supply vs. Demand	(590)	3,770	5,010	4,170	3,220
Groundwater Debit/Credit	(590)	0	0	0	0
Net Difference to Annual Supply	-2%	9%	11%	9%	7%
Net Difference to Annual Demand	-2%	10%	12%	10%	8%
Draw on Credit Bank	2%	0%	0%	0%	0%
Supply vs. Demand with Credits	0	3,770	5,010	4,170	3,220

Note: Values are rounded to the nearest 10 AF.

TABLE 4
PROJECTED 2030 GENERAL PLAN BUILDOUT
WATER SUPPLY AND DEMAND COMPARISON:
NORMAL YEAR 2010 TO 2014 ANNUAL

	2010	2011	2012	2013	2014
Supply Totals	36,110	31,290	32,430	30,760	30,940
Demand Totals	36,700	37,240	37,780	38,540	38,680
Net Difference Supply vs. Demand	(590)	(5,950)	(5,350)	(7,780)	(7,740)
Groundwater Debit/Credit	(590)	(5,950)	(5,350)	(7,780)	(7,740)
Net Difference to Annual Supply	-2%	-19%	-16%	-25%	-25%
Net Difference to Annual Demand	-2%	-16%	-14%	-20%	-20%
Draw on Available Credit Bank	2%	16%	18%	30%	42%
Supply vs. Demand with Credits	0	0	0	0	0

Notes: Values are rounded to the nearest 10 AF.

As shown in Table 5, under a dry year scenario, like the normal year scenario, in year 2010, the City will also have to rely on a portion of its groundwater credits.

TABLE 5
PROJECTED 2030 GENERAL PLAN BUILDOUT
WATER SUPPLY AND DEMAND COMPARISON:
DRY YEAR SCENARIO

	2010	2015	2020	2025	2030
Supply Totals	36,110	42,570	45,930	44,090	44,300
Demand Totals	36,700	38,800	40,920	39,920	41,080
Net Difference Supply vs. Demand	(590)	3,770	5,010	4,170	3,220
Groundwater Debit/Credit	(590)	0	0	0	0
Net Difference to Annual Supply	-2%	9%	11%	9%	7%
Net Difference to Annual Demand	-2%	10%	12%	10%	8%
Draw on Credit Bank	2%	0%	0%	0%	0%
Supply vs. Demand with Credits	0	3,770	5,010	4,170	3,220

Note: Values are rounded to the nearest 10 AF.

Tables 6 and 7 provide a comparison of supply and demand assuming a multiple dry year scenario. Table 6 provides projections for years 2010, 2015, 2020, 2025, and 2030. Table 7 provides projections for years 2010 through 2014, the more critical years in terms of supply. Tables 6 and 7 show that, under multiple dry year conditions for the period 2010 to 2014, the City will need to rely on a portion (up to 86%) of its bank of accumulated groundwater credits to meet anticipated demand.

TABLE 6
PROJECTED 2030 GENERAL PLAN BUILDOUT
WATER SUPPLY AND DEMAND COMPARISON:
MULTIPLE DRY YEAR SCENARIO

	2010	2015	2020	2025	2030
Supply Totals	32,400	42,070	46,930	44,090	44,300
Demand Totals	36,700	38,800	40,920	39,920	41,080
Net Difference Supply vs. Demand	(4,300)	3,270	6,010	4,170	3,220
Groundwater Debit/Credit	4300	0	0	0	0
Net Difference to Annual Supply	-13%	8%	13%	9%	7%
Net Difference to Annual Demand	-12%	8%	15%	10%	8%
Draw on Available Credit Bank	12%	0%	0%	0%	0%
Supply vs. Demand with Credits	0	3,270	6,010	4,170	3,220

Note: Values are rounded to the nearest 10 AF.

TABLE 7
PROJECTED 2030 GENERAL PLAN BUILDOUT
WATER SUPPLY AND DEMAND COMPARISON:
MULTIPLE DRY YEAR 2010 TO 2014 SCENARIO

	2010	2011	2012	2013	2014
Supply Totals	34,300	29,730	30,810	29,220	29,390
Demand Totals	36,700	37,240	37,780	38,540	38,680
Net Difference Supply vs. Demand	(2,400)	(7,510)	(6,970)	(9,320)	(9,290)
Groundwater Debit/Credit	2,400	7,510	6,970	9,320	9,290
Net Difference to Annual Supply	-7%	-25%	-23%	-32%	-32%
Net Difference to Annual Demand	-7%	-20%	-18%	-24%	-24%
Draw on Available Credit Bank	6%	22%	26%	46%	86%
Supply vs. Demand with Credits	0	0	0	0	0

Notes: Values are rounded to the nearest 10 AF.

4.0 Summary and Findings

Tables 3 through 7 confirm the importance of increased water conservation and implementation of the GREAT Program in achieving a reliable water supply for buildout of the proposed 2030 General Plan Alternative B. During the period 2010 to 2014, the City may draw on a portion of its groundwater credit bank of approximately 37,000 AF as an interim supply until the GREAT Program Phase I is completed. Further, under dry and multiple dry year conditions, it is possible that during the years 2010 to 2014, the cumulative draw on the groundwater credits could nearly exhaust the currently available credits. Note that in Table 3 (Normal Year), Table 5 (Dry Year scenario), and Table 6 (Multiple Dry Year scenario) there is surplus annual water supply after year 2015, which will be used to restore the groundwater credit bank. As noted in this summary, and the City 2005 Urban Water Management Plan, the City has available additional tools to impose response measures to further reduce customer demand to mitigate the impacts of prolonged drought or water shortage conditions.

Appendix C
Air Quality Technical Appendix

ESA

APPENDIX C
Air Quality Technical Appendix

Several air quality models were used to quantify criteria pollutant emissions during operation-related activities associated with the project. The URBEMIS2007, version 9.2.4, model was used to calculate emissions of ROG, NOx, CO, CO2, PM-10, and PM-2.5 from area sources (not for operational (vehicles) emissions) (Section 1) for the proposed project specific land use information provided by the applicant. In Section 2, CARB's EMFAC2007 emission factors are presented for on-road vehicles in Ventura County for the year 2005 (baseline) and the year 2030 (buildout) and were used to calculate the emissions generated by the total vehicle miles traveled (VMT) associated with each scenario.

SECTION 1 – URBEMIS2007 MODEL RESULTS

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\205307 - City of Oxnard GP\Air Quality Data\URBEMIS2007\Oxnard Existing.urb9

Project Name: Oxnard GP - Existing

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	55,298.60	7,235.55	157,536.18	464.43	24,629.68	23,707.74	9,470,381.62

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	55,298.60	7,235.55	157,536.18	464.43	24,629.68	23,707.74	9,470,381.62

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	274.24	3,648.36	2,226.24	0.04	6.80	6.72	4,532,963.27
Hearth	39,108.52	3,587.19	155,309.94	464.39	24,622.88	23,701.02	4,937,418.35
Landscaping - No Winter Emissions							
Consumer Products	12,746.49						
Architectural Coatings	3,169.35						
TOTALS (lbs/day, unmitigated)	55,298.60	7,235.55	157,536.18	464.43	24,629.68	23,707.74	9,470,381.62

Area Source Changes to Defaults

5/21/2008 1:44:33 PM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\205307 - City of Oxnard GP\Air Quality Data\URBEMIS2007\Oxnard Existing.urb9

Project Name: Oxnard GP - Existing

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4,584.90	780.59	6,818.98	18.84	1,008.29	970.51	987,900.64

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4,584.90	780.59	6,818.98	18.84	1,008.29	970.51	987,900.64

5/21/2008 1:44:33 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	50.05	665.82	406.29	0.01	1.24	1.23	827,265.80
Hearth	1,619.88	114.27	6,353.75	18.83	1,006.89	969.12	160,555.57
Landscape	10.33	0.50	58.94	0.00	0.16	0.16	79.27
Consumer Products	2,326.23						
Architectural Coatings	578.41						
TOTALS (tons/year, unmitigated)	4,584.90	780.59	6,818.98	18.84	1,008.29	970.51	987,900.64

Area Source Changes to Defaults

11/10/2009 4:33:53 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: D:\Oxnard GP Revisions Nov 2009\Air Quality Data\Oxnard 2030 Revised.urb924

Project Name: Oxnard GP - 2030

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	45,182.11	5,416.94	128,801.99	381.07	20,206.46	19,450.07	7,148,352.01

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	45,182.11	5,416.94	128,801.99	381.07	20,206.46	19,450.07	7,148,352.01

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	186.99	2,468.59	1,378.57	0.03	4.64	4.58	3,090,762.26
Hearth	32,086.17	2,948.35	127,423.42	381.04	20,201.82	19,445.49	4,057,589.75
Landscaping - No Winter Emissions							
Consumer Products	10,457.62						
Architectural Coatings	2,451.33						
TOTALS (lbs/day, unmitigated)	45,182.11	5,416.94	128,801.99	381.07	20,206.46	19,450.07	7,148,352.01

Area Source Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: D:\Oxnard GP Revisions Nov 2009\Air Quality Data\Oxnard 2030 Revised.urb924

Project Name: Oxnard GP - 2030

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	3,726.17	544.89	5,519.33	15.45	827.08	796.08	695,881.09

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	3,726.17	544.89	5,519.33	15.45	827.08	796.08	695,881.09

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	34.13	450.52	251.59	0.00	0.85	0.84	564,064.11
Hearth	1,326.49	93.75	5,212.82	15.45	826.08	795.09	131,728.24
Landscape	9.66	0.62	54.92	0.00	0.15	0.15	88.74
Consumer Products	1,908.52						
Architectural Coatings	447.37						
TOTALS (tons/year, unmitigated)	3,726.17	544.89	5,519.33	15.45	827.08	796.08	695,881.09

Area Source Changes to Defaults

SECTION 2 – EMFAC2007 MODEL RESULTS

Air Quality Analysis for Mobile Emissions
City of Oxnard On-Road Emissions - Year 2005

EMFAC2007 Emission Factors (g/mi)

35 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.124	0.139	0.203	0.783	0.797	2.308
NOx	0.271	0.429	0.965	10.77	9.574	0.99
CO	3.446	4.078	4.359	8.66	9.216	27.714
CO2	340.349	414.217	552.382	1358.35	1549.172	110.622
PM10	0.028	0.034	0.037	0.465	0.146	0.042

55 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.113	0.124	0.156	0.636	0.542	3.548
NOx	0.281	0.452	1.149	12.087	13.8	1.146
CO	3.122	3.688	4.178	7.726	9.32	58.821
CO2	341.613	415.643	555.847	1295.889	1554.492	97.261
PM10	0.027	0.032	0.036	0.441	0.12	0.058

65 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.145	0.159	0.184	0.834	0.572	5.803
NOx	0.317	0.526	1.45	14.308	21.434	1.227
CO	3.594	4.233	5.245	10.244	13.084	117.045
CO2	422.503	512.954	693.249	1371.212	1663.286	102.109
PM10	0.029	0.035	0.036	0.554	0.129	0.088

Paved Road lbs/VMT Entrained PM10
0.00147977

Year 2005
Total Daily VMT = 203,476

Trip Percentages by Category (from URBEMIS

Type	Percent	# VMT
LDA	49.00%	99703.24
LDT	32.60%	66333.18
MDT	9.50%	19330.22
HDT	4.10%	8342.516
BUS	1.30%	2645.188
MCY	3.50%	7121.66
Total	100.00%	203476

Emissions = Emission Factor x Miles/Day

Mobile Emissions for the Year 2005 - Assuming 35% @ 35mph, 45% @ 55mph, 20% @ 65mph

		ROG	NOx	CO	CO2	PM10
LDA	2005 emissions (grams/mile)	0.12325	0.2847	3.3298	357.3486	0.02775
	2005 emissions (pounds/mile)	2.72E-04	6.28E-04	7.34E-03	7.88E-01	1.54E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	99703.24	27.09	62.58	731.91	78547.28	153.64
		ROG	NOx	CO	CO2	PM10
LDT	2005 emissions (grams/mile)	0.13625	0.45875	3.9335	434.6061	0.0333
	2005 emissions (pounds/mile)	3.00E-04	1.01E-03	8.67E-03	9.58E-01	1.55E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	66333.18	19.92	67.09	575.23	63555.98	103.03
		ROG	NOx	CO	CO2	PM10
MDT	2005 emissions (grams/mile)	0.17805	1.1448	4.45475	582.11465	0.03635
	2005 emissions (pounds/mile)	3.93E-04	2.52E-03	9.82E-03	1.28E+00	1.56E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	19330.22	7.59	48.79	189.84	24807.05	30.15
		ROG	NOx	CO	CO2	PM10
HDT	2005 emissions (grams/mile)	0.72705	12.07025	8.5565	1332.81495	0.472
	2005 emissions (pounds/mile)	1.60E-03	2.66E-02	1.89E-02	2.94E+00	2.52E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	8342.516	13.37	221.99	157.37	24513.01	21.03
		ROG	NOx	CO	CO2	PM10
BUS	2005 emissions (grams/mile)	0.63725	13.8477	10.0364	1574.3888	0.1309
	2005 emissions (pounds/mile)	1.40E-03	3.05E-02	2.21E-02	3.47E+00	1.77E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	2645.188	3.72	80.75	58.53	9181.18	4.68
		ROG	NOx	CO	CO2	PM10
MCY	2005 emissions (grams/mile)	3.565	1.1076	59.57835	102.90695	0.0584
	2005 emissions (pounds/mile)	7.86E-03	2.44E-03	1.31E-01	2.27E-01	1.61E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	7121.66	55.97	17.39	935.40	1615.68	11.46

2005 - Operational Traffic Total Emissions (lbs/day)				
ROG	NOx	CO	CO2	PM10
128	499	2,648	202,220	324
2005 - Operational Traffic Total Emissions (tons/year)				
ROG	NOx	CO	CO2	PM10
23	91	483	33,480	59

* Note: CO2 in metric tons

Table AQ-2: Air Quality Analysis for Mobile Emissions
City of Oxnard On-Road Emissions - Year 2030

EMFAC2007 Emission Factors (g/mi)

35 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.015	0.026	0.051	0.232	0.629	1.806
NOx	0.057	0.122	0.279	2.629	7.228	0.843
CO	3.446	4.078	4.359	8.66	9.216	27.714
CO2	333.569	417.595	553.271	1406.164	1542.897	138.064
PM10	0.029	0.038	0.041	0.147	0.115	0.025

55 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.013	0.022	0.04	0.164	0.428	2.699
NOx	0.056	0.123	0.325	2.768	10.324	0.954
CO	3.122	3.688	4.178	7.726	9.32	58.821
CO2	334.904	419.124	556.691	1336.211	1547.81	166.416
PM10	0.028	0.036	0.038	0.163	0.093	0.033

65 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.016	0.027	0.048	0.179	0.45	4.451
NOx	0.062	0.141	0.41	3.353	15.848	1.057
CO	3.594	4.233	5.245	10.244	13.084	117.045
CO2	414.32	518.354	696.822	1406.765	1648.291	226.667
PM10	0.029	0.04	0.041	0.194	0.1	0.047

Paved Road lbs/VMT Entrained PM10
0.00147977

Year 2030
Total Daily VMT = 278,513 oxnard vmt rev 11-10-09

Trip Percentages by Category (from URBEMIS defaults)

Type	Percent	# VMT
LDA	49.00%	136471.4
LDT	32.60%	90795.24
MDT	9.50%	26458.74
HDT	4.10%	11419.03
BUS	1.30%	3620.669
MCY	3.50%	9747.955
Total	100.00%	278513

Emissions = Emission Factor x Miles/Day

Mobile Emissions for the Year 2030 - Assuming 35% @ 35mph, 45% @ 55mph, 20% @ 65mph

		ROG	NOx	CO	CO2	PM10
LDA	2030 emissions (grams/mile)	0.0143	0.05755	3.3298	350.31995	0.02855
	2030 emissions (pounds/mile)	3.15E-05	1.27E-04	7.34E-03	7.72E-01	1.54E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	136471.4	4.30	17.31	1001.82	105398.94	210.54
		ROG	NOx	CO	CO2	PM10
LDT	2030 emissions (grams/mile)	0.0244	0.12625	3.9335	438.43485	0.0375
	2030 emissions (pounds/mile)	5.38E-05	2.78E-04	8.67E-03	9.67E-01	1.56E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	90795.24	4.88	25.27	787.36	87760.27	141.86
		ROG	NOx	CO	CO2	PM10
MDT	2030 emissions (grams/mile)	0.04545	0.3259	4.45475	583.5202	0.03965
	2030 emissions (pounds/mile)	1.00E-04	7.18E-04	9.82E-03	1.29E+00	1.57E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	26458.74	2.65	19.01	259.85	34037.27	41.47
		ROG	NOx	CO	CO2	PM10
HDT	2030 emissions (grams/mile)	0.1908	2.83635	8.5565	1374.80535	0.1636
	2030 emissions (pounds/mile)	4.21E-04	6.25E-03	1.89E-02	3.03E+00	1.84E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	11419.03	4.80	71.40	215.40	34609.90	21.02
		ROG	NOx	CO	CO2	PM10
BUS	2030 emissions (grams/mile)	0.50275	10.3452	10.0364	1566.18665	0.1021
	2030 emissions (pounds/mile)	1.11E-03	2.28E-02	2.21E-02	3.45E+00	1.70E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	3620.669	4.01	82.58	80.11	12501.50	6.17
		ROG	NOx	CO	CO2	PM10
MCY	2030 emissions (grams/mile)	2.73685	0.93575	59.57835	168.543	0.033
	2030 emissions (pounds/mile)	6.03E-03	2.06E-03	1.31E-01	3.72E-01	1.55E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	9747.955	58.82	20.11	1280.36	3622.05	15.13

2030 - Operational Traffic Total Emissions (lbs/day)				
ROG	NOx	CO	CO2	PM10
79	236	3,625	277,930	436

2030 - Operational Traffic Total Emissions (tons/year)				
ROG	NOx	CO	CO2	PM10
14	43	662	46,014	80

* Note: CO2 in metric tons

Appendix D
Noise Modeling Technical Appendix

ESA

APPENDIX D
Noise Modeling Technical Appendix

Appendix F provides additional detail on all the roadways modeled for the noise analysis.

Roadway Segment	Ex 2005	B 2030	Difference
Harbor north of Gonzales	67	68	1.1
Harbor south of Gonzales	66	68	1.5
Gonzales east of Harbor	60	61	1.1
Harbor n of 5th	65	67	1.5
Harbor s of 5th	65	66	1.3
5th e of Harbor	60	59	-0.8
5th w of Harbor	56	55	-0.9
Harbor n of Wooley	65	66	1.2
Harbor s of Wooley	64	65	0.7
Wooley e of Harbor	62	64	1.8
Wooley w of Harbor	58	59	0.4
Harbor s of Channel Islands	62	64	2.0
Channel Islands e of Harbor	66	66	0.7
Channel Islands w of Harbor	65	65	0.5
Victoria n of Gonzales	69	70	0.6
Victoria s of Gonzales	69	70	0.9
Gonzales e of Victoria	65	66	1.2
Gonzales w of Victoria	59	59	0.0
Victoria n of Doris	69	70	0.9
Victoria s of Doris	69	70	0.9
Doris e of Victoria	60	61	0.9
Doris w of Victoria	47	48	0.8
Victoria n of Teal Club	69	70	1.0
Victoria s of Teal Club	69	70	1.0
Teal Club e of Victoria	54	55	1.0
Teal Club w of Victoria	45	48	3.3
Victoria n of 5th	68	69	0.8
Victoria s of 5th	68	68	0.7
Victoria n of Wooley	68	68	0.8
Victoria s of Wooley	67	68	0.8
Wooley e of Victoria	63	64	1.4
Wooley w of Victoria	62	64	1.9
Victoria n of Hemlock	68	69	1.1
Victoria s of Hemlock	67	68	1.1
Hemlock e of Victoria	59	59	0.1
Victoria n of Channel Islands	68	69	1.0
Victoria s of Channel Islands	67	68	1.4
Channel Islands e of Victoria	65	66	1.2
Channel Islands w of Victoria	66	66	0.7
Patterson n of Gonzales	61	61	-0.3
Patterson s of Gonzales	60	59	-1.1
Gonzales e of Patterson	65	65	0.3
Gonzales w of Patterson	67	67	0.5
Patterson n of Doris	59	58	-1.4
Patterson s of Doris	55	55	0.0
Doris e of Patterson	61	62	0.5
Doris w of Patterson	61	61	0.4
Patterson n of Teal Club	55	55	-0.3
Patterson s of Teal Club	51	53	1.8
Teal Club e of Patterson	59	60	0.8
Teal Club w of Patterson	58	59	1.0

Patterson n of 5th	53	53	0.0
Patterson s of 5th	63	62	-0.6
5th e of Patterson	65	65	0.2
5th w of Patterson	64	64	0.5
Patterson n of Wooley	63	63	-0.2
Patterson s of Wooley	63	63	0.0
wooley east of Patterson	66	67	1.1
wooley west of Patterson	66	67	1.1
Patteson n of Hemlock	63	63	0.0
Patteson s of Hemlock	62	61	-0.1
Hemlock e of Patterson	59	58	-0.8
Hemlock w of Patterson	60	59	-0.5
Patterson n of Channel Islands	61	61	-0.7
Channel Islands e of Patterson	68	69	1.0
Channel Islands w of Patterson	68	69	1.2
Ventura n of Vineyard	64	67	3.6
Ventura s of Vineyard	64	68	3.5
Vineyard e of Ventura	63	65	2.2
Vineyard w of Ventura	62	64	2.0
Ventura n of Gonzales	67	69	2.2
Ventura s of Gonzales	68	70	1.6
Gonzales e of Ventura	67	67	0.9
Gonzales w of Ventura	65	66	1.1
Ventura n of Doris	66	68	1.5
Ventura s of Doris	67	68	1.3
Doris e of Ventura	62	64	2.0
Doris w of Ventura	62	64	1.2
Ventura n of Teal Club/2nd	67	69	1.5
Ventura s of Teal Club/2nd	67	69	1.4
Teal Club/2nd e of Ventura	59	60	1.6
Teal Club/2nd w of Ventura	57	58	0.8
Ventura n of 5th	68	69	1.2
Ventura s of 5th	68	70	1.5
5th e of Ventura	65	65	0.2
5th w of Ventura	66	67	0.4
Ventura n of Wooley	67	68	1.9
Ventura s of Wooley	66	68	1.9
Ventura n of Hemlock	66	68	1.9
Ventura s of Hemlock	66	68	1.9
Hemlock e of Ventura	56	56	0.5
Hemlock w of Ventura	55	54	-0.7
Ventura n of Channel Islands	66	68	2.1
Ventura s of Channel Islands	68	70	1.5
Channel Islands e of Ventura	67	67	0.5
Channel Islands w of Ventura	68	69	1.0
Ventura n of Pleasant Valley	66	68	1.9
Ventura s of Pleasant Valley	65	67	2.5
Pleasant Valley e of Ventura	65	65	0.2
Pleasant Valley w of Ventura	62	62	0.6
Ventura n of Hueneme	65	67	2.2
Ventura s of Hueneme	62	63	1.2
Hueneme e of Ventura	65	67	2.0

Hueneme w of Ventura	60	63	2.3
H n of Vineyard	57	59	2.0
H s of Vineyard	61	63	2.4
Vineyard e of H	66	66	-0.2
Vineyard w of H	65	64	-0.7
H n of Gonzales	63	65	1.5
H s of Gonzales	63	67	3.8
gonzales east of H	67	68	0.7
gonzales west of H	67	69	2.0
ventura north of teal club	64	64	0.3
Hobson s of J/Wooley	64	63	-0.2
J/Wooley e of Hobson	66	68	1.8
J/Wooley w of Hobson	66	67	1.6
J n of Channel Islands	62	61	-0.6
J s of Channel Islands	62	62	-0.2
Channel Islands e of J	67	67	0.1
Channel Islands w of J	67	68	0.4
J St. n of Pleasant Valley	60	61	0.8
J St. s of Pleasant Valley	58	60	2.2
Pleasant Valley e of J St.	65	65	0.3
Pleasant Valley w of J St.	65	65	0.2
J St. n of Hueneme	55	56	1.0
Hueneme e of J St.	64	66	2.4
Hueneme w of J St.	64	67	2.5
C St. n of Gonzales	63	63	0.1
C St. s of Gonzales	63	63	0.0
Gonzales e of C St.	68	68	0.8
Gonzales w of C St.	68	68	0.8
C St. n of 3rd St.	64	65	0.7
C St. s of 3rd St.	65	66	0.4
3rd St. e of C st.	64	64	0.5
3rd St. w of C st.	62	62	0.0
C St. n of 5th St.	65	66	0.5
C St. s of 5th St.	65	65	0.3
5th St. e of C St.	63	63	0.0
5th St. w of C St.	64	64	0.0
C St. n of Wooley	66	66	0.2
C St. s of Wooley	66	66	0.4
Wooley e of C St.	66	67	1.4
Wooley w of C St.	66	68	1.7
C st. n of Channel Island	64	64	0.0
C st. s of Channel Island	64	65	1.1
Channel Islands e of C St.	67	67	-0.5
Channel Islands w of C St.	67	67	0.1
C St. n of Pleasant Valley	61	63	1.5
C St. s of Pleasant Valley	59	58	-0.6
Pleasant Valley e of C St.	65	67	1.7
Pleasant Valley w of C St.	65	66	1.0
Oxnard n of Vineyard	67	70	2.6
Oxnard s of Vineyard	69	71	1.8
Vineyard e of Oxnard	68	69	0.1
Vineyard w of Oxnard	67	67	0.2

Oxnard n of Gonzales	68	70	1.7
Oxnard s of Gonzales	68	70	1.5
Gonzales e of Oxnard	69	69	0.6
Gonzales w of Oxnard	68	68	0.6
Oxnard n of Colonia	68	69	0.9
Oxnard s of Colonia	68	69	1.1
Colonia e of Oxnard	62	62	-0.9
Oxnard n of 2nd st.	68	69	0.9
Oxnard s of 2nd st.	68	69	1.0
2nd St. w of Oxnard	60	62	2.5
Oxnard n of 5th St.	68	68	0.2
Oxnard s of 5th St.	67	68	0.1
5th st. e of Oxnard	63	64	1.3
5th st. w of Oxnard	63	64	1.2
Saviers n of Channel Islands	67	68	1.1
Saviers s of Channel Islands	67	69	1.2
Channel Islands e of Saviers	66	66	0.1
Channel Islands w of Saviers	67	66	-0.4
Saviers n of Pleasant Valley	64	67	2.5
Saviers s of Pleasant Valley	63	66	3.0
Pleasant Valley e of Saviers	66	67	1.5
Pleasant Valley w of Saviers	65	67	1.6
Saviers n of Hueneme	61	64	2.7
Hueneme e of Saviers	64	68	3.8
Hueneme w of Saviers	64	66	2.0
Vineyard n of Ventura/Myrtle	66	67	0.6
Vineyard s of Ventura/Myrtle	68	69	0.9
Ventura/Myrtle e of Vineyard	62	65	2.3
Ventura/Myrtle w of Vineyard	59	63	3.3
Vineyard s of US 101 nb ramps	70	70	0.6
US 101 np ramps e of Vineyard	66	67	0.3
US 101 np ramps w of Vineyard	59	59	-0.1
Vineyard n of US 101 sb ramps	70	70	0.5
Vineyard s of US 101 sb ramps	70	70	0.1
US101 sb ramps e of Vineyard	63	64	1.1
US101 sb ramps w of Vineyard	62	64	1.6
Vineyard n of Esplanade	69	70	0.7
Vineyard s of Esplanade	68	69	0.5
Esplanade e of Vineyard	63	64	0.5
Esplanade w of Vineyard	63	64	1.2
Pacific n of Wooley	59	62	2.1
Pacific s of Wooley	62	63	0.7
Oxnard n of Statham	65	65	0.2
Oxnard s of Statham	65	65	0.2
Statham e of Oxnard	64	63	-0.2
Statham w of Oxnard	64	64	-0.2
Statham n of Channel Islands	63	62	-0.5
Channel Islands e of Statham	67	68	0.6
Channel Islands w of Statham	68	68	0.4
Rose n of Auto Center	65	66	0.9
Rose s of Auto Center	68	68	0.6
Auto Center e of Rose	66	67	0.9

Auto Center w of Rose	60	63	3.4
Rose n of US101 nb ramps	69	69	0.4
Rose s of US101 nb ramps	70	70	0.2
US101 nb ramps e of Rose	65	66	0.5
US101 nb ramps w of Rose	59	59	0.2
Rose n of US101 sb ramps	70	70	0.1
Rose s of US101 sb ramps	70	70	0.3
US101 sb ramps e of Rose	59	60	1.4
US101 sb ramps w of Rose	64	63	-0.4
Rose n of Lockwood	69	69	0.3
Rose s of Lockwood	69	69	0.6
Lockwood e of Rose	60	62	1.9
Lockwood w of Rose	61	62	0.3
Rose n of Gonzales	69	70	0.9
Rose s of Gonzales	69	70	1.2
Gonzales e of Rose	67	69	2.4
Gonzales w of Rose	68	69	1.5
Rose n of Camino del Sol	68	70	1.3
Rose s of Camino del Sol	68	69	1.0
Camino del Sol e of Rose	64	66	2.6
Camino del Sol w of Rose	63	65	2.2
rose north of third	69	70	1.0
rose south of 3rd	69	70	1.1
3rd west of rose	64	65	0.5
rose north of third	68	69	1.4
rose south of third	68	70	1.5
third east of rose	62	67	4.7
third west of rose	63	67	3.9
rose north of wooley	68	69	1.6
rose south of wooley	67	69	1.6
wooley east of rose	62	64	1.8
wooley west of rose	65	66	1.7
rose north of emerson	67	68	1.6
rose south of emerson	66	68	1.8
emerson east of rose	59	59	-0.3
emerson west of rose	62	62	-0.1
rose north of oxnard	66	68	1.8
rose south of oxnard	66	68	2.1
oxnard east of rose	63	62	-0.8
oxnard west of rose	63	64	0.5
rose north of channel islands	67	69	1.9
rose south of channel islands	66	69	2.9
channel islands east of rose	65	67	1.4
channel islands west of rose	67	67	0.7
rose north of bard	66	69	3.3
rose south of bard	64	68	4.4
bard east of rose	63	63	0.7
bard west of rose	64	65	1.1
rose north of pleasant valley	67	68	1.4
rose south of pleasant valley	65	67	1.8
lombard north of gonzales	59	61	1.4
lombard south of gonzales	62	62	0.2

gonzales east of lombard	65	68	3.1
gonzolas west of lombard	66	68	2.1
Dupont north of channel islands	60	60	-0.2
channel islands east of dupont	64	66	2.2
channel islands west of dupont	65	66	1.7
bard north of pleasant valley	62	62	0.6
bard south of pleasant valley	51	51	0.0
pleasant valley east of bard	67	68	1.4
pleasant valley west of bard	65	67	1.8
santa clara north of auto center	64	66	2.1
santa clara south of auto center	67	68	1.4
auto center east of santa clara	63	65	2.4
auto center west of santa clara	64	67	3.0
rice north of us101 SB ramps	67	70	2.5
rice south of US101 SB ramps	68	70	1.9
US101 SB ramps east of rice	63	63	0.1
US101 SB ramps west of ramps	61	63	2.0
rice north of gonzales	69	71	2.2
rice south of gonzales	68	71	3.0
gonzales west of rice	66	69	3.2
rice north of camino del sol	68	71	2.9
rice south of camino del sol	68	70	2.2
camino del sol east of rice	61	63	1.7
camino del sol west of rice	62	65	3.0
rice north of sturgis	67	70	2.3
rice south of sturis	67	69	1.5
sturgis east of rice	63	62	-0.9
sturgis west of rice	58	62	3.3
rice north of wooley	68	70	2.1
rice south of wooley	67	69	2.4
wooley west of rice	63	65	1.4
rice noth of channel islands	67	69	2.5
rice south of channel islands	66	67	1.3
channel isalnds west of rice	64	66	1.6
SR-1/rice north of pleasant valley	59	60	0.9
SR-1/rice south of pleasant valley	60	58	-1.3
pleasant valley east of ST-1/rice	67	0	-67.1
pleaseant valley west of SR-1/ric	68	69	1.4
oxnard north of pleasant valley	64	64	-0.4
oxnard south of pleasant valley	61	60	-0.9
pleasant valley east of oxnard	67	69	1.5
pleasant valley west of oxnard	67	68	1.4
rice north of hueneme	58	64	5.5
hueneme east of rice	64	66	1.6
hueneme west of rice	65	68	2.9
del norte north of us101 NB ramp	59	65	6.3
del norte south of us101 NB ram	62	66	4.1
us101 NB ramps east of del nort	58	52	-6.0
us101 NB ramps west of del nort	59	61	2.6
del norte north of us101SB ramp	62	67	4.7
del norte south of us101SB ramp	65	69	4.1
us101SB ramps east of del norte	61	64	2.9

us101 SB ramps west of del nort	53	55	1.7
del norte north of camino del sol	65	66	0.9
del norte south of camino del sol	64	65	1.7
camino del sol east of del norte	58	53	-4.5
camino del sol west of del norte	61	61	-0.7
del norte north of sturgis	63	65	2.7
del norte south of sturgis	62	64	2.4
sturgis east of del norte	61	62	0.5
sturgis west of del norte	62	62	0.7
del norte north of 5th	60	64	4.0
5th east of del norte	64	67	2.4
5th west of del norte	65	68	2.6
south oxnard south of wooley	65	58	-7.1
wooley east of south oxnard	64	66	2.2
wooley west of south oxnard	68	67	-0.8
hueneme east of rose	65	68	3.1
hueneme west of rose	65	67	2.4
oxnard north of channel islands	64	63	-0.7
oxnard south of channel islands	64	65	1.3
channel isands east of oxnard	65	66	1.5
channel isands west of oxnard	65	67	2.6
del norte north of gonzales	65	69	4.0
del norte south of gonzales	65	68	3.4
oxnard north of camino del sol	68	69	1.1
oxnard south of camino del sol	68	70	1.7
vineyard north of stroube	67	68	1.1
vineyard south of stroube	67	67	0.7
stroube east of vineyard	57	57	0.0
stroube west of vineyard	56	56	-0.2
vineyard north of walnut	66	68	1.5
vineyard south of walnut	67	68	1.7
walnut east of vineyard	57	57	0.0
vineyard north of simon	66	68	2.0
vineyard south of simon	66	67	0.8
simon east of vineyard	61	61	0.0
simon west of vineyard	51	62	11.4
5th east of lombard	65	66	1.0
5th west of lombard	65	68	2.3
oxnard north of 7th	68	68	0.1
oxnard south of 7th	67	67	0.0
7th east of oxnard	60	62	1.6
7th west of oxnard	60	60	0.5
oxnard north of 9th	67	67	-0.1
oxnard south of 9th	67	67	-0.4
9th east of oxnard	55	57	2.0
9th west of oxnard	58	58	0.3
commercial north of wooley	61	61	0.7
commercial south of wooley	61	61	0.1
wooley east of commercial	64	66	1.7
wooley west of commercial	65	67	1.6
vineyard south of los angeles	66	67	0.5
los angeles east of vineyard	66	67	0.8

los angeles west of vineyard	69	70	0.7
olxnard-saviers north of wooley	66	65	-0.3
oxnard-saviers south of wooley	66	66	-0.3
wooley east of oxnard-saviers	64	66	1.7
wooley west of oxnard-saviers	64	66	1.6
oxnard-saviers north of wooley-s	67	67	-0.3
oxnard-saviers south of wooley-s	66	66	-0.3
wooley-sr1 east of oxnard-savier	66	66	0.7
wooley-sr1 west of oxnard-savier	64	65	0.9

1. Harbor and Gonzales St.
PM

		right	through	left
Harbor	B 2030	0	1,390	190
	Ex 2005	0	1,180	190
Gonzales				

	2020 B	Ex
left	0	0
through	0	0
right	0	0

	Ex	2020 B
right	190	170
through	0	0
left	80	170

	left	through	right
Ex 2005	0	750	50
B 2030	20	1,210	120

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Harbor	north of	Gonzales	2,310	2,960	28%
	south of	Gonzales	2,060	2,910	41%
			4,370	5,870	34%
Gonzales	east of	Harbor	510	650	27%
	west of	Harbor	0	20	#DIV/0!
			510	670	31%

2. Harbor and 5th
PM

		right	through	left
Harbor	B 2030	60	1,100	140
	Ex 2005	37	861	136
5th				

	2020 B	Ex
left	10	31
through	30	46
right	10	13

	Ex	2020 B
right	59	100
through	44	30
left	85	40

	left	through	right
Ex 2005	13	409	53
B 2030	10	770	10

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Harbor	north of	5th	1,533	2,180	42%
	south of	5th	1,434	1,940	35%
			2,967	4,120	39%
5th	east of	Harbor	423	350	-17%
	west of	Harbor	184	150	-18%
			607	500	-18%

3. Harbor and Wooley
PM

		right	through	left
Harbor	B 2030	50	720	350
	Ex 2005	36	680	230
Wooley				

	2020 B	Ex
left	30	33
through	130	106
right	20	25

	Ex	2020 B
right	117	260
through	92	90
left	99	90

	left	through	right
Ex 2005	29	344	56
B 2030	30	460	130

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Harbor	north of	Wooley	1,440	1,890	31%
	south of	Wooley	1,233	1,450	18%
			2,673	3,340	25%
Wooley	east of	Harbor	700	1,070	53%
	west of	Harbor	321	350	9%
			1,021	1,420	39%

4. Harbor and Channel Islands
PM

		right	through	left
Harbor	B 2030	0	0	0
	Ex 2005	0	0	0
Channel Islands				

	2020 B	Ex
left	0	0
through	610	670
right	170	130

	Ex	2020 B
right	0	0
through	600	690
left	250	430

	left	through	right
Ex 2005	100	0	190
B 2030	200	0	260

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Harbor	north of	Channel Islands	0	0	#DIV/0!
	south of	Channel Islands	670	1,060	58%
			670	1,060	58%
Channel Islands	east of	Harbor	1,710	1,990	16%
	west of	Harbor	1,500	1,670	11%
			3,210	3,660	14%

5 Victoria and Gonzales
PM

Victoria

	right	through	left
B 2030	10	2,020	430
Ex 2005	13	1,864	430

Gonzales

	2020 B	Ex
left	30	32
through	60	108
right	40	49

	Ex	2020 B
right	308	440
through	130	180
left	298	470

Ex 2005	28	1,240	326
B 2030	40	1,560	510

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex - B
Victoria	north of	Gonzales	3,887	4,490	16%
	south of	Gonzales	3,805	4,640	22%
			7,692	9,130	19%
Gonzales	east of	Victoria	1,600	2,090	31%
	west of	Victoria	360	360	0%
			1,960	2,450	25%

6 Victoria and Doris
PM

Victoria

	right	through	left
B 2030	0	2,330	160
Ex 2005	0	2,088	113

Doris

	2020 B	Ex
left	10	2
through	10	5
right	10	13

	Ex	2020 B
right	72	60
through	0	0
left	103	110

Ex 2005	5	1,492	147
B 2030	0	2,050	200

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex - B
Victoria	north of	Doris	3,767	4,610	22%
	south of	Doris	3,848	4,700	22%
			7,615	9,310	22%
Doris	east of	Victoria	440	540	23%
	west of	Victoria	25	30	20%
			465	570	23%

7 Victoria and Teal Club
PM

Victoria

	right	through	left
B 2030	10	2,520	60
Ex 2005	1	2,169	50

Teal Club

	2020 B	Ex
left	0	0
through	0	0
right	10	9

	Ex	2020 B
right	23	60
through	0	0
left	7	10

Ex 2005	4	1,611	30
B 2030	10	2,230	10

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex - B
Victoria	north of	Teal Club	3,854	4,880	27%
	south of	Teal Club	3,830	4,790	25%
			7,684	9,670	26%
Teal Club	east of	Victoria	110	140	27%
	west of	Victoria	14	30	114%
			124	170	37%

8. Victoria and 5th
PM

Victoria

	right	through	left
B 2030	60	1,750	380
Ex 2005	46	1,488	327

5th

	2020 B	Ex
left	30	59
through	130	148
right	40	48

	Ex	2020 B
right	284	360
through	95	80
left	213	170

Ex 2005	57	925	118
B 2030	60	1,180	120

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex - B
Victoria	north of	5th	3,129	3,760	20%
	south of	5th	2,849	3,320	17%
			5,978	7,080	18%
5th	east of	Victoria	1,185	1,240	5%
	west of	Victoria	453	400	-12%
			1,638	1,640	0%

9. Victoria and Wooley
PM

		Victoria	right	through	left			
		B 2030	190	1,550	204			
Wooley		Ex 2005	144	1,340	204			
	2020 B	Ex				Ex	2020 B	
left	170	121				192	260	right
through	360	212				120	200	through
right	100	89				142	220	left
		Ex 2005	72	793	80			
		B 2030	160	950	70			
			left	through	right			

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Victoria	north of	Wooley	2,794	3,324	19%
	south of	Wooley	2,516	3,050	21%
			5,310	6,374	20%
Wooley	east of	Victoria	950	1,314	38%
	west of	Victoria	758	1,180	56%
			1,708	2,494	46%

10. Victoria and Hemlock
PM

		Victoria	right	through	left			
		B 2030	50	1,480	150			
Hemlock		Ex 2005	50	1,110	140			
	2020 B	Ex				Ex	2020 B	
left	40	30				80	80	right
through	10	10				10	10	through
right	20	20				70	80	left
		Ex 2005	20	1,280	80			
		B 2030	20	1,660	70			
			left	through	right			

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Victoria	north of	Hemlock	2,690	3,460	29%
	south of	Hemlock	2,580	3,330	29%
			5,270	6,790	29%
Hemlock	east of	Victoria	390	400	3%
	west of	Victoria	140	150	7%
			530	550	4%

11. Victoria and Channel Islands
PM

		Victoria	right	through	left			
		B 2030	280	1,080	310			
Channel Islands		Ex 2005	250	740	300			
	2020 B	Ex				Ex	2020 B	
left	450	490				210	370	right
through	240	220				460	620	through
right	220	160				200	260	left
		Ex 2005	180	740	110			
		B 2030	250	940	180			
			left	through	right			

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Victoria	north of	Channel Islands	2,730	3,430	26%
	south of	Channel Islands	2,130	2,930	38%
			4,860	6,360	31%
Channel Islands	east of	Victoria	1,500	1,980	32%
	west of	Victoria	1,760	2,060	17%
			3,260	4,040	24%

12. Patterson and Gonzales
PM

		Patterson	right	through	left			
		B 2030	330	60	20			
Gonzales		Ex 2005	220	90	50			
	2020 B	Ex				Ex	2020 B	
left	170	220				10	10	right
through	760	870				560	860	through
right	150	170				20	10	left
		Ex 2005	100	60	40			
		B 2030	130	10	10			
			left	through	right			

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Patterson	north of	Gonzales	650	600	-8%
	south of	Gonzales	480	370	-23%
			1,130	970	-14%
Gonzales	east of	Patterson	1,550	1,670	8%
	west of	Patterson	2,140	2,400	12%
			3,690	4,070	10%

13. Patterson and Doris
PM

Patterson

	right	through	left
B 2030	30	50	50
Ex 2005	50	60	70

Doris

	2020 B	Ex		Ex	2020 B	
left	20	70		100	120	right
through	390	320		120	130	through
right	50	10		10	10	left

	left	through	right
Ex 2005	10	40	10
B 2030	10	10	10

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Patterson	north of	Doris	390	280	-28%
	south of	Doris	140	140	0%
			530	420	-21%
Doris	east of	Patterson	630	710	13%
	west of	Patterson	580	630	9%
			1,210	1,340	11%

14. Patterson and Teal Club
PM

Patterson

	right	through	left
B 2030	10	10	90
Ex 2005	10	10	80

Teal Club

	2020 B	Ex		Ex	2020 B	
left	10	10		40	10	right
through	140	160		70	160	through
right	10	10		10	20	left

	left	through	right
Ex 2005	10	10	10
B 2030	10	20	20

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Patterson	north of	Teal Club	160	150	-6%
	south of	Teal Club	60	90	50%
			220	240	9%
Teal Club	east of	Patterson	370	440	19%
	west of	Patterson	270	340	26%
			640	780	22%

15. Patterson and 5th
PM

Patterson

	right	through	left
B 2030	20	10	10
Ex 2005	20	10	10

5th

	2020 B	Ex		Ex	2020 B	
left	20	20		30	30	right
through	570	460		330	380	through
right	130	160		360	260	left

	left	through	right
Ex 2005	140	10	230
B 2030	140	10	250

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Patterson	north of	5th	100	100	0%
	south of	5th	910	800	-12%
			1,010	900	-11%
5th	east of	Patterson	1,420	1,500	6%
	west of	Patterson	1,130	1,260	12%
			2,550	2,760	8%

16. Patterson and wooley
PM

Patterson

	right	through	left
B 2030	60	310	110
Ex 2005	80	360	140

Wooley

	2020 B	Ex		Ex	2020 B	
left	130	110		60	90	right
through	970	790		680	1,010	through
right	80	80		120	170	left

	left	through	right
Ex 2005	80	250	70
B 2030	70	260	70

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + B
Patterson	north of	Wooley	1,000	960	-4%
	south of	Wooley	960	960	0%
			1,960	1,920	-2%
Wooley	east of	Patterson	1,860	2,420	30%
	west of	Patterson	1,820	2,320	27%
			3,680	4,740	29%

1. Patterson and Hemlock
PM

			Patterson					
				right	through	left		
			B 2030	120	300	90		
	Hemlock		Ex 2005	120	300	110		
		B 2030	Ex 2005				Ex 2005	B 2030
	left	70	70				50	40
	through	80	100				50	50
	right	50	50				40	30
			Ex 2005	40	190	50		
			B 2030	10	220	40		

				left	through	right		
			B 2030	150	0	170		
	Channel Islands		Ex 2005	160	0	230		
		B 2030	Ex 2005				Ex 2005	B 2030
	left	60	50				220	180
	through	1,750	1,490				1,330	2,000
	right	0	0				0	0
			Ex 2005	0	0	0		
			B 2030	0	0	0		

				left	through	right		
			B 2030	280	1,140	160		
	Vineyard		Ex 2005	126	608	75		
		B 2030	Ex 2005				Ex 2005	B 2030
	left	80	42				117	120
	through	230	172				249	370
	right	70	40				22	350
			Ex 2005	40	202	370		
			B 2030	40	870	430		

				left	through	right		
			B 2030	100	1,530	310		
	Gonzales		Ex 2005	92	1,033	92		
		B 2030	Ex 2005				Ex 2005	B 2030
	left	290	133				99	160
	through	470	465				489	560
	right	140	135				579	770
			Ex 2005	156	719	394		
			B 2030	320	1,230	350		

					% increase relative to existing conditions
Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Patterson	north of	Hemlock	840	840	0%
	south of	Hemlock	670	650	-3%
			1,510	1,490	-1%
Hemlock	east of	Patterson	400	330	-18%
	west of	Patterson	430	380	-12%
			830	710	-14%

					% increase relative to existing conditions
Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Patterson	north of	Channel Islands	660	560	-15%
	south of	Channel Islands	0	0	#DIV/0!
			660	560	-15%
Channel Islands	east of	Patterson	3,270	4,100	25%
	west of	Patterson	3,030	3,960	31%
			6,300	8,060	28%

					% increase relative to existing conditions
Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Ventura	north of	Vineyard	1,170	2,650	126%
	south of	Vineyard	1,282	2,900	126%
			2,452	5,550	126%
Vineyard	east of	Ventura	1,005	1,650	65%
	west of	Ventura	569	1,070	60%
			1,674	2,730	63%

					% increase relative to existing conditions
Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Ventura	north of	Gonzales	2,168	3,620	67%
	south of	Gonzales	3,016	4,340	44%
			5,184	7,960	54%
Gonzales	east of	Ventura	2,118	2,620	24%
	west of	Ventura	1,470	1,880	28%
			3,588	4,500	25%

5 Ventura and Doris
PM

			Ventura		
			right	through	left
		B 2030	60	1,170	30
Doris		Ex 2005	40	900	10

	B 2030	Ex 2005	Ex 2005	B 2030
left	40	40	60	110
through	340	270	160	360
right	110	140	190	290

Ex 2005	160	940	110
B 2030	160	1,420	140

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Ventura	north of	Doris	1,990	2,830	42%
	south of	Doris	2,440	3,290	35%
			4,430	6,120	38%
Doris	east of	Ventura	800	1,270	59%
	west of	Ventura	810	1,070	32%
			1,610	2,340	45%

right
through
left

6 Ventura and Teal Club/2nd
PM

			Ventura		
			right	through	left
		B 2030	20	1,460	80
Teal Club/2nd		Ex 2005	10	1,120	60

	B 2030	Ex 2005	Ex 2005	B 2030
left	20	10	80	120
through	70	70	30	60
right	90	90	50	120

Ex 2005	30	1,150	70
B 2030	30	1,700	70

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Ventura	north of	Teal Club/2nd	2,430	3,400	40%
	south of	Teal Club/2nd	2,510	3,470	38%
			4,940	6,870	39%
Teal Club/2nd	east of	Ventura	360	520	44%
	west of	Ventura	240	290	21%
			600	810	35%

right
through
left

7. Ventura and 5th
PM

			ventura		
			right	through	left
		B 2030	380	1,740	130
5th		Ex 2005	384	1,182	126

	B 2030	Ex 2005	Ex 2005	B 2030
left	380	372	37	40
through	330	356	553	560
right	240	159	301	340

Ex 2005	183	1,087	142
B 2030	290	1,530	200

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
ventura	north of	5th	3,190	4,200	32%
	south of	5th	3,054	4,340	42%
			6,244	8,540	37%
5th	east of	ventura	1,517	1,600	5%
	west of	ventura	2,007	2,180	9%
			3,524	3,780	7%

right
through
left

8. Ventura and Wooley
PM

			Ventura		
			right	through	left
		B 2030	130	1,040	560
Wooley		Ex 2005	130	710	260

	B 2030	Ex 2005	Ex 2005	B 2030
left	240	220	140	180
through	860	710	800	1,190
right	50	40	250	400

Ex 2005	170	650	70
B 2030	250	1,100	90

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Ventura	north of	Wooley	2,110	3,250	54%
	south of	Wooley	1,890	2,930	55%
			4,000	6,180	55%
Wooley	east of	Ventura	2,230	3,280	47%
	west of	Ventura	2,070	2,720	31%
			4,300	6,000	40%

right
through
left

9. Ventura and Hemlock
PM

			Ventura		
			right	through	left
		B 2030	30	1,440	10
Hemlock		Ex 2005	30	940	10

	B 2030	Ex 2005	Ex 2005	B 2030	
left	10	10	40	30	right
through	10	10	10	10	through
right	50	70	10	10	left

Ex 2005	10	880	100
B 2030	10	1,450	130
	left	through	right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Ventura	north of	Hemlock	1,910	2,970	55%
	south of	Hemlock	2,010	3,090	54%
			3,920	6,060	55%
Hemlock	east of	Ventura	180	200	11%
	west of	Ventura	140	120	-14%
			320	320	0%

10. Ventura and Channel Islands
PM

			Ventura		
			right	through	left
		B 2030	270	990	130
Channel Islands		Ex 2005	90	600	270

	B 2030	Ex 2005	Ex 2005	B 2030	
left	180	90	140	140	right
through	750	690	800	1,110	through
right	690	670	160	160	left

Ex 2005	760	670	250
B 2030	890	1,310	310
	left	through	right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Ventura	north of	Channel Islands	1,860	3,020	62%
	south of	Channel Islands	3,110	4,350	40%
			4,970	7,370	48%
Channel Islands	east of	Ventura	2,310	2,600	13%
	west of	Ventura	3,100	3,890	25%
			5,410	6,490	20%

11. Ventura and Pleasant Valley
PM

			ventura		
			right	through	left
		B 2030	170	720	510
Pleasant Valley		Ex 2005	100	420	500

	B 2030	Ex 2005	Ex 2005	B 2030	
left	100	100	280	270	right
through	230	230	120	150	through
right	100	100	110	100	left

Ex 2005	20	640	100
B 2030	20	1,400	140
	left	through	right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
ventura	north of	Pleasant Valley	2,040	3,170	55%
	south of	Pleasant Valley	1,390	2,480	78%
			3,430	5,650	65%
Pleasant Valley	east of	ventura	1,340	1,400	4%
	west of	ventura	670	770	15%
			2,010	2,170	8%

12. Ventura and Hueneme
PM

			Ventura		
			right	through	left
		B 2030	160	190	550
Hueneme		Ex 2005	79	143	376

	B 2030	Ex 2005	Ex 2005	B 2030	
left	150	79	462	860	right
through	240	143	172	280	through
right	30	25	187	200	left

Ex 2005	19	270	32
B 2030	20	430	20
	left	through	right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Ventura	north of	Hueneme	1,409	2,340	66%
	south of	Hueneme	676	890	32%
			2,085	3,230	55%
Hueneme	east of	Ventura	1,372	2,150	57%
	west of	Ventura	517	880	70%
			1,889	3,030	60%

13. H st. and Vineyard
PM

H St.

	right	through	left
B 2030	10	20	80
Ex 2005	10	20	80

Vineyard	B 2030	Ex 2005		Ex 2005	B 2030
left	10	10	right	60	60
through	650	690	through	610	360
right	110	60	left	190	250

	right	through	left
Ex 2005	60	40	210
B 2030	80	170	370

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
H St.	north of	Vineyard	220	350	59%
	south of	Vineyard	580	1,000	72%
			800	1,350	69%
Vineyard	east of	H St.	1,840	1,770	-4%
	west of	H St.	1,440	1,220	-15%
			3,280	2,990	-9%

14. H St. and Gonzales
PM

H St.

	right	through	left
B 2030	130	350	140
Ex 2005	105	249	134

Gonzales	B 2030	Ex 2005		Ex 2005	B 2030
left	130	101	right	254	390
through	810	839	through	1,027	1,250
right	1,090	76	left	214	250

	right	through	left
Ex 2005	65	197	173
B 2030	80	340	240

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
H St.	north of	Gonzales	1,041	1,480	42%
	south of	Gonzales	974	2,350	141%
			2,015	3,830	90%
Gonzales	east of	H St.	2,641	3,080	17%
	west of	H St.	2,214	3,490	58%
			4,855	6,570	35%

15. Hobson and J St/Wooley
PM

Hobson

	right	through	left
B 2030	30	290	160
Ex 2005	50	360	130

J St./ Wooley	B 2030	Ex 2005		Ex 2005	B 2030
left	110	120	right	120	250
through	1,030	660	through	860	1,320
right	10	30	left	230	270

	right	through	left
Ex 2005	30	370	40
B 2030	20	380	50

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Hobson	north of	J St./ Wooley	1,150	1,220	6%
	south of	J St./ Wooley	1,060	1,020	-4%
			2,210	2,240	1%
J St./ Wooley	east of	Hobson	2,040	3,080	51%
	west of	Hobson	1,750	2,520	44%
			3,790	5,600	48%

16. J St. and Channel Islands
PM

J St.

	right	through	left
B 2030	60	140	90
Ex 2005	70	170	110

Channel Islands	B 2030	Ex 2005		Ex 2005	B 2030
left	100	90	right	80	60
through	830	880	through	1,220	1,430
right	110	70	left	110	90

	right	through	left
Ex 2005	110	230	60
B 2030	130	210	40

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
J St.	north of	Channel Islands	750	660	-12%
	south of	Channel Islands	750	720	-4%
			1,500	1,380	-8%
Channel Islands	east of	J St.	2,460	2,540	3%
	west of	J St.	2,440	2,660	9%
			4,900	5,200	6%

1. J St. and Pleasant Valley
PM

J St.

	right	through	left
B 2030	100	20	60
Ex 2005	100	10	40

Pleasant Valley

	B 2030	Ex 2005		Ex 2005	B 2030	
left	50	70		70	40	right
through	820	760		530	530	through
right	10	10		10	20	left

	left	through	right
Ex 2005	30	150	70
B 2030	50	260	110

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
J St.	north of	Pleasant Valley	440	530	20%
	south of	Pleasant Valley	280	470	68%
			720	1,000	39%
Pleasant Valley	east of	J St.	1,480	1,580	7%
	west of	J St.	1,500	1,560	4%
			2,980	3,140	5%

2. J St. and Hueneme
PM

J St.

	right	through	left
B 2030	40	0	40
Ex 2005	25	0	33

Hueneme

	B 2030	Ex 2005		Ex 2005	B 2030	
left	70	45		49	40	right
through	770	466		652	1,250	through
right	0	0		0	0	left

	left	through	right
Ex 2005	0	0	0
B 2030	0	0	0

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
J St.	north of	Hueneme	152	190	25%
	south of	Hueneme	0	0	#DIV/0!
			152	190	25%
Hueneme	east of	J St.	1,200	2,100	75%
	west of	J St.	1,188	2,130	79%
			2,388	4,230	77%

3. C St. and Gonzales
PM

C St.

	right	through	left
B 2030	250	200	110
Ex 2005	225	203	117

Gonzales

	B 2030	Ex 2005		Ex 2005	B 2030	
left	150	147		106	110	right
through	960	904		1,182	1,630	through
right	90	102		166	170	left

	left	through	right
Ex 2005	117	127	191
B 2030	120	130	200

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
C St.	north of	Gonzales	925	950	3%
	south of	Gonzales	906	910	0%
			1,831	1,860	2%
Gonzales	east of	C St.	2,666	3,180	19%
	west of	C St.	2,677	3,200	20%
			5,343	6,380	19%

4. C St. and 3rd St.
PM

C St.

	right	through	left
B 2030	10	620	90
Ex 2005	10	560	80

3rd St

	B 2030	Ex 2005		Ex 2005	B 2030	
left	20	20		50	120	right
through	180	180		420	440	through
right	20	30		280	280	left

	left	through	right
Ex 2005	40	570	150
B 2030	30	650	180

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
C St.	north of	3rd St	1,290	1,510	17%
	south of	3rd St	1,630	1,780	9%
			2,920	3,290	13%
3rd St	east of	C St.	1,160	1,290	11%
	west of	C St.	700	700	0%
			1,860	1,990	7%

5. C St. and 5th St.
PM

C St.

	right	through	left
B 2030	240	730	80
Ex 2005	160	590	70

5th St.

	B 2030	Ex 2005		Ex 2005	B 2030	
left	60	100		60	50	right
through	390	310		410	330	through
right	30	60		50	40	left

	left	through	right
Ex 2005	80	570	30
B 2030	60	570	50

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
C St.	north of	5th St.	1,550	1,730	12%
	south of	5th St.	1,380	1,480	7%
			2,930	3,210	10%
5th St.	east of	C St.	930	940	1%
	west of	C St.	1,120	1,110	-1%
			2,050	2,050	0%

6. C St. and Wooley
PM

C St.

	right	through	left
B 2030	120	770	20
Ex 2005	70	770	30

Wooley

	B 2030	Ex 2005		Ex 2005	B 2030	
left	250	220		40	40	right
through	820	590		820	1,250	through
right	220	80		240	250	left

	left	through	right
Ex 2005	150	610	10
B 2030	190	610	10

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
C St.	north of	Wooley	1,740	1,810	4%
	south of	Wooley	1,860	2,050	10%
			3,600	3,860	7%
Wooley	east of	C St.	1,730	2,390	38%
	west of	C St.	1,930	2,850	48%
			3,660	5,240	43%

7. C st. and Channel Islands
PM

C St.

	right	through	left
B 2030	100	430	100
Ex 2005	120	410	90

Channel Islands

	B 2030	Ex 2005		Ex 2005	B 2030	
left	80	80		70	70	right
through	830	940		1,080	920	through
right	100	90		120	120	left

	left	through	right
Ex 2005	110	350	110
B 2030	450	350	100

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
C St.	north of	Channel Islands	1,120	1,130	1%
	south of	Channel Islands	1,190	1,550	30%
			2,310	2,680	16%
Channel Islands	east of	C St.	2,410	2,140	-11%
	west of	C St.	2,420	2,480	2%
			4,830	4,620	-4%

8. C St. and Pleasant Valley
PM

C St.

	right	through	left
B 2030	80	60	100
Ex 2005	100	100	80

Pleasant Valley

	B 2030	Ex 2005		Ex 2005	B 2030	
left	190	170		80	360	right
through	950	700		600	790	through
right	20	30		90	90	left

	left	through	right
Ex 2005	20	80	40
B 2030	20	80	40

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
C St.	north of	Pleasant Valley	610	870	43%
	south of	Pleasant Valley	360	310	-14%
			970	1,180	22%
Pleasant Valley	east of	C St.	1,590	2,330	47%
	west of	C St.	1,620	2,050	27%
			3,210	4,380	36%

9. Oxnard and US 101 nb ramps
PM

		right	through	left
Oxnard	B 2030	500	690	0
	Ex 2005	0	0	0

US 101 nb ramps

	B 2030	Ex 2005		
left	0	0	Ex 2005	B 2030
through	0	0	0	430
right	0	0	0	0
			0	210

	left	through	right
Ex 2005	0	0	0
B 2030	470	1,340	1,430

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Oxnard	north of	US 101 nb ramp	0	2,960	#DIV/0!
	south of	US 101 nb ramp	0	4,140	#DIV/0!
			0	7,100	#DIV/0!
US 101 nb ramps	east of	Oxnard	0	2,070	#DIV/0!
	west of	Oxnard	0	970	#DIV/0!
			0	3,040	#DIV/0!

10. Oxnard and US 101 sb ramps
PM

		right	through	left
Oxnard	B 2030	0	790	110
	Ex 2005	0	0	0

US 101 sb ramps

	B 2030	Ex 2005		
left	250	0	Ex 2005	B 2030
through	0	0	0	0
right	1,360	0	0	0
			0	0

	left	through	right
Ex 2005	0	0	0
B 2030	0	1,520	580

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Oxnard	north of	US 101 sb ramp	0	2,670	#DIV/0!
	south of	US 101 sb ramp	0	4,250	#DIV/0!
			0	6,920	#DIV/0!
US 101 sb ramps	east of	Oxnard	0	690	#DIV/0!
	west of	Oxnard	0	1,610	#DIV/0!
			0	2,300	#DIV/0!

11. Oxnard and Spur/Esplanade
PM

		right	through	left
Oxnard	B 2030	440	1,660	50
	Ex 2005	0	0	0

Spur/Esplanade

	B 2030	Ex 2005		
left	270	0	Ex 2005	B 2030
through	10	0	0	460
right	200	0	0	10
			0	230

	left	through	right
Ex 2005	0	0	0
B 2030	50	1,370	530

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Oxnard	north of	Spur/Esplanade	0	4,250	#DIV/0!
	south of	Spur/Esplanade	0	4,040	#DIV/0!
			0	8,290	#DIV/0!
Spur/Esplanade	east of	Oxnard	0	1,290	#DIV/0!
	west of	Oxnard	0	980	#DIV/0!
			0	2,270	#DIV/0!

12. Oxnard and Vineyard
PM

		right	through	left
Oxnard	B 2030	260	1,530	180
	Ex 2005	221	853	177

Vineyard

	B 2030	Ex 2005		
left	320	287	Ex 2005	B 2030
through	670	642	41	30
right	100	94	807	810
			921	770

	left	through	right
Ex 2005	239	766	741
B 2030	240	1,950	910

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Oxnard	north of	Vineyard	2,345	4,270	82%
	south of	Vineyard	3,614	5,500	52%
			5,959	9,770	64%
Vineyard	east of	Oxnard	3,329	3,370	1%
	west of	Oxnard	2,290	2,400	5%
			5,619	5,770	3%

13. Oxnard and Gonzales
PM

Oxnard

	right	through	left
B 2030	120	1,750	410
Ex 2005	112	1,287	405

Gonzales

	B 2030	Ex 2005	Ex 2005	B 2030
left	260	242	368	560
through	980	977	1,154	1,490
right	160	121	392	340

	right	through	left
Ex 2005	180	864	305
B 2030	170	1,760	310

	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex ÷ AP
Oxnard	north of	Gonzales	3,278	4,860	48%
	south of	Gonzales	3,149	4,490	43%
			6,427	9,350	45%
Gonzales	east of	Oxnard	3,601	4,090	14%
	west of	Oxnard	2,786	3,180	14%
			6,387	7,270	14%

14. Oxnard and Colonia
PM

Oxnard

	right	through	left
B 2030	0	1,800	100
Ex 2005	0	1,390	160

Colonia

	B 2030	Ex 2005	Ex 2005	B 2030
left	0	0	250	150
through	0	0	0	0
right	0	0	250	230

	right	through	left
Ex 2005	0	1,440	170
B 2030	0	1,970	190

	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex ÷ AP
Oxnard	north of	Colonia	3,240	4,020	24%
	south of	Colonia	3,250	4,190	29%
			6,490	8,210	27%
Colonia	east of	Oxnard	830	670	-19%
	west of	Oxnard	0	0	#DIV/0!
			830	670	-19%

15. Oxnard and 2nd st.
PM

Oxnard

	right	through	left
B 2030	320	1,480	0
Ex 2005	90	1,400	0

2nd St.

	B 2030	Ex 2005	Ex 2005	B 2030
left	0	120	0	0
through	60	0	0	0
right	210	70	0	0

	right	through	left
Ex 2005	150	1,360	0
B 2030	180	1,850	0

	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex ÷ AP
Oxnard	north of	2nd St.	2,970	3,660	23%
	south of	2nd St.	2,980	3,730	25%
			5,950	7,390	24%
2nd St.	east of	Oxnard	0	60	#DIV/0!
	west of	Oxnard	430	770	79%
			430	830	93%

16. Oxnard and 5th St.
PM

Oxnard

	right	through	left
B 2030	70	1,280	150
Ex 2005	70	1,320	130

5th St.

	B 2030	Ex 2005	Ex 2005	B 2030
left	80	70	80	120
through	410	250	340	440
right	40	40	90	90

	right	through	left
Ex 2005	70	1,000	60
B 2030	70	1,120	70

	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex ÷ AP
Oxnard	north of	5th St.	2,670	2,820	6%
	south of	5th St.	2,580	2,670	3%
			5,250	5,490	5%
5th St.	east of	Oxnard	950	1,280	35%
	west of	Oxnard	840	1,110	32%
			1,790	2,390	34%

1. Saviers and Channel Islands
PM

Saviers

	right	through	left
B 2030	90	1,040	160
Ex 2005	104	929	178

Channel Islands

	B 2030	Ex 2005		Ex 2005	B 2030	
left	180	186		112	160	right
through	620	687		716	610	through
right	210	211		194	220	left

	right	through	left
Ex 2005	248	799	137
B 2030	240	1,330	300

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Saviers	north of	Channel Islands	2,308	2,960	28%
	south of	Channel Islands	2,518	3,340	33%
			4,826	6,300	31%
Channel Islands	east of	Saviers	2,024	2,070	2%
	west of	Saviers	2,152	1,950	-9%
			4,176	4,020	-4%

2. Saviers and Pleasant Valley
PM

Saviers

	right	through	left
B 2030	190	270	320
Ex 2005	158	198	208

Pleasant Valley

	B 2030	Ex 2005		Ex 2005	B 2030	
left	260	216		109	150	right
through	800	545		630	920	through
right	50	47		106	120	left

	right	through	left
Ex 2005	69	315	117
B 2030	160	960	140

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Saviers	north of	Pleasant Valley	1,204	2,150	79%
	south of	Pleasant Valley	852	1,700	100%
			2,056	3,850	87%
Pleasant Valley	east of	Saviers	1,715	2,450	43%
	west of	Saviers	1,665	2,380	43%
			3,380	4,830	43%

3. Saviers and Hueneme
PM

Saviers

	right	through	left
B 2030	90	0	120
Ex 2005	171	0	40

Hueneme

	B 2030	Ex 2005		Ex 2005	B 2030	
left	120	203		218	840	right
through	640	348		521	1,130	through
right	0	0		0	0	left

	right	through	left
Ex 2005	0	0	0
B 2030	0	0	0

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Saviers	north of	Hueneme	632	1,170	85%
	south of	Hueneme	0	0	#DIV/0!
			632	1,170	85%
Hueneme	east of	Saviers	1,127	2,730	142%
	west of	Saviers	1,243	1,980	59%
			2,370	4,710	99%

4. Vineyard and Ventura/Myrtle
PM

Vineyard

	right	through	left
B 2030	10	1,110	40
Ex 2005	20	1,010	30

Ventura/Myrtle

	B 2030	Ex 2005		Ex 2005	B 2030	
left	10	20		70	80	right
through	140	30		20	230	through
right	290	270		420	540	left

	right	through	left
Ex 2005	50	760	250
B 2030	190	930	350

left through right

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Vineyard	north of	Ventura/Myrtle	1,910	2,180	14%
	south of	Ventura/Myrtle	2,760	3,410	24%
			4,670	5,590	20%
Ventura/Myrtle	east of	Vineyard	820	1,380	68%
	west of	Vineyard	410	870	112%
			1,230	2,250	83%

5. Vineyard and US 101 nb ramps
PM

Vineyard

	right	through	left
B 2030	400	1,630	0
Ex 2005	410	1,360	0

US 101 np ramps

	B 2030	Ex 2005	Ex 2005	B 2030
left	0	0	70	170
through	0	0	0	0
right	0	0	840	990

	left	through	right
Ex 2005	0	1,020	1,090
B 2030	0	1,320	1,000

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Vineyard	north of	US 101 np ramp	2,860	3,520	23%
	south of	US 101 np ramp	4,310	4,940	15%
			7,170	8,460	18%
US 101 np ramps	east of	Vineyard	2,000	2,160	8%
	west of	Vineyard	410	400	-2%
			2,410	2,560	6%

6. Vineyard and US 101 sb ramps
PM

Vineyard

	right	through	left
B 2030	840	1,720	0
Ex 2005	260	2,040	0

US 101 sp ramps

	B 2030	Ex 2005	Ex 2005	B 2030
left	150	260	0	0
through	0	0	0	0
right	100	240	0	0

	left	through	right
Ex 2005	0	1,910	940
B 2030	0	2,250	1,220

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Vineyard	north of	US 101 sp ramp	4,470	4,960	11%
	south of	US 101 sp ramp	5,130	5,290	3%
			9,600	10,250	7%
US 101 sp ramps	east of	Vineyard	940	1,220	30%
	west of	Vineyard	760	1,090	43%
			1,700	2,310	36%

7. Vineyard and Esplanade
PM

Vineyard

	right	through	left
B 2030	330	1,330	170
Ex 2005	120	1,327	323

Esplanade

	B 2030	Ex 2005	Ex 2005	B 2030
left	330	321	292	490
through	80	17	58	40
right	220	247	264	290

	left	through	right
Ex 2005	203	1,176	71
B 2030	260	1,560	70

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Vineyard	north of	Esplanade	3,559	4,210	18%
	south of	Esplanade	3,288	3,730	13%
			6,847	7,940	16%
Esplanade	east of	Vineyard	1,025	1,140	11%
	west of	Vineyard	966	1,260	30%
			1,991	2,400	21%

8. Pacific and Wooley
PM

Pacific

	right	through	left
B 2030	250	110	10
Ex 2005	100	130	20

Wooley

	B 2030	Ex 2005	Ex 2005	B 2030
left	60	50	20	10
through	650	420	640	1,090
right	80	100	70	80

	left	through	right
Ex 2005	210	100	120
B 2030	240	240	100

right
through
left

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Pacific	north of	Wooley	420	680	62%
	south of	Wooley	730	850	16%
			1,150	1,530	33%
Wooley	east of	Pacific	1,290	1,940	50%
	west of	Pacific	1,520	2,370	56%
			2,810	4,310	53%

9. Oxnard and Statham
PM

		right	through	left
Oxnard	B 2030	50	700	150
	Ex 2005	60	660	170

Statham	B 2030	Ex 2005		
left	130	120	Ex 2005	20
through	420	370		250
right	160	160		140

		left	through	right
Ex 2005		160	330	120
B 2030		140	390	150

	B 2030
right	20
through	180
left	110

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Oxnard	north of	Statham	1,360	1,440	6%
	south of	Statham	1,570	1,650	5%
			2,930	3,090	5%
Statham	east of	Oxnard	1,070	1,030	-4%
	west of	Oxnard	1,120	1,060	-4%
			2,190	2,110	-4%

10. Statham and Channel Islands
PM

		right	through	left
Statham	B 2030	370	0	90
	Ex 2005	450	0	100

Channel Islands	B 2030	Ex 2005		
left	230	240	Ex 2005	70
through	1,060	940		1,340
right	0	0		0

		left	through	right
Ex 2005		0	0	0
B 2030		0	0	0

	B 2030
right	70
through	1,620
left	0

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Statham	north of	Channel Islands	860	760	-12%
	south of	Channel Islands	0	0	#DIV/0!
			860	760	-12%
Channel Islands	east of	Statham	2,450	2,840	16%
	west of	Statham	2,970	3,280	10%
			5,420	6,120	13%

11. Rose and Auto Center
PM

		right	through	left
Rose	B 2030	40	700	150
	Ex 2005	13	606	150

Auto Center	B 2030	Ex 2005		
left	50	17	Ex 2005	193
through	220	53		65
right	220	145		758

		left	through	right
Ex 2005		146	606	547
B 2030		180	790	540

	B 2030
right	240
through	260
left	760

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Rose	north of	Auto Center	1,585	1,970	24%
	south of	Auto Center	2,808	3,190	14%
			4,393	5,160	17%
Auto Center	east of	Rose	1,767	2,170	23%
	west of	Rose	440	970	120%
			2,207	3,140	42%

12. Rose and US101 nb ramps
PM

		right	through	left
Rose	B 2030	410	1,490	0
	Ex 2005	390	1,460	0

US101 nb ramps	B 2030	Ex 2005		
left	0	0	Ex 2005	110
through	0	0		0
right	0	0		760

		left	through	right
Ex 2005		0	1,740	720
B 2030		0	1,850	640

	B 2030
right	290
through	0
left	870

Road Segment	Leg	Cross Street	Ex 2005	B 2030	% increase relative to existing conditions Ex + AP
Rose	north of	US101 nb ramps	3,700	4,040	9%
	south of	US101 nb ramps	4,680	4,850	4%
			8,380	8,890	6%
US101 nb ramps	east of	Rose	1,590	1,800	13%
	west of	Rose	390	410	5%
			1,980	2,210	12%

13. Rose and US101 sb ramps
PM

Rose

	right	through	left
B 2030	230	2,040	0
Ex 2005	230	1,930	0

US101 sb ramps

	B 2030	Ex 2005		Ex 2005	B 2030
left	300	380	right	0	0
through	0	0	through	0	0
right	510	540	left	0	0

	right	through	left
Ex 2005	0	2,080	340
B 2030	0	2,180	470

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Rose	north of	US101 sb ramps	4,620	4,750	3%
	south of	US101 sb ramps	4,890	5,200	6%
			9,510	9,950	5%
US101 sb ramps	east of	Rose	340	470	38%
	west of	Rose	1,150	1,040	-10%
			1,490	1,510	1%

14. Rose and Lockwood
PM

Rose

	right	through	left
B 2030	90	1,550	180
Ex 2005	109	1,541	172

Lockwood

	B 2030	Ex 2005		Ex 2005	B 2030
left	200	194	right	82	130
through	70	59	through	66	60
right	50	50	left	102	270

	right	through	left
Ex 2005	147	1,534	40
B 2030	160	1,760	70

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Rose	north of	Lockwood	3,632	3,910	8%
	south of	Lockwood	3,414	3,880	14%
			7,046	7,790	11%
Lockwood	east of	Rose	521	800	54%
	west of	Rose	625	670	7%
			1,146	1,470	28%

15. Rose and Gonzales
PM

Rose

	right	through	left
B 2030	550	1,670	250
Ex 2005	538	1,441	241

Gonzales

	B 2030	Ex 2005		Ex 2005	B 2030
left	470	461	right	277	510
through	700	504	through	878	1,720
right	310	189	left	184	190

	right	through	left
Ex 2005	382	1,079	102
B 2030	390	1,510	400

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Rose	north of	Gonzales	4,037	4,960	23%
	south of	Gonzales	3,377	4,470	32%
			7,414	9,430	27%
Gonzales	east of	Rose	2,186	3,770	72%
	west of	Rose	2,952	4,140	40%
			5,138	7,910	54%

16. Rose and Camino del Sol
PM

Rose

	right	through	left
B 2030	130	1,670	120
Ex 2005	118	1,305	84

Camino del Sol

	B 2030	Ex 2005		Ex 2005	B 2030
left	210	91	right	189	440
through	210	117	through	376	730
right	80	94	left	260	410

	right	through	left
Ex 2005	119	1,384	65
B 2030	160	1,680	60

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex 2005	B 2030	Ex + AP
Rose	north of	Camino del Sol	3,171	4,250	34%
	south of	Camino del Sol	3,227	4,060	26%
			6,398	8,310	30%
Camino del Sol	east of	Rose	1,091	1,970	81%
	west of	Rose	915	1,520	66%
			2,006	3,490	74%

67 Rose and Third
PM

Rose

	right	through	left
B 2030	480	1,750	0
existing	362	1,375	0

3rd St

	B 2030	existing
left	220	292
through	0	0
right	150	184

existing	351	1,508	0
B 2030	490	1,990	0

	existing	B 2030
right	0	0
through	0	0
left	0	0

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	3rd St	3,537	4,440	0	0	0	26%	-100%	-100%	-100%
	south of	3rd St	3,418	4,380	0	0	0	28%	-100%	-100%	-100%
			6,955	8,820	0	0	0	27%	-100%	-100%	-100%
3rd St	east of	Rose	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	west of	Rose	1,189	1,340	0	0	0	13%	-100%	-100%	-100%
			1,189	1,340	0	0	0	13%	-100%	-100%	-100%

68 Rose and 5th
PM

Rose

	right	through	left
B 2030	220	1,760	20
existing	23	1,436	23

5

	B 2030	existing
left	330	272
through	560	335
right	100	56

existing	24	1,236	43
B 2030	80	1,650	120

	existing	B 2030
right	1	160
through	142	820
left	217	550

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street		Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of		5	2,991	4,140	0	0	0	38%	-100%	-100%	-100%
	south of		5	3,012	4,260	0	0	0	41%	-100%	-100%	-100%
				6,003	8,400	0	0	0	40%	-100%	-100%	-100%
	5 east of	Rose		761	2,230	0	0	0	193%	-100%	-100%	-100%
	west of	Rose		852	2,110	0	0	0	148%	-100%	-100%	-100%
				1,613	4,340	0	0	0	169%	-100%	-100%	-100%

69 Rose and Wooley
PM

Rose

	right	through	left
B 2030	490	1,740	40
existing	383	1,218	11

Wooley

	B 2030	existing
left	460	325
through	320	229
right	70	55

existing	40	853	91
B 2030	90	1,300	60

	existing	B 2030
right	24	30
through	344	590
left	118	200

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	Wooley	2,814	4,060	0	0	0	44%	-100%	-100%	-100%
	south of	Wooley	2,375	3,460	0	0	0	46%	-100%	-100%	-100%
			5,189	7,520	0	0	0	45%	-100%	-100%	-100%
Wooley	east of	Rose	817	1,240	0	0	0	52%	-100%	-100%	-100%
	west of	Rose	1,376	2,020	0	0	0	47%	-100%	-100%	-100%
			2,193	3,260	0	0	0	49%	-100%	-100%	-100%

70 Rose and Emerson
PM

Rose

	right	through	left
B 2030	120	1,270	90
existing	120	850	90

Emerson

	B 2030	existing
left	240	250
through	80	110
right	100	80

existing	180	800	30
B 2030	190	1,350	30

	existing	B 2030
right	70	70
through	70	70
left	50	50

left through right

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	Emerson	2,180	3,140	0	0	0	44%	-100%	-100%	-100%
	south of	Emerson	1,990	2,990	0	0	0	50%	-100%	-100%	-100%
			4,170	6,130	0	0	0	47%	-100%	-100%	-100%
Emerson	east of	Rose	420	390	0	0	0	-7%	-100%	-100%	-100%
	west of	Rose	810	800	0	0	0	-1%	-100%	-100%	-100%
			1,230	1,190	0	0	0	-3%	-100%	-100%	-100%

71 Rose and Oxnard
PM

Rose

	right	through	left
B 2030	60	1,380	100
existing	0	1,051	32

Oxnard

	B 2030	existing		existing	B 2030
left	0	0	right	92	100
through	150	203	through	633	450
right	60	0	left	0	0

	left	through	right
existing	145	725	0
B 2030	390	1,250	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	% increase relative to existing conditions: Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	Oxnard	1,900	2,890	0	0	0	52%	-100%	-100%	-100%
	south of	Oxnard	1,921	3,080	0	0	0	60%	-100%	-100%	-100%
			3,821	5,970	0	0	0	56%	-100%	-100%	-100%
Oxnard	east of	Rose	950	800	0	0	0	-17%	-100%	-100%	-100%
	west of	Rose	981	1,110	0	0	0	13%	-100%	-100%	-100%
			1,941	1,910	0	0	0	-2%	-100%	-100%	-100%

Rose and Channel Islands
PM

Rose

	right	through	left
B 2030	270	1,390	140
existing	328	838	184

Channel Islands

	B 2030	existing		existing	B 2030
left	240	315	right	6	10
through	490	363	through	701	880
right	210	176	left	208	410

	left	through	right
existing	242	542	73
B 2030	430	1,410	200

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	% increase relative to existing conditions: Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	Channel Islands	2,213	3,460	0	0	0	56%	-100%	-100%	-100%
	south of	Channel Islands	2,079	4,050	0	0	0	95%	-100%	-100%	-100%
			4,292	7,510	0	0	0	75%	-100%	-100%	-100%
Channel Islands	east of	Rose	1,535	2,130	0	0	0	39%	-100%	-100%	-100%
	west of	Rose	2,125	2,520	0	0	0	19%	-100%	-100%	-100%
			3,660	4,650	0	0	0	27%	-100%	-100%	-100%

73 Rose and Bard
PM

Rose

	right	through	left
B 2030	470	1,120	150
existing	362	514	93

Bard

	B 2030	existing		existing	B 2030
left	200	181	right	200	190
through	250	134	through	410	410
right	100	61	left	18	20

	left	through	right
existing	58	385	33
B 2030	120	1,570	30

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	% increase relative to existing conditions: Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	Bard	1,735	3,700	0	0	0	113%	-100%	-100%	-100%
	south of	Bard	1,069	2,950	0	0	0	177%	-100%	-100%	-100%
			2,804	6,660	0	0	0	138%	-100%	-100%	-100%
Bard	east of	Rose	888	1,050	0	0	0	18%	-100%	-100%	-100%
	west of	Rose	1,206	1,550	0	0	0	29%	-100%	-100%	-100%
			2,094	2,600	0	0	0	24%	-100%	-100%	-100%

74 Rose and Pleasant Valley
PM

Rose

	right	through	left
B 2030	340	950	130
existing	320	131	136

Pleasant Valley

	B 2030	existing		existing	B 2030
left	250	245	right	131	140
through	500	500	through	879	880
right	90	29	left	45	230

	left	through	right
existing	66	91	23
B 2030	210	1,400	360

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	% increase relative to existing conditions: Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	Pleasant Valley	1,054	3,210	0	0	0	205%	-100%	-100%	-100%
	south of	Pleasant Valley	385	3,240	0	0	0	742%	-100%	-100%	-100%
			1,439	6,450	0	0	0	348%	-100%	-100%	-100%
Pleasant Valley	east of	Rose	1,714	2,240	0	0	0	31%	-100%	-100%	-100%
	west of	Rose	2,039	2,270	0	0	0	11%	-100%	-100%	-100%
			3,753	4,510	0	0	0	20%	-100%	-100%	-100%

75 Lombard and Gonzales
PM

oxnard

	right	through	left
B 2030	60	80	100
existing	60	30	60

vineyard

	B 2030	existing
left	190	170
through	810	490
right	230	160

	existing	B 2030
right	30	70
through	850	1,940
left	110	230

	left	through	right
existing	290	60	60
B 2030	50	70	80

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
oxnard	north of	vineyard	410	570	0	0	0
	south of	vineyard	710	740	0	0	0
			1,120	1,310	0	0	0
vineyard	east of	oxnard	1,600	3,230	0	0	0
	west of	oxnard	2,020	3,280	0	0	0
			3,620	6,510	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
39%	-100%	-100%	-100%
4%	-100%	-100%	-100%
17%	-100%	-100%	-100%
102%	-100%	-100%	-100%
62%	-100%	-100%	-100%
80%	-100%	-100%	-100%

76 SR-1 SB and Channel Islands
PM

SR-1 SB

	right	through	left
B 2030			
existing	0	0	0

Channel Islands

	B 2030	existing
left	0	
through	270	
right	460	

	existing	B 2030
right	0	
through	0	
left	0	

	left	through	right
existing	1,070	0	10
B 2030			

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
SR-1 SB	north of	Channel Islands	0	0	0	0	0
	south of	Channel Islands	1,540	0	0	0	0
			1,540	0	0	0	0
Channel Islands	east of	SR-1 SB	280	0	0	0	0
	west of	SR-1 SB	1,800	0	0	0	0
			2,080	0	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%

77 Dupont and Channel Islands
PM

Dupont

	right	through	left
B 2030	150	0	70
existing	180	0	50

Channel Islands

	B 2030	existing
left	80	120
through	730	350
right	0	0

	existing	B 2030
right	120	150
through	690	1,040
left	0	0

	left	through	right
existing	0	0	0
B 2030	0	0	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Dupont	north of	Channel Islands	470	450	0	0	0
	south of	Channel Islands	0	0	0	0	0
			470	450	0	0	0
Channel Islands	east of	Dupont	1,210	1,990	0	0	0
	west of	Dupont	1,340	2,000	0	0	0
			2,550	3,990	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
-4%	-100%	-100%	-100%
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
-4%	-100%	-100%	-100%
64%	-100%	-100%	-100%
49%	-100%	-100%	-100%
56%	-100%	-100%	-100%

78 Bard and Pleasant Valley
PM

rose

	right	through	left
B 2030	40	10	320
existing	10	10	210

wooley

	B 2030	existing
left	50	40
through	1,280	690
right	10	10

	existing	B 2030
right	450	400
through	800	980
left	10	10

	left	through	right
existing	10	10	10
B 2030	10	10	10

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
rose	north of	wooley	730	830	0	0	0
	south of	wooley	60	60	0	0	0
			790	890	0	0	0
wooley	east of	rose	2,170	3,000	0	0	0
	west of	rose	1,560	2,370	0	0	0
			3,730	5,370	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
14%	-100%	-100%	-100%
0%	-100%	-100%	-100%
13%	-100%	-100%	-100%
38%	-100%	-100%	-100%
52%	-100%	-100%	-100%
44%	-100%	-100%	-100%

79 Santa Clara and Auto Center
PM

Santa Clara

	right	through	left
B 2030	370	880	0
existing	170	490	0
existing	190	530	0
B 2030	200	470	0

Auto Center

	B 2030	existing	existing	B 2030
left	280	60	30	72
through	0	0	210	572
right	870	510	650	865

	left	through	right
existing	190	530	0
B 2030	200	470	0

	left	through	right
existing	30	210	650
B 2030	72	572	865

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Santa Clara	north of	Auto Center	1,280	2,072	0	0	0
	south of	Auto Center	2,370	3,305	0	0	0
			3,650	5,377	0	0	0
Auto Center	east of	Santa Clara	890	1,529	0	0	0
	west of	Santa Clara	1,140	2,292	0	0	0
			2,030	3,821	0	0	0

	% increase relative to existing conditions			
	Ex + AP	Ex+AP+P	Cum	Cum + P
Santa Clara	62%	-100%	-100%	-100%
	39%	-100%	-100%	-100%
	47%	-100%	-100%	-100%
Auto Center	72%	-100%	-100%	-100%
	101%	-100%	-100%	-100%
	88%	-100%	-100%	-100%

80 Rice and US101 SB Ramps
PM

Rice

	right	through	left
B 2030	0	1,890	310
existing	0	1,250	220
existing	0	890	660
B 2030	0	1,920	590

US101 SB Ramps

	B 2030	existing	existing	B 2030
left	240	110	0	0
through	0	0	0	0
right	600	420	0	0

	left	through	right
existing	0	890	660
B 2030	0	1,920	590

	left	through	right
existing	0	1,250	220
B 2030	0	1,890	310

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	US101 SB Ramp	2,470	4,360	0	0	0
	south of	US101 SB Ramp	3,220	5,000	0	0	0
			5,690	9,360	0	0	0
US101 SB Ramps	east of	Rice	880	900	0	0	0
	west of	Rice	530	840	0	0	0
			1,410	1,740	0	0	0

	% increase relative to existing conditions			
	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	77%	-100%	-100%	-100%
	55%	-100%	-100%	-100%
	64%	-100%	-100%	-100%
US101 SB Ramps	2%	-100%	-100%	-100%
	58%	-100%	-100%	-100%
	23%	-100%	-100%	-100%

81 Rice and Gonzales
PM

Rice

	right	through	left
B 2030	520	1,650	350
existing	528	1,177	0
existing	330	1,131	0
B 2030	330	2,670	140

Gonzales

	B 2030	existing	existing	B 2030
left	270	752	0	420
through	1,140	0	0	1,310
right	320	234	0	650

	left	through	right
existing	330	1,131	0
B 2030	330	2,670	140

	left	through	right
existing	528	1,177	0
B 2030	520	1,650	350

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	Gonzales	3,588	5,890	0	0	0
	south of	Gonzales	2,872	5,770	0	0	0
			6,460	11,660	0	0	0
Gonzales	east of	Rice	0	4,010	0	0	0
	west of	Rice	1,844	3,890	0	0	0
			1,844	7,900	0	0	0

	% increase relative to existing conditions			
	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	64%	-100%	-100%	-100%
	101%	-100%	-100%	-100%
	80%	-100%	-100%	-100%
Gonzales	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	111%	-100%	-100%	-100%
	328%	-100%	-100%	-100%

82 Rice and Camino Del Sol
PM

Rice

	right	through	left
B 2030	370	2,450	360
existing	130	1,250	200
existing	70	1,190	110
B 2030	40	1,960	50

Camino Del Sol

	B 2030	existing	existing	B 2030
left	430	100	20	40
through	340	170	80	110
right	60	120	30	10

	left	through	right
existing	70	1,190	110
B 2030	40	1,960	50

	left	through	right
existing	130	1,250	200
B 2030	130	2,450	360

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	Camino Del Sol	2,890	5,610	0	0	0
	south of	Camino Del Sol	2,770	4,570	0	0	0
			5,660	10,180	0	0	0
Camino Del Sol	east of	Rice	610	910	0	0	0
	west of	Rice	670	1,350	0	0	0
			1,280	2,260	0	0	0

	% increase relative to existing conditions			
	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	94%	-100%	-100%	-100%
	65%	-100%	-100%	-100%
	80%	-100%	-100%	-100%
Camino Del Sol	49%	-100%	-100%	-100%
	101%	-100%	-100%	-100%
	77%	-100%	-100%	-100%

83 Rice and Sturgis
PM

Rice

	right	through	left
B 2030	220	2,100	40
existing	30	1,200	50

Sturgis

	B 2030	existing
left	330	80
through	90	70
right	10	10

	existing	B 2030
right	370	520
through	110	10
left	270	60

	left	through	right
existing	10	870	30
B 2030	10	1,170	10

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	Sturgis	2,600	4,380	0	0	0
	south of	Sturgis	2,390	3,360	0	0	0
			4,990	7,740	0	0	0
Sturgis	east of	Rice	900	730	0	0	0
	west of	Rice	310	670	0	0	0
			1,210	1,400	0	0	0

% increase relative to existing conditions

Road Segment	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	68%	-100%	-100%	-100%
	41%	-100%	-100%	-100%
	55%	-100%	-100%	-100%
Sturgis	-19%	-100%	-100%	-100%
	116%	-100%	-100%	-100%
	16%	-100%	-100%	-100%

84 Rice and 5th St
PM

Rice

	right	through	left
B 2030			
existing	250	1,410	30

5th

	B 2030	existing
left		140
through		390
right		10

	existing	B 2030
right	40	
through	850	
left	410	

	left	through	right
existing	30	1,020	180
B 2030			

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	5th	2,890	0	0	0	0
	south of	5th	3,060	0	0	0	0
			5,950	0	0	0	0
5th	east of	Rice	1,900	0	0	0	0
	west of	Rice	1,670	0	0	0	0
			3,570	0	0	0	0

% increase relative to existing conditions

Road Segment	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	-100%	-100%	-100%	-100%
	-100%	-100%	-100%	-100%
	-100%	-100%	-100%	-100%
5th	-100%	-100%	-100%	-100%
	-100%	-100%	-100%	-100%
	-100%	-100%	-100%	-100%

Rice and Wooley
PM

Rice

	right	through	left
B 2030	590	2,250	0
existing	340	1,260	0

wooley

	B 2030	existing
left	650	590
through	0	0
right	110	50

	existing	B 2030
right	0	0
through	0	0
left	0	0

	left	through	right
existing	70	1,000	0
B 2030	100	1,720	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	wooley	3,190	5,210	0	0	0
	south of	wooley	2,380	4,180	0	0	0
			5,570	9,390	0	0	0
wooley	east of	Rice	0	0	0	0	0
	west of	Rice	1,050	1,450	0	0	0
			1,050	1,450	0	0	0

% increase relative to existing conditions

Road Segment	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	63%	-100%	-100%	-100%
	76%	-100%	-100%	-100%
	69%	-100%	-100%	-100%
wooley	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	38%	-100%	-100%	-100%
	38%	-100%	-100%	-100%

86 Rice and Channel Islands
PM

Rice

	right	through	left
B 2030	1,240	920	0
existing	650	550	0

Channel Islands

	B 2030	existing
left	430	200
through	0	0
right	90	60

	existing	B 2030
right	0	0
through	0	0
left	0	0

	left	through	right
existing	380	800	0
B 2030	90	1,300	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	Channel Islands	2,200	3,890	0	0	0
	south of	Channel Islands	1,790	2,400	0	0	0
			3,990	6,290	0	0	0
Channel Islands	east of	Rice	0	0	0	0	0
	west of	Rice	1,290	1,850	0	0	0
			1,290	1,850	0	0	0

% increase relative to existing conditions

Road Segment	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	77%	-100%	-100%	-100%
	34%	-100%	-100%	-100%
	58%	-100%	-100%	-100%
Channel Islands	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	43%	-100%	-100%	-100%
	43%	-100%	-100%	-100%

87 SR-1/Rice NB and Pleasant Valley
PM

SR-1/Rice NB

	right	through	left
B 2030	0	0	0
existing	0	0	0

Pleasant Valley

	B 2030	existing
left	210	130
through	1,550	820
right	0	0

	right	through	left
existing	410	0	20
B 2030	280	0	40

	existing	B 2030
left	240	250
through	1,340	1,730
right	0	0

	left	through	right
existing	370	460	0
B 2030	430	320	0

	left	through	right
existing	2,420	3,570	0
B 2030	2,700	3,770	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
SR-1/Rice NB	north of	Pleasant Valley	370	460	0	0	0
	south of	Pleasant Valley	430	320	0	0	0
			800	780	0	0	0
Pleasant Valley	east of	SR-1/Rice NB	2,420	3,570	0	0	0
	west of	SR-1/Rice NB	2,700	3,770	0	0	0
			5,120	7,340	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
SR-1/Rice NB	north of	Pleasant Valley	24%	-100%	-100%	-100%
	south of	Pleasant Valley	-26%	-100%	-100%	-100%
			-3%	-100%	-100%	-100%
Pleasant Valley	east of	SR-1/Rice NB	48%	-100%	-100%	-100%
	west of	SR-1/Rice NB	40%	-100%	-100%	-100%
			43%	-100%	-100%	-100%

88 oxnard and Pleasant Valley
PM

Oxnard

	right	through	left
B 2030	50	50	360
existing	100	110	280

Pleasant Valley

	B 2030	existing
left	50	80
through	1,340	610
right	40	20

	right	through	left
existing	440	10	30
B 2030	330	10	50

	existing	B 2030
left	640	580
through	1,060	1,360
right	20	30

	left	through	right
existing	2,640	3,720	0
B 2030	2,310	3,170	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Oxnard	north of	Pleasant Valley	1,220	1,100	0	0	0
	south of	Pleasant Valley	630	510	0	0	0
			1,850	1,610	0	0	0
Pleasant Valley	east of	Oxnard	2,640	3,720	0	0	0
	west of	Oxnard	2,310	3,170	0	0	0
			4,950	6,890	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
Oxnard	north of	Pleasant Valley	-10%	-100%	-100%	-100%
	south of	Pleasant Valley	-19%	-100%	-100%	-100%
			-13%	-100%	-100%	-100%
Pleasant Valley	east of	Oxnard	41%	-100%	-100%	-100%
	west of	Oxnard	37%	-100%	-100%	-100%
			39%	-100%	-100%	-100%

89 Rice and Hueneme
PM

Rice

	right	through	left
B 2030	350	0	10
existing	90	0	10

Hueneme

	B 2030	existing
left	660	140
through	910	400
right	0	0

	right	through	left
existing	0	0	0
B 2030	0	0	0

	existing	B 2030
left	60	40
through	760	810
right	0	0

	left	through	right
existing	1,230	1,770	0
B 2030	1,390	2,730	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	Hueneme	300	1,060	0	0	0
	south of	Hueneme	0	0	0	0	0
			300	1,060	0	0	0
Hueneme	east of	Rice	1,230	1,770	0	0	0
	west of	Rice	1,390	2,730	0	0	0
			2,620	4,500	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice	north of	Hueneme	253%	-100%	-100%	-100%
	south of	Hueneme	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
			253%	-100%	-100%	-100%
Hueneme	east of	Rice	44%	-100%	-100%	-100%
	west of	Rice	96%	-100%	-100%	-100%
			72%	-100%	-100%	-100%

90 Del Norte and US101 NB Ramps
PM

Del Norte

	right	through	left
B 2030	70	180	0
existing	32	90	0

US101 NB Ramps

	B 2030	existing
left	0	0
through	0	0
right	0	0

	right	through	left
existing	304	156	0
B 2030	470	1,340	0

	existing	B 2030
left	93	
through	3	70
right	225	10

	left	through	right
existing	321	80	0
B 2030	339	610	0

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	US101 NB Ramp	371	1,590	0	0	0
	south of	US101 NB Ramp	775	2,000	0	0	0
			1,146	3,590	0	0	0
US101 NB Ramps	east of	Del Norte	321	80	0	0	0
	west of	Del Norte	339	610	0	0	0
			660	690	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	US101 NB Ramp	329%	-100%	-100%	-100%
	south of	US101 NB Ramp	158%	-100%	-100%	-100%
			213%	-100%	-100%	-100%
US101 NB Ramps	east of	Del Norte	-75%	-100%	-100%	-100%
	west of	Del Norte	80%	-100%	-100%	-100%
			5%	-100%	-100%	-100%

91 Del Norte and US101 SB Ramps
PM

Del Norte

	right	through	left
B 2030	0	420	60
existing	0	277	36

US101 SB Ramps

	B 2030	existing		existing	B 2030
left	10	34	right	0	0
through	0	0	through	0	0
right	140	67	left	0	0

existing	0	432	554
B 2030	0	1,790	1,090

	left	through	right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	US101 SB Ramp	779	2,280	0	0	0
	south of	US101 SB Ramp	1,330	3,440	0	0	0
			2,109	5,720	0	0	0
US101 SB Ramps	east of	Del Norte	590	1,150	0	0	0
	west of	Del Norte	101	150	0	0	0
			691	1,300	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	US101 SB Ramp	193%	-100%	-100%	-100%
	south of	US101 SB Ramp	159%	-100%	-100%	-100%
			171%	-100%	-100%	-100%
US101 SB Ramps	east of	Del Norte	95%	-100%	-100%	-100%
	west of	Del Norte	49%	-100%	-100%	-100%
			88%	-100%	-100%	-100%

92 Del Norte and Camino Del Sol
PM

Del Norte

	right	through	left
B 2030	250	840	50
existing	250	380	50

Camino Del Sol

	B 2030	existing		existing	B 2030
left	110	160	right	180	10
through	10	10	through	10	10
right	10	20	left	10	10

existing	180	490	10
B 2030	150	590	10

	left	through	right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	Camino Del Sol	1,510	1,850	0	0	0
	south of	Camino Del Sol	1,090	1,610	0	0	0
			2,600	3,460	0	0	0
Camino Del Sol	east of	Del Norte	280	100	0	0	0
	west of	Del Norte	630	540	0	0	0
			910	640	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	Camino Del Sol	23%	-100%	-100%	-100%
	south of	Camino Del Sol	48%	-100%	-100%	-100%
			33%	-100%	-100%	-100%
Camino Del Sol	east of	Del Norte	-64%	-100%	-100%	-100%
	west of	Del Norte	-14%	-100%	-100%	-100%
			-30%	-100%	-100%	-100%

93 Del Norte and Sturgis
PM

Del Norte

	right	through	left
B 2030	40	760	70
existing	90	250	70

Sturgis

	B 2030	existing		existing	B 2030
left	240	240	right	20	240
through	180	90	through	230	190
right	130	20	left	220	20

existing	20	210	10
B 2030	40	290	20

	left	through	right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	Sturgis	880	1,640	0	0	0
	south of	Sturgis	730	1,250	0	0	0
			1,610	2,900	0	0	0
Sturgis	east of	Del Norte	640	720	0	0	0
	west of	Del Norte	690	820	0	0	0
			1,330	1,540	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	Sturgis	86%	-100%	-100%	-100%
	south of	Sturgis	73%	-100%	-100%	-100%
			80%	-100%	-100%	-100%
Sturgis	east of	Del Norte	13%	-100%	-100%	-100%
	west of	Del Norte	19%	-100%	-100%	-100%
			16%	-100%	-100%	-100%

94 Del Norte and 5th St
PM

Del Norte

	right	through	left
B 2030	610	0	260
existing	201	0	43

5th St

	B 2030	existing		existing	B 2030
left	180	121	right	100	130
through	840	456	through	695	1,030
right	0	0	left	0	0

existing	0	0	0
B 2030	0	0	0

	left	through	right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	5th St	465	1,180	0	0	0
	south of	5th St	0	0	0	0	0
			465	1,180	0	0	0
5th St	east of	Del Norte	1,294	2,260	0	0	0
	west of	Del Norte	1,473	2,660	0	0	0
			2,767	4,920	0	0	0

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	5th St	154%	-100%	-100%	-100%
	south of	5th St	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
			154%	-100%	-100%	-100%
5th St	east of	Del Norte	75%	-100%	-100%	-100%
	west of	Del Norte	81%	-100%	-100%	-100%
			78%	-100%	-100%	-100%

99 South Oxnard andWooley
PM

South Oxnard

	right	through	left
B 2030	40	0	80
existing	0	0	0

wooley

	B 2030	existing
left	150	0
through	550	370
right	260	530

	existing	B 2030
left	0	80
through	790	1,250
right	10	10

existing	1,050	0	10
B 2030	30	0	10

left through right

right
through
left

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
South Oxnard	north of	wooley	0	350	0	0	0
	south of	wooley	1,600	210	0	0	0
			1,600	560	0	0	0
wooley	east of	South Oxnard	1,180	1,980	0	0	0
	west of	South Oxnard	2,740	2,280	0	0	0
			3,920	4,260	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
-81%	-100%	-100%	-100%
-59%	-100%	-100%	-100%
68%	-100%	-100%	-100%
-17%	-100%	-100%	-100%
9%	-100%	-100%	-100%

100 Rose and Hueneme
PM

Rose

	right	through	left
B 2030	160	330	90
existing	0	0	0

Hueneme

	B 2030	existing
left	70	0
through	930	540
right	120	0

	existing	B 2030
left	0	10
through	850	1,100
right	0	80

existing	0	0	0
B 2030	20	920	600

left through right

right
through
left

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rose	north of	Hueneme	0	1,580	0	0	0
	south of	Hueneme	0	2,070	0	0	0
			0	3,650	0	0	0
Hueneme	east of	Rose	1,390	2,810	0	0	0
	west of	Rose	1,390	2,400	0	0	0
			2,780	5,210	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
102%	-100%	-100%	-100%
73%	-100%	-100%	-100%
87%	-100%	-100%	-100%

100 Oxnard and Channel Islands
PM

Oxnard

	right	through	left
B 2030	0	180	80
existing	0	260	0

Channel Islands

	B 2030	existing
left	10	0
through	630	470
right	380	0

	existing	B 2030
left	0	80
through	870	1,080
right	0	10

existing	0	910	0
B 2030	350	640	10

left through right

right
through
left

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Oxnard	north of	Channel Islands	1,170	990	0	0	0
	south of	Channel Islands	1,170	1,570	0	0	0
			2,340	2,560	0	0	0
Channel Islands	east of	Oxnard	1,340	1,890	0	0	0
	west of	Oxnard	1,340	2,450	0	0	0
			2,680	4,340	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
-15%	-100%	-100%	-100%
34%	-100%	-100%	-100%
9%	-100%	-100%	-100%
41%	-100%	-100%	-100%
83%	-100%	-100%	-100%
62%	-100%	-100%	-100%

Rice SB Ramps and Camino Del Sol
PM

Rice SB Ramps

	right	through	left
B 2030			
existing	130	0	200

Camino Del Sol

	B 2030	existing
left		0
through		270
right		120

	existing	B 2030
left	30	
through	150	
right	0	

existing	0	0	0
B 2030			

left through right

right
through
left

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice SB Ramps	north of	Camino Del Sol	360	0	0	0	0
	south of	Camino Del Sol	120	0	0	0	0
			480	0	0	0	0
Camino Del Sol	east of	Rice SB Ramps	650	0	0	0	0
	west of	Rice SB Ramps	670	0	0	0	0
			1,320	0	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%

103 Rice NB Ramps and Camino Del Sol
PM

Rice NB Ramps

	right	through	left
B 2030 existing	0	0	0
existing	70	0	110
B 2030			

Camino Del Sol

	B 2030	existing
left		0
through		370
right		100

	existing	B 2030
right	290	
through	110	
left	0	

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Rice NB Ramps	north of	Camino Del Sol	290	0	0	0	0
	south of	Camino Del Sol	280	0	0	0	0
			570	0	0	0	0
Camino Del Sol	east of	Rice NB Ramps	880	0	0	0	0
	west of	Rice NB Ramps	650	0	0	0	0
			1,530	0	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%
-100%	-100%	-100%	-100%

104 Del Norte and Gonzales
PM

Del Norte

	right	through	left
B 2030	340	390	0
existing	0	460	0
existing	0	1,040	0
B 2030	60	2,050	420

Gonzales

	B 2030	existing
left	990	0
through	410	0
right	180	0

	existing	B 2030
right	0	10
through	0	290
left	0	200

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Del Norte	north of	Gonzales	1,500	3,780	0	0	0
	south of	Gonzales	1,500	3,300	0	0	0
			3,000	7,080	0	0	0
Gonzales	east of	Del Norte	0	1,330	0	0	0
	west of	Del Norte	0	2,270	0	0	0
			0	3,600	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
152%	-100%	-100%	-100%
120%	-100%	-100%	-100%
136%	-100%	-100%	-100%
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#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

105 Oxnard and Camino Del Sol
PM

Oxnard

	right	through	left
B 2030	0	1,780	160
existing	0	1,550	0
existing	0	1,690	0
B 2030	0	1,850	470

Camino Del Sol

	B 2030	existing
left	0	0
through	0	0
right	0	0

	existing	B 2030
right	0	350
through	0	0
left	0	700

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Oxnard	north of	Camino Del Sol	3,240	4,140	0	0	0
	south of	Camino Del Sol	3,240	4,800	0	0	0
			6,480	8,940	0	0	0
Camino Del Sol	east of	Oxnard	0	1,680	0	0	0
	west of	Oxnard	0	0	0	0	0
			0	1,680	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
28%	-100%	-100%	-100%
48%	-100%	-100%	-100%
38%	-100%	-100%	-100%
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#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

107 Vineyard and Stroube
PM

Vineyard

	right	through	left
B 2030	70	1,220	70
existing	30	1,030	20
existing	40	950	50
B 2030	10	1,270	10

Stroube

	B 2030	existing
left	60	40
through	10	20
right	10	30

	existing	B 2030
right	90	120
through	20	10
left	30	10

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Vineyard	north of	Stroube	2,160	2,810	0	0	0
	south of	Stroube	2,130	2,530	0	0	0
			4,290	5,340	0	0	0
Stroube	east of	Vineyard	230	230	0	0	0
	west of	Vineyard	180	170	0	0	0
			410	400	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
30%	-100%	-100%	-100%
19%	-100%	-100%	-100%
24%	-100%	-100%	-100%
0%	-100%	-100%	-100%
-6%	-100%	-100%	-100%
-2%	-100%	-100%	-100%

108 Vineyard and Walnut
PM

Vineyard

	right	through	left
B 2030	380	1,020	50
existing	0	1,020	50

Walnut

	B 2030	existing	existing	B 2030
left	450	0	40	40
through	0	0	0	0
right	580	0	70	70

	right	through	left
existing	0	940	90
B 2030	440	940	90

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Vineyard	north of	Walnut	2,050	2,880	0	0	0
	south of	Walnut	2,120	3,140	0	0	0
			4,170	6,020	0	0	0
Walnut	east of	Vineyard	250	250	0	0	0
	west of	Vineyard	0	1,850	0	0	0
			250	2,100	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
40%	-100%	-100%	-100%
48%	-100%	-100%	-100%
44%	-100%	-100%	-100%
0%	-100%	-100%	-100%
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
740%	-100%	-100%	-100%

right
through
left

109 Vineyard and Simon
PM

Vineyard

	right	through	left
B 2030	230	1,060	100
existing	10	940	100

Simon

	B 2030	existing	existing	B 2030
left	550	10	180	180
through	10	10	10	10
right	10	10	120	120

	right	through	left
existing	10	810	150
B 2030	10	1,110	150

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Vineyard	north of	Simon	2,050	3,230	0	0	0
	south of	Simon	2,040	2,460	0	0	0
			4,090	5,690	0	0	0
Simon	east of	Vineyard	570	570	0	0	0
	west of	Vineyard	60	820	0	0	0
			630	1,390	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
58%	-100%	-100%	-100%
21%	-100%	-100%	-100%
39%	-100%	-100%	-100%
0%	-100%	-100%	-100%
1267%	-100%	-100%	-100%
121%	-100%	-100%	-100%

right
through
left

110 Lombard and Fifth
PM

Lombard

	right	through	left
B 2030	830	0	60
existing	0	0	0

Fifth

	B 2030	existing	existing	B 2030
left	100	0	0	140
through	790	540	1,130	1,090
right	0	0	0	0

	right	through	left
existing	0	0	0
B 2030	0	0	0

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Lombard	north of	Fifth	0	1,130	0	0	0
	south of	Fifth	0	0	0	0	0
			0	1,130	0	0	0
Fifth	east of	Lombard	1,670	2,080	0	0	0
	west of	Lombard	1,670	2,810	0	0	0
			3,340	4,890	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
25%	-100%	-100%	-100%
68%	-100%	-100%	-100%
46%	-100%	-100%	-100%

right
through
left

111 Oxnard and 7th St
PM

Oxnard

	right	through	left
B 2030	10	1,390	110
existing	20	1,490	60

7th

	B 2030	existing	existing	B 2030
left	80	80	90	140
through	160	110	160	180
right	30	40	40	90

	right	through	left
existing	20	960	40
B 2030	20	1,010	50

left through right

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P
Oxnard	north of	7th	2,700	2,740	0	0	0
	south of	7th	2,590	2,590	0	0	0
			5,290	5,330	0	0	0
7th	east of	Oxnard	500	730	0	0	0
	west of	Oxnard	430	480	0	0	0
			930	1,210	0	0	0

% increase relative to existing conditions

Ex + AP	Ex+AP+P	Cum	Cum + P
1%	-100%	-100%	-100%
0%	-100%	-100%	-100%
1%	-100%	-100%	-100%
46%	-100%	-100%	-100%
12%	-100%	-100%	-100%
30%	-100%	-100%	-100%

right
through
left

112 Oxnard and 9th St
PM

Oxnard

	right	through	left
B 2030	100	1,120	70
existing	100	1,350	40

9th St

	B 2030	existing
left	10	10
through	20	10
right	80	100

existing	50	930	20
B 2030	70	980	30

left through right

	existing	B 2030
right	10	90
through	10	20
left	60	10

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Oxnard	north of	9th St	2,440	2,370	0	0	0	-3%	-100%	-100%	-100%
	south of	9th St	2,510	2,290	0	0	0	-9%	-100%	-100%	-100%
			4,950	4,660	0	0	0	-6%	-100%	-100%	-100%
9th St	east of	Oxnard	150	240	0	0	0	60%	-100%	-100%	-100%
	west of	Oxnard	280	300	0	0	0	7%	-100%	-100%	-100%
			430	540	0	0	0	26%	-100%	-100%	-100%

113 Commercial and Wooley
PM

Commercial

	right	through	left
B 2030	90	80	20
existing	60	80	20

wooley

	B 2030	existing
left	170	120
through	1,000	680
right	190	180

existing	120	180	20
B 2030	140	180	10

left through right

	existing	B 2030
right	80	100
through	350	600
left	30	20

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Commercial	north of	wooley	540	640	0	0	0	19%	-100%	-100%	-100%
	south of	wooley	610	620	0	0	0	2%	-100%	-100%	-100%
			1,150	1,260	0	0	0	10%	-100%	-100%	-100%
wooley	east of	Commercial	1,180	1,750	0	0	0	48%	-100%	-100%	-100%
	west of	Commercial	1,510	2,190	0	0	0	45%	-100%	-100%	-100%
			2,690	3,940	0	0	0	46%	-100%	-100%	-100%

123 Vineyard and Los Angeles Ave
PM

Vineyard

	right	through	left
B 2030	0	0	0
existing	0	0	0

Los Angeles Ave

	B 2030	existing
left	0	0
through	890	782
right	860	825

existing	944	0	53
B 2030	1,120	0	60

left through right

	existing	B 2030
right	0	0
through	1,054	1,340
left	69	70

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Vineyard	north of	Los Angeles Ave	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	south of	Los Angeles Ave	1,891	2,110	0	0	0	12%	-100%	-100%	-100%
			1,891	2,110	0	0	0	12%	-100%	-100%	-100%
Los Angeles Ave	east of	Vineyard	1,958	2,360	0	0	0	21%	-100%	-100%	-100%
	west of	Vineyard	3,605	4,210	0	0	0	17%	-100%	-100%	-100%
			5,563	6,570	0	0	0	18%	-100%	-100%	-100%

150 Oxnard-Saviers and Wooley
PM

Oxnard-Saviers

	right	through	left
B 2030	100	610	40
existing	90	870	40

wooley

	B 2030	existing
left	110	100
through	460	270
right	90	70

existing	200	600	60
B 2030	280	610	100

left through right

	existing	B 2030
right	40	140
through	450	680
left	300	290

% increase relative to existing conditions

Road Segment	Leg	Cross Street	Existing	Ex + AP	Ex+AP+P	Cum	Cum + P	Ex + AP	Ex+AP+P	Cum	Cum + P
Oxnard-Saviers	north of	wooley	1,740	1,610	0	0	0	-7%	-100%	-100%	-100%
	south of	wooley	2,100	1,980	0	0	0	-6%	-100%	-100%	-100%
			3,840	3,590	0	0	0	-7%	-100%	-100%	-100%
wooley	east of	Oxnard-Saviers	1,160	1,710	0	0	0	47%	-100%	-100%	-100%
	west of	Oxnard-Saviers	1,180	1,720	0	0	0	46%	-100%	-100%	-100%
			2,340	3,430	0	0	0	47%	-100%	-100%	-100%

Traffic Noise Level Estimates rev. 3/16/07

15m= 49 FEET 7.7688005

ROAD SEGMENT #1: Harbor north of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,310	97	2,241	2	46	1	23	35 56	35 56	35 56	67.8	60.7	64.4	70.0	30	66.9	65.4	0.0
B 2030	2,960	97	2,871	2	59	1	30	35 56	35 56	35 56	68.9	61.8	65.5	71.1	30	68.0	66.4	1.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #2: Harbor south of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,060	97	1,998	2	41	1	21	35 56	35 56	35 56	67.3	60.2	63.9	69.5	30	66.4	64.9	0.0
B 2030	2,910	97	2,823	2	58	1	29	35 56	35 56	35 56	68.8	61.7	65.4	71.0	30	67.9	66.4	1.5
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #3: Gonzales east of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	510	97	495	2	10	1	5	35 56	35 56	35 56	61.3	54.1	57.8	63.4	30	60.3	58.8	0.0
B 2030	650	97	631	2	13	1	7	35 56	35 56	35 56	62.3	55.2	58.9	64.5	30	61.4	59.9	1.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #4: Gonzales west of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
B 2030	20	97	19	2	0	1	0	35 56	35 56	35 56	47.2	40.1	43.8	49.4	30	46.3	44.7	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #5: Harbor n of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,533	97	1,487	2	31	1	15	35 56	35 56	35 56	66.0	58.9	62.6	68.2	30	65.1	63.6	0.0
B 2030	2,180	97	2,115	2	44	1	22	35 55	35 56	35 56	67.6	60.4	64.1	69.7	30	66.6	65.1	1.5
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 55	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #6: Harbor s of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,434	97	1,391	2	29	1	14	35 56	35 56	35 56	65.7	58.6	62.3	67.9	30	64.8	63.3	0.0
B 2030	1,940	97	1,882	2	39	1	19	35 56	35 56	35 56	67.1	59.9	63.6	69.2	30	66.1	64.6	1.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #7: 5th e of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	423	97	410	2	8	1	4	35 56	35 56	35 56	60.4	53.3	57.0	62.6	30	59.5	58.0	0.0
B 2030	350	97	340	2	7	1	4	35 56	35 56	35 56	59.6	52.5	56.2	61.8	30	58.7	57.2	-0.8
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #8: 5th w of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	184	97	178	2	4	1	2	35 56	35 56	35 56	56.8	49.7	53.4	59.0	30	55.9	54.4	0.0
B 2030	150	97	146	2	3	1	2	35 56	35 56	35 56	55.9	48.8	52.5	58.1	30	55.0	53.5	-0.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #9: Harbor n of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,440	97	1,397	2	29	1	14	35 56	35 56	35 56	65.8	58.6	62.3	67.9	30	64.8	63.3	0.0
B 2030	1,890	97	1,833	2	38	1	19	35 56	35 56	35 56	66.9	59.8	63.5	69.1	30	66.0	64.5	1.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #10: Harbor s of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,233	97	1,196	2	25	1	12	35 56	35 56	35 56	65.1	58.0	61.7	67.3	30	64.2	62.6	0.0
B 2030	1,450	97	1,407	2	29	1	15	35 56	35 56	35 56	65.8	58.7	62.4	68.0	30	64.9	63.3	0.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #11: Wooley e of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	700	97	679	2	14	1	7	35 56	35 56	35 56	62.6	55.5	59.2	64.8	30	61.7	60.2	0.0
B 2030	1,070	97	1,038	2	21	1	11	35 56	35 56	35 56	64.5	57.3	61.0	66.6	30	63.6	62.0	1.8
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #12: Wooley w of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	321	97	311	2	6	1	3	35 56	35 56	35 56	59.2	52.1	55.8	61.4	30	58.3	56.8	0.0
B 2030	350	97	340	2	7	1	4	35 56	35 56	35 56	59.6	52.5	56.2	61.8	30	58.7	57.2	0.4
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: Harbor n of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: Harbor s of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	670	97	650	2	13	1	7	35 55	35 56	35 56	62.4	55.3	59.0	64.6	30	61.5	60.0	0.0
B 2030	1,060	97	1,028	2	21	1	11	35 56	35 56	35 56	64.4	57.3	61.0	66.6	30	63.5	62.0	2.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: Channel Islands e of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,710	97	1,659	2	34	1	17	35 56	35 56	35 56	66.5	59.4	63.1	68.7	30	65.6	64.1	0.0
B 2030	1,990	97	1,930	2	40	1	20	35 56	35 56	35 56	67.2	60.0	63.7	69.3	30	66.3	64.7	0.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: Channel Islands w of Harbor

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	[illegible]	97	1,455	2	30	1	15	35 55	35 56	35 56	65.9	58.8	62.5	68.1	30	65.0	63.5	0.0
B 2030	1,670	97	1,620	2	33	1	17	35 56	35 56	35 56	66.4	59.3	63.0	68.6	30	65.5	64.0	0.5
	0	97	0	2	0	1	0	35 55	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	[illegible]	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #17: Victoria n of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,887	97	3,770	2	78	1	39	35 56	35 56	35 56	70.1	62.9	66.6	72.2	30	69.2	67.6	#NUM!
B 2030	4,490	97	4,355	2	90	1	45	35 56	35 56	35 56	70.7	63.6	67.3	72.9	30	69.8	68.2	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #18: Victoria s of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,805	97	3,691	2	76	1	38	35 56	35 56	35 56	70.0	62.8	66.5	72.1	30	69.1	67.5	7.5
B 2030	4,640	97	4,501	2	93	1	46	35 56	35 56	35 56	70.8	63.7	67.4	73.0	30	69.9	68.4	8.4
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #19: Gonzales e of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,600	97	1,552	2	32	1	16	35 56	35 56	35 56	66.2	59.1	62.8	68.4	30	65.3	63.8	-0.3
B 2030	2,090	97	2,027	2	42	1	21	35 56	35 55	35 56	67.4	60.2	63.9	69.5	30	66.5	64.9	0.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #20: Gonzales w of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	360	97	349	2	7	1	4	35 56	35 56	35 56	59.7	52.6	56.3	61.9	30	58.8	57.3	-6.2
B 2030	360	97	349	2	7	1	4	35 56	35 56	35 56	59.7	52.6	56.3	61.9	30	58.8	57.3	-6.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #21: Victoria n of Doris

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,767	97	3,654	2	75	1	38	35 56	35 56	35 56	69.9	62.8	66.5	72.1	30	69.0	67.5	#NUM!
B 2030	4,610	97	4,472	2	92	1	46	35 56	35 56	35 56	70.8	63.7	67.4	73.0	30	69.9	68.4	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #22: Victoria s of Doris

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,848	97	3,733	2	77	1	38	35 56	35 56	35 56	70.0	62.9	66.6	72.2	30	69.1	67.6	7.6
B 2030	4,700	97	4,559	2	94	1	47	35 56	35 56	35 56	70.9	63.8	67.5	73.1	30	70.0	68.4	8.5
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #23: Doris e of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	440	97	427	2	9	1	4	35 56	35 56	35 56	60.6	53.5	57.2	62.8	30	59.7	58.2	-5.9
B 2030	540	97	524	2	11	1	5	35 56	35 56	35 56	61.5	54.4	58.1	63.7	30	60.6	59.0	-5.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #24: Doris w of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	25	97	24	2	1	1	0	35 56	35 56	35 56	48.2	41.0	44.7	50.3	30	47.2	45.7	-17.8
B 2030	30	97	29	2	1	1	0	35 56	35 56	35 56	48.9	41.8	45.5	51.1	30	48.0	46.5	-17.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #25: Victoria n of Teal Club

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,854	97	3,738	2	77	1	39	35 56	35 56	35 56	70.0	62.9	66.6	72.2	30	69.1	67.6	#NUM!
B 2030	4,880	97	4,734	2	98	1	49	35 56	35 56	35 56	71.1	63.9	67.6	73.2	30	70.1	68.6	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #26: Victoria s of Teal Club

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,830	97	3,715	2	77	1	38	35 56	35 56	35 56	70.0	62.9	66.6	72.2	30	69.1	67.6	7.6
B 2030	4,790	97	4,646	2	95	1	48	35 56	35 56	35 56	71.0	63.8	67.5	73.1	30	70.1	68.5	8.5
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #27: Teal Club e of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	110	97	107	2	2	1	1	35 56	35 56	35 56	54.6	47.5	51.2	56.8	30	53.7	52.1	-11.9
B 2030	140	97	136	2	3	1	1	35 56	35 56	35 56	55.6	48.5	52.2	57.8	30	54.7	53.2	-10.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #28: Teal Club w of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	14	97	14	2	0	1	0	35 56	35 56	35 56	45.6	38.5	42.2	47.8	30	44.7	43.2	-20.3
B 2030	30	97	29	2	1	1	0	35 56	35 56	35 56	48.9	41.8	45.5	51.1	30	48.0	46.5	-17.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #29: Victoria n of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,129	97	3,035	2	63	1	31	35 56	35 56	35 56	69.1	62.0	65.7	71.3	30	68.2	66.7	#NUM!
B 2030	3,760	97	3,647	2	75	1	38	35 56	35 56	35 56	69.9	62.8	66.5	72.1	30	69.0	67.5	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #30: Victoria s of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,849	97	2,764	2	57	1	28	35 56	35 56	35 56	68.7	61.6	65.3	70.9	30	67.8	66.3	6.3
B 2030	3,320	97	3,220	2	66	1	33	35 56	35 56	35 56	69.4	62.3	66.0	71.6	30	68.5	66.9	7.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #31: 5th e of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,185	97	1,149	2	24	1	12	35 56	35 56	35 56	64.9	57.8	61.5	67.1	30	64.0	62.5	-1.6
B 2030	1,240	97	1,203	2	25	1	12	35 56	35 56	35 56	65.1	58.0	61.7	67.3	30	64.2	62.7	-1.4
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #32: 5th w of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	453	97	439	2	9	1	5	35 56	35 56	35 56	60.7	53.6	57.3	62.9	30	59.8	58.3	-5.2
B 2030	400	97	388	2	8	1	4	35 56	35 56	35 56	60.2	53.1	56.8	62.4	30	59.3	57.7	-5.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #33: Victoria n of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,794	97	2,710	2	56	1	28	35 56	35 56	35 56	68.6	61.5	65.2	70.8	30	67.7	66.2	#NUM!
B 2030	3,324	97	3,224	2	66	1	33	35 56	35 56	35 56	69.4	62.3	66.0	71.6	30	68.5	66.9	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #34: Victoria s of Wooley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,516	97	2,441	2	50	1	25	35 56	35 56	35 56	68.2	61.1	64.8	70.4	30	67.3	65.7	5.7
B 2030	3,050	97	2,959	2	61	1	31	35 56	35 56	35 56	69.0	61.9	65.6	71.2	30	68.1	65.6	6.6
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #35: Wooley e of Victoria

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	950	97	922	2	19	1	10	35 56	35 56	35 56	64.0	56.8	60.5	66.1	30	63.0	61.5	-2.6
B 2030	1,314	97	1,275	2	26	1	13	35 56	35 56	35 56	65.4	58.2	61.9	67.5	30	64.5	62.9	-1.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #36: Wooley w of Victoria

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	756	97	735	2	15	1	8	35 56	35 56	35 56	63.0	55.8	59.5	65.1	30	62.1	60.5	-3.0
B 2030	1,180	97	1,145	2	24	1	12	35 56	35 56	35 56	64.9	57.8	61.5	67.1	30	64.0	62.4	-1.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #37: Victoria n of Hemlock

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,690	97	2,609	2	54	1	27	35 56	35 56	35 56	68.5	61.3	65.0	70.6	30	67.6	66.0	#NUM!
B 2030	3,460	97	3,356	2	69	1	35	35 56	35 56	35 56	69.6	62.4	66.1	71.7	30	68.7	67.1	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #38: Victoria s of Hemlock

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,580	97	2,503	2	52	1	26	35 56	35 56	35 56	68.3	61.2	64.9	70.5	30	67.4	65.8	5.9
B 2030	3,330	97	3,230	2	67	1	33	35 56	35 56	35 56	69.4	62.3	66.0	71.6	30	68.5	66.9	7.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #39: Hemlock e of Victoria

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	390	97	378	2	8	1	4	35 56	35 56	35 56	60.1	53.0	56.7	62.3	30	59.2	57.6	-6.4
B 2030	400	97	388	2	8	1	4	35 56	35 56	35 56	60.2	53.1	56.8	62.4	30	59.3	57.7	-6.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #40: Hemlock w of Victoria

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	140	97	136	2	3	1	1	35 56	35 56	35 56	55.6	48.5	52.2	s of Gonzales	30	#VALUE!	#VALUE!	#VALUE!
B 2030	150	97	146	2	3	1	2	35 56	35 56	35 56	55.9	48.8	52.5	58.1	30	55.0	53.5	-10.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #41: Victoria n of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto		Medium Truck		Heavy Truck		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT												3 dBA Atten	4.5 dBA Atten	
Existing 2005	2,730	97	2,648	2	55	1	27	35	56	35	56	35	56	68.5	61.4	65.1	70.7	30	67.6	66.1	#NUM!
B 2030	3,430	97	3,327	2	69	1	34	35	56	35	56	35	56	69.5	62.4	66.1	71.7	30	68.6	67.1	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #42 Victoria s of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto		Medium Truck		Heavy Truck		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT	35	55	35	56	35	56						3 dBA Atten	4.5 dBA Atten	
Existing 2005	2,130	97	2,066	2	43	1	21	35	56	35	56	35	56	67.5	60.3	64.0	69.6	30	66.5	65.0	5.0
B 2030	2,930	97	2,842	2	59	1	29	35	56	35	56	35	56	68.8	61.7	65.4	71.0	30	67.9	66.4	6.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #43: Channel Islands e of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto		Medium Truck		Heavy Truck		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT												3 dBA Atten	4.5 dBA Atten	
Existing 2005	1,500	97	1,455	2	30	1	15	35	56	35	56	35	56	65.9	58.8	62.5	68.1	30	65.0	63.5	-0.6
B 2030	1,980	97	1,921	2	40	1	20	35	56	35	56	35	56	67.1	60.0	63.7	69.3	30	66.2	64.7	0.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #44: Channel Islands w of Victoria

	TOTAL # VEHICLES	VEHICLE TYPE % Auto		Medium Truck		Heavy Truck		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT												3 dBA Atten	4.5 dBA Atten	
Existing 2005	1,760	97	1,707	2	35	1	18	35	56	35	56	35	56	66.6	59.5	63.2	68.8	30	65.7	64.2	0.7
B 2030	2,060	97	1,998	2	41	1	21	35	56	35	56	35	56	67.3	60.2	63.9	69.5	30	66.4	64.9	1.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #45: Patterson n of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto		Medium Truck		Heavy Truck		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT												3 dBA Atten	4.5 dBA Atten	
Existing 2005	650	97	631	2	13	1	7	35	56	35	56	35	56	62.3	55.2	58.9	64.5	30	61.4	59.9	#NUM!
B 2030	600	97	582	2	12	1	6	35	56	35	56	35	56	62.0	54.8	58.5	64.1	30	61.0	59.5	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #46: Patterson s of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto		Medium Truck		Heavy Truck		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT	35	56	35	56	35	56						3 dBA Atten	4.5 dBA Atten	
Existing 2005	480	97	466	2	10	1	5	35	56	35	56	35	56	61.0	53.9	57.6	63.2	30	60.1	58.5	-1.4
B 2030	370	97	359	2	7	1	4	35	56	35	56	35	56	59.9	52.7	56.4	62.0	30	58.9	57.4	-2.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #47: Gonzales e of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto		Medium Truck		Heavy Truck		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT												3 dBA Atten	4.5 dBA Atten	
Existing 2005	1,550	97	1,504	2	31	1	16	35	56	35	56	35	56	66.1	58.9	62.6	68.2	30	65.2	63.6	-0.4
B 2030	1,670	97	1,620	2	33	1	17	35	56	35	56	35	56	66.4	59.3	63.0	68.6	30	65.5	64.0	-0.1
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #48: Gonzales w of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	2,140	97	2,076	2	43	1	21	35	56	35	56	35	56	67.5	60.3	64.0	69.6	30	66.6	65.0	1.5
B 2030	2,400	97	2,328	2	48	1	24	35	56	35	56	35	56	68.0	60.8	64.5	70.1	30	67.1	65.5	2.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #49: Patterson n of Doris

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	390	97	378	2	8	1	4	35	56	35	56	35	56	60.1	53.0	56.7	62.3	30	59.2	57.6	#NUM!
B 2030	280	97	272	2	6	1	3	35	56	35	56	35	56	58.6	51.5	55.2	60.8	30	57.7	56.2	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #50: Patterson s of Doris

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
								35	56	35	56	35	56								
Existing 2005	140	97	136	2	3	1	1	35	56	35	56	35	56	55.6	48.5	52.2	57.8	30	54.7	53.2	-6.8
B 2030	140	97	136	2	3	1	1	35	56	35	56	35	56	55.6	48.5	52.2	57.8	30	54.7	53.2	-6.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #51: Doris e of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	630	97	611	2	13	1	6	35	56	35	56	35	56	62.2	55.0	58.7	64.3	30	61.3	59.7	-4.3
B 2030	710	97	689	2	14	1	7	35	56	35	56	35	56	62.7	55.6	59.3	64.9	30	61.8	60.2	-3.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #52: Doris w of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	580	97	563	2	12	1	6	35	56	35	56	35	56	61.8	54.7	58.4	64.0	30	60.9	59.4	-4.1
B 2030	630	97	611	2	13	1	6	35	56	35	56	35	56	62.2	55.0	58.7	64.3	30	61.3	59.7	-3.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #53: Patterson n of Teal Club

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	160	97	155	2	3	1	2	35	56	35	56	35	56	56.2	49.1	52.8	58.4	30	55.3	53.8	#NUM!
B 2030	150	97	146	2	3	1	2	35	56	35	56	35	56	55.9	48.8	52.5	58.1	30	55.0	53.5	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #54: Patterson s of Teal Club

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
								35	56	35	56	35	56								
Existing 2005	60	97	58	2	1	1	1	35	56	35	56	35	56	52.0	44.8	48.5	54.1	30	51.0	49.5	-10.5
B 2030	90	97	87	2	2	1	1	35	56	35	56	35	56	53.7	46.6	50.3	55.9	30	52.8	51.3	-8.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #55: Teal Club e of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	370	97	359	2	7	1	4	35	56	35	56	35	56	59.9	52.7	56.4	62.0	30	58.9	57.4	-6.6
B 2030	440	97	427	2	9	1	4	35	56	35	56	35	56	60.6	53.5	57.2	62.8	30	59.7	58.2	-5.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #56: Teal Club w of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	270	97	262	2	5	1	3	35	56	35	56	35	56	58.5	51.4	55.1	60.7	30	57.6	56.0	-7.4
B 2030	340	97	330	2	7	1	3	35	56	35	56	35	56	59.5	52.4	56.1	61.7	30	58.6	57.0	-6.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #57: Patterson n of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	100	97	97	2	2	1	1	35	56	35	56	35	56	54.2	47.0	50.7	56.3	30	53.3	51.7	#NUM!
B 2030	100	97	97	2	2	1	1	35	56	35	56	35	56	54.2	47.0	50.7	56.3	30	53.3	51.7	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #58: Patterson s of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	910	97	883	2	18	1	9	35	56	35	56	35	56	63.8	56.6	60.3	65.9	30	62.9	61.3	1.3
B 2030	800	97	776	2	16	1	8	35	56	35	56	35	56	63.2	56.1	59.8	65.4	30	62.3	60.8	0.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #59: 5th e of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,420	97	1,377	2	28	1	14	35	56	35	56	35	56	65.7	58.6	62.3	67.9	30	64.8	63.2	-0.8
B 2030	1,500	97	1,455	2	30	1	15	35	56	35	56	35	56	65.9	58.8	62.5	68.1	30	65.0	63.5	-0.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #60: 5th w of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,130	97	1,096	2	23	1	11	35	56	35	56	35	56	64.7	57.6	61.3	66.9	30	63.8	62.3	-1.2
B 2030	1,260	97	1,222	2	25	1	13	35	56	35	56	35	56	65.2	58.0	61.7	67.3	30	64.3	62.7	-0.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #61: Patterson n of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,000	97	970	2	20	1	10	35	56	35	56	35	56	64.2	57.0	60.7	66.3	30	63.3	61.7	#NUM!
B 2030	960	97	931	2	19	1	10	35	56	35	56	35	56	64.0	56.9	60.6	66.2	30	63.1	61.5	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!				

ROAD SEGMENT #52: Patterson s of Wooley	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Auto k/h		MT k/h		HT k/h		Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	960	97	931	2	19	1	10	35	56	35	56	35	56	64.0	56.9	60.6	66.2	30	63.1	61.5	1.6
B 2030	960	97	931	2	19	1	10	35	56	35	56	35	56	64.0	56.9	60.6	66.2	30	63.1	61.5	1.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #63: wooley east of Patterson	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Auto k/h		MT k/h		HT k/h		Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	1,860	97	1,804	2	37	1	19	35	56	35	56	35	56	66.9	59.7	63.4	69.0	30	66.0	64.4	0.4
B 2030	2,420	97	2,347	2	48	1	24	35	56	35	56	35	56	68.0	60.9	64.6	70.2	30	67.1	65.6	1.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #64: wooley west of Patterson	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Auto k/h		MT k/h		HT k/h		Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	1,820	97	1,765	2	36	1	18	35	56	35	56	35	56	66.8	59.6	63.3	68.9	30	65.9	64.3	0.8
B 2030	2,320	97	2,250	2	46	1	23	35	56	35	56	35	56	67.8	60.7	64.4	70.0	30	66.9	65.4	1.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

Traffic Noise Level Estimates

rev. 3/16/07

15m= 49 FEET 7.7688005

ROAD SEGMENT #1: Patteson n of Hemlock

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005																	
840	97	815	2	17	1	8	35 56	35 56	35 56	63.4	56.3	60.0	65.6	30	62.5	61.0	0.0
B 2030																	
840	97	815	2	17	1	8	35 56	35 56	35 56	63.4	56.3	60.0	65.6	30	62.5	61.0	0.0
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #2: Patteson s of Hemlock

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005																	
670	97	650	2	13	1	7	35 56	35 56	35 56	62.4	55.3	59.0	64.6	30	61.5	60.0	0.0
B 2030																	
650	97	631	2	13	1	7	35 56	35 56	35 56	62.3	55.2	58.9	64.5	30	61.4	59.9	-0.1
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #3: Hemlock e of Patterson

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005																	
400	97	388	2	8	1	4	35 56	35 56	35 56	60.2	53.1	56.8	62.4	30	59.3	57.7	0.0
B 2030																	
330	97	320	2	7	1	3	35 56	35 56	35 56	59.4	52.2	55.9	61.5	30	58.4	56.9	-0.8
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #4: Hemlock w of Patterson

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005																	
430	97	417	2	9	1	4	35 56	35 56	35 56	60.5	53.4	57.1	62.7	30	59.6	58.1	0.0
B 2030																	
380	97	369	2	8	1	4	35 56	35 56	35 56	60.0	52.8	56.5	62.1	30	59.1	57.5	-0.5
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #5: Patterson n of Channel Islands

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005																	
660	97	640	2	13	1	7	35 56	35 56	35 56	62.4	55.2	58.9	64.5	30	61.5	59.9	0.0
B 2030																	
560	97	543	2	11	1	6	35 56	35 56	35 56	61.7	54.5	58.2	63.8	30	60.7	59.2	-0.7
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #6: Patterson s of Channel Islands

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005																	
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
B 2030																	
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #7: Channel Islands e of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT %	Heavy Truck %	HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,270	97	3,172	2	65	1	33	35 56	35 56	35 56	69.3	62.2	65.9	71.5	30	68.4	66.9	0.0
B 2030	4,100	97	3,977	2	82	1	41	35 56	35 56	35 56	70.3	63.2	66.9	72.5	30	69.4	67.9	1.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #8: Channel Islands w of Patterson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT %	Heavy Truck %	HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,030	97	2,939	2	61	1	30	35 56	35 56	35 56	69.0	61.9	65.6	71.2	30	68.1	66.5	0.0
B 2030	3,960	97	3,841	2	79	1	40	35 56	35 56	35 56	70.2	63.0	66.7	72.3	30	69.2	67.7	1.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #9: Ventura n of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT %	Heavy Truck %	HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,170	97	1,135	2	23	1	12	35 56	35 56	35 56	64.9	57.7	61.4	67.0	30	63.9	62.4	0.0
B 2030	2,650	97	2,571	2	53	1	27	35 56	35 56	35 56	68.4	61.3	65.0	70.6	30	67.5	66.0	3.6
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #10: Ventura s of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT %	Heavy Truck %	HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,282	97	1,244	2	26	1	13	35 56	35 56	35 56	65.3	58.1	61.8	67.4	30	64.3	62.8	0.0
B 2030	2,900	97	2,813	2	58	1	29	35 56	35 56	35 56	68.6	61.7	65.4	71.0	30	67.9	66.3	3.5
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #11: Vineyard e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT %	Heavy Truck %	HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,005	97	975	2	20	1	10	35 56	35 56	35 56	64.2	57.1	60.8	66.4	30	63.3	61.7	0.0
B 2030	1,660	97	1,610	2	33	1	17	35 56	35 56	35 56	66.4	59.2	62.9	68.5	30	65.5	63.9	2.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #12: Vineyard w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT %	Heavy Truck %	HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	669	97	649	2	13	1	7	35 56	35 56	35 56	62.4	55.3	59.0	64.6	30	61.5	60.0	0.0
B 2030	1,070	97	1,038	2	21	1	11	35 56	35 56	35 56	64.5	57.3	61.0	66.6	30	63.6	62.0	2.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #13: Ventura n of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,166	97	2	43	1	22	35	35	35	67.5	60.4	64.1	69.7	30	66.6	65.1	0.0
B 2030	3,620	97	2	72	1	36	35	35	35	69.8	62.6	66.3	71.9	30	68.9	67.3	2.2
	0	97	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #14: Ventura s of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,016	97	2	60	1	30	35	35	35	69.0	61.8	65.5	71.1	30	68.1	66.5	0.0
B 2030	4,340	97	2	87	1	43	35	35	35	70.6	63.4	67.1	72.7	30	69.6	68.1	1.6
	0	97	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #15: Gonzales e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,118	97	2	42	1	21	35	35	35	67.4	60.3	64.0	69.6	30	66.5	65.0	0.0
B 2030	2,620	97	2	52	1	26	35	35	35	68.4	61.2	64.9	70.5	30	67.4	65.9	0.9
	0	97	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #16: Gonzales w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	[illegible]	97	2	29	1	15	35	35	35	65.8	58.7	62.4	68.0	30	64.9	63.4	0.0
B 2030	1,880	97	2	38	1	19	35	35	35	66.9	59.8	63.5	69.1	30	66.0	64.5	1.1
	0	97	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #17: Ventura n of Doris

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,990	97	2	40	1	20	35	35	35	67.2	60.0	63.7	69.3	30	66.3	64.7	-0.4
B 2030	2,830	97	2	57	1	28	35	35	35	68.7	61.6	65.3	70.9	30	67.8	66.2	1.2
	0	97	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #18: Ventura s of Doris

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,440	97	2	49	1	24	35	35	35	68.1	60.9	64.6	70.2	30	67.1	65.6	-0.9
B 2030	3,290	97	2	66	1	33	35	35	35	69.3	62.2	65.9	71.5	30	68.4	66.9	0.4
	0	97	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #19: Doris e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	800	97	2	16	1	8	35	35	35	63.2	56.1	59.8	65.4	30	62.3	60.8	-4.2
B 2030	1,270	97	2	25	1	13	35	35	35	65.2	58.1	61.8	67.4	30	64.3	62.8	-2.2
	0	97	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #20: Doris w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	810	97	786	2	16	1	8	35	35	35	63.3	56.1	59.8	65.4	30	62.3	60.8	-2.6
B 2030	1,070	97	1,038	2	21	1	11	35	35	35	64.5	57.3	61.0	66.6	30	63.6	62.0	-1.4
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #21: Ventura n of Teal Club/2nd

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,430	97	2,357	2	49	1	24	35	35	35	68.0	60.9	64.6	70.2	30	67.1	65.6	0.5
B 2030	3,400	97	3,298	2	68	1	34	35	35	35	69.5	62.4	66.1	71.7	30	68.6	67.0	2.0
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #22: Ventura s of Teal Club/2nd

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,510	97	2,435	2	50	1	25	35	35	35	68.2	61.0	64.7	70.3	30	67.3	65.7	-0.8
B 2030	3,470	97	3,366	2	69	1	35	35	35	35	69.6	62.4	66.1	71.7	30	68.7	67.1	0.6
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #23: Teal Club/2nd e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	360	97	349	2	7	1	4	35	35	35	59.7	52.6	56.3	61.9	30	58.8	57.3	-7.7
B 2030	520	97	504	2	10	1	5	35	35	35	61.3	54.2	57.9	63.5	30	60.4	58.9	-6.1
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #24: Teal Club/2nd w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	240	97	233	2	5	1	2	35	35	35	58.0	50.8	54.5	60.1	30	57.1	55.5	-7.9
B 2030	290	97	281	2	6	1	3	35	35	35	58.8	51.7	55.4	61.0	30	57.9	56.3	-7.0
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #25: Ventura n of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,190	97	3,094	2	64	1	32	35	35	35	69.2	62.1	65.8	71.4	30	68.3	66.8	1.7
B 2030	4,200	97	4,074	2	84	1	42	35	35	35	70.4	63.3	67.0	72.6	30	69.5	68.0	2.9
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
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ROAD SEGMENT #26: Ventura s of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,054	97	2,962	2	61	1	31	35	35	35	69.0	61.9	65.6	71.2	30	68.1	66.6	0.1
B 2030	4,340	97	4,210	2	87	1	43	35	35	35	70.6	63.4	67.1	72.7	30	69.6	68.1	1.6
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #27: 5th e of Ventura

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,517	97	1,471	2	30	1	15	35	35	35	66.0	58.9	62.6	68.2	30	65.1	63.5	-1.4
B 2030	1,600	97	1,552	2	32	1	16	35	35	35	66.2	59.1	62.8	68.4	30	65.3	63.8	-1.2
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #28: 5th w of Ventura

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,007	97	1,947	2	40	1	20	35	35	35	67.2	60.1	63.8	69.4	30	66.3	64.8	1.4
B 2030	2,180	97	2,115	2	44	1	22	35	35	35	67.6	60.4	64.1	69.7	30	66.6	65.1	1.7
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #29: Ventura n of Wooley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,110	97	2,047	2	42	1	21	35	35	35	67.4	60.3	64.0	69.6	30	66.5	65.0	-0.1
B 2030	3,250	97	3,153	2	65	1	33	35	35	35	69.3	62.2	65.9	71.5	30	68.4	66.8	1.8
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #30: Ventura s of Wooley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,890	97	1,833	2	38	1	19	35	35	35	66.9	59.8	63.5	69.1	30	66.0	64.5	-2.0
B 2030	2,930	97	2,842	2	59	1	29	35	35	35	68.8	61.7	65.4	71.0	30	67.9	66.4	-0.1
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #31: Wooley e of Ventura

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,230	97	2,163	2	45	1	22	35	35	35	67.7	60.5	64.2	69.8	30	66.7	65.2	0.2
B 2030	3,280	97	3,182	2	66	1	33	35	35	35	69.3	62.2	65.9	71.5	30	68.4	66.9	1.9
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #32: Wooley w of Ventura

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,070	97	2,008	2	41	1	21	35	35	35	67.3	60.2	63.9	69.5	30	66.4	64.9	1.5
B 2030	2,720	97	2,638	2	54	1	27	35	35	35	68.5	61.4	65.1	70.7	30	67.6	66.1	2.7
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #33: Ventura n of Hemlock

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,910	97	1,853	2	38	1	19	35	35	35	67.0	59.9	63.6	69.2	30	66.1	64.5	-0.6
B 2030	2,970	97	2,881	2	59	1	30	35	35	35	68.9	61.8	65.5	71.1	30	68.0	66.5	1.4
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #34: Ventura s of Hemlock

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,010	97	1,950	2	40	1	20	35 56	35 56	35 56	67.2	60.1	63.8	69.4	30	66.3	64.8	-1.8
B 2030	3,090	97	2,997	2	62	1	31	35 56	35 56	35 56	69.1	61.9	65.6	71.2	30	68.2	66.6	0.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #35: Hemlock e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	180	97	175	2	4	1	2	35 56	35 56	35 56	56.7	49.6	53.3	58.9	30	55.8	54.3	-10.7
B 2030	200	97	194	2	4	1	2	35 56	35 56	35 56	57.2	50.1	53.8	59.4	30	56.3	54.7	-10.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #36: Hemlock w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	140	97	136	2	3	1	1	35 56	35 56	35 56	55.6	48.5	52.2	57.8	30	54.7	53.2	-10.2
B 2030	120	97	116	2	2	1	1	35 56	35 56	35 56	55.0	47.8	51.5	57.1	30	54.1	52.5	-10.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #37: Ventura n of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,860	97	1,804	2	37	1	19	35 56	35 56	35 56	66.9	59.7	63.4	69.0	30	66.0	64.4	-0.7
B 2030	3,020	97	2,929	2	60	1	30	35 56	35 56	35 56	69.0	61.8	65.5	71.1	30	68.1	66.5	1.4
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #38: Ventura s of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,110	97	3,017	2	62	1	31	35 56	35 56	35 56	69.1	62.0	65.7	71.3	30	68.2	66.7	0.1
B 2030	4,350	97	4,220	2	87	1	44	35 56	35 56	35 56	70.6	63.4	67.1	72.7	30	69.6	68.1	1.6
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #39: Channel Islands e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,310	97	2,241	2	46	1	23	35 56	35 56	35 56	67.8	60.7	64.4	70.0	30	66.9	65.4	0.4
B 2030	2,600	97	2,522	2	52	1	26	35 56	35 56	35 56	68.3	61.2	64.9	70.5	30	67.4	65.9	0.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #40: Channel Islands w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,100	97	3,007	2	62	1	31	35 56	35 56	35 56	69.1	62.0	65.7	71.3	30	68.2	66.6	3.2
B 2030	3,890	97	3,773	2	78	1	39	35 56	35 56	35 56	70.1	62.9	66.6	72.2	30	69.2	67.6	4.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #41: Ventura n of Pleasant Valley

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	2,040	97	1,979	2	41	1	20	35	56	35	56	35	56	67.3	60.1	63.8	69.4	30	66.4	64.8	-0.3
B 2030	3,170	97	3,075	2	63	1	32	35	56	35	56	35	56	69.2	62.1	65.8	71.4	30	68.3	66.7	1.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #42: Ventura s of Pleasant Valley

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT	35	56	35	56	35	56								
Existing 2005	1,330	97	1,348	2	28	1	14	35	56	35	56	35	56	65.6	58.5	62.2	67.8	30	64.7	63.2	-3.4
B 2030	2,480	97	2,406	2	50	1	25	35	56	35	56	35	56	68.1	61.0	64.7	70.3	30	67.2	65.7	-0.8
	0	97	0	2	0	1	0	35	55	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #43: Pleasant Valley e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	1,340	97	1,300	2	27	1	13	35	56	35	56	35	56	65.4	58.3	62.0	67.6	30	64.5	63.0	-2.0
B 2030	1,400	97	1,358	2	28	1	14	35	56	35	56	35	56	65.6	58.5	62.2	67.8	30	64.7	63.2	-1.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #44: Pleasant Valley w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	670	97	650	2	13	1	7	35	56	35	56	35	56	62.4	55.3	59.0	64.6	30	61.5	60.0	-3.4
B 2030	770	97	747	2	15	1	8	35	56	35	56	35	56	63.0	55.9	59.6	65.2	30	62.1	60.6	-2.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #45: Ventura n of Hueneme

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	1,409	97	1,367	2	28	1	14	35	56	35	56	35	56	65.7	58.5	62.2	67.8	30	64.8	63.2	-1.9
B 2030	2,340	97	2,270	2	47	1	23	35	56	35	56	35	56	67.9	60.7	64.4	70.0	30	67.0	65.4	0.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #46: Ventura s of Hueneme

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT	35	56	35	56	35	56								
Existing 2005	676	97	656	2	14	1	7	35	56	35	56	35	56	62.5	55.3	59.0	64.6	30	61.6	60.0	-6.5
B 2030	890	97	863	2	18	1	9	35	56	35	56	35	56	63.7	56.5	60.2	65.8	30	62.8	61.2	-5.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #47: Hueneme e of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	1,372	97	1,331	2	27	1	14	35	56	35	56	35	56	65.5	58.4	62.1	67.7	30	64.6	63.1	-1.9
B 2030	2,150	97	2,086	2	43	1	22	35	56	35	56	35	56	67.5	60.4	64.1	69.7	30	66.6	65.0	0.1
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	55	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #48: Hueneme w of Ventura

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	517	97	501	2	10	1	5	35	56	35	56	35	56	61.3	54.2	57.9	63.5	30	60.4	58.9	-4.5
B 2030	880	97	854	2	18	1	9	35	56	35	56	35	56	63.6	56.5	60.2	65.8	30	62.7	61.2	-2.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #49: H n of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Differance b/t existing and each scenario
Existing 2005	220	97	213	2	4	1	2	35	56	35	56	35	56	57.6	50.5	54.2	59.8	30	56.7	55.1	-9.9
B 2030	350	97	340	2	7	1	4	35	56	35	56	35	56	59.6	52.5	56.2	61.8	30	58.7	57.2	-7.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #50: H s of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	580	97	563	2	12	1	6	35	56	35	56	35	56	61.8	54.7	58.4	64.0	30	60.9	59.4	-7.2
B 2030	1,000	97	970	2	20	1	10	35	56	35	56	35	56	64.2	57.0	60.7	66.3	30	63.3	61.7	-4.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #51: Vineyard e of H

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,840	97	1,785	2	37	1	18	35	56	35	56	35	56	66.8	59.7	63.4	69.0	30	65.9	64.4	-0.6
B 2030	1,770	97	1,717	2	35	1	18	35	56	35	56	35	56	66.7	59.5	63.2	68.8	30	65.7	64.2	-0.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #52: Vineyard w of H

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,440	97	1,397	2	29	1	14	35	56	35	56	35	56	65.8	58.6	62.3	67.9	30	64.8	63.3	-0.1
B 2030	1,220	97	1,183	2	24	1	12	35	56	35	56	35	56	65.0	57.9	61.6	67.2	30	64.1	62.6	-0.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #53: H n of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,041	97	1,010	2	21	1	10	35	56	35	56	35	56	64.4	57.2	60.9	66.5	30	63.4	61.9	-3.2
B 2030	1,480	97	1,436	2	30	1	15	35	56	35	56	35	56	65.9	58.7	62.4	68.0	30	65.0	63.4	-1.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #54: H s of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	974	97	945	2	19	1	10	35	56	35	56	35	56	64.1	56.9	60.6	66.2	30	63.2	61.6	-4.9
B 2030	2,350	97	2,280	2	47	1	24	35	56	35	56	35	56	67.9	60.8	64.5	70.1	30	67.0	65.4	-1.1
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #55: gonzales east of H

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,641	97	2,562	2	53	1	26	35	56	35	56	35	56	68.4	61.3	65.0	70.6	30	67.5	65.9	1.0
B 2030	3,080	97	2,988	2	62	1	31	35	56	35	56	35	56	69.1	61.9	65.6	71.2	30	68.2	66.6	1.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #56: gonzales west of H

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,214	97	2,148	2	44	1	22	35	56	35	56	35	56	67.6	60.5	64.2	69.8	30	66.7	65.2	1.8
B 2030	3,490	97	3,385	2	70	1	35	35	56	35	56	35	56	69.6	62.5	66.2	71.8	30	68.7	67.2	3.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #57: ventura north of teal club
Hobson n of J/Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,150	97	1,116	2	23	1	12	35	56	35	56	35	56	64.8	57.6	61.4	67.0	30	63.9	62.3	-2.8
B 2030	1,220	97	1,183	2	24	1	12	35	56	35	56	35	56	65.0	57.9	61.6	67.2	30	64.1	62.6	-2.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #58: Hobson s of J/Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	1,060	97	1,028	2	21	1	11	35	56	35	56	35	56	64.4	57.3	61.0	66.6	30	63.5	62.0	-4.5
B 2030	1,020	97	989	2	20	1	10	35	56	35	56	35	56	64.3	57.1	60.8	66.4	30	63.4	61.8	-4.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #59: J/Wooley e of Hobson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Differance b/t existing and each scenario
Existing 2005	2,040	97	1,979	2	41	1	20	35	56	35	56	35	56	67.3	60.1	63.8	69.4	30	66.4	64.8	-0.2
B 2030	3,080	97	2,988	2	62	1	31	35	56	35	56	35	56	69.1	61.9	65.6	71.2	30	68.2	66.6	1.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #60: J/Wooley w of Hobson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,750	97	1,698	2	35	1	18	35	56	35	56	35	56	66.6	59.5	63.2	68.8	30	65.7	64.2	0.8
B 2030	2,520	97	2,444	2	50	1	25	35	56	35	56	35	56	68.2	61.1	64.8	70.4	30	67.3	65.7	2.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #61: J n of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	750	97	728	2	15	1	8	35	56	35	56	35	56	62.9	55.8	59.5	65.1	30	62.0	60.5	-4.6
B 2030	660	97	640	2	13	1	7	35	56	35	56	35	56	62.4	55.2	58.9	64.5	30	61.5	59.9	-5.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #62: J s of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto	Medium Truck		Heavy Truck			Auto k/h	MT k/h		HT k/h										
		%	Auto	%	MT	%	HT							Auto	MT	HT					
Existing 2005	750	97	728	2	15	1	8	35	56	35	56	35	56	62.9	55.8	59.5	65.1	30	62.0	60.5	-6.0
B 2030	720	97	698	2	14	1	7	35	56	35	56	35	56	62.7	55.6	59.3	64.9	30	61.8	60.3	-6.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #63: Channel Islands e of J

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto	Medium Truck		Heavy Truck			Auto k/h	MT k/h		HT k/h										
		%	Auto	%	MT	%	HT							Auto	MT	HT					
Existing 2005	2,460	97	2,386	2	49	1	25	35	56	35	56	35	56	68.1	61.0	64.7	70.3	30	67.2	65.6	0.7
B 2030	2,540	97	2,464	2	51	1	25	35	56	35	56	35	56	68.2	61.1	64.8	70.4	30	67.3	65.8	0.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #64: Channel Islands w of J

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto	Medium Truck		Heavy Truck			Auto k/h	MT k/h		HT k/h										
		%	Auto	%	MT	%	HT							Auto	MT	HT					
Existing 2005	2,440	97	2,367	2	49	1	24	35	56	35	56	35	56	68.1	60.9	64.8	70.2	30	67.1	65.6	2.2
B 2030	2,660	97	2,580	2	53	1	27	35	56	35	56	35	56	68.4	61.3	65.0	70.6	30	67.5	66.0	2.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

Traffic Noise Level Estimates

rev. 3/16/07

15m= 49 FEET 7.7688005

ROAD SEGMENT #1: J St. n of Pleasant Valley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto	MT k/h	MT	HT k/h	HT	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	440	97	427	2	9	1	4	35	56	35	56	35	56	60.6	53.5	57.2	62.8	30	59.7	58.2	0.0
Existing + Approved Projects	530	97	514	2	11	1	5	35	56	35	56	35	56	61.4	54.3	58.0	63.6	30	60.5	59.0	0.8
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #2: J St. s of Pleasant Valley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto	MT k/h	MT	HT k/h	HT	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	280	97	272	2	6	1	3	35	56	35	56	35	56	58.6	51.5	55.2	60.8	30	57.7	56.2	0.0
Existing + Approved Projects	470	97	456	2	9	1	5	35	56	35	56	35	56	60.9	53.8	57.5	63.1	30	60.0	58.4	2.2
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #3: Pleasant Valley e of J St.

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto	MT k/h	MT	HT k/h	HT	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,480	97	1,436	2	30	1	15	35	56	35	56	35	56	65.9	58.7	62.4	68.0	30	65.0	63.4	0.0
Existing + Approved Projects	1,580	97	1,533	2	32	1	16	35	56	35	56	35	56	66.2	59.0	62.7	68.3	30	65.3	63.7	0.3
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #4: Pleasant Valley w of J St.

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto	MT k/h	MT	HT k/h	HT	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,500	97	1,455	2	30	1	15	35	56	35	56	35	56	65.9	58.8	62.5	68.1	30	65.0	63.5	0.0
Existing + Approved Projects	1,560	97	1,513	2	31	1	16	35	56	35	56	35	56	66.1	59.0	62.7	68.3	30	65.2	63.7	0.2
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #5: J St. n of Hueneme

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto	MT k/h	MT	HT k/h	HT	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	152	97	147	2	3	1	2	35	56	35	56	35	56	56.0	48.9	52.6	58.2	30	55.1	53.5	0.0
Existing + Approved Projects	190	97	184	2	4	1	2	35	56	35	56	35	56	57.0	49.8	53.5	59.1	30	56.1	54.5	1.0
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #6: J St. s of Hueneme

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto	MT k/h	MT	HT k/h	HT	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #7: Hueneme e of J St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto %	Medium Truck MT %	Heavy Truck HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,200	97	1,164	24	12	35	35	35	65.0	57.8	61.5	67.1	30	64.1	62.5	0.0
Existing + Approved Projects	2,100	97	2,037	42	21	35	35	35	67.4	60.3	64.0	69.6	30	66.5	64.9	2.4
Existing + Approved Projects + Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #8: Hueneme w of J St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto %	Medium Truck MT %	Heavy Truck HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,188	97	1,152	24	12	35	35	35	64.9	57.8	61.5	67.1	30	64.0	62.5	0.0
Existing + Approved Projects	2,130	97	2,066	43	21	35	35	35	67.5	60.3	64.0	69.6	30	66.5	65.0	2.5
Existing + Approved Projects + Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #9: C St. n of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto %	Medium Truck MT %	Heavy Truck HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	925	97	897	19	9	35	35	35	63.8	56.7	60.4	66.0	30	62.9	61.4	0.0
Existing + Approved Projects	950	97	922	19	10	35	35	35	64.0	55.8	60.5	66.1	30	63.0	61.5	0.1
Existing + Approved Projects + Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #10: C St. s of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto %	Medium Truck MT %	Heavy Truck HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	906	97	879	18	9	35	35	35	63.7	56.6	60.3	65.9	30	62.8	61.3	0.0
Existing + Approved Projects	910	97	883	18	9	35	35	35	63.8	56.6	60.3	65.9	30	62.9	61.3	0.0
Existing + Approved Projects + Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #11: Gonzales e of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto %	Medium Truck MT %	Heavy Truck HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	2,666	97	2,586	53	27	35	35	35	68.4	61.3	65.0	70.6	30	67.5	66.0	0.0
Existing + Approved Projects	3,180	97	3,085	64	32	35	35	35	69.2	62.1	65.8	71.4	30	68.3	66.7	0.8
Existing + Approved Projects + Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #12: Gonzales w of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto %	Medium Truck MT %	Heavy Truck HT %	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	2,677	97	2,597	54	27	35	35	35	68.5	61.3	65.0	70.6	30	67.5	66.0	0.0
Existing + Approved Projects	3,200	97	3,104	64	32	35	35	35	69.2	62.1	65.8	71.4	30	68.3	66.8	0.8
Existing + Approved Projects + Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	#####	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #13: C St. n of 3rd St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,290	97	1,251	2	26	1	13	35 56	35 56	35 56	65.3	58.1	61.9	67.4	30	64.4	62.8	0.0
Existing + Approved Projects	1,510	97	1,465	2	30	1	15	35 56	35 56	35 56	66.0	58.8	62.5	68.1	30	65.1	63.5	0.7
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #14: C St. s of 3rd St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,630	97	1,581	2	33	1	16	35 56	35 56	35 56	66.3	59.2	62.9	68.5	30	65.4	63.8	0.0
Existing + Approved Projects	1,780	97	1,727	2	36	1	18	35 56	35 56	35 56	66.7	59.5	63.2	68.8	30	65.8	64.2	0.4
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #15: 3rd St. e of C st.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,160	97	1,125	2	23	1	12	35 56	35 56	35 56	64.8	57.7	61.4	67.0	30	63.9	62.4	0.0
Existing + Approved Projects	1,290	97	1,251	2	26	1	13	35 56	35 56	35 56	65.3	58.1	61.9	67.4	30	64.4	62.8	0.5
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #16: 3rd St. w of C st.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	700	97	679	2	14	1	7	35 56	35 56	35 56	62.6	55.5	59.2	64.8	30	61.7	60.2	0.0
Existing + Approved Projects	700	97	679	2	14	1	7	35 56	35 56	35 56	62.6	55.5	59.2	64.8	30	61.7	60.2	0.0
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #17: C St. n of 5th St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,550	97	1,504	2	31	1	16	35 56	35 56	35 56	66.1	58.9	62.6	68.2	30	65.2	63.6	0.8
Existing + Approved Projects	1,730	97	1,678	2	35	1	17	35 56	35 56	35 56	66.6	59.4	63.1	68.7	30	65.6	64.1	1.3
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #18: C St. s of 5th St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,380	97	1,339	2	28	1	14	35 56	35 56	35 56	65.6	58.4	62.1	67.7	30	64.7	63.1	-0.7
Existing + Approved Projects	1,480	97	1,436	2	30	1	15	35 56	35 56	35 56	65.9	58.7	62.4	68.0	30	65.0	63.4	-0.4
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #19: 5th St. e of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	930	97	902	2	19	1	9	35 56	35 56	35 56	63.9	56.7	60.4	66.0	30	62.9	61.4	-1.0
Existing + Approved Projects	940	97	912	2	19	1	9	35 56	35 56	35 56	63.9	56.8	60.5	66.1	30	63.0	61.5	-0.9
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #20: 5th St. w of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,120	97	1,086	2	22	1	11	35 56	35 56	35 56	64.7	57.5	61.2	66.8	30	63.8	62.2	2.0
Existing + Approved Projects	1,110	97	1,077	2	22	1	11	35 56	35 56	35 56	64.6	57.5	61.2	66.8	30	63.7	62.2	2.0
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #21: C St. n of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,740	97	1,688	2	35	1	17	35 56	35 56	35 56	66.6	59.4	63.1	68.7	30	65.7	64.1	1.3
Existing + Approved Projects	1,810	97	1,756	2	36	1	18	35 56	35 56	35 56	66.8	59.6	63.3	68.9	30	65.8	64.3	1.5
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #22: C St. s of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,860	97	1,804	2	37	1	19	35 56	35 56	35 56	66.9	59.7	63.4	69.0	30	66.0	64.4	0.6
Existing + Approved Projects	2,050	97	1,989	2	41	1	21	35 56	35 56	35 56	67.3	60.2	63.9	69.5	30	66.4	64.8	1.0
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #23: Wooley e of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,730	97	1,678	2	35	1	17	35 56	35 56	35 56	66.6	59.4	63.1	68.7	30	65.6	64.1	1.7
Existing + Approved Projects	2,390	97	2,318	2	48	1	24	35 56	35 56	35 56	68.0	60.8	64.5	70.1	30	67.0	65.5	3.1
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #24: Wooley w of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,930	97	1,872	2	39	1	19	35 56	35 56	35 56	67.0	59.9	63.6	69.2	30	66.1	64.6	4.4
Existing + Approved Projects	2,850	97	2,765	2	57	1	29	35 56	35 56	35 56	68.7	61.6	65.3	70.9	30	67.8	66.3	6.1
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #25: C st. n of Channel Island

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,120	97	1,086	2	22	1	11	35 56	35 56	35 56	64.7	57.5	61.2	66.8	30	63.8	62.2	-0.6
Existing + Approved Projects	1,130	97	1,096	2	23	1	11	35 56	35 56	35 56	64.7	57.6	61.3	66.9	30	63.8	62.3	-0.6
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #26: C st. s of Channel Island

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,190	97	1,154	2	24	1	12	35 56	35 56	35 56	64.9	57.8	61.5	67.1	30	64.0	62.5	-1.4
Existing + Approved Projects	1,550	97	1,504	2	31	1	16	35 56	35 56	35 56	66.1	58.9	62.6	68.2	30	65.2	63.6	-0.2
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #27: Channel Islands e of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	2,410	97	2,338	2	48	1	24	35	56	35	56	35	56	68.0	60.9	64.6	70.2	30	67.1	65.5	3.2
Existing + Approved Projects	2,140	97	2,076	2	43	1	21	35	56	35	56	35	56	67.5	60.3	64.0	69.6	30	66.6	65.0	2.7
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #28: Channel Islands w of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	2,420	97	2,347	2	48	1	24	35	56	35	56	35	56	68.0	60.9	64.6	70.2	30	67.1	65.6	5.4
Existing + Approved Projects	2,480	97	2,406	2	50	1	25	35	56	35	56	35	56	68.1	61.0	64.7	70.3	30	67.2	65.7	5.5
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #29: C St. n of Pleasant Valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	610	97	592	2	12	1	6	35	56	35	56	35	56	62.0	54.9	58.6	64.2	30	61.1	59.6	-3.3
Existing + Approved Projects	870	97	844	2	17	1	9	35	56	35	56	35	56	63.6	56.4	60.1	65.7	30	62.7	61.1	-1.7
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #30: C St. s of Pleasant Valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	360	97	349	2	7	1	4	35	56	35	56	35	56	59.7	52.6	56.3	61.9	30	58.8	57.3	-6.6
Existing + Approved Projects	310	97	301	2	6	1	3	35	56	35	56	35	56	59.1	52.0	55.7	61.3	30	58.2	56.6	-7.2
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #31: Pleasant Valley e of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,590	97	1,542	2	32	1	16	35	56	35	56	35	56	66.2	59.1	62.8	68.4	30	65.3	63.7	1.4
Existing + Approved Projects	2,330	97	2,260	2	47	1	23	35	56	35	56	35	56	67.9	60.7	64.4	70.0	30	66.9	65.4	3.0
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #32: Pleasant Valley w of C St.

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	1,620	97	1,571	2	32	1	16	35	56	35	56	35	56	66.3	59.1	62.8	68.4	30	65.4	63.8	3.6
Existing + Approved Projects	2,050	97	1,989	2	41	1	21	35	56	35	56	35	56	67.3	60.2	63.9	69.5	30	66.4	64.8	4.7
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #33: Oxnard n of US 101 nb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	2,960	97	2,871	2	59	1	30	35	56	35	56	35	56	68.9	61.8	65.5	71.1	30	68.0	66.4	3.6
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #34: Oxnard s of US 101 nb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	4,140	97	4,016	2	83	1	41	35 56	35 56	35 56	70.3	63.2	66.9	72.5	30	69.4	67.9	4.0
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #35: US 101 nb remps e of Oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	2,070	97	2,008	2	41	1	21	35 56	35 56	35 56	67.3	60.2	63.9	69.5	30	66.4	64.9	2.5
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #36: US 101 nb ramps w of Oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	970	97	941	2	19	1	10	35 56	35 56	35 56	64.0	56.9	60.6	66.2	30	63.1	61.6	1.4
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #37: Oxnard n of US 101 sb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	2,670	97	2,590	2	53	1	27	35 56	35 56	35 56	68.4	61.3	65.0	70.6	30	67.5	66.0	3.2
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #38: Oxnard s of US 101 sb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	4,250	97	4,123	2	85	1	43	35 56	35 56	35 56	70.5	63.3	67.0	72.6	30	69.5	68.0	4.2
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #39: US 101 sb ramps e of Oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	690	97	669	2	14	1	7	35 56	35 56	35 56	62.6	55.4	59.1	64.7	30	61.7	60.1	-2.3
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #40: US 101 sb ramps w of Oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Existing + Approved Projects	1,610	97	1,562	2	32	1	16	35 56	35 56	35 56	66.2	59.1	62.8	68.4	30	65.3	63.8	3.6
Existing + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #41: Oxnard n of Spur/Esplanade	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Exiosting + Approved Projects	4,250	97	4,123	2	85	1	43	35	56	35	56	35	56	70.5	63.3	67.0	72.6	30	69.5	68.0	5.2
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #42: Oxnard s of Spur/Esplanade	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Exiosting + Approved Projects	4,040	97	3,919	2	81	1	40	35	56	35	56	35	56	70.2	63.1	66.8	72.4	30	69.3	67.8	3.9
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #43: Spur/Esplanade e of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Exiosting + Approved Projects	1,290	97	1,251	2	26	1	13	35	56	35	56	35	56	65.3	58.1	61.9	67.4	30	64.4	62.8	0.5
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #44: Spur/Esplanade w of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Exiosting + Approved Projects	980	97	951	2	20	1	10	35	56	35	56	35	56	64.1	57.0	60.7	66.3	30	63.2	61.6	1.5
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #45: Oxnard n of Vineyard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	2,345	97	2,275	2	47	1	23	35	56	35	56	35	56	67.9	60.7	64.4	70.0	30	67.0	65.4	2.6
Exiosting + Approved Projects	4,270	97	4,142	2	85	1	43	35	56	35	56	35	56	70.5	63.3	67.0	72.6	30	69.6	68.0	5.2
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #46: Oxnard s of Vineyard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing	3,614	97	3,506	2	72	1	36	35	56	35	56	35	56	69.8	62.6	66.3	71.9	30	68.8	67.3	3.5
Exiosting + Approved Projects	5,500	97	5,335	2	110	1	55	35	56	35	56	35	56	71.6	64.4	68.1	73.7	30	70.7	69.1	5.3
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #47: Vineyard e of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	3,329	97	3,229	2	67	1	33	35	56	35	56	35	56	69.4	62.3	68.0	71.6	30	68.5	66.9	4.6
Exiosting + Approved Projects	3,370	97	3,269	2	67	1	34	35	56	35	56	35	56	69.5	62.3	66.0	71.6	30	68.5	67.0	4.6
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #48: Vineyard w of Oxnard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	2,290	97	2,221	2	46	1	23	35	56	35	56	35	56	67.8	60.6	64.3	69.9	30	65.9	65.3	5.1
Exiosting + Approved Projects	2,400	97	2,328	2	48	1	24	35	56	35	56	35	56	68.0	60.8	64.5	70.1	30	67.1	65.5	5.4
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #49: Oxnard n of Gonzales

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	3,278	97	3,180	2	66	1	33	35	56	35	56	35	56	69.3	62.2	65.9	71.5	30	68.4	66.9	4.1
Exiosting + Approved Projects	4,860	97	4,714	2	97	1	49	35	56	35	56	35	56	71.0	63.9	67.6	73.2	30	70.1	68.6	5.8
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #50: Oxnard s of Gonzales

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing	3,149	97	3,055	2	63	1	31	35	56	35	56	35	56	69.2	62.0	65.7	71.3	30	68.2	66.7	2.9
Exiosting + Approved Projects	4,490	97	4,355	2	90	1	45	35	56	35	56	35	56	70.7	63.6	67.3	72.9	30	69.8	68.2	4.4
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #51: Gonzales e of Oxnard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	3,601	97	3,493	2	72	1	36	35	56	35	56	35	56	69.7	62.6	66.3	71.9	30	68.8	67.3	4.9
Exiosting + Approved Projects	4,090	97	3,967	2	82	1	41	35	56	35	56	35	56	70.3	63.2	66.9	72.5	30	69.4	67.8	5.5
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #52: Gonzales w of Oxnard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	2,786	97	2,702	2	56	1	28	35	56	35	56	35	56	68.6	61.5	65.2	70.8	30	67.7	66.2	6.0
Exiosting + Approved Projects	3,180	97	3,085	2	64	1	32	35	56	35	56	35	56	69.2	62.1	65.8	71.4	30	68.3	66.7	6.6
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #53: Oxnard n of Colonia

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	3,240	97	3,143	2	65	1	32	35	56	35	56	35	56	69.3	62.1	65.8	71.4	30	68.4	66.8	4.0
Exiosting + Approved Projects	4,020	97	3,899	2	80	1	40	35	56	35	56	35	56	70.2	63.1	66.8	72.4	30	69.3	67.8	4.9
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #54: Oxnard s of Colonia

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing	3,250	97	3,153	2	65	1	33	35	56	35	56	35	56	69.3	62.2	65.9	71.5	30	68.4	66.8	3.0
Exiosting + Approved Projects	4,190	97	4,064	2	84	1	42	35	56	35	56	35	56	70.4	63.3	67.0	72.6	30	69.5	67.9	4.1
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #55: Colonia e of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Medium Truck Auto	%	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Existing	830	97	805	2	17	1	8	35	56	35	56	35	56	63.4	56.2	59.9	65.5	30	62.5	60.9	-1.5
Exiosting + Approved Projects	670	97	650	2	13	1	7	35	56	35	56	35	56	62.4	55.3	59.0	64.6	30	61.5	60.0	-2.4
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #56: Colonia w of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Medium Truck Auto	%	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Exiosting + Approved Projects	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #57: Oxnard n of 2nd st.	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Medium Truck Auto	%	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Existing	2,970	97	2,881	2	59	1	30	35	56	35	56	35	56	68.9	61.8	65.5	71.1	30	68.0	66.5	3.6
Exiosting + Approved Projects	3,660	97	3,550	2	73	1	37	35	56	35	56	35	56	69.8	62.7	66.4	72.0	30	68.9	67.4	4.5
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #58: Oxnard s of 2nd st.	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Medium Truck Auto	%	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
								35	56	35	56	35	56								
Existing	2,980	97	2,891	2	60	1	30	35	56	35	56	35	56	68.9	61.8	65.5	71.1	30	68.0	66.5	2.6
Exiosting + Approved Projects	3,730	97	3,618	2	75	1	37	35	56	35	56	35	56	69.9	62.8	66.5	72.1	30	69.0	67.4	3.6
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #59: 2nd St. e of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Medium Truck Auto	%	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Exiosting + Approved Projects	60	97	58	2	1	1	1	35	66	35	56	35	56	52.0	44.8	48.5	54.1	30	51.0	49.5	-12.9
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #60: 2nd St. w of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Medium Truck Auto	%	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Existing	430	97	417	2	9	1	4	35	56	35	56	35	56	60.5	53.4	57.1	62.7	30	59.6	58.1	-2.1
Exiosting + Approved Projects	770	97	747	2	15	1	8	35	56	35	56	35	56	63.0	55.9	59.6	65.2	30	62.1	60.6	0.4
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #61: Oxnard n of 5th St.	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Medium Truck Auto	%	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Existing	2,670	97	2,590	2	53	1	27	35	56	35	56	35	56	68.4	61.3	65.0	70.6	30	67.5	66.0	3.2
Exiosting + Approved Projects	2,820	97	2,735	2	56	1	28	35	56	35	56	35	56	68.7	61.5	65.2	70.8	30	67.8	66.2	3.4
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #62: Oxnard s of 5th St.	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing	2,580	97	2,503	2	52	1	26	35	56	35	56	35	56	68.3	61.2	64.9	70.5	30	67.4	65.8	2.0
Exiosting + Approved Projects	2,670	97	2,590	2	53	1	27	35	56	35	56	35	56	68.4	61.3	65.0	70.6	30	67.5	66.0	2.1
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #63: 5th st. e of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	950	97	922	2	19	1	10	35	56	35	56	35	56	64.0	56.8	60.5	66.1	30	63.0	61.5	-0.9
Exiosting + Approved Projects	1,280	97	1,242	2	26	1	13	35	56	35	56	35	56	65.2	58.1	61.8	67.4	30	64.3	62.8	0.4
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #64: 5th st. w of Oxnard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing	640	97	815	2	17	1	8	35	56	35	56	35	56	63.4	56.3	60.0	65.6	30	62.5	61.0	0.8
Exiosting + Approved Projects	1,110	97	1,077	2	22	1	11	35	56	35	56	35	56	64.6	57.5	61.2	66.8	30	63.7	62.2	2.0
Exiosting + Approved Projects + Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative No Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
Cumulative Plus Project	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

Traffic Noise Level Estimates

rev. 3/16/07

15m= 49 FEET 7.7688005

ROAD SEGMENT #1: Saviers n of Channel Islands

Ex 2005
B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,308	97	2,239	2	46	1	23	35	35	35	67.8	60.7	64.4	70.0	30	65.9	65.4	0.0
2,960	97	2,871	2	59	1	30	35	35	35	68.9	61.8	65.5	71.1	30	68.0	66.4	1.1
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #2: Saviers s of Channel Islands

Ex 2005
B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,518	97	2,442	2	50	1	25	35	35	35	68.2	61.1	64.8	70.4	30	67.3	65.7	0.0
3,340	97	3,240	2	67	1	33	35	35	35	69.4	62.3	66.0	71.6	30	68.5	67.0	1.2
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #3: Channel Islands e of Saviers

Ex 2005
B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,024	97	1,963	2	40	1	20	35	35	35	67.2	60.1	63.8	69.4	30	66.3	64.8	0.0
2,070	97	2,008	2	41	1	21	35	35	35	67.3	60.2	63.9	69.5	30	66.4	64.9	0.1
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #4: Channel Islands w of Saviers

Ex 2005
B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,152	97	2,087	2	43	1	22	35	35	35	67.5	60.4	64.1	69.7	30	66.6	65.1	0.0
1,950	97	1,892	2	39	1	20	35	35	35	67.1	59.9	63.6	69.2	30	66.2	64.6	-0.4
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #5: Saviers n of Pleasant Valley

Ex 2005
B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
1,204	97	1,168	2	24	1	12	35	35	35	65.0	57.8	61.6	67.2	30	64.1	62.5	0.0
2,150	97	2,086	2	43	1	22	35	35	35	67.5	60.4	64.1	69.7	30	66.6	65.0	2.5
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #6: Saviers s of Pleasant Valley

Ex 2005
B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
852	97	826	2	17	1	9	35	35	35	63.5	56.3	60.0	65.6	30	62.6	61.0	0.0
1,700	97	1,649	2	34	1	17	35	35	35	66.5	59.3	63.0	68.6	30	65.6	64.0	3.0
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	35	35	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #7: Pleasant Valley e of Saviers

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,715	97	1,664	2	34	1	17	35 56	35 56	35 56	66.5	59.4	63.1	68.7	30	65.6	64.1	0.0
B 2030	2,450	97	2,377	2	49	1	25	35 56	35 56	35 56	68.1	60.9	64.6	70.2	30	67.2	65.6	1.5
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #8: Pleasant Valley w of Saviers

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,665	97	1,615	2	35	1	17	35 56	35 56	35 56	66.4	59.3	63.0	68.6	30	65.5	63.9	0.0
B 2030	2,360	97	2,309	2	48	1	24	35 56	35 56	35 56	67.9	60.8	64.5	70.1	30	67.0	65.5	1.6
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #9: Saviers n of Hueneme

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	632	97	613	2	13	1	6	35 56	35 56	35 56	62.2	55.1	58.8	64.4	30	61.3	59.7	0.0
B 2030	1,170	97	1,135	2	23	1	12	35 56	35 56	35 56	64.9	57.7	61.4	67.0	30	63.9	62.4	2.7
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #10: Saviers s of Hueneme

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #11: Hueneme e of Saviers

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,127	97	1,093	2	23	1	11	35 56	35 56	35 56	64.7	57.6	61.3	66.9	30	63.8	62.2	0.0
B 2030	2,730	97	2,648	2	55	1	27	35 56	35 56	35 56	68.5	61.4	65.1	70.7	30	67.6	66.1	3.8
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #12: Hueneme w of Saviers

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,243	97	1,206	2	25	1	12	35 56	35 56	35 56	65.1	58.0	61.7	67.3	30	64.2	62.7	0.0
B 2030	1,980	97	1,921	2	40	1	20	35 56	35 56	35 56	67.1	60.0	63.7	69.3	30	66.2	64.7	2.0
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #13: Vineyard n of Ventura/Myrtle

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005																
1,910	97	1,853	2	38	1	19	35	56	67.0	59.9	63.6	69.2	30	66.1	64.5	0.0
B 2030																
2,180	97	2,115	2	44	1	22	35	56	67.6	60.4	64.1	69.7	30	66.6	65.1	0.6
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #14: Vineyard s of Ventura/Myrtle

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005																
2,760	97	2,677	2	55	1	28	35	56	68.6	61.5	65.2	70.8	30	67.7	66.1	0.0
B 2030																
3,410	97	3,308	2	68	1	34	35	56	69.5	62.4	66.1	71.7	30	68.6	67.1	0.9
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #15: Ventura/Myrtle e of Vineyard

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005																
820	97	795	2	16	1	8	35	56	63.3	56.2	59.9	65.5	30	62.4	60.9	0.0
B 2030																
1,380	97	1,339	2	28	1	14	35	56	65.6	58.4	62.1	67.7	30	64.7	63.1	2.3
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #16: Ventura/Myrtle w of Vineyard

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005																
[redacted]	97	398	2	8	1	4	35	56	60.3	53.2	56.9	62.5	30	59.4	57.9	0.0
B 2030																
870	97	844	2	17	1	9	35	56	63.6	56.4	60.1	65.7	30	62.7	61.1	3.3
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
[redacted]	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #17: Vineyard n of US 101 nb ramps

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005																
2,860	97	2,774	2	57	1	29	35	56	68.7	61.6	65.3	70.9	30	67.8	66.3	1.8
B 2030																
3,520	97	3,414	2	70	1	35	35	56	69.6	62.5	66.2	71.8	30	68.7	67.2	2.7
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #18: Vineyard s of US 101 nb ramps

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005																
4,310	97	4,181	2	86	1	43	35	56	70.5	63.4	67.1	72.7	30	69.6	68.1	1.9
B 2030																
4,940	97	4,792	2	99	1	49	35	56	71.1	64.0	67.7	73.3	30	70.2	68.7	2.5
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #19: US 101 np ramps e of Vineyard

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005																
2,000	97	1,940	2	40	1	20	35	56	67.2	60.1	63.8	69.4	30	66.3	64.7	3.9
B 2030																
2,160	97	2,095	2	43	1	22	35	56	67.5	60.4	64.1	69.7	30	66.6	65.1	4.2
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
#REF!	97	#REF!	2	#####	1	#####	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #20: US 101 np ramps w of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	410	97	398	2	8	1	4	35 56	35 56	35 56	60.3	53.2	56.9	62.5	30	59.4	57.9	0.0
B 2030	400	97	388	2	8	1	4	35 56	35 56	35 56	60.2	53.1	56.8	62.4	30	59.3	57.7	-0.1
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #21: Vineyard n of US 101 sb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	4,470	97	4,336	2	89	1	45	35 56	35 56	35 56	70.7	63.5	67.2	72.8	30	69.8	68.2	3.7
B 2030	4,960	97	4,811	2	99	1	50	35 56	35 56	35 56	71.1	64.0	67.7	73.3	30	70.2	68.7	4.1
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #22: Vineyard s of US 101 sb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	5,130	97	4,976	2	103	1	51	35 56	35 56	35 56	71.3	64.1	67.8	73.4	30	70.4	68.8	2.7
B 2030	5,290	97	5,131	2	106	1	53	35 56	35 56	35 56	71.4	64.3	68.0	73.6	30	70.5	69.0	2.8
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #23: US101 sb ramps e of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	940	97	912	2	19	1	9	35 56	35 56	35 56	63.9	56.8	60.5	66.1	30	63.0	61.5	0.6
B 2030	1,220	97	1,183	2	24	1	12	35 56	35 56	35 56	65.0	57.9	61.6	67.2	30	64.1	62.6	1.7
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #24: US101 sb ramps w of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	760	97	737	2	15	1	8	35 56	35 56	35 56	63.0	55.9	59.6	65.2	30	62.1	60.5	2.7
B 2030	1,090	97	1,057	2	22	1	11	35 56	35 56	35 56	64.6	57.4	61.1	66.7	30	63.6	62.1	4.2
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #25: Vineyard n of Esplanade

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	3,559	97	3,452	2	71	1	36	35 56	35 56	35 56	69.7	62.6	66.3	71.9	30	68.8	67.2	2.7
B 2030	4,210	97	4,084	2	84	1	42	35 56	35 56	35 56	70.4	63.3	67.0	72.6	30	69.5	68.0	3.4
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #26: Vineyard s of Esplanade

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	3,288	97	3,189	2	66	1	33	35 56	35 56	35 56	69.3	62.2	65.9	71.5	30	68.4	66.9	0.8
B 2030	3,730	97	3,618	2	75	1	37	35 56	35 56	35 56	69.9	62.8	66.5	72.1	30	69.0	67.4	1.3
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #27: Esplanade e of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,025	97	994	2	21	1	10	35 56	35 56	35 56	64.3	57.2	60.9	66.5	30	63.4	61.8	1.0
B 2030	1,140	97	1,106	2	23	1	11	35 56	35 56	35 56	64.7	57.6	61.3	66.9	30	63.8	62.3	1.4
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #28: Esplanade w of Vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	966	97	937	2	19	1	10	35 56	35 56	35 56	64.0	56.9	60.6	66.2	30	63.1	61.6	3.7
B 2030	1,260	97	1,222	2	25	1	13	35 56	35 56	35 56	65.2	58.0	61.7	67.3	30	64.3	62.7	4.9
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #29: Pacific n of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	420	97	407	2	8	1	4	35 56	35 56	35 56	60.4	53.3	57.0	62.6	30	59.5	58.0	-6.6
B 2030	680	97	660	2	14	1	7	35 56	35 56	35 56	62.5	55.4	59.1	64.7	30	61.6	60.1	-4.5
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #30: Pacific s of Wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	730	97	708	2	15	1	7	35 56	35 56	35 56	62.8	55.7	59.4	65.0	30	61.9	60.4	-5.8
B 2030	850	97	825	2	17	1	9	35 56	35 56	35 56	63.5	56.3	60.0	65.6	30	62.6	61.0	-5.1
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #31: Wooly e of Pacific

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,290	97	1,251	2	26	1	13	35 56	35 56	35 56	65.3	58.1	61.9	67.4	30	64.4	62.8	2.0
B 2030	1,940	97	1,882	2	39	1	19	35 56	35 56	35 56	67.1	59.9	63.6	69.2	30	66.1	64.6	3.7
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #32: Wooly w of Pacific

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,520	97	1,474	2	30	1	15	35 56	35 56	35 56	66.0	58.9	62.6	68.2	30	65.1	63.5	5.7
B 2030	2,370	97	2,299	2	47	1	24	35 56	35 56	35 56	67.9	60.8	64.5	70.1	30	67.0	65.5	7.6
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #33: Oxnard n of Statham

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,360	97	1,319	2	27	1	14	35 56	35 56	35 56	65.5	58.4	62.1	67.7	30	64.6	63.1	-1.5
B 2030	1,440	97	1,397	2	29	1	14	35 56	35 56	35 56	65.8	58.6	62.3	67.9	30	64.8	63.3	-1.2
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #34: Oxnard s of Statham

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,570	97	1,523	2	31	1	16	35 56	35 56	35 56	66.1	59.0	62.7	68.3	30	65.2	63.7	-2.5
B 2030	1,650	97	1,601	2	33	1	17	35 56	35 56	35 56	66.4	59.2	62.9	68.5	30	65.4	63.9	-2.2
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #35: Statham e of Oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,070	97	1,038	2	21	1	11	35 56	35 56	35 56	64.5	57.3	61.0	66.6	30	63.6	62.0	1.2
B 2030	1,030	97	999	2	21	1	10	35 56	35 56	35 56	64.3	57.2	60.9	66.5	30	63.4	61.9	1.0
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #36: Statham w of Oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,120	97	1,086	2	22	1	11	35 56	35 56	35 56	64.7	57.5	61.2	66.8	30	63.8	62.2	4.4
B 2030	1,080	97	1,048	2	22	1	11	35 56	35 56	35 56	64.5	57.4	61.1	66.7	30	63.6	62.1	4.2
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #37: Statham n of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	860	97	834	2	17	1	9	35 56	35 56	35 56	63.5	56.4	60.1	65.7	30	62.6	61.1	-3.5
B 2030	760	97	737	2	15	1	8	35 56	35 56	35 56	63.0	55.9	59.6	65.2	30	62.1	60.5	-4.0
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #38: Statham s of Channel Islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #39: Channel Islands e of Statham

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	2,450	97	2,377	2	49	1	25	35 56	35 56	35 56	68.1	60.9	64.6	70.2	30	67.2	65.6	4.8
B 2030	2,840	97	2,755	2	57	1	28	35 56	35 56	35 56	68.7	61.6	65.3	70.9	30	67.8	66.3	5.4
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #40: Channel Islands w of Statham

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	2,970	97	2,881	2	59	1	30	35 56	35 56	35 56	68.9	61.8	65.5	71.1	30	68.0	66.5	8.6
B 2030	3,280	97	3,182	2	66	1	33	35 56	35 56	35 56	69.3	62.2	65.9	71.5	30	68.4	66.9	9.0
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35 56	35 56	35 56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #41: Rose n of Auto Center

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,585	97	1,537	2	32	1	16	35	56	35	56	35	56	66.2	59.0	62.7	68.3	30	65.3	63.7	-0.8
B 2030	1,970	97	1,911	2	39	1	20	35	56	35	56	35	56	67.1	60.0	63.7	69.3	30	66.2	64.7	0.1
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #42: Rose s of Auto Center

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Ex 2005	2,808	97	2,724	2	56	1	28	35	56	35	56	35	56	68.7	61.5	65.2	70.8	30	67.7	66.2	0.1
B 2030	3,190	97	3,094	2	64	1	32	35	56	35	56	35	56	69.2	62.1	65.8	71.4	30	68.3	66.8	0.6
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #43: Auto Center e of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,767	97	1,714	2	35	1	18	35	56	35	56	35	56	66.6	59.5	63.2	68.8	30	65.7	64.2	3.3
B 2030	2,170	97	2,105	2	43	1	22	35	56	35	56	35	56	67.5	60.4	64.1	69.7	30	66.6	65.1	4.2
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	58	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #44: Auto Center w of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	440	97	427	2	9	1	4	35	56	35	56	35	56	60.6	53.5	57.2	62.8	30	59.7	58.2	0.3
B 2030	970	97	941	2	19	1	10	35	56	35	56	35	56	64.0	56.9	60.6	66.2	30	63.1	61.6	3.7
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #45: Rose n of US101 nb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	3,700	97	3,589	2	74	1	37	35	56	35	56	35	56	69.9	62.7	66.4	72.0	30	68.9	67.4	2.9
B 2030	4,040	97	3,919	2	81	1	40	35	56	35	56	35	56	70.2	63.1	66.8	72.4	30	69.3	67.8	3.3
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #46: Rose s of US101 nb ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Ex 2005	4,680	97	4,540	2	94	1	47	35	56	35	56	35	56	70.9	63.7	67.4	73.0	30	70.0	68.4	2.3
B 2030	4,850	97	4,705	2	97	1	49	35	56	35	56	35	56	71.0	63.9	67.6	73.2	30	70.1	68.6	2.4
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #47: US101 nb ramps e of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,590	97	1,542	2	32	1	16	35	56	35	56	35	56	66.2	59.1	62.8	68.4	30	65.3	63.7	2.9
B 2030	1,800	97	1,746	2	36	1	18	35	56	35	56	35	56	66.7	59.6	63.3	68.9	30	65.8	64.3	3.4
	#REF!	97	#REF!	2	#####	1	#####	35	55	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #48: US101 nb ramps w of Rose

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Ex 2005	390	97	378	2	8	1	4	35	56	35	56	35	56	60.1	53.0	56.7	62.3	30	59.2	57.6	-0.2
B 2030	410	97	398	2	8	1	4	35	56	35	56	35	56	60.3	53.2	56.9	62.5	30	59.4	57.9	0.0
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #49: Rose n of US101 sb ramps

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Ex 2005	4,620	97	4,481	2	92	1	46	35	56	35	56	35	56	70.8	63.7	67.4	73.0	30	69.9	68.4	3.8
B 2030	4,750	97	4,608	2	95	1	48	35	56	35	56	35	56	70.9	63.8	67.5	73.1	30	70.0	68.5	4.0
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #50: Rose s of US101 sb ramps

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
								35	56	35	56	35	56								
Ex 2005	4,890	97	4,743	2	98	1	49	35	56	35	56	35	56	71.1	63.9	67.6	73.2	30	70.2	68.6	2.5
B 2030	5,200	97	5,044	2	104	1	52	35	56	35	56	35	56	71.3	64.2	67.9	73.5	30	70.4	68.9	2.8
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #51: US101 sb ramps e of Rose

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Ex 2005	340	97	330	2	7	1	3	35	56	35	56	35	56	59.5	52.4	56.1	61.7	30	58.6	57.0	-3.8
B 2030	470	97	456	2	9	1	5	35	56	35	56	35	56	60.9	53.8	57.5	63.1	30	60.0	58.4	-2.4
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #52: US101 sb ramps w of Rose

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Ex 2005	1,150	97	1,116	2	23	1	12	35	56	35	56	35	56	64.8	57.6	61.4	67.0	30	63.9	62.3	4.5
B 2030	1,040	97	1,009	2	21	1	10	35	56	35	56	35	56	64.3	57.2	60.9	66.5	30	63.4	61.9	4.0
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #53: Rose n of Lockwood

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
Ex 2005	3,632	97	3,523	2	73	1	36	35	56	35	56	35	56	69.8	62.6	66.3	71.9	30	68.9	67.3	2.8
B 2030	3,910	97	3,793	2	78	1	39	35	56	35	56	35	56	70.1	63.0	66.7	72.3	30	69.2	67.6	3.1
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #54: Rose s of Lockwood

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SFEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
								35	56	35	56	35	56								
Ex 2005	3,414	97	3,312	2	68	1	34	35	56	35	56	35	56	69.5	62.4	66.1	71.7	30	68.6	67.1	0.9
B 2030	3,880	97	3,764	2	78	1	39	35	56	35	56	35	56	70.1	62.9	66.6	72.2	30	69.2	67.6	1.5
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #55: Lockwood e of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	521	97	505	2	10	1	5	35	56	35	56	35	56	61.3	54.2	57.9	63.5	30	60.4	58.9	-2.0
B 2030	800	97	776	2	16	1	8	35	56	35	56	35	56	63.2	56.1	59.8	65.4	30	62.3	60.8	-0.1
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #56: Lockwood w of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	625	97	606	2	13	1	6	35	56	35	56	35	56	62.1	55.0	58.7	64.3	30	61.2	59.7	1.8
B 2030	670	97	650	2	13	1	7	35	56	35	56	35	56	62.4	55.3	59.0	64.6	30	61.5	60.0	2.1
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #57: Rose n of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	4,037	97	3,916	2	81	1	40	35	56	35	56	35	56	70.2	63.1	66.8	72.4	30	69.3	67.8	3.3
B 2030	4,960	97	4,811	2	99	1	50	35	56	35	56	35	56	71.1	64.0	67.7	73.3	30	70.2	68.7	4.1
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #58: Rose s of Gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Ex 2005	3,377	97	3,276	2	68	1	34	35	56	35	56	35	56	69.5	62.3	66.0	71.6	30	68.5	67.0	0.9
B 2030	4,470	97	4,336	2	89	1	45	35	56	35	56	35	56	70.7	63.5	67.2	72.8	30	69.8	68.2	2.1
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #59: Gonzales e of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	2,186	97	2,120	2	44	1	22	35	56	35	56	35	56	67.6	60.4	64.1	69.7	30	66.7	65.1	4.3
B 2030	3,770	97	3,657	2	75	1	38	35	56	35	56	35	56	68.9	62.8	66.5	72.1	30	69.0	67.5	6.6
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #60: Gonzales w of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	2,952	97	2,863	2	59	1	30	35	56	35	56	35	56	68.9	61.7	65.4	71.0	30	68.0	66.4	8.6
B 2030	4,140	97	4,016	2	83	1	41	35	56	35	56	35	56	70.3	63.2	66.9	72.5	30	69.4	67.9	10.0
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #61: Rose n of Camino del Sol

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	3,171	97	3,076	2	63	1	32	35	56	35	56	35	56	69.2	62.1	65.8	71.4	30	68.3	66.7	2.2
B 2030	4,250	97	4,123	2	85	1	43	35	56	35	56	35	56	70.5	63.3	67.0	72.6	30	69.5	68.0	3.5
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #62: Rose s of Camino del Sol

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Ex 2005	3,227	97	3,130	2	65	1	32	35	56	35	56	35	56	69.3	62.1	65.8	71.4	30	68.4	66.8	0.7
B 2030	4,060	97	3,938	2	81	1	41	35	56	35	56	35	56	70.3	63.1	66.8	72.4	30	69.3	67.8	1.7
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #63: Camino del Sol e of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	1,091	97	1,058	2	22	1	11	35	56	35	56	35	56	64.6	57.4	61.1	66.7	30	63.6	62.1	1.2
B 2030	1,970	97	1,911	2	39	1	20	35	56	35	56	35	56	67.1	60.0	63.7	69.3	30	66.2	64.7	3.8
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

ROAD SEGMENT #64: Camino del Sol w of Rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Ex 2005	915	97	888	2	18	1	9	35	56	35	56	35	56	63.8	56.7	60.4	66.0	30	62.9	61.3	3.5
B 2030	1,520	97	1,474	2	30	1	15	35	56	35	56	35	56	66.0	58.9	62.6	68.2	30	65.1	63.5	5.7
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!
	#REF!	97	#REF!	2	#####	1	#####	35	56	35	56	35	56	#REF!	#REF!	#REF!	#REF!	30	#REF!	#REF!	#REF!

Traffic Noise Level Estimates

rev. 3/16/07

15m= 49 FEET 7.7688005

ROAD SEGMENT #1: rose north of third

Existing 2005
Alt B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
3,537	97	3,431	2	71	1	35	35 56	35 56	35 56	69.7	62.5	66.2	71.8	30	68.8	67.2	0.0
4,440	97	4,307	2	89	1	44	35 56	35 56	35 56	70.7	63.5	67.2	72.8	30	69.7	68.2	1.0
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #2: rose south of 3rd

Existing 2005
Alt B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
3,418	97	3,315	2	68	1	34	35 56	35 56	35 56	69.5	62.4	66.1	71.7	30	68.6	67.1	0.0
4,380	97	4,249	2	88	1	44	35 56	35 56	35 56	70.6	63.5	67.2	72.8	30	69.7	68.1	1.1
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #3: 3rd east of rose

Existing 2005
Alt B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #4: 3rd west of rose

Existing 2005
Alt B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
1,189	97	1,153	2	24	1	12	35 56	35 56	35 56	64.9	57.6	61.5	67.1	30	64.0	62.5	0.0
1,340	97	1,300	2	27	1	13	35 56	35 56	35 56	65.4	58.3	62.0	67.6	30	64.5	63.0	0.5
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #5: rose north of third

Existing 2005
Alt B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,991	97	2,901	2	60	1	30	35 56	35 56	35 56	68.9	61.8	65.5	71.1	30	68.0	66.5	0.0
4,140	97	4,016	2	83	1	41	35 56	35 56	35 56	70.3	63.2	66.9	72.5	30	69.4	67.9	1.4
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #6: rose south of third

Existing 2005
Alt B 2030

TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
3,012	97	2,922	2	60	1	30	35 56	35 56	35 56	69.0	61.8	65.5	71.1	30	68.1	66.5	0.0
4,260	97	4,132	2	85	1	43	35 56	35 56	35 56	70.5	63.3	67.0	72.6	30	69.6	68.0	1.5
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #7: third east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	761	97	738	2	15	1	8	35 56	35 56	35 56	63.0	55.9	59.6	65.2	30	62.1	60.5	0.0
Alt B 2030	2,230	97	2,163	2	45	1	22	35 56	35 56	35 56	67.7	60.5	64.2	69.8	30	66.7	65.2	4.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #8: third west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	852	97	826	2	17	1	9	35 56	35 56	35 56	63.5	56.3	60.0	65.6	30	62.6	61.0	0.0
Alt B 2030	2,110	97	2,047	2	42	1	21	35 56	35 56	35 56	67.4	60.3	64.0	69.6	30	66.5	65.0	3.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #9: rose north of wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,814	97	2,730	2	56	1	28	35 56	35 56	35 56	68.7	61.5	65.2	70.8	30	67.8	66.2	0.0
Alt B 2030	4,060	97	3,938	2	81	1	41	35 56	35 56	35 56	70.3	63.1	66.8	72.4	30	69.3	67.8	1.6
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #10: rose south of wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,375	97	2,304	2	48	1	24	35 56	35 56	35 56	67.9	60.8	64.5	70.1	30	67.0	65.5	0.0
Alt B 2030	3,460	97	3,356	2	69	1	35	35 56	35 56	35 56	69.6	62.4	66.1	71.7	30	68.7	67.1	1.6
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #11: wooley east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	817	97	792	2	16	1	8	35 56	35 56	35 56	63.3	56.2	59.9	65.5	30	62.4	60.8	0.0
Alt B 2030	1,240	97	1,203	2	25	1	12	35 56	35 56	35 56	65.1	58.0	61.7	67.3	30	64.2	62.7	1.8
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #12: wooley west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,376	97	1,335	2	28	1	14	35 56	35 56	35 56	65.6	58.4	62.1	67.7	30	64.7	63.1	0.0
Alt B 2030	2,020	97	1,959	2	40	1	20	35 56	35 56	35 56	67.2	60.1	63.8	69.4	30	66.3	64.8	1.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rose north of emerson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,180	97	2,115	2	44	1	22	35 56	35 56	35 56	67.6	60.4	64.1	69.7	30	66.6	65.1	0.0
Alt B 2030	3,140	97	3,046	2	63	1	31	35 56	35 56	35 56	69.1	62.0	65.7	71.3	30	68.2	66.7	1.6
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rose south of emerson

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,990	97	1,930	2	40	1	20	35 56	35 56	35 55	67.2	60.0	63.7	69.3	30	66.3	64.7	0.0
Alt B 2030	2,990	97	2,900	2	60	1	30	35 56	35 56	35 56	68.9	61.8	65.5	71.1	30	68.0	66.5	1.8
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: emerson east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	420	97	407	2	8	1	4	35 56	35 56	35 56	60.4	53.3	57.0	62.6	30	59.5	58.0	0.0
Alt B 2030	390	97	378	2	8	1	4	35 56	35 56	35 56	60.1	53.0	56.7	62.3	30	59.2	57.6	-0.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: emerson west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	810	97	785	2	16	1	8	35 56	35 56	35 56	63.3	56.1	59.8	65.4	30	62.3	60.8	0.0
Alt B 2030	800	97	776	2	16	1	8	35 56	35 56	35 56	63.2	56.1	59.8	65.4	30	62.3	60.8	-0.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #17: rose north of oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,900	97	1,843	2	38	1	19	35 56	35 56	35 56	67.0	59.8	63.5	69.1	30	66.1	64.5	-0.6
Alt B 2030	2,690	97	2,803	2	58	1	29	35 56	35 56	35 56	68.8	61.7	65.4	71.0	30	67.9	66.3	1.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #18: rose south of oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,921	97	1,863	2	38	1	19	35 56	35 56	35 56	67.0	59.9	63.6	69.2	30	66.1	64.6	-0.2
Alt B 2030	3,080	97	2,988	2	62	1	31	35 56	35 56	35 56	69.1	61.9	65.6	71.2	30	68.2	66.6	1.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 55	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: oxnard east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	960	97	931	2	19	1	10	35 56	35 56	35 56	64.0	56.9	60.6	66.2	30	63.1	61.5	3.6
Alt B 2030	800	97	776	2	16	1	8	35 56	35 56	35 56	63.2	56.1	59.8	65.4	30	62.3	60.8	2.8
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	981	97	952	2	20	1	10	35 56	35 56	35 56	64.1	57.0	60.7	66.3	30	63.2	61.6	0.8
Alt B 2030	1,110	97	1,077	2	22	1	11	35 56	35 56	35 56	64.6	57.5	61.2	66.8	30	63.7	62.2	1.4
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rose north of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,213	97	2,147	2	44	1	22	35 56	35 56	35 56	67.6	60.5	64.2	69.8	30	66.7	65.2	0.1
Alt B 2030	3,460	97	3,356	2	69	1	35	35 56	35 56	35 56	69.6	62.4	66.1	71.7	30	68.7	67.1	2.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rose south of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,079	97	2,017	2	42	1	21	35 56	35 56	35 56	67.4	60.2	63.9	69.5	30	66.4	64.9	0.2
Alt B 2030	4,050	97	3,929	2	81	1	41	35 56	35 56	35 56	70.3	63.1	66.8	72.4	30	69.3	67.8	3.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: channel islands east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,535	97	1,489	2	31	1	15	35 56	35 56	35 56	66.0	58.9	62.6	68.2	30	65.1	63.6	5.6
Alt B 2030	2,130	97	2,066	2	43	1	21	35 56	35 56	35 56	67.5	60.3	64.0	69.6	30	66.5	65.0	7.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: channel islands west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,125	97	2,061	2	43	1	21	35 56	35 56	35 56	67.5	60.3	64.0	69.6	30	66.5	65.0	4.2
Alt B 2030	2,520	97	2,444	2	50	1	25	35 56	35 56	35 56	68.2	61.1	64.8	70.4	30	67.3	65.7	4.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rose north of bard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,735	97	1,683	2	35	1	17	35 56	35 56	35 56	66.6	59.4	63.1	68.7	30	65.7	64.1	-1.0
Alt B 2030	3,700	97	3,589	2	74	1	37	35 56	35 56	35 56	69.9	62.7	66.4	72.0	30	68.9	67.4	2.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rose south of bard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,069	97	1,037	2	21	1	11	35 56	35 56	35 56	64.5	57.3	61.0	66.6	30	63.6	62.0	-2.7
Alt B 2030	2,960	97	2,871	2	59	1	30	35 56	35 56	35 56	68.9	61.8	65.5	71.1	30	68.0	66.4	1.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: bard east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	888	97	861	2	18	1	9	35	56 35	56 35	56	63.7	56.5	60.2	65.8	30	62.7	61.2	3.3
Alt B 2030	1,050	97	1,019	2	21	1	11	35	56 35	56 35	56	64.4	57.3	61.0	66.6	30	63.5	61.9	4.0
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: bard west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,206	97	1,170	2	24	1	12	35	56 35	56 35	56	65.0	57.9	61.6	67.2	30	64.1	62.5	1.7
Alt B 2030	1,550	97	1,504	2	31	1	16	35	56 35	56 35	56	66.1	58.9	62.6	68.2	30	65.2	63.6	2.8
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rose north of pleasant valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,170	97	2,105	2	43	1	22	35	56 35	56 35	56	67.5	60.4	64.1	69.7	30	66.6	65.1	0.0
Alt B 2030	3,000	97	2,910	2	60	1	30	35	56 35	56 35	56	68.9	61.6	65.5	71.1	30	68.0	66.5	1.4
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rose south of pleasant valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,560	97	1,513	2	31	1	16	35	56 35	56 35	56	66.1	59.0	62.7	68.3	30	65.2	63.7	-1.1
Alt B 2030	2,370	97	2,299	2	47	1	24	35	56 35	56 35	56	67.9	60.8	64.5	70.1	30	67.0	65.5	0.8
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: pleasant valley east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: pleasant valley west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: lombard north of gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	410	97	398	2	8	1	4	35	56 35	56 35	56	60.3	53.2	56.9	62.5	30	59.4	57.9	-7.3
Alt B 2030	570	97	553	2	11	1	6	35	56 35	56 35	56	61.7	54.6	58.3	63.9	30	60.8	59.3	-5.8
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56 35	56 35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: lombard south of gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	710	97	689	2	14	1	7	35 56	35 56	35 56	62.7	55.6	59.3	64.9	30	61.8	60.2	-4.5
Alt B 2030	740	97	718	2	15	1	7	35 56	35 56	35 56	62.9	55.7	59.4	65.0	30	62.0	60.4	-4.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: gonzales east of lombard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,600	97	1,552	2	32	1	16	35 56	35 56	35 56	66.2	59.1	62.8	68.4	30	65.3	63.8	5.8
Alt B 2030	3,230	97	3,133	2	65	1	32	35 56	35 56	35 56	69.3	62.1	65.8	71.4	30	68.4	66.8	8.9
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: gonzolas west of lombard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,020	97	1,959	2	40	1	20	35 56	35 56	35 56	67.2	60.1	63.8	69.4	30	66.3	64.8	4.0
Alt B 2030	3,280	97	3,182	2	66	1	33	35 56	35 56	35 56	69.3	62.2	65.9	71.5	30	68.4	66.9	6.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: SR-1 SB north of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: SR-1 SB south of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,540	97	1,494	2	31	1	15	35 56	35 56	35 56	66.1	58.9	62.6	68.2	30	65.1	63.6	-1.1
Alt B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: channel islands east of SR-1 SB

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	280	97	272	2	6	1	3	35 56	35 56	35 56	58.6	51.5	55.2	60.8	30	57.7	56.2	-1.8
Alt B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: Channel isalnds west of SR-1 SB

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,800	97	1,746	2	36	1	18	35 56	35 56	35 56	66.7	59.6	63.3	68.9	30	65.8	64.3	3.5
Alt B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: Dupont north of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	470	97	456	2	9	1	5	35	56	35	56	35	56	60.9	53.8	57.5	63.1	30	60.0	58.4	-6.7
Alt B 2030	450	97	437	2	9	1	5	35	56	35	56	35	56	60.7	53.6	57.3	62.9	30	59.8	58.3	-6.9
	0	97	0	2	0	1	0	35	55	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: dupond south of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: channel islands east of dupont

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,210	97	1,174	2	24	1	12	35	56	35	56	35	56	65.0	57.9	61.6	67.2	30	64.1	62.6	4.6
Alt B 2030	1,990	97	1,930	2	40	1	20	35	56	35	56	35	56	67.2	60.0	63.7	69.3	30	66.3	64.7	6.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: channel islands west of dupont

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,340	97	1,300	2	27	1	13	35	56	35	56	35	56	65.4	58.3	62.0	67.6	30	64.5	63.0	2.2
Alt B 2030	2,000	97	1,940	2	40	1	20	35	56	35	56	35	56	67.2	60.1	63.8	69.4	30	66.3	64.7	3.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: bard north of pleasant valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	730	97	708	2	15	1	7	35	56	35	56	35	56	62.8	55.7	59.4	65.0	30	61.9	60.4	-4.8
Alt B 2030	830	97	805	2	17	1	8	35	56	35	56	35	56	63.4	56.2	59.9	65.5	30	62.5	60.9	-4.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: bard south of pleasant valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	60	97	58	2	1	1	1	35	56	35	56	35	56	52.0	44.8	48.5	54.1	30	51.0	49.5	-15.2
Alt B 2030	60	97	58	2	1	1	1	35	56	35	56	35	56	52.0	44.8	48.5	54.1	30	51.0	49.5	-15.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: pleasant valley east of bard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,170	97	2,105	2	43	1	22	35	56	35	56	35	56	67.5	60.4	64.1	69.7	30	66.6	65.1	7.1
Alt B 2030	3,000	97	2,910	2	60	1	30	35	56	35	56	35	56	68.9	61.8	65.5	71.1	30	68.0	66.5	8.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: pleasant valley west of bard	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,580	97	1,513	2	31	1	16	35	56	35	56	35	56	66.1	59.0	62.7	68.3	30	65.2	63.7	2.8
Alt B 2030	2,370	97	2,299	2	47	1	24	35	56	35	56	35	56	67.9	60.8	64.5	70.1	30	67.0	65.5	4.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: santa clara north of auto center	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,280	97	1,242	2	26	1	13	35	56	35	56	35	56	65.2	58.1	61.8	67.4	30	64.3	62.8	-2.3
Alt B 2030	2,072	97	2,010	2	41	1	21	35	56	35	56	35	56	67.3	60.2	63.9	69.5	30	66.4	64.9	-0.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: santa clara south of auto center	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	2,370	97	2,299	2	47	1	24	35	56	35	56	35	56	67.9	60.8	64.5	70.1	30	67.0	65.5	0.8
Alt B 2030	3,305	97	3,206	2	66	1	33	35	56	35	56	35	56	69.4	62.2	65.9	71.5	30	68.5	66.9	2.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: auto center east of santa clara	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	890	97	863	2	18	1	9	35	56	35	56	35	56	63.7	66.5	60.2	65.8	30	62.8	61.2	3.3
Alt B 2030	1,529	97	1,483	2	31	1	15	35	56	35	56	35	56	66.0	58.9	62.6	68.2	30	65.1	63.6	5.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: auto center west of santa clara	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,140	97	1,106	2	23	1	11	35	56	35	56	35	56	64.7	57.6	61.3	66.9	30	63.8	62.3	1.5
Alt B 2030	2,292	97	2,223	2	46	1	23	35	56	35	56	35	56	67.8	60.6	64.3	69.9	30	66.9	65.3	4.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice north of us101 SB ramps	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,470	97	2,396	2	49	1	25	35	56	35	56	35	56	68.1	61.0	64.7	70.3	30	67.2	65.7	0.5
Alt B 2030	4,360	97	4,229	2	87	1	44	35	56	35	56	35	56	70.6	63.4	67.1	72.7	30	69.7	68.1	3.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of US101 SB ramps	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	3,220	97	3,123	2	64	1	32	35	56	35	56	35	56	69.3	62.1	65.8	71.4	30	68.3	66.8	2.1
Alt B 2030	5,000	97	4,850	2	100	1	50	35	56	35	56	35	56	71.2	64.0	67.7	73.3	30	70.3	68.7	4.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: US101 SB ramps east of rice

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor	Adjusted	Adjusted	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Distance from Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	880	97	854	2	18	1	9	35	56	35	56	35	56	63.6	56.5	60.2	65.8	30	62.7	61.2	3.2
Alt B 2030	900	97	873	2	18	1	9	35	56	35	56	35	56	63.7	56.6	60.3	65.9	30	62.8	61.3	3.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: US101 SB ramps west of ramps

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor	Adjusted	Adjusted	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Distance from Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	530	97	514	2	11	1	5	35	56	35	56	35	56	61.4	54.3	58.0	63.6	30	60.5	59.0	-1.8
Alt B 2030	840	97	815	2	17	1	8	35	56	35	56	35	56	63.4	56.3	60.0	65.6	30	62.5	61.0	0.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice north of gonzales

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor	Adjusted	Adjusted	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Distance from Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	3,588	97	3,480	2	72	1	36	35	56	35	56	35	56	69.7	62.6	66.3	71.9	30	68.8	67.3	2.2
Alt B 2030	5,890	97	5,713	2	118	1	59	35	56	35	56	35	56	71.9	64.7	68.4	74.0	30	71.0	69.4	4.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of gonzales

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor	Adjusted	Adjusted	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Distance from Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
								35	56	35	56	35	56								
Existing 2005	2,872	97	2,786	2	57	1	29	35	56	35	56	35	56	68.8	61.6	65.3	70.9	30	67.8	66.3	1.6
Alt B 2030	5,770	97	5,597	2	115	1	58	35	56	35	56	35	56	71.8	64.7	68.4	74.0	30	70.9	69.3	4.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: gonzales east of rice

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor	Adjusted	Adjusted	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Distance from Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	4,010	97	3,890	2	80	1	40	35	56	35	56	35	56	70.2	63.1	66.8	72.4	30	69.3	67.8	9.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: gonzales west of rice

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor	Adjusted	Adjusted	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Distance from Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	1,844	97	1,789	2	37	1	18	35	56	35	56	35	56	66.8	59.7	63.4	69.0	30	65.9	64.4	3.6
Alt B 2030	3,890	97	3,773	2	78	1	39	35	56	35	56	35	56	70.1	62.9	66.6	72.2	30	69.2	67.6	6.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice north of camino del sol

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor	Adjusted	Adjusted	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Distance from Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	2,890	97	2,803	2	58	1	29	35	56	35	56	35	56	68.8	61.7	65.4	71.0	30	67.9	66.3	1.2
Alt B 2030	5,610	97	5,442	2	112	1	56	35	56	35	56	35	56	71.7	64.5	68.2	73.8	30	70.8	69.2	4.1
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of camino del sol

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
								35	56	35	56	35	56								
Existing 2005	2,770	97	2,687	2	55	1	28	35	56	35	56	35	56	68.6	61.5	65.2	70.8	30	67.7	66.1	1.4
Alt B 2030	4,570	97	4,433	2	91	1	46	35	56	35	56	35	56	70.8	63.6	67.3	72.9	30	69.9	68.3	3.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: camino del sol east of rice

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	610	97	592	2	12	1	6	35	56	35	56	35	56	62.0	54.9	58.6	64.2	30	61.1	59.6	1.6
Alt B 2030	910	97	883	2	18	1	9	35	56	35	56	35	56	63.8	56.6	60.3	65.9	30	62.9	61.3	3.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: camino del sol west of rice

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	670	97	650	2	13	1	7	35	56	35	56	35	56	62.4	55.3	59.0	64.6	30	61.6	60.1	-0.8
Alt B 2030	1,350	97	1,310	2	27	1	14	35	56	35	56	35	56	65.5	58.3	62.0	67.6	30	64.6	63.0	2.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice north of sturgis

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	2,600	97	2,522	2	52	1	26	35	56	35	56	35	56	68.3	61.2	64.9	70.5	30	67.4	65.9	0.8
Alt B 2030	4,380	97	4,249	2	88	1	44	35	56	35	56	35	56	70.6	63.5	67.2	72.8	30	69.7	68.1	3.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of sturis

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
								35	56	35	56	35	56								
Existing 2005	2,390	97	2,318	2	48	1	24	35	56	35	56	35	56	68.0	60.8	64.5	70.1	30	67.0	65.5	0.8
Alt B 2030	3,360	97	3,259	2	67	1	34	35	56	35	56	35	56	69.4	62.3	66.0	71.6	30	68.5	67.0	2.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: sturgis east of rice

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	900	97	873	2	18	1	9	35	56	35	56	35	56	63.7	56.6	60.3	65.9	30	62.8	61.3	3.3
Alt B 2030	730	97	708	2	15	1	7	35	56	35	56	35	56	62.8	55.7	59.4	65.0	30	61.9	60.4	2.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: sturgis west of rice

	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario
		Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT			3 dBA Atten	4.5 dBA Atten	
Existing 2005	310	97	301	2	6	1	3	35	56	35	56	35	56	59.1	52.0	55.7	61.3	30	58.2	56.6	-4.2
Alt B 2030	670	97	650	2	13	1	7	35	56	35	56	35	56	62.4	55.3	59.0	64.6	30	61.5	60.0	-0.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice north of 5th

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor Distance from	Adjusted Level	Adjusted Level	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	(dBA) 3 dBA Atten	(dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	2,890	97	2,803	2	58	1	29	35	56	35	56	35	56	68.8	61.7	65.4	71.0	30	67.9	66.3	1.2
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of 5th

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor Distance from	Adjusted Level	Adjusted Level	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	(dBA) 3 dBA Atten	(dBA) 4.5 dBA Atten	existing and each scenario
								35	56	35	56	35	56								
Existing 2005	3,060	97	2,968	2	61	1	31	35	56	35	56	35	56	69.0	61.9	65.6	71.2	30	68.1	66.6	1.9
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: 5th east of rice

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor Distance from	Adjusted Level	Adjusted Level	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	(dBA) 3 dBA Atten	(dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	1,900	97	1,843	2	38	1	19	35	56	35	56	35	56	67.0	59.8	63.5	69.1	30	66.1	64.5	6.6
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: 5th west of rice

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor Distance from	Adjusted Level	Adjusted Level	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	(dBA) 3 dBA Atten	(dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	1,670	97	1,620	2	33	1	17	35	56	35	56	35	56	66.4	59.3	63.0	68.6	30	65.5	64.0	3.1
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice north of wooley

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor Distance from	Adjusted Level	Adjusted Level	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	(dBA) 3 dBA Atten	(dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	3,190	97	3,094	2	64	1	32	35	56	35	56	35	56	69.2	62.1	65.8	71.4	30	68.3	66.8	1.7
Alt B 2030	5,210	97	5,054	2	104	1	52	35	56	35	56	35	56	71.3	64.2	67.9	73.5	30	70.4	68.9	3.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of wooley

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor Distance from	Adjusted Level	Adjusted Level	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	(dBA) 3 dBA Atten	(dBA) 4.5 dBA Atten	existing and each scenario
								35	56	35	56	35	56								
Existing 2005	2,380	97	2,309	2	48	1	24	35	56	35	56	35	56	67.9	60.8	64.5	70.1	30	67.0	65.5	0.8
Alt B 2030	4,180	97	4,055	2	84	1	42	35	56	35	56	35	56	70.4	63.3	67.0	72.6	30	69.5	67.9	3.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: wooley east of rice

	TOTAL	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA	Receptor Distance from	Adjusted Level	Adjusted Level	Difference b/t
	# VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	(dBA) 3 dBA Atten	(dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: wooley west of rice

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,050	97	1,019	2	21	1	11	35	56	35	56	35	56	64.4	57.3	61.0	66.6	30	63.5	61.9	1.1
Alt B 2030	1,450	97	1,407	2	29	1	15	35	56	35	56	35	56	65.8	58.7	62.4	68.0	30	64.9	63.3	2.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice noth of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,200	97	2,134	2	44	1	22	35	56	35	56	35	56	67.6	60.5	64.2	69.8	30	66.7	65.1	0.0
Alt B 2030	3,890	97	3,773	2	78	1	39	35	56	35	56	35	56	70.1	62.9	66.6	72.2	30	69.2	67.6	2.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	1,790	97	1,736	2	36	1	18	35	56	35	56	35	56	66.7	59.6	63.3	68.9	30	65.8	64.3	-0.5
Alt B 2030	2,400	97	2,328	2	48	1	24	35	56	35	56	35	56	68.0	60.8	64.5	70.1	30	67.1	65.5	0.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: channel islands east of rice

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: channel isalnds west of rice

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,290	97	1,251	2	26	1	13	35	56	35	56	35	56	65.3	58.1	61.9	67.4	30	64.4	62.8	2.0
Alt B 2030	1,850	97	1,795	2	37	1	19	35	56	35	56	35	56	66.8	59.7	63.4	69.0	30	65.9	64.4	3.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: SR-1/rice north of pleasant valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	370	97	359	2	7	1	4	35	56	35	56	35	56	59.9	52.7	56.4	62.0	30	58.9	57.4	-7.7
Alt B 2030	460	97	446	2	9	1	5	35	56	35	56	35	56	60.8	53.7	57.4	63.0	30	59.9	58.4	-6.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: SR-1/rice south of pleasant valley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	430	97	417	2	9	1	4	35	56	35	56	35	56	60.5	53.4	57.1	62.7	30	59.6	58.1	-6.7
Alt B 2030	320	97	310	2	6	1	3	35	56	35	56	35	56	59.2	52.1	55.8	61.4	30	58.3	56.8	-7.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: pleasant valley east of ST-1/rice

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,420	97	2,347	2	48	1	24	35	56	35	56	35	56	68.0	60.9	64.6	70.2	30	67.1	65.6	7.6
Alt B 2030	3,570	97	3,463	2	71	1	36	35	56	35	56	35	56	69.7	62.6	66.3	71.9	30	68.8	67.3	9.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: pleaseant valley west of SR-1/rice

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,700	97	2,619	2	54	1	27	35	56	35	56	35	56	68.5	61.4	65.1	70.7	30	67.6	66.0	5.2
Alt B 2030	3,770	97	3,657	2	75	1	38	35	56	35	56	35	56	69.9	62.8	66.5	72.1	30	69.0	67.5	6.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: oxnard north of pleasant valley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,220	97	1,183	2	24	1	12	35	56	35	56	35	56	65.0	57.9	61.6	67.2	30	64.1	62.6	-2.5
Alt B 2030	1,100	97	1,067	2	22	1	11	35	56	35	56	35	56	64.6	57.5	61.2	66.8	30	63.7	62.1	-3.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: oxnard south of pleasant valley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	630	97	611	2	13	1	6	35	56	35	56	35	56	62.2	55.0	58.7	64.3	30	61.3	59.7	-5.0
Alt B 2030	510	97	495	2	10	1	5	35	56	35	56	35	56	61.3	54.1	57.8	63.4	30	60.3	58.8	-5.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: pleasant valley east of oxnard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,640	97	2,561	2	53	1	26	35	56	35	56	35	56	68.4	61.3	65.0	70.6	30	67.5	65.9	8.0
Alt B 2030	3,720	97	3,608	2	74	1	37	35	56	35	56	35	56	69.9	62.7	66.4	72.0	30	69.0	67.4	9.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: pleasant valley west of oxnard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,310	97	2,241	2	46	1	23	35	56	35	56	35	56	67.8	60.7	64.4	70.0	30	66.9	65.4	4.6
Alt B 2030	3,170	97	3,075	2	63	1	32	35	56	35	56	35	56	69.2	62.1	65.8	71.4	30	68.3	66.7	5.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice north of hueneme

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	300	97	291	2	6	1	3	35	56	35	56	35	56	58.9	51.8	55.5	61.1	30	58.0	56.5	-8.6
Alt B 2030	1,060	97	1,028	2	21	1	11	35	56	35	56	35	56	64.4	57.3	61.0	66.6	30	63.5	62.0	-3.1
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice south of hueneme

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %		Medium Truck %		Heavy Truck %		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT	35	56	35	56	35	56								
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: hueneme east of rice

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %		Medium Truck %		Heavy Truck %		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT														
Existing 2005	1,230	97	1,193	2	25	1	12	35	56	35	56	35	56	65.1	57.9	61.6	67.2	30	64.2	62.6	4.7
Alt B 2030	1,770	97	1,717	2	35	1	18	35	56	35	56	35	56	66.7	59.5	63.2	68.8	30	65.7	64.2	6.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: hueneme west of rice

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %		Medium Truck %		Heavy Truck %		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT														
Existing 2005	1,390	97	1,348	2	28	1	14	35	56	35	56	35	56	65.6	58.5	62.2	67.8	30	64.7	63.2	2.3
Alt B 2030	2,730	97	2,648	2	55	1	27	35	56	35	56	35	56	68.5	61.4	65.1	70.7	30	67.6	66.1	5.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: del norte north of us101 NB ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %		Medium Truck %		Heavy Truck %		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT														
Existing 2005	371	97	360	2	7	1	4	35	56	35	56	35	56	59.9	52.7	56.4	62.0	30	59.0	57.4	-7.7
Alt B 2030	1,590	97	1,542	2	32	1	16	35	56	35	56	35	56	66.2	59.1	62.8	68.4	30	65.3	63.7	-1.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: del norte south of us101 NB ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %		Medium Truck %		Heavy Truck %		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT	35	56	35	56	35	56								
Existing 2005	775	97	752	2	16	1	8	35	56	35	56	35	56	63.1	55.9	59.6	65.2	30	62.2	60.6	-4.1
Alt B 2030	2,000	97	1,940	2	40	1	20	35	56	35	56	35	56	67.2	60.1	63.8	69.4	30	66.3	64.7	0.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: us101 NB ramps east of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %		Medium Truck %		Heavy Truck %		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT														
Existing 2005	321	97	311	2	6	1	3	35	56	35	56	35	56	59.2	52.1	55.8	61.4	30	58.3	56.8	-1.2
Alt B 2030	80	97	78	2	2	1	1	35	56	35	56	35	56	53.2	46.1	49.8	55.4	30	52.3	50.8	-7.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: us101 NB ramps west of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %		Medium Truck %		Heavy Truck %		VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	celveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dSA Atten	Difference b/t existing and each scenario
		%	Auto	%	MT	%	HT														
Existing 2005	339	97	329	2	7	1	3	35	56	35	56	35	56	59.5	52.3	56.0	61.6	30	58.6	57.0	-3.8
Alt B 2030	610	97	592	2	12	1	6	35	56	35	56	35	56	62.0	54.9	58.6	64.2	30	61.1	59.6	-1.2

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: del norte north of us101SB ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	779	97	756	2	16	1	8	35	56	35	56	35	56	63.1	56.0	59.7	65.3	30	62.2	60.6	-4.5
Alt B 2030	2,280	97	2,212	2	46	1	23	35	56	35	56	35	56	67.8	60.6	64.3	69.9	30	66.8	65.3	0.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: del norte south of us101SB ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	1,330	97	1,290	2	27	1	13	35	56	35	56	35	56	65.4	58.3	62.0	67.6	30	64.5	63.0	-1.8
Alt B 2030	3,440	97	3,337	2	69	1	34	35	56	35	56	35	56	69.5	62.4	66.1	71.7	30	68.6	67.1	2.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: us101SB ramps east of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	590	97	572	2	12	1	6	35	56	35	56	35	56	61.9	54.8	58.5	64.1	30	61.0	59.4	1.5
Alt B 2030	1,150	97	1,116	2	23	1	12	35	56	35	56	35	56	64.8	57.6	61.4	67.0	30	63.9	62.3	4.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: us101 SB ramps west of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	101	97	98	2	2	1	1	35	56	35	56	35	56	54.2	47.1	50.8	56.4	30	53.3	51.8	-9.0
Alt B 2030	150	97	146	2	3	1	2	35	56	35	56	35	56	55.9	48.8	52.5	58.1	30	55.0	53.5	-7.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: del norte north of camino del sol

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,510	97	1,465	2	30	1	15	35	56	35	56	35	56	66.0	58.8	62.5	68.1	30	65.1	63.5	-1.6
Alt B 2030	1,850	97	1,795	2	37	1	19	35	56	35	56	35	56	66.8	59.7	63.4	69.0	30	65.9	64.4	-0.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: del norte south of camino del sol

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	1,090	97	1,057	2	22	1	11	35	56	35	56	35	56	64.6	57.4	61.1	66.7	30	63.6	62.1	-2.6
Alt B 2030	1,610	97	1,562	2	32	1	16	35	56	35	56	35	56	66.2	59.1	62.8	68.4	30	65.3	63.8	-0.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: camino del sol east of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	280	97	272	2	6	1	3	35	56	35	56	35	56	58.6	51.5	55.2	60.8	30	57.7	56.2	-1.8
Alt B 2030	100	97	97	2	2	1	1	35	56	35	56	35	56	54.2	47.0	50.7	56.3	30	53.3	51.7	-6.2

0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: camino del sol west of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	630	97	611	2	13	1	6	35 56	35 56	35 56	62.2	55.0	58.7	64.3	30	61.3	59.7	-1.1
Alt B 2030	540	97	524	2	11	1	5	35 56	35 56	35 56	61.5	54.4	58.1	63.7	30	60.6	59.0	-1.8
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: del norte north of sturgis

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	880	97	854	2	18	1	9	35 56	35 56	35 56	63.6	56.5	60.2	65.8	30	62.7	61.2	-3.9
Alt B 2030	1,640	97	1,591	2	33	1	16	35 56	35 56	35 56	66.3	59.2	62.9	68.5	30	65.4	63.9	-1.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: del norte south of sturgis

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	730	97	708	2	15	1	7	35 56	35 56	35 56	62.8	55.7	59.4	65.0	30	61.9	60.4	-4.4
Alt B 2030	1,260	97	1,222	2	25	1	13	35 56	35 56	35 56	65.2	58.0	61.7	67.3	30	64.3	62.7	-2.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: sturgis east of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	640	97	621	2	13	1	6	35 56	35 56	35 56	62.2	55.1	58.8	64.4	30	61.3	59.8	1.8
Alt B 2030	720	97	698	2	14	1	7	35 56	35 56	35 56	62.7	55.6	59.3	64.9	30	61.8	60.3	2.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: sturgis west of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	690	97	669	2	14	1	7	35 56	35 56	35 56	62.6	55.4	59.1	64.7	30	61.7	60.1	-0.7
Alt B 2030	820	97	795	2	16	1	8	35 56	35 56	35 56	63.3	56.2	59.9	65.5	30	62.4	60.9	0.1
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: del norte north of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	465	97	451	2	9	1	5	35 56	35 56	35 56	60.9	53.7	57.4	63.0	30	59.9	58.4	-6.7
Alt B 2030	1,180	97	1,145	2	24	1	12	35 56	35 56	35 56	64.9	57.8	61.5	67.1	30	64.0	62.4	-2.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: del norte south of 5th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: 5th east of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,294	97	1,255	2	26	1	13	35	56	35	56	35	56	65.3	58.2	61.9	67.5	30	64.4	62.8	4.9
Alt B 2030	2,260	97	2,192	2	45	1	23	35	56	35	56	35	56	67.7	60.6	64.3	69.9	30	66.8	65.3	7.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: 5th west of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,473	97	1,429	2	29	1	15	35	56	35	56	35	56	65.9	58.7	62.4	68.0	30	64.9	63.4	2.6
Alt B 2030	2,660	97	2,580	2	53	1	27	35	56	35	56	35	56	68.4	61.3	65.0	70.6	30	67.5	66.0	5.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: south oxnard north of wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	350	97	340	2	7	1	4	35	56	35	56	35	56	59.6	52.5	56.2	61.8	30	58.7	57.2	-7.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: south oxnard south of wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	1,600	97	1,552	2	32	1	16	35	56	35	56	35	56	66.2	59.1	62.8	68.4	30	65.3	63.8	-0.9
Alt B 2030	310	97	301	2	6	1	3	35	56	35	56	35	56	59.1	52.0	55.7	61.3	30	58.2	56.6	-8.1
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: wooley east of south oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,180	97	1,145	2	24	1	12	35	56	35	56	35	56	64.9	57.8	61.5	67.1	30	64.0	62.4	4.5
Alt B 2030	1,980	97	1,921	2	40	1	20	35	56	35	56	35	56	67.1	60.0	63.7	69.3	30	66.2	64.7	6.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: wooley west of south oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,740	97	2,658	2	55	1	27	35	56	35	56	35	56	68.6	61.4	65.1	70.7	30	67.6	66.1	5.3
Alt B 2030	2,280	97	2,212	2	46	1	23	35	56	35	56	35	56	67.8	60.6	64.3	69.9	30	66.8	65.3	4.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rose north of hueneme

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	1,580	97	1,533	2	32	1	16	35	56	35	56	35	56	66.2	59.0	62.7	68.3	30	65.3	63.7	-1.4

0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rose south of hueneme

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	2,070	97	2,008	2	41	1	21	35 56	35 56	35 56	67.3	60.2	63.9	69.5	30	66.4	64.9	0.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: huemneme east of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,390	97	1,348	2	28	1	14	35 56	35 56	35 56	65.6	58.5	62.2	67.8	30	64.7	63.2	5.2
Alt B 2030	2,810	97	2,726	2	56	1	28	35 56	35 56	35 56	68.7	61.5	65.2	70.8	30	67.8	66.2	8.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: hueneme west of rose

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,390	97	1,348	2	28	1	14	35 56	35 56	35 56	65.6	58.5	62.2	67.8	30	64.7	63.2	2.3
Alt B 2030	2,400	97	2,328	2	48	1	24	35 56	35 56	35 56	68.0	60.8	64.5	70.1	30	67.1	65.5	4.7
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: oxnard north of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,170	97	1,135	2	23	1	12	35 56	35 56	35 56	64.9	57.7	61.4	67.0	30	63.9	62.4	-2.7
Alt B 2030	990	97	960	2	20	1	10	35 56	35 56	35 56	64.1	57.0	60.7	66.3	30	63.2	61.7	-3.4
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: oxnard south of channel islands

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,170	97	1,135	2	23	1	12	35 56	35 56	35 56	64.9	57.7	61.4	67.0	30	63.9	62.4	-2.3
Alt B 2030	1,570	97	1,523	2	31	1	16	35 56	35 56	35 56	66.1	59.0	62.7	68.3	30	65.2	63.7	-1.0
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: channel isands east of oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,340	97	1,300	2	27	1	13	35 56	35 56	35 56	65.4	58.3	62.0	67.6	30	64.5	63.0	5.0
Alt B 2030	1,890	97	1,833	2	38	1	19	35 56	35 56	35 56	66.9	59.8	63.5	69.1	30	66.0	64.5	6.5
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: channel isands west of oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,340	97	1,300	2	27	1	13	35 56	35 56	35 56	65.4	58.3	62.0	67.6	30	64.5	63.0	2.2

Alt B 2030	2,450	97	2,377	2	49	1	25	35	56	35	56	35	56	68.1	60.9	64.6	70.2		30	67.2	65.6	4.8			
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!		30	#NUM!	#NUM!	#NUM!			
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!		30	#NUM!	#NUM!	#NUM!			
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!		30	#NUM!	#NUM!	#NUM!			

ROAD SEGMENT #13: rice SB ramps north of camino del sol

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	360	97	349	2	7	1	4	35	56	35	56	35	56	59.7	52.6	56.3	61.9	30	58.8	57.3	-7.8
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice SB ramps south of camino del sol

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	120	97	116	2	2	1	1	35	56	35	56	35	56	55.0	47.8	51.5	57.1	30	54.1	52.5	-12.2
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: camino del sol east of rice SB ramps

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	650	97	631	2	13	1	7	35	56	35	56	35	56	62.3	55.2	58.9	64.5	30	61.4	59.9	1.9
Alt B 2030	0	97	0	2	0	1	0	35	56	35	55	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: camino del sol west of rice SB ramps

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	670	97	650	2	13	1	7	35	56	35	56	35	56	62.4	55.3	59.0	64.6	30	61.5	60.0	-0.8
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: rice NB ramps north of camino del sol

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	290	97	281	2	6	1	3	35	56	35	56	35	56	58.8	51.7	55.4	61.0	30	57.9	56.3	-8.8
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: rice NB ramps south of camino del sol

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	280	97	272	2	6	1	3	35	56	35	56	35	56	58.6	51.5	55.2	60.8	30	57.7	56.2	-8.5
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: camino del sol east of rice NB ramps

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	880	97	854	2	18	1	9	35	56	35	56	35	56	63.6	56.5	60.2	65.8	30	62.7	61.2	3.2

Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!				
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!				
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!				
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!				

ROAD SEGMENT #16: camino del sol west of rice NB ramps

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	650	97	631	2	13	1	7	35	56	35	56	35	56	62.3	55.2	58.9	64.5	30	61.4	59.9	-1.0
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: del norte north of gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,500	97	1,455	2	30	1	15	35	56	35	56	35	56	65.9	58.8	62.5	68.1	30	65.0	63.5	-1.6
Alt B 2030	3,780	97	3,667	2	76	1	38	35	56	35	56	35	56	70.0	62.8	66.5	72.1	30	69.0	67.5	2.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: del norte south of gonzales

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,500	97	1,455	2	30	1	15	35	56	35	56	35	55	65.9	58.8	62.5	68.1	30	65.0	63.5	-1.2
Alt B 2030	3,300	97	3,201	2	66	1	33	35	56	35	56	35	56	69.4	62.2	65.9	71.5	30	68.4	66.9	2.2
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: gonzales east of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	1,330	97	1,290	2	27	1	13	35	56	35	56	35	56	65.4	58.3	62.0	67.6	30	64.5	63.0	5.0
	0	97	0	2	0	1	0	35	55	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: gonzales west of del norte

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	2,270	97	2,202	2	45	1	23	35	56	35	56	35	56	67.7	60.6	64.3	69.9	30	66.8	65.3	4.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: oxnard north of camino del sol

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,240	97	3,143	2	65	1	32	35	56	35	56	35	56	69.3	62.1	65.8	71.4	30	68.4	66.8	1.7
Alt B 2030	4,140	97	4,016	2	83	1	41	35	56	35	56	35	56	70.3	63.2	66.9	72.5	30	69.4	67.9	2.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: oxnard south of camino del sol

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,240	97	3,143	2	65	1	32	35	56	35	56	35	56	69.3	62.1	65.8	71.4	30	68.4	66.8	2.1

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Alt B 2030	4,800	97	4,656	2	96	1	48	35	56	35	56	35	56	71.0	63.9	67.6	73.2	30	70.1	68.5	3.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: camino del soul east of oxnard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	1,680	97	1,630	2	34	1	17	35	56	35	56	35	56	66.4	59.3	63.0	68.6	30	65.5	64.0	6.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: camino del sol west of oxnard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: vineyard north of stroube

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,160	97	2,095	2	43	1	22	35	56	35	56	35	56	67.5	60.4	64.1	69.7	30	66.6	65.1	0.0
Alt B 2030	2,810	97	2,726	2	56	1	28	35	56	35	56	35	56	68.7	61.5	65.2	70.8	30	67.8	66.2	1.1
		97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: vineyard south of stroube

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,130	97	2,066	2	43	1	21	35	56	35	56	35	56	67.5	60.3	64.0	69.6	30	66.5	65.0	0.3
Alt B 2030	2,530	97	2,454	2	51	1	25	35	56	35	56	35	56	68.2	61.1	64.8	70.4	30	67.3	65.8	1.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: stroube east of vineyard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	230	97	223	2	5	1	2	35	56	35	56	35	56	57.8	50.7	54.4	60.0	30	56.9	55.3	-2.6
Alt B 2030	230	97	223	2	5	1	2	35	56	35	56	35	56	57.8	50.7	54.4	60.0	30	56.9	55.3	-2.6
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: stroube west of vineyard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	180	97	175	2	4	1	2	35	56	35	56	35	56	56.7	49.6	53.3	58.9	30	55.8	54.3	-6.5
Alt B 2030	170	97	165	2	3	1	2	35	56	35	56	35	56	56.5	49.3	53.0	58.6	30	55.6	54.0	-6.8
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: vineyard north of walnut

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,050	97	1,989	2	41	1	21	35	56	35	56	35	56	67.3	60.2	63.9	69.5	30	66.4	64.8	-0.3

Alt B 2030

2,880	97	2,794	2	58	1	29	35	56	35	56	35	56	68.8	61.6	65.3	70.9	30	67.9	66.3	1.2
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: vineyard south of walnut

Existing 2005
Alt B 2030

TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,120	97	2,056	2	42	1	21	35	56	35	56	35	56	67.4	60.3	64.0	69.6	30	68.5	65.0	0.3
3,140	97	3,046	2	63	1	31	35	56	35	56	35	56	69.1	62.0	65.7	71.3	30	68.2	66.7	2.0
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: walnut east of vineyard

Existing 2005
Alt B 2030

TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
250	97	243	2	5	1	3	35	56	35	56	35	56	58.2	51.0	54.7	60.3	30	57.2	55.7	-2.3
250	97	243	2	5	1	3	35	56	35	56	35	56	58.2	51.0	54.7	60.3	30	57.2	55.7	-2.3
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: walnut west of vineyard

Existing 2005
Alt B 2030

TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
1,850	97	1,795	2	37	1	19	35	56	35	56	35	56	66.8	59.7	63.4	69.0	30	65.9	64.4	3.6
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: vineyard north of simon

Existing 2005
Alt B 2030

TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,050	97	1,989	2	41	1	21	35	56	35	56	35	56	67.3	60.2	63.9	69.5	30	66.4	64.8	-0.3
3,230	97	3,133	2	65	1	32	35	56	35	56	35	56	69.3	62.1	65.8	71.4	30	68.4	66.8	1.7
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: vineyard south of simon

Existing 2005
Alt B 2030

TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
2,040	97	1,979	2	41	1	20	35	56	35	56	35	56	67.3	60.1	63.8	69.4	30	66.4	64.8	0.1
2,460	97	2,386	2	49	1	25	35	56	35	56	35	56	68.1	61.0	64.7	70.3	30	67.2	65.6	0.9
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: simon east of vineyard

Existing 2005
Alt B 2030

TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
570	97	553	2	11	1	6	35	56	35	56	35	56	61.7	54.6	58.3	63.9	30	60.8	59.3	1.3
570	97	553	2	11	1	6	35	56	35	56	35	56	61.7	54.6	58.3	63.9	30	60.8	59.3	1.3
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: simon west of vineyard

TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	Auto k/h	Auto MT	k/h	HT	k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	60	97	58	2	1	1	1	35	56	35	56	35	56	52.0	44.8	48.5	54.1	30	51.0	49.5	-11.3
Alt B 2030	820	97	795	2	16	1	8	35	56	35	56	35	56	63.3	56.2	59.9	65.5	30	62.4	60.9	0.1
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #13: lombard north of 5th

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	1,130	97	1,096	2	23	1	11	35	56	35	56	35	56	64.7	57.6	61.3	66.9	30	63.8	62.3	-2.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #14: lombard south of 5th

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
								35	56	35	56	35	56								
Existing 2005	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: 5th east of lombard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,670	97	1,620	2	33	1	17	35	56	35	56	35	56	66.4	59.3	63.0	68.6	30	65.5	64.0	6.0
Alt B 2030	2,080	97	2,018	2	42	1	21	35	56	35	56	35	56	67.4	60.2	63.9	69.5	30	66.4	64.9	6.9
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: 5th west of lombard

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,670	97	1,620	2	33	1	17	35	56	35	56	35	56	66.4	59.3	63.0	68.6	30	65.5	64.0	3.1
Alt B 2030	2,810	97	2,726	2	56	1	28	35	56	35	56	35	56	68.7	61.5	65.2	70.8	30	67.8	66.2	5.4
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard north of 7th

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,700	97	2,619	2	54	1	27	35	56	35	56	35	56	68.5	61.4	65.1	70.7	30	67.6	66.0	5.2
Alt B 2030	2,740	97	2,658	2	55	1	27	35	56	35	56	35	56	68.6	61.4	65.1	70.7	30	67.6	66.1	5.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard south of 7th

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,590	97	2,512	2	52	1	26	35	56	35	56	35	56	68.3	61.2	64.9	70.5	30	67.4	65.9	5.0
Alt B 2030	2,590	97	2,512	2	52	1	26	35	56	35	56	35	56	68.3	61.2	64.9	70.5	30	67.4	65.9	5.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: 7th east of oxnard

	TOTAL # VEHICLES	Auto	Medium Truck	Heavy Truck	Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	calveno factors MT	calveno factors HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA)	Adjusted Level (dBA)	Difference b/t existing and each scenario

		%	Auto	%	MT	%	HT												3 dBA Atten	4.5 dBA Atten	
Existing 2005	500	97	485	2	10	1	5	35	56	35	56	35	56	61.2	54.0	57.7	63.3	30	60.3	58.7	-2.1
Alt B 2030	730	97	708	2	15	1	7	35	56	35	56	35	56	62.8	55.7	59.4	65.0	30	61.9	60.4	-0.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: 7th west of oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	430	97	417	2	9	1	4	35	56	35	56	35	56	60.5	53.4	57.1	62.7	30	59.6	58.1	-2.8
Alt B 2030	480	97	466	2	10	1	5	35	56	35	56	35	56	61.0	53.9	57.6	63.2	30	60.1	58.5	-2.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard north of 9th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,440	97	2,367	2	49	1	24	35	56	35	56	35	56	68.1	60.9	64.6	70.2	30	67.1	65.6	4.8
Alt B 2030	2,370	97	2,299	2	47	1	24	35	56	35	56	35	56	67.9	60.8	64.5	70.1	30	67.0	65.5	4.7
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard south of 9th

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,510	97	2,435	2	50	1	25	35	56	35	56	35	56	68.2	61.0	64.7	70.3	30	67.3	65.7	4.9
Alt B 2030	2,290	97	2,221	2	46	1	23	35	56	35	56	35	56	67.8	60.6	64.3	69.9	30	66.9	65.3	4.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: 9th east of oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	150	97	146	2	3	1	2	35	56	35	56	35	56	55.9	48.8	52.5	58.1	30	55.0	53.5	-7.3
Alt B 2030	240	97	233	2	5	1	2	35	56	35	56	35	56	58.0	50.8	54.5	60.1	30	57.1	55.5	-5.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: 9th west of oxnard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	280	97	272	2	6	1	3	35	56	35	56	35	56	58.6	51.5	55.2	60.8	30	57.7	56.2	-4.6
Alt B 2030	300	97	291	2	6	1	3	35	56	35	56	35	56	58.9	51.8	55.5	61.1	30	58.0	56.5	-4.3
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #15: commercial north of wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Autc	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	540	97	524	2	11	1	5	35	56	35	56	35	56	61.5	54.4	58.1	63.7	30	60.6	59.0	-1.8
Alt B 2030	640	97	621	2	13	1	6	35	56	35	56	35	56	62.2	55.1	58.8	64.4	30	61.3	59.8	-1.0
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

Calculated dBA	Receptor Distance from	Adjusted	Adjusted	Difference b/t

ROAD SEGMENT #16: commercial south of wooley

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	(15 meters from roadway center)	Roadway Center (m.)	Level (dBA) 3 dBA Atten	Level (dBA) 4.5 dBA Atten	existing and each scenario
Existing 2005	610	97	592	2	12	1	6	35 56	35 56	35 56	62.0	54.9	58.6	64.2	30	61.1	59.6	-1.2
Alt B 2030	620	97	601	2	12	1	6	35 56	35 56	35 56	62.1	55.0	58.7	64.3	30	61.2	59.6	-1.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: wooley east of commercial

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,180	97	1,145	2	24	1	12	35 56	35 56	35 56	64.9	57.8	61.5	67.1	30	64.0	62.4	1.6
Alt B 2030	1,750	97	1,698	2	35	1	18	35 56	35 56	35 56	65.6	59.5	63.2	68.8	30	65.7	64.2	3.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: wooley west of commercial

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,510	97	1,465	2	30	1	15	35 56	35 56	35 56	65.0	58.8	62.5	68.1	30	65.1	63.5	2.7
Alt B 2030	2,190	97	2,124	2	44	1	22	35 56	35 56	35 56	67.6	60.4	64.1	69.7	30	66.7	65.1	4.3
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: vineyard north of los angeles

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
Alt B 2030	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: vineyard south of los angeles

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,891	97	1,834	2	38	1	19	35 56	35 56	35 56	66.9	59.8	63.5	69.1	30	66.0	64.5	3.7
Alt B 2030	2,110	97	2,047	2	42	1	21	35 56	35 56	35 56	67.4	60.3	64.0	69.6	30	66.5	65.0	4.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: los angeles east of vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,958	97	1,899	2	38	1	20	35 56	35 56	35 56	67.1	60.0	63.7	69.3	30	66.2	64.6	3.8
Alt B 2030	2,360	97	2,289	2	47	1	24	35 56	35 56	35 56	67.9	60.8	64.5	70.1	30	67.0	65.5	4.6
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: los angeles west of vineyard

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	VEHICLE SPEED Auto k/h	MT k/h	HT k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	3,605	97	3,497	2	72	1	36	35 56	35 56	35 56	69.7	62.6	66.3	71.9	30	68.8	67.3	6.5
Alt B 2030	4,210	97	4,084	2	84	1	42	35 56	35 56	35 56	70.4	63.3	67.0	72.6	30	69.5	68.0	7.2
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35 56	35 56	35 56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard-saviers north of wooley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,740	97	1,688	2	35	1	17	35	35	35	65.6	59.4	63.1	68.7	30	65.7	64.1	3.3
Alt B 2030	1,610	97	1,562	2	32	1	16	35	35	35	66.2	59.1	62.8	68.4	30	65.3	63.8	3.0
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard-saviers south of wooley

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,100	97	2,037	2	42	1	21	35	35	35	67.4	60.3	64.0	69.6	30	66.5	64.9	4.1
Alt B 2030	1,980	97	1,921	2	40	1	20	35	35	35	67.1	60.0	63.7	69.3	30	66.2	64.7	3.9
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: wooley east of oxnard-saviers

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,160	97	1,125	2	23	1	12	35	35	35	64.8	57.7	61.4	67.0	30	63.9	62.4	1.6
Alt B 2030	1,710	97	1,659	2	34	1	17	35	35	35	66.5	59.4	63.1	68.7	30	65.6	64.1	3.2
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: wooley west of oxnard-saviers

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,180	97	1,145	2	24	1	12	35	35	35	64.9	57.8	61.5	67.1	30	64.0	62.4	1.6
Alt B 2030	1,720	97	1,668	2	34	1	17	35	35	35	66.5	59.4	63.1	68.7	30	65.6	64.1	3.3
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard-saviers north of wooley-sr1

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	2,490	97	2,415	2	50	1	25	35	35	35	68.1	61.0	64.7	70.3	30	67.2	65.7	4.9
Alt B 2030	2,310	97	2,241	2	46	1	23	35	35	35	67.8	60.7	64.4	70.0	30	66.9	65.4	4.6
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: oxnard-saviers south of wooley-sr1

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,860	97	1,824	2	38	1	19	35	35	35	66.9	59.8	63.5	69.1	30	66.0	64.5	3.7
Alt B 2030	1,770	97	1,717	2	35	1	18	35	35	35	66.7	59.5	63.2	68.8	30	65.7	64.2	3.4
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: wooley-sr1 east of oxnard-saviers

	TOTAL # VEHICLES	Auto %	Auto	Medium Truck %	MT	Heavy Truck %	HT	Auto k/h	MT k/h	HT k/h	Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
Existing 2005	1,660	97	1,630	2	34	1	17	35	35	35	66.4	59.3	63.0	68.6	30	65.5	64.0	3.2
Alt B 2030	1,970	97	1,911	2	39	1	20	35	35	35	67.1	60.0	63.7	69.3	30	66.2	64.7	3.9
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	35	35	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
ROAD SEGMENT #16: wooley-sr1 west of oxnard-saviers	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT					
		%	Auto	%	MT	%	HT														
Existing 2005	1,170	97	1,135	2	23	1	12	35	56	35	56	35	56	64.9	57.7	61.4	67.0	30	63.9	62.4	1.6
Alt B 2030	1,450	97	1,407	2	29	1	15	35	56	35	56	35	56	65.8	58.7	62.4	68.0	30	64.9	63.3	2.5
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

City of Oxnard 214 S. C Street Oxnard CA 93030