

Memorandum

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To: Reza Fateh, P.E., PMP
Project Manager
District 7, Division of Project Management
DEPARTMENT OF TRANSPORTATION

Date: August 13, 2009

File: 07-VEN- 118 PM 10.72/11.80
07-VEN-34 PM 16.80/17.22
Modify Intersection

EA: 07-105960

From: Hazardous Waste Branch, North Region
Office of Environmental Engineering & Corridor Studies
DEPARTMENT OF TRANSPORTATION, District 7

Subject: Transmittal of Environmental Site Assessment

In accordance with your 03/27/2009 authorization via an email, we have performed an environmental site assessment (ESA) for this project. Herewith we transmit a copy of the ESA report. In addition, we transmit a copy of this letter and the report to OC Lee (Design Manager) and Carlos Montez (Senior Environmental Planner).

In summary, the project site and the impacted adjacent properties have several potential hazardous concerns. Some of the concerns include ADL, Lead and Chromium in the delineation, herbicides and pesticides, and PCB in some of the electric transformers. Thus, we recommend these concerns be resolved by a site investigation (SI).

Several sites contaminated by leaking underground storage tanks (LUST) were cleaned up many years ago. Only the former Somis Supply (at the southwest corner of Intersection) remains contaminated. This site is the major influential site, which is being remediated. For remediation, several wells and markers are placed throughout the site. Few of wells and markers are placed very close to the property lines shared by Routes 118 and 34. Therefore, the design should provide the protective zone for these wells and markers.

If you have any questions or comments regarding this memorandum and/or the ESA report, please call me at extension 7-0670 or G. Hossein Bahmanyar at 1-866-399-9050+213-897-0284.



Ayubur Rahman
Senior Transportation Engineer
District 7 Hazardous Waste Coordinator, North Region

cc: OC Lee (Design Manager)
Carlos Montez (Senior Environmental Planner)

Attachment : ESA report (08/10/09)

ENVIRONMENTAL SITE ASSESSMENT REPORT SOMIS INTERSECTION IMPROVEMENT

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August 10, 2009

1. Summary

1.1. An in-house environmental site assessment (ESA) was conducted while the project and its six Alternatives are being worked on the drafting table. The ESA found several concerns about the potential hazardous materials and wastes as well as others. The work, findings, conclusions, and recommendations are presented in this report.

2. Introduction

2.1. General

2.1.1. ASTM E 1527-05: The purpose of ASTM E 1527-05 (Ref. 1) is "... to define good commercial and customary practice in the United States of America for conducting an environmental site assessment of a parcel of commercial real estate with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42U.S.C. §9601) and petroleum products..." Since this project involves fee part-take (purchase) of and/or easement from several parcels, not a single parcel, which will not be for the commercial transactions, this Environmental Site Assessment does not have to follow the ASTM E 1527-05 step-by-step. However, the report uses ASTM guidance without mentioning all deviations.

2.1.2. Past Site Investigation: This project was initiated in early 1990s but through Court order it was later suspended. During that era, only a site investigation (Ref. 5) was conducted. The 1994 SI report mainly addresses the aerielly deposited lead (ADL) along routes 118 and 34 as well as the cleaning up the Somis General Store. It does not mention of any Phase I ESA performed before the SI. Hazardous Waste Branch-North does not have a copy or a trace of such Phase I ESA.

2.1.3. In-House Assessment: Therefore, since the project involves several adjacent parcels for permanent or temporary use and not all project information were ready as the beginning, this Branch decided to perform the ESA by itself. The work was authorized by Reza Fateh (Project Manager) Ref. 11, on 03/27/09.

2.2. Purpose

2.2.1. Purpose: The purpose of this assessment is to identify, to the extent feasible pursuant to the processes described herein, recognized environmental conditions in connection with the Caltrans Right of Way and the impacted areas for both Fee Part-Take (purchase) and Easement.

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2.2.2. Goal: The goal of this ESA is to identify the recognizable environmental conditions on the existing and proposed highways as well as the proposed adjacent rights of way considered for acquisitions. The recognizable environmental conditions could include the potential hazardous materials at the surface and underground.

2.3. Detailed Scope-of-Services

2.3.1. On 12/08/08, we conducted an external search via Environmental First Search (Ref. 13). We reported the results via a memorandum (Ref. 8) on 12/16/08.

2.3.2. We searched the GeoTracker (Ref. 15) on a regular basis during preparing this report.

2.3.3. We contacted Ventura County Environmental Health (Ref. 24 & 25) where we received a wealth of information about the contaminated and/or cleaned sites in the vicinity of the Intersection.

2.3.4. The consultant in charge of cleaning the former Somis Supply site was contacted (Ref. 3). We received the requested information with full cooperation.

2.3.5. Site Visits:

2.3.5.1. On 09/09/08, two engineers from this Branch visited the area before the plans were prepared.

2.3.5.2. An in-depth site reconnaissance was conducted by two other engineers on 06/18/09.

2.3.5.3. On 07/23/09 a supplementary visit was performed by two engineers.

2.4. Significant Assumptions

2.4.1. No significant assumptions were made.

2.5. Limitations and Exceptions

2.5.1. Since the area is not industrialized at all, we did not interview the owners and past owners.

2.5.2. We are expecting to review the Title Reports of the impacted properties when they become available.

2.6. Special Terms And Conditions

2.6.1. The main objective of the project is improving the Tee Intersection of Route 118 and Route 34 as shown on Figure 1, Generalized Site Plan. We refer to this point as the "Intersection", in this report.

2.6.2. Route 118 is locally known as Los Angeles Avenue that is divided as East Los Angeles Avenue and West Los Angeles Avenue from Route 34. In this report both names are used depending on the occasion.

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- 2.6.3. Route 34 is known as Somis Road. Again both names are used depending on the occasion.
- 2.6.4. At the southwest corner of the Intersection, is the most controversial site. This was the site of Somis Alliance General Supply Store or any combination thereof. The store has been closed for several years. To coordinate with the other government agencies, including GeoTracker (a part of State Water Resources Control Board) and Ventura County Environmental Health, we use former Somis Supply in this report.
- 2.6.5. In the text of this report, the applicable reference is referred to as Ref. followed by the reference number in the list.
- 2.6.6. This ESA report uses LUST for Leaking Underground Storage Tank instead of LUFT (Leaking Underground Fuel Tank).
- 2.7. User Reliance
- 2.7.1. This Branch relied on the plans, data, and information we cooperatively received from the other Branches and Offices.
- 2.7.2.

3. Site Description

3.1. Location:

- 3.1.1. In General, the site include the Tee-Intersection of CA Route 118 (PM 10.7/ 11.2) and CA Route 34 (PM 17.5/17.7), near Community of Somis, Ventura County, California. The location is shown on Figure 1.

3.2. Legal Description:

- 3.2.1. The properties impacted by all Alternatives (Fee Part Take and Easement) are summarized in the Table I. Full and complete legal descriptions of these properties are available in the Right of Way reports.

3.3. Site and Vicinity General Characteristics:

- 3.3.1. The proposed Alternatives are located in a generally flat land. Las Posas Mountains are on the north, Las Posas Hills are on the southeast. Somis Valley and Community is on the south and southwest.
- 3.3.2. This area is generally considered an agricultural community. Presently, relatively large nurseries occupy the northwest and southwest comers of the Intersection. Besides the natural features, large residential properties occur close to the Intersection.
- 3.3.3. Coyote Creek, which is covered by dense trees and shrubs, runs from north to south parallel to CA 34, about 200 feet east of the Intersection. After a left-turn bent, the creek goes southeast and joins Las Posas Arroyo.
- 3.3.4. Southern Pacific Railroad (SPRR), which runs northeast-southwest, is on the southern limit of the Alternative 5. The area is about 300 feet above the mean sea level (MSL).

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- 3.4. Existing Alternatives: This section is a summary of description provided by the Environmental Planner (Cesar Moreno). For more details, the reader should refer to the available Project Report (Ref. 10). All six Alternatives are still on the drafting table.
- 3.4.1. Alternative 1, No Build Alternative, proposes to maintain the existing configuration at the Intersection.
- 3.4.2. Alternative 2, Intersection Improvement Alternative, would close the existing Donlon Road from SR 118 to La Cumbre Road. The new alignment of Donlon Road would begin at the Intersection and run north along the west side of Coyote Canyon Creek and join the existing Donlon Road by crossing the spillway. Right turn and left turn lanes would be added, as shown on Figure 2.
- 3.4.3. Alternative 3, Save Our Somis (SOS) Alternative, would be similar to the Intersection Improvement Alternative with reduced additional lanes. Figure 3 shows this Alternative.
- 3.4.4. Alternative 4, Roundabout Alternative, is a one-way one-lane round roadway that would replace the existing signalized intersection, as shown on Figure 4. The re-aligned Donlon Road would travel north on the west side of Creek over the outlet of the debris basin.
- 3.4.5. Alternative 5, Somis Bypass Alternative, proposes constructing a new two-lane highway parallel to the existing Union Pacific Railroad track that would bypass the Somis Community. The highway would start at the railroad crossing with SR 118 on the east side of the Intersection and connect to SR 34 at a point south of the Community, as shown on Figure 5. Donlon Road will again become the fourth leg of the revised Intersection.
- 3.4.6. Alternative 6, Bridge Alternative, would improve the Intersection like the above but the new Donlon Road would be straight due north of the Intersection and would cross the Coyote Canyon Creek via a bridge. Figure 6 shows this Alternative.
- 3.5. Current Use of the Properties:
- 3.5.1. Beginning easterly from the Intersection, on the north side of Route 118 are Coyote Canyon Creek, Donlon Road, and natural hillside.
- 3.5.2. Beginning easterly from the Intersection, on the south side of Route 118 are a small nursery, Coyote Canyon Creek, and large residential properties.
- 3.5.3. Starting southerly from the Intersection, on the east side of Route 34 are a small nursery and large residential properties.
- 3.5.4. Starting southerly from the Intersection, on the west side of Route 34 is the former Somis Supply (which now contains a flower shop, a nursery, and an old barn-style building to the south).
- 3.5.5. Beginning westerly from the Intersection, on the south side of Route 118 are the flower shop and nursery (former Somis Supply) and another nursery.

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- 3.5.6. Beginning westerly from the Intersection, on the north side of Route 118 are two large nurseries.
- 3.6. Description of Structures, Roads, and Other Improvements on the Site (including heating/cooling system, sewage disposal, and source of potable water).
- 3.6.1. Most of these features are shown on Figure 7, Aerial Photo of the Site. The Aerial Photo constitute as Alternative 1 or No Build Alternative. Since the photo was shot in 2006, minimal changes may have occurred.
- 3.6.2. Structures:
- 3.6.2.1. Within the Existing Right of Way, the Bridge sign on the north side of Route 118, which faces eastward, reads Bridge No. 52-130. Bridge Inspection Reports Inventory System (BIRIS) indicates that the last inspection on 12/08/1972, recommended this bridge be considered as a culvert.
- 3.6.2.2. The plans for all Alternatives indicate no structures exist within the impacted properties.
- 3.6.2.3. The roads consist of Route 118 (Los Angeles Avenue), Route 34 (Somis Road), and Donlon Road, which goes northward from north side of Route 118 and runs on the east side of Coyote Canyon Creek. Southern Pacific Railroad, which runs northeast-southwest, is on the southern limit of site.
- 3.6.3. The existing water mains indicate that potable water is available to the impacted properties.
- 3.6.4. We understand that the private sewage is still used in this area. They are commonly placed away from the roadways. However, their locations should be identified upon selecting the final Alternative.
- 3.7. Current Use of Adjacent Properties: These properties are described in the previous sections of this report.
4. **User Provided Information**
- 4.1. Title Reports:
- 4.1.1. The District 7 Right of Way Office is responsible for handling the Title Reports of the impacted properties for the legal issues. To avoid duplication, this ESA report does not contain a copy of the Title Reports.
- 4.2. Environmental Liens or Activity and Use Limitations: In addition, Victor Lee, the Project Right of Way Agent, assured us that all titles are genuine and free of environmental liens and limitations.
5. **Record Review**
- 5.1. Standard Environmental Record Sources: This Branch on 12/08/08 conducted a search via Environmental First Search®, within one mile radius of a point

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(5470 Los Angeles Ave. near the Intersection (Ref. 13). The results and our interpretation were summarized in an inter-office memorandum (Ref. 8), dated 12/16/08. Table II presents the findings of the data search. Our interpretations of the results are presented below.

- 5.1.1. At the first site, a leaking underground storage tank (LUST) was discovered on 1988-09-06. The contamination consisted of waste oil, motor oil, hydraulic fluids, and lubricants. Thus, this location was apparently a local garage and/or gas station. This site received the County of Ventura final closure letter on 12/07/1988 (Ref. 23).
 - 5.1.2. Underwood Ranches is permitted as a Small Quantity Generator (SGN). The hazardous waste consists of 1H-1,2,4-Triazol-3-amine (or) Amitrole, Carbaryl (or) 1-Naphthlenol, methylcarbamate, ignitable waste, Parathion (or) Phosphorothiotic acid, and O,O-diethyl-O-(4-nitrophenyl) ester. This site does not show on the GeoTracker list (Ref. 15).
 - 5.1.3. Former Somis Supply used to be a general merchandise store with fuel pumps. On 05-12-1986 leaking underground storage tanks (LUST) were discovered. Their use was stopped the next day. Remediation is still continued. From the Consultant who monitors and remediates the site (Ref. 3), we obtained a copy of the present Site Plan of former Somis Supply, Figure 8. We transmitted a pdf copy of the Site Plan to Project Manager, Project Planner, and Design Manager. Several wells are very close to the property lines. An older red-barn building exists on the south side near Somis Road.
 - 5.1.4. Regarding Item 4, the Department of Toxic Substances Control (DTSC) created a Hazardous Waste Manifest inventory on 2/11/2005. Although the file is open but it does not indicate the contaminations.
 - 5.1.5. The project apparently will not affect the last two sites. In addition, both sites are completed and their files are closed.
- 5.2. GeoTracker: According to our 07/30/09 search at GeoTracker, only five Leaking Underground Storage Tanks (LUST) have occurred within 5000 feet (almost one mile) of former Somis Supply (southwest corner of the Intersection).. No other environmental issues have occurred such as other cleanups, land disposal sites, military sites, permitted underground tank sites (UST), DTSC clean up sites, and DTSC hazardous waste sites. Figure 9 shows that all of these sites have been remedied and closed except the former Somis Supply. Only one cleaned-up site (Ojai-Tapo Citrus at 3040 Somis Road) is included beyond the search by the Environmental First Search® addressed in Section 5.1.
- 5.3. Additional Environmental Record Sources:
- 5.3.1. In 1994, a site investigation (SI) report (Ref. 5) was conducted regarding the earlier version of this project. The SI included sampling and testing soils

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and groundwater. A summary of this report, although over it is 15 years old, is as follows.

- 5.3.1.1. Petroleum Products were tested on samples from five hollow-stem auger (HSA) borings at five feet intervals. First, three borings were advanced at the Somis Supply site and then two borings were advanced at the property across Somis Road.(La Monte site) Only few samples of Boring 1 showed above threshold results. The rest of samples had not detected (ND) or had below the threshold results.
- 5.3.1.2. Only three samples from Boring B5, at the property on the east side of Somis Road, were tested for Volatile Organic Compounds (VOC) and heavy metals. VOC was not detected (ND). All metals were below the threshold.
- 5.3.1.3. Aerially deposited lead (ADL) along Los Angeles Avenue and Somis Road were below threshold, with one marginal exception, according to 34 samples from 1.0 foot below ground surface (BGS).
- 5.3.1.4. Thirty-one samples from 22 hand-auger holes were tested for Pesticides and Herbicides. Pesticides (4,4-DDE, 4,4-DDD and 4,4-DDT) exceeded the thresholds at most of one-foot samples and one of the five-foot samples. The pesticides and herbicides were not detected (ND or NA) in the rest of samples.
- 5.3.1.5. Groundwater Petroleum Hydrocarbons were not detected (ND) or were minimal amounts in samples from three monitoring wells (MW2, MW3, & MW4). About one inch of free petroleum product was standing in MW1, In the Somis Supply area.
- 5.3.1.6. Groundwater gradient was measured to be toward southwest at the upper most aquifer. The SI report indicates this gradient could be variable.
- 5.3.1.7. Groundwater depth was at about 28 feet below ground surface.

5.3.2. The 1994 SI report (Ref. 5) indicates that a private SI was conducted by Holguin and Associates in 1986 for Somis Store. However, we have not found a trace of this report in our library and we have not received a copy from other units.

5.4. Physical Setting Sources: We have used the following sources for this ESA Report.

- 5.4.1. District 7 Design team continuously updated the plans for different Alternatives. The latest plans were received on 06/29/09.
- 5.4.2. United States Geological Survey (USGS) Quadrangle Maps (Ref. 18 - 22).
- 5.4.3. Google Earth 3-D Maps.
- 5.4.4. MapQuest plain and Topographic maps.

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5.4.5. Thomas Brothers Maps (Ref. 16 & 17).

5.5. Historical Use Information on the Properties:

5.5.1. Since Somis Community is relatively small and located about ½ mile south of the Intersection, the only sources of historic use we utilized are the following:

5.5.2. USGS Quadrangle Maps (Ref. 18 – 22).

5.5.3. Thomas Brothers Maps of various years (Ref. 16 & 17).

5.6. Historical Use Information on Adjoining Properties: As addressed before, this ESA report covers the adjoining impacted properties.

6. **Site Reconnaissance**

6.1. Methodology and Limiting Conditions:

6.1.1. The Intersection is located about 55 miles away from the District 7 Headquarters.

6.1.2. The site was briefly visited by two engineers on 12/08/08 for familiarizing ourselves with the area.

6.1.3. The site reconnaissance was conducted by two of our engineers, on 06/18/09. They walked alongside both sides of three legs of the Intersection as far as the Alternatives may affect. About 60 photos of the site features were taken during the reconnaissance.

6.1.4. Since the Alternatives regarding the Intersection, except Donlon Road improvement, affect only narrow strips of land, viewing from the roadways was adequate.

6.1.5. Donlon Road improvement would generally occur along the west side of Coyote Canyon Creek. Since the Creek sides are densely covered by trees and shrubs and we could not go through, this part was not visited.

6.1.6. On 07/23/09, the site was visited, again. Our two engineers attempted to access the Rail Road from Route 118 on the east of Intersection. They crossed the railroad but there was no service road alongside the railroad.

6.2. General Site Setting: The site including Somis Community, the Intersection, surrounding areas, and the Bypass Alternative, are located in a relatively flat land.

6.3. Exterior Observations: The observations of the exterior, as applies to this project, are covered by a previous Section.

6.4. Interior Observations: The Alternatives will not impact any building and will not require easement from any structures.

7. **Interviews**

7.1. Interview with Owners: D-07 Right of Way Office will interview the owners.

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- 7.2. Interview with Site Manager: In this project The Owners are the Site Mangers, too. Therefore, the site mangers were not interviewed.
- 7.3. Interviews with Occupants: No individual occupant was interviewed because the only strips of properties will be impacted.
- 7.4. Interviews with Local Government Officials: We contacted the Ventura County Environmental Health Division (Ref. 24 & 25). The agents (Gina Teresa and David Salter) provided valuable assistance and data regarding the Completed and Open-Remediation site.
- 7.5. Interviews with Others: No other parties were involved to be interviewed.

8. Findings

8.1. Geology:

- 8.1.1. The near surface earth materials consists of unconsolidated alluvial deposits of Holocene era. In this area the alluvium consists of silt, sand, and gravel of the valley and floodplain area (Ref. 12). These materials are over 200 feet thick, which in turn overlie the San Pedro Formation (Ref. 5).

8.2. Hazardous Materials:

- 8.2.1. Aerially Deposited Lead (ADL): In the 20th century, leaded gasoline was used as an anti-knock fuel. The leaded gasoline was banned in 1975 and totally was taken out of the market by mid 1980s. The 1994 SI report (Ref. 5) reported none to minimal concentration of ADL along both Route 118 and Route 34. During the past 15 years or so, no leaded gasoline has been used and several seasons of heavy rainfalls have occurred. Thus, the ADL concentration have most likely fallen below those reported by 1994 SI Report and, therefore, are below the threshold.
- 8.2.2. Lead and Chromium in the Traffic Delineation: We understand that existing pavement will be removed. The pavement contains yellow and white stripes that include two hazardous materials known to the State of California, lead and chromium. The concentration of these materials should be evaluated in the forthcoming SI.
- 8.2.3. Contaminated Site: Only former Somis Supply remains contaminated and is being remediated.
- 8.2.3.1. The following is based on the one of the one of latest report by the consultant (AET January 21, 2008) responsible for the remediating the former Somis Supply. Total Petroleum Hydrocarbon, Diesel (TPHd), Ethyl tert-butyl ether (ETBE), Tertiary amyl ether (TAME) were not detected. Benzene, toluene,

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xylenes, and MTBE (Methyl tert-butyl ether) were detected in some wells and so forth.

8.2.3.2. Groundwater is at 26.6 to 30.7 feet below the ground surface including the Intersection (AET January 21, 2008). The groundwater gradient is generally toward south.

8.2.3.3. The site is still being treated by groundwater reinjection and Fenton's reagent injection (AET 07/13/09).

8.2.3.4. Figure 8 shows the present Site Plan of Former Somis Supply with the location of the old fuel tanks and the present monitoring and injection wells.

8.2.4. Closed Sites. During acquisition, the closed sites should be considered contaminated to a limited extent.

8.2.4.1. The site at the 3744 Somis Road (southeast corner of the Intersection), Known as Helen LaMonte site, was closed late 1988. During our December 2008 visit, the site was vacant. We observed a "NO SMKING" sign with its post fallen on the ground. However, during our 06/18/09 reconnaissance, a nursery had flourished at the site. We have obtained the "Case Closure Letter" for this site from County of Ventura Environmental Health Division. The case Closure Letter (Ref. 23) was issued on 12/07/1988. The consultant for remediation at the former Somis Supply still maintains two monitoring well at this site.

8.2.4.2. Former Chevron #9-4225 at 5606 East Los Angeles Avenue, Simi Valley, was cleaned up as of 07/17/2000 (Ref. 15).

8.2.4.3. The clean up a former Ojai-Tapo Citrus at 3040 Somis Road, Somis, was completed (Ref. 15) as of 08/31/1987. The contamination was gasoline.

8.2.4.4. The contamination at the Somis School was completely cleaned up as 09/23/1988 (Re. GT). The contamination was gasoline.

8.2.4.5. The clean up at Ventura Fire Station #57 was completed (Ref. 15) as 11/17/1997. The contamination was Diesel.

8.2.5. PCB Containing Electrical Transformers:

8.2.5.1. Electrical transformers located near top of the utility poles. Several older-model transformers are found within the project limit. These transformers usually use PCB (Polychlorinated biphenyl) as the coolant. PCB is a man-made chemical marketed in the 1920s but it was banned by Congress in 1976 because it is a hazardous material harmful to human particularly the newborns. For example, the power pole adjacent to the southeast corner the former Somis Supply has one of the older model of transformers that used to contain PCB as coolant. Some of the old transformers

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were modified by removing the PCB. This issue should be studied in the forthcoming SI

8.2.6. Agricultural Chemicals:

8.2.6.1. Pesticides and Herbicides: Presently Nurseries occupy the available three (out of four) corners of the Intersection except the northeast corner, which is occupied by the Creek. To promote growth of healthy plants and flowers, these chemicals are used. According to the 1994 SI report (Ref. 5), these chemicals existed at the above threshold. The concentration may fluctuate seasonally upon the amount used, rate of flow, watering pattern, and many other factors. Presently, the nurseries are blooming and, therefore, we anticipate the concentrations of pesticides and herbicides are most likely high. These chemical should be evaluated during the forthcoming SI.

8.2.7. The following materials may become hazardous if they are intercepted or damaged during construction. Their locations could easily be identified by contacting the Dig Alert at 811.

8.2.7.1. During the 06/18/09 reconnaissance, we noticed round signs of "WARNING PETROLEUM PIPELINE" at two different locations. One sign was on the east side of Creek and south side of East Los Angeles Avenue. Regrettably, we could not find this sign during the site visit on 07/23/09. The other sign is on the south side of West Los Angeles Avenue and west of Somis Road just on the east of first power pole.

8.2.7.2. Electric Lines are generally overhead. However, several electric cabinets, without overhead lines connection, were observed mainly on the north side of Los Angeles Avenue. In addition, an underground vault, with padlocked steel double-door, was observed north of East Los Angeles Avenue and east of Donlon Road. All of these features indicate that underground electrical power lines are present.

8.2.7.3. A natural gas distribution, in a chain-link-fence cage, is situated north of East Los Angeles Avenue and east of Donlon Road. A gas supply meter is located adjacent to the former Somis Supply. We understand that this is for the remediation of the site. High Pressure Gas Line sign was observed on the south side of East Los Angeles Avenue on the east side of Creek. Therefore, underground gas lines are present.

8.2.7.4. Water valve and attachments (approximately 12 in. diameter) are located on the south side of East Los Angeles Avenue. Therefore, underground water lines are present within the project limits.

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8.2.8. Alternative 4, Bypass:

8.2.8.1. On 07/23/09, we tried to examine the site from the north end. We drove off south of the Route 118, east of the Intersection, from La Cumbre Road and Sand Canyon Road crossings. From neither of these two points we could drive alongside the railroad. We drove for about a mile on the farm roads near the railroad hoping to reach an access alongside the railroad. No success. We observed that the track ballast is made up of fresh gravel. The track was generally above the adjacent properties that are agricultural throughout the project limits. We expect no significant railroad spills. However, the agricultural chemicals (pesticides and herbicides) are most likely present within the limits of this Alternative.

8.2.8.2. GeoTracker searches (Ref. 15) indicated that no hazardous issue has occurred along the railroad from Route 34 to Route 118. Fire Station #57, which is a short distance north of railroad on Somis Road, was cleaned up as of 11/17/1997. Therefore, all sites related to this Alternative are considered non-contaminated except the agricultural chemicals, which should be evaluated during the forthcoming SI.

8.2.9. Donlon Road Alternatives

8.2.9.1. Most of the Alternatives include shifting Donlon Road to the west of the Creek and then bridging over the Creek at a point or another.

8.2.9.2. The aerial photos and our site visits indicate that heavy trees and shrubs cover the Creek, its both side, and more. We found no access to the Creek.

8.2.9.3. GeoTracker searches (Ref. 15) indicate that no hazardous issue has occurred north of Route 118, within the project limits. Therefore, all sites related to these Alternatives are considered non-contaminated except agricultural chemicals, which should be evaluated during the forthcoming SI.

8.2.10. Groundwater level in the vicinity of Coyote Canyon Creek is anticipated to be dominated by the water elevation in the Creek. However, the anticipated groundwater level is most likely above that in the neighborhood. That is about 25 feet below the ground surface at the Intersecting.

8.2.11. Miscellaneous dumps were observed on the roadside. During the forthcoming SI, these should be addressed.

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9. **Opinion:** Based on the foregoing findings and our professional judgment, we consider the subject project, considering its magnitude, will encounter a relatively moderate potential hazardous materials/waste. Upon managing and resolving the following concerns, the project site will become reasonably buildable upon modification of the selected Alternative. The cost of the site investigation (SI) and resolving the concerns will be considerably fair relative to the cost of remediation of the former Somis Supply recommended by the 1994 SI report (Ref. 5).
10. **Conclusions:**
- 10.1. ADL may exist at different levels, mostly below the threshold, along each side of three legs of the Intersection. Thus, six sets of analyses would be required to define the concentrations of ADL to the depth of excavation.
 - 10.2. Lead and Chromium are most likely present in the traffic delineation, including yellow and white stripes, on both highways.
 - 10.3. Agricultural Chemicals are most likely present in the soils located in and adjacent to the past and present nurseries.
 - 10.4. Groundwater in the vicinity of new bridge(s) may be contaminated and thus affects the dewatering for installation of piles.
 - 10.5. The former Somis Supply, at 5394 Los Angeles Avenue, which is at the southwest corner of the Intersection, is still being remediated. Few monitoring wells and markers are located very close to the property lines. Per request of Gina Teresa, Ventura County Environmental Health Division Agent responsible for the site, the monitoring wells should be saved and protected. Thus, we recommend that a minimum of five (5.0) feet space should be provided between the proposed edge of pavement (EP) and the closest monitoring well and/or marker. Therefore, the site may not be purchased or used as an easement. In addition, the site is a contaminated property until the final cleanup. This might affect one or more alternative.
11. **Recommendations:** To evaluate the extent and concentration of the potential hazardous material and waste, we recommend a site investigation (SI) should be performed during the PS&E Phase regarding the following issues. Upon a request, we will prepare a Task Order (TO) for the consultant to conduct the SI. The process will take about four months from receiving the request to submitting the SI Report and our hazardous waste assessment memorandum.
- 11.1. Adequate soil samples to about the depth of excavation and adjacent to the highways should be collected and tested.
 - 11.2. Samples of the stripes should be collected and tested.
 - 11.3. A series of soil samples within the impacted area to beyond the depth of excavation should be collected and tested for evaluation of herbicides and pesticides.
 - 11.4. At least one 8-inch boring should be advanced at each side of planned bridge to about five feet below the maximum anticipated depth of pile. A monitoring

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well (MW) should be installed in each boring for collecting groundwater samples.

12. **Deviations:**

- 12.1. This ESA report generally followed the ASTM 1527-05 procedure and covered several sites instead of one commercial site.
- 12.2. Interviews were not done because the Right of Way Office will have the Title Reports.

13. **Additional Services:** Site Investigation is required during the PS&E Phase.

14. **Closure:** This ESA report was prepared by G. Hossein Bahmanyar under Ayub Rahman's supervision. Both are licensed professional engineers. Dr. Rahman is the Coordinator of District 7 Hazardous Waste Branch, North Region.

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APPENDIX A

REFERENCES

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- a. References to the various units are grouped under Caltrans D-7.
- b. References regarding Ventura County and County of Ventura are grouped under Ventura County.

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APPENDIX B

FIGURES

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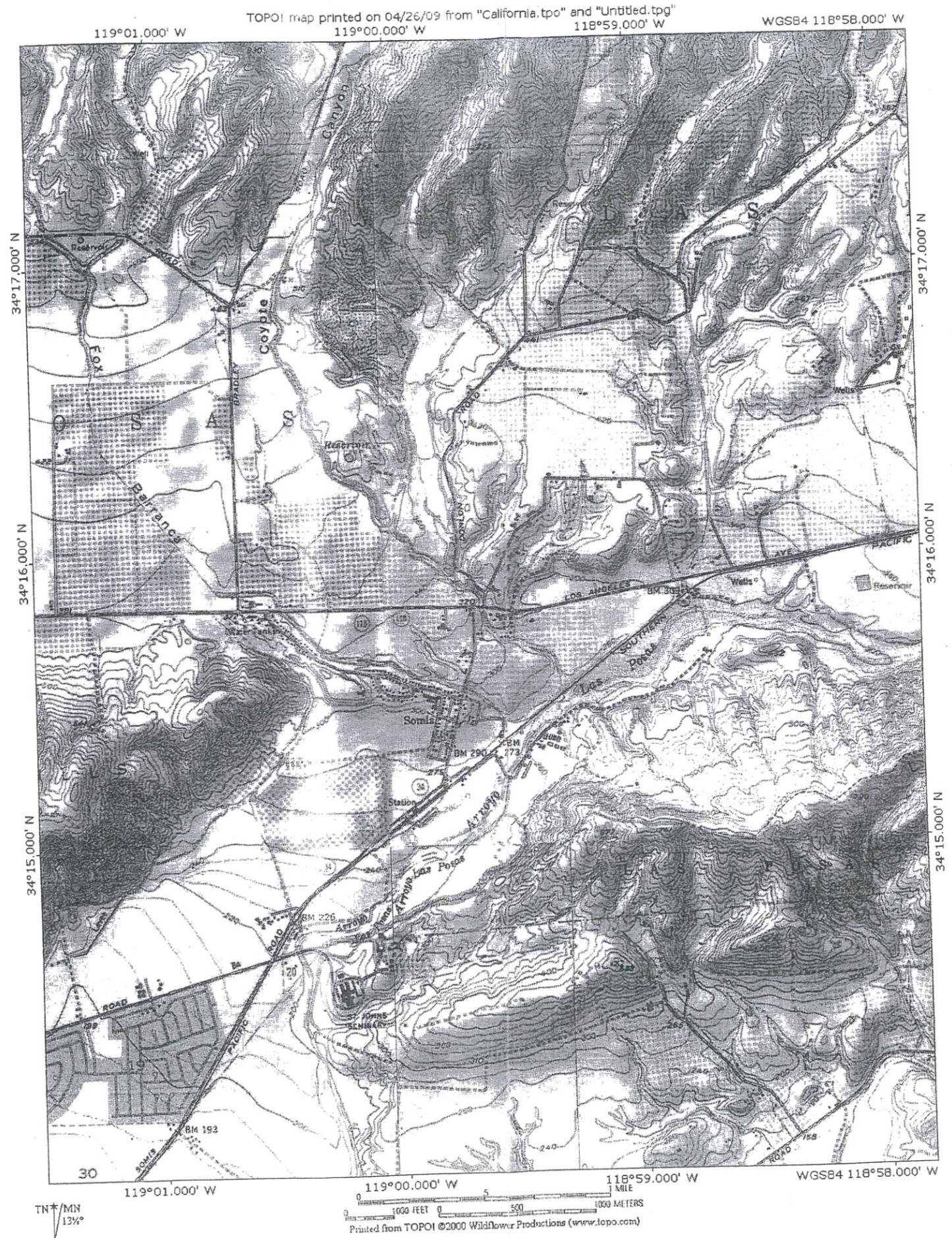
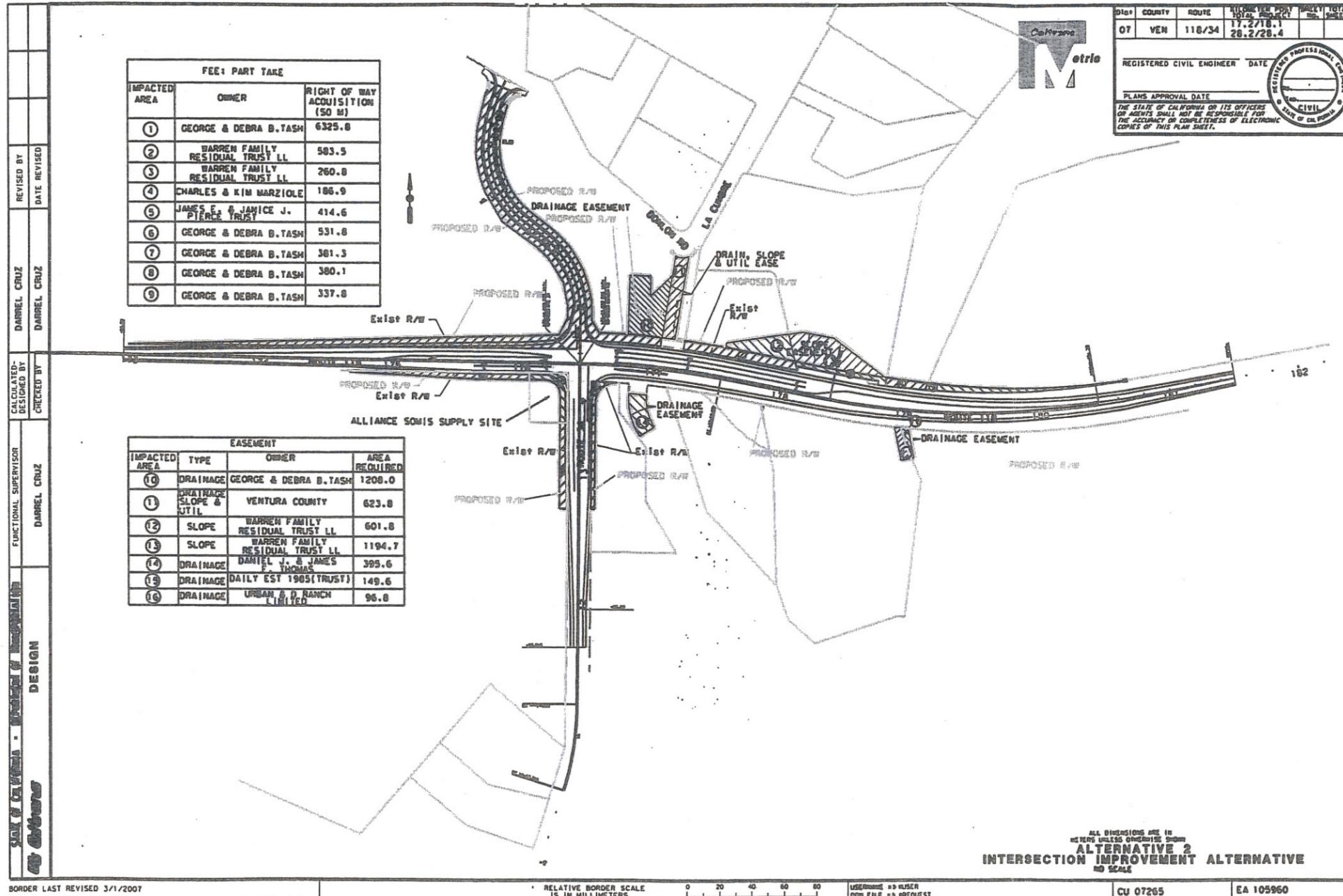


Figure 1. Generalized Site Plan.

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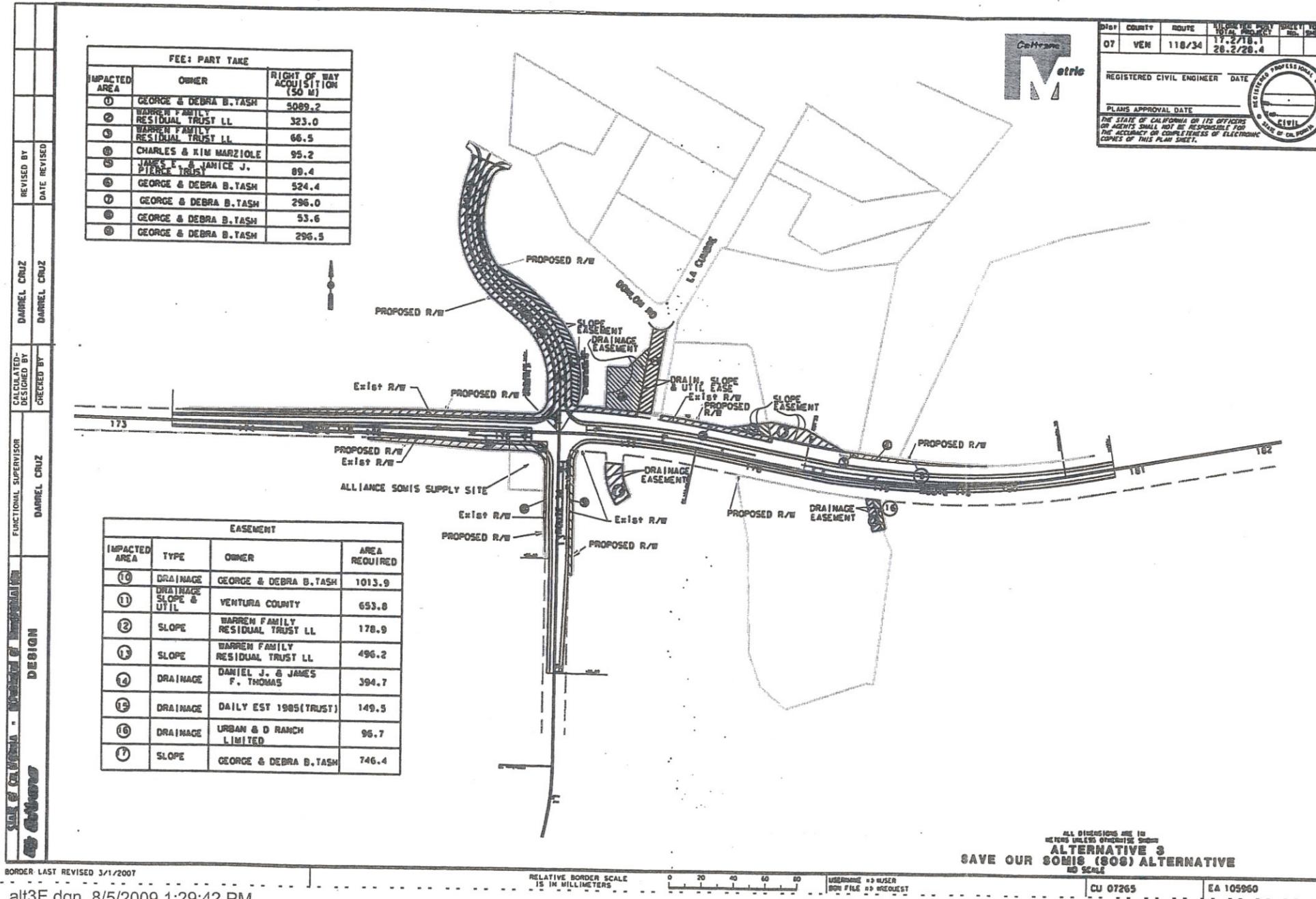
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Figure 2. Alternative 2.

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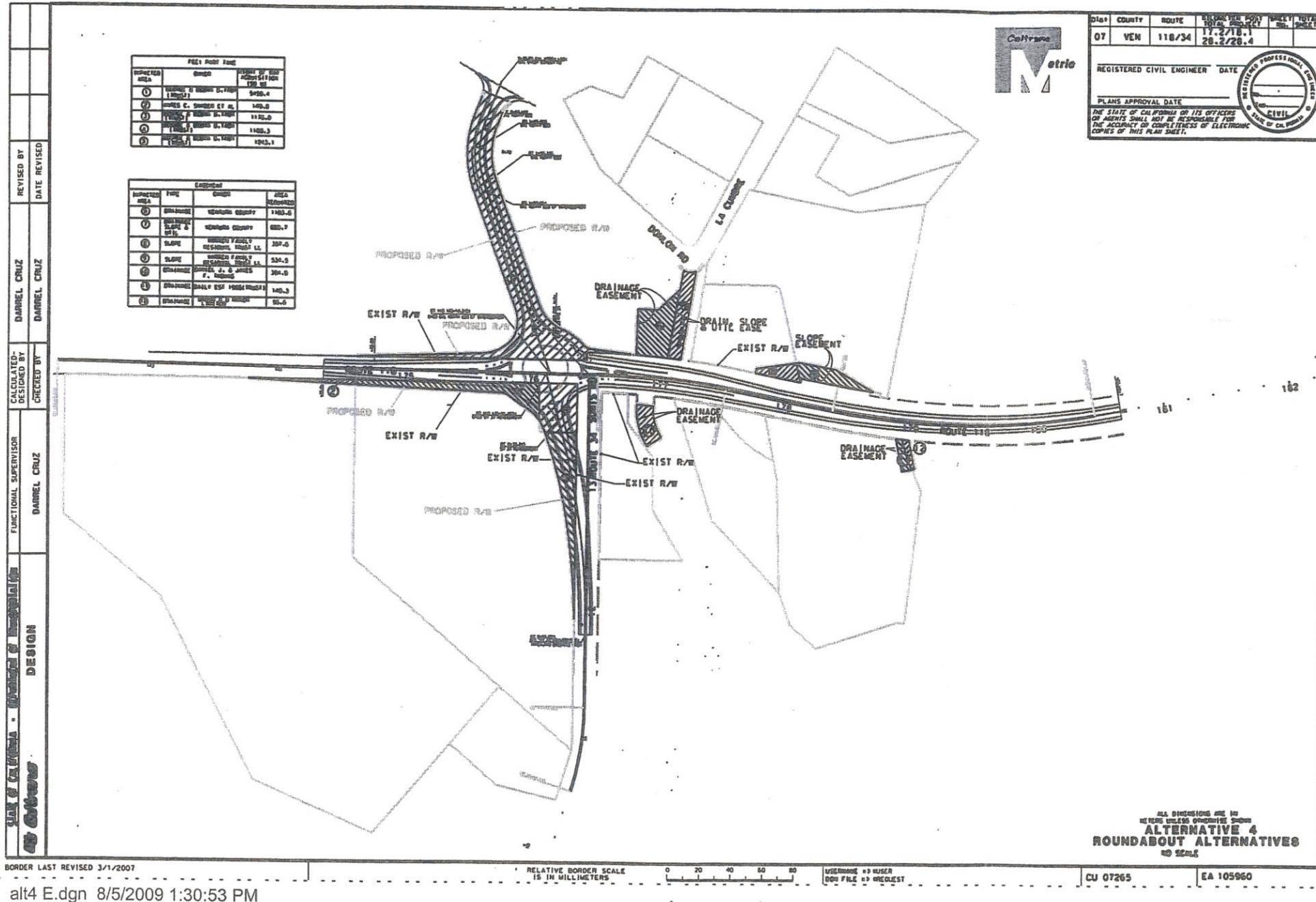
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Figure 3. Alternative 3.

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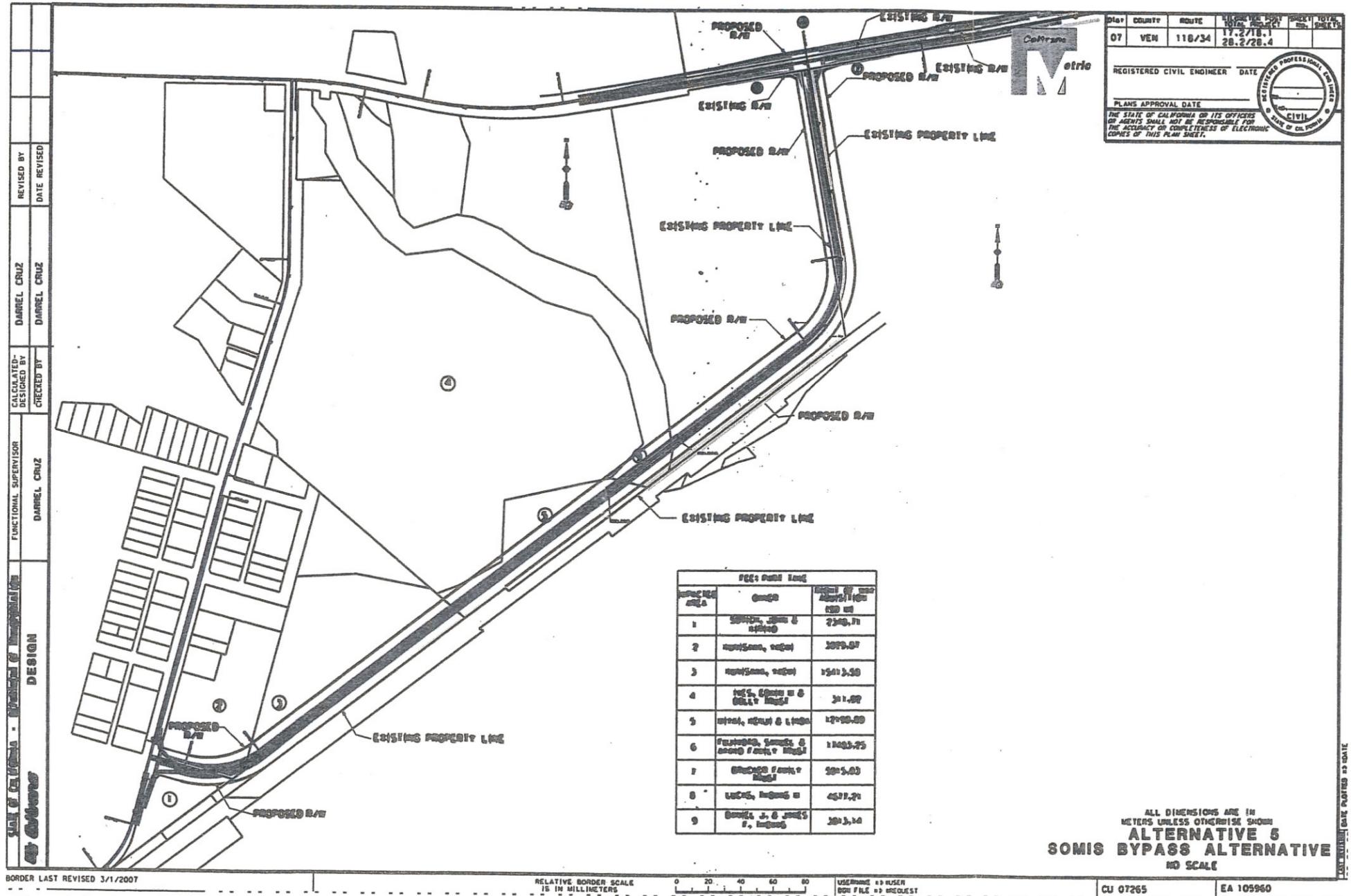
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Figure 4. Alternative 4.

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BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS IN MILLIMETERS
0 20 40 60 80
USING: 00 USER
BOX FILE: 00 REQUEST
CU 07265 EA 105960

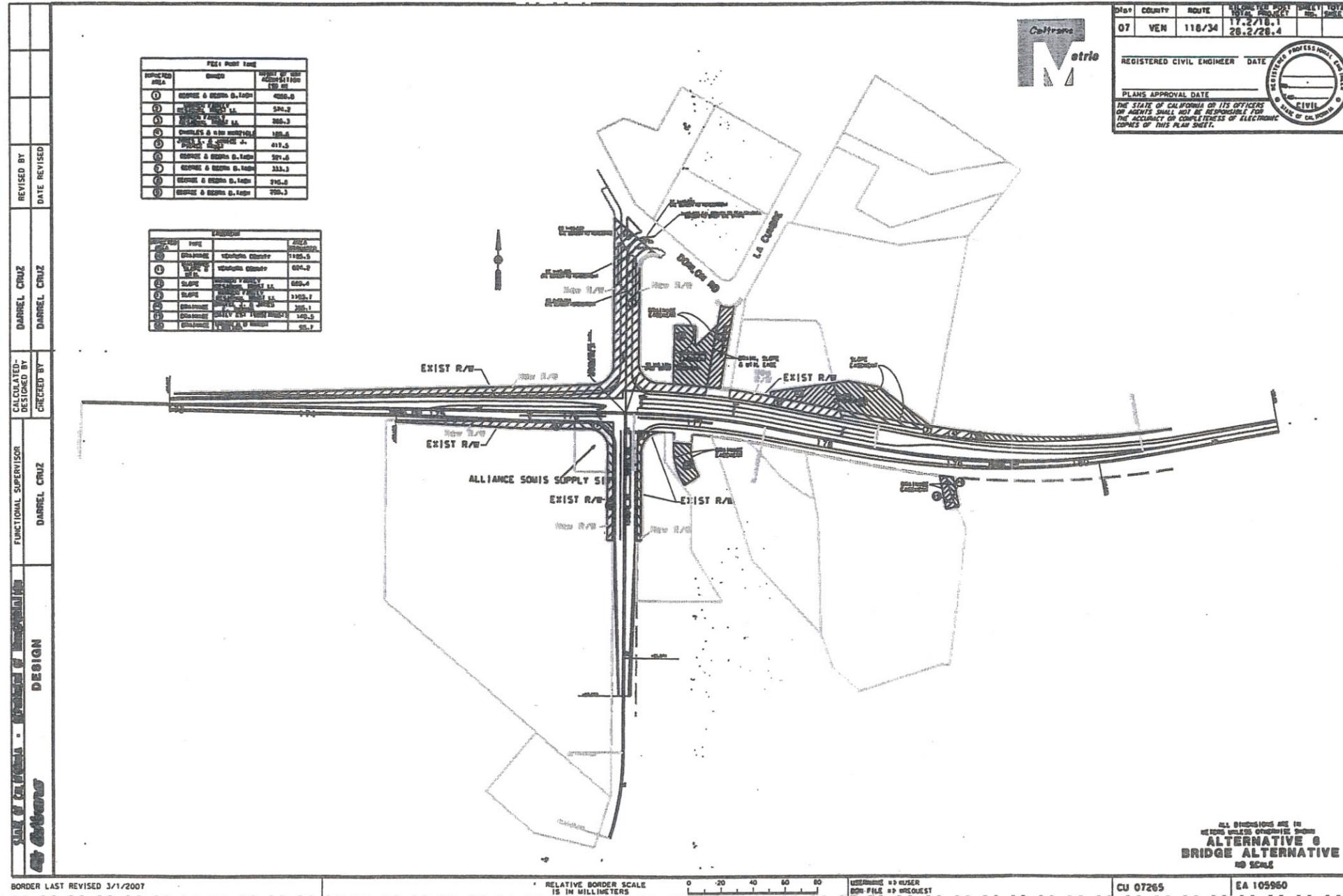
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Figure 5. Alternative 5.

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EA 105960

Figure 6. Alternative 6.

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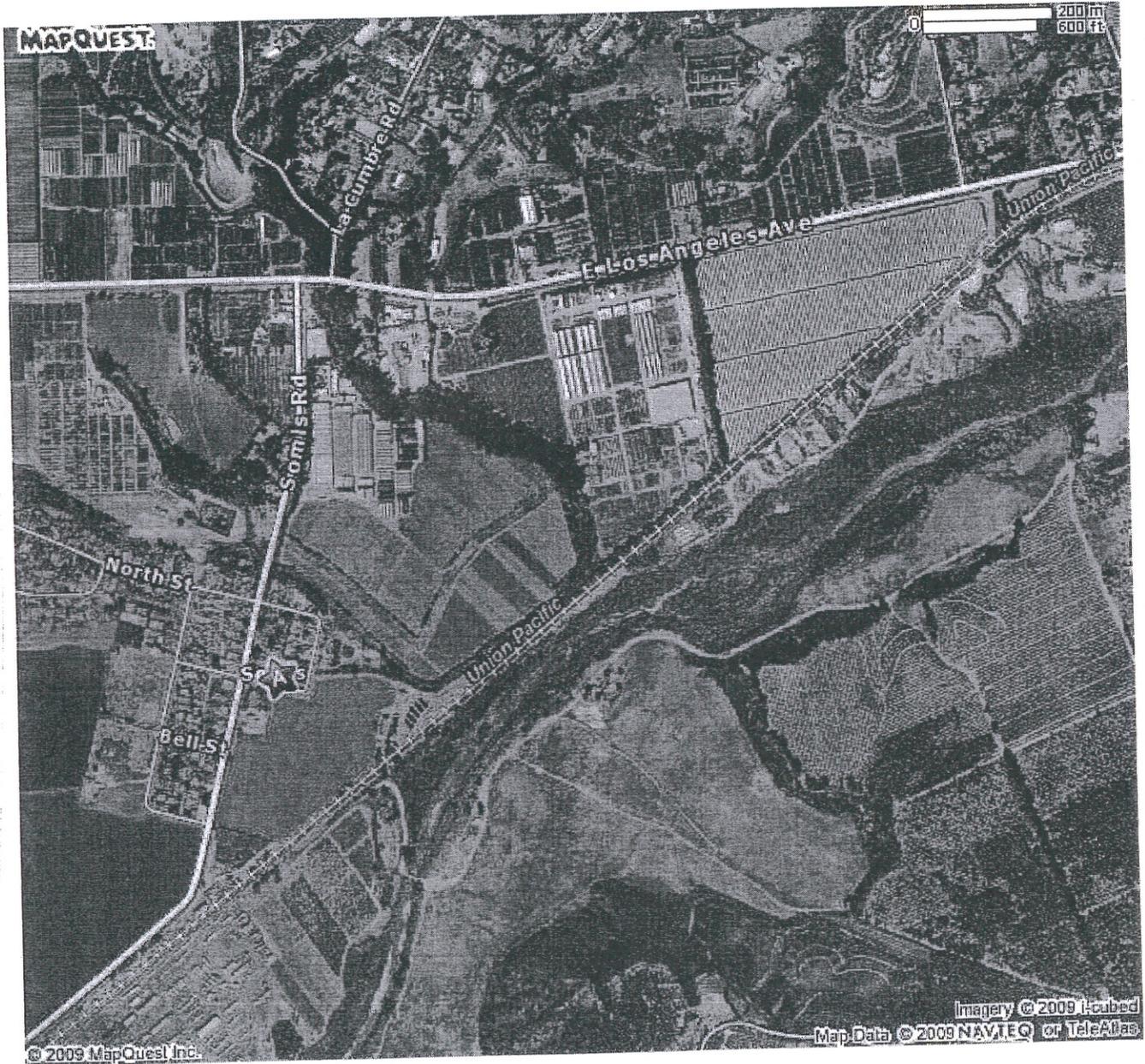


Figure 7. Areal Photo of the Site.

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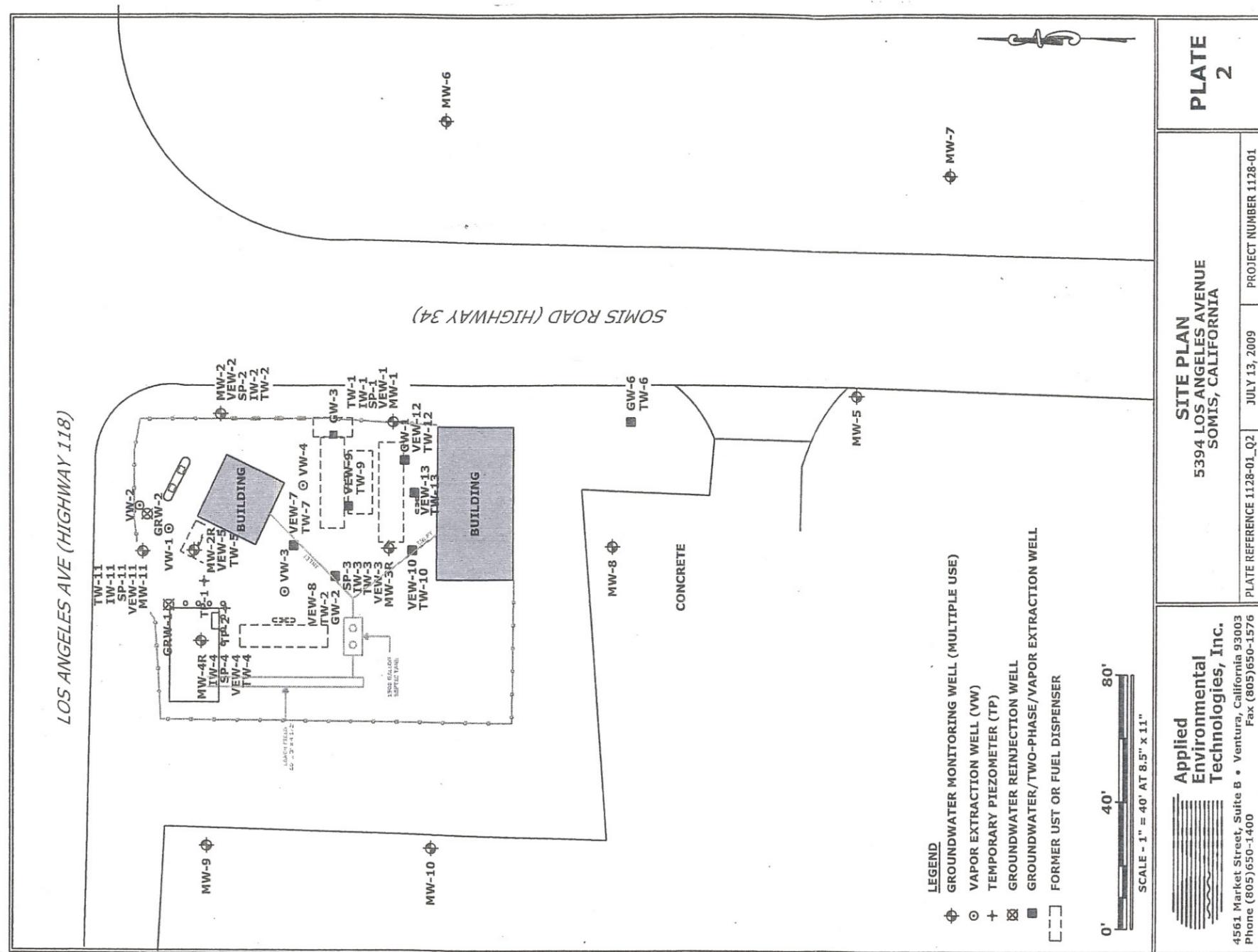


Figure 8. Present Site Plan of Former Somis Supply.

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[LINK TO THIS MAP](#)

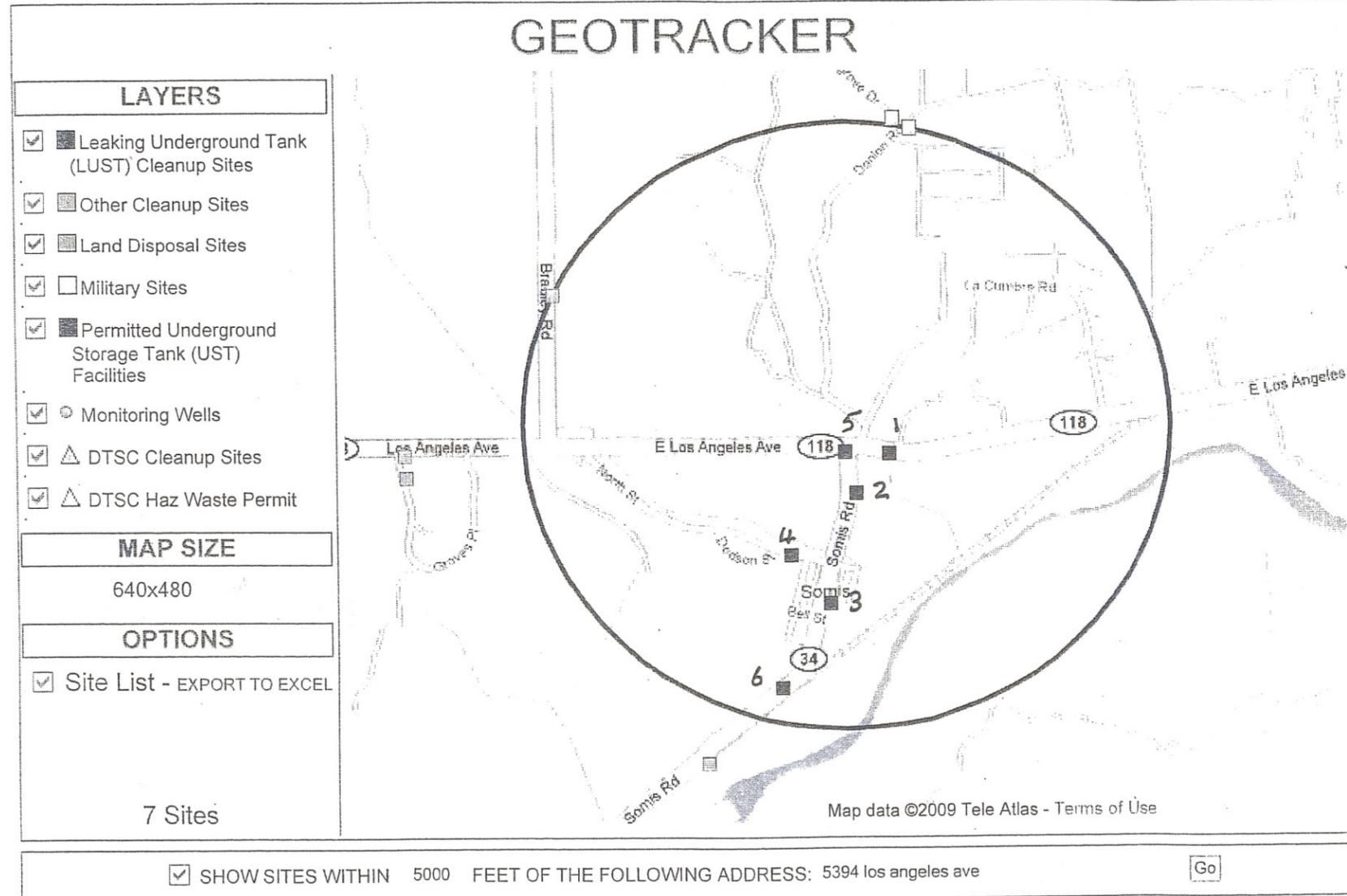


Figure 9. GeoTracker search as of 07/30/2009.

| | SITE NAME | GLOBAL ID | CLEANUP STATUS | ADDRESS | CITY |
|---|--------------------------|-------------|-------------------------|------------------------|-------------|
| 1 | CHEVRON #9-4225 (FORMER) | T0611100301 | COMPLETED - CASE CLOSED | 5602 LOS ANGELES AVE E | SIMI VALLEY |
| 2 | HELEN LAMONTE | T0611100358 | COMPLETED - CASE CLOSED | 3766 SOMIS RD | SOMIS |
| 3 | OJAI-TAPO CITRUS | T0611100106 | COMPLETED - CASE CLOSED | 3040 SOMIS RD | SOMIS |
| 4 | SOMIS SCHOOL | T0611100401 | COMPLETED - CASE CLOSED | 5268 NORTH ST | SOMIS |
| 5 | SOMIS SUPPLY | T0611100134 | OPEN - REMEDIATION | 5394 LOS ANGELES AVE | SOMIS |
| 6 | V-FIRE STATION #57 | T0611100745 | COMPLETED - CASE CLOSED | 3356 SOMIS RD | SOMIS |

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APPENDIX C

TABLES

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Table 1.1.a. List of Properties Impacted by Alternative-2, Fee Part Take.

| IMPACTED AREA | OWNER | RIGHT OF WAY ACQUISITION (SQ M) |
|---------------|-----------------------------------|---------------------------------|
| 1 | George & Debra B. Tash | 6325.8 |
| 2 | Warren family residual trust ll | 583.5 |
| 3 | Warren family residual trust ll | 260.8 |
| 4 | Charles & Kim Marziolo | 186.9 |
| 5 | James E. & Janice J. Pierce Trust | 414.6 |
| 6 | George & Debra B. Tash | 531.8 |
| 7 | George & Debra B. Tash | 381.3 |
| 8 | George & Debra B. Tash | 380.1 |
| 9 | George & Debra B. Tash | 337.8 |

Table 1.1.b. List of Properties Impacted by Alternative 2, Easement.

| IMPACTED AREA | TYPE | OWNER | AREA REQUIRED (SQ M) |
|---------------|-----------------------------|---------------------------------|----------------------|
| 10 | drainage | George & Debra B. Tash | 1208.0 |
| 11 | Drainage, slope & utilities | Ventura County | 623.8 |
| 12 | slope | Warren family residual trust ll | 601.8 |
| 13 | slope | Warren family residual trust ll | 1194.7 |
| 14 | drainage | Daniel J. & James F. Thomas | 395.6 |
| 15 | drainage | Daily EST. 1985 (Trust) | 149.6 |
| 16 | drainage | Urban & D Ranch limited | 96.8 |

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Table 1.2.a. List of Properties Impacted by Alternative-3, Fee Part Take.

| IMPACTED AREA | OWNER | RIGHT OF WAY ACQUISITION (SQ M) |
|---------------|-----------------------------------|---------------------------------|
| 1 | George & Debra B. Tash | 5089.2 |
| 2 | Warren family residual trust ll | 323.0 |
| 3 | Warren family residual trust ll | 66.5 |
| 4 | Charles & Kim Marziolo | 95.2 |
| 5 | James E. & Janice J. Pierce Trust | 89.4 |
| 6 | George & Debra B. Tash | 524.4 |
| 7 | George & Debra B. Tash | 296.0 |
| 8 | George & Debra B. Tash | 53.6 |
| 9 | George & Debra B. Tash | 296.5 |

Table 1.2.b. List of Properties Impacted by Alternative 3, Easement.

| IMPACTED AREA | TYPE | OWNER | AREA REQUIRED (SQ M) |
|---------------|-----------------------------|---------------------------------|----------------------|
| 10 | Drainage | George & Debra B. Tash | 1208.0 |
| 11 | Drainage, Slope & Utilities | Ventura County | 623.8 |
| 12 | Slope | Warren family residual trust ll | 601.8 |
| 13 | Slope | Warren family residual trust ll | 1194.7 |
| 14 | Drainage | Daniel J. & James F. Thomas | 395.6 |
| 15 | Drainage | Daily EST. 1985 (Trust) | 149.6 |
| 16 | Drainage | Urban & D Ranch limited | 96.8 |
| 17 | Slope | George & Debra B. Tash | 746.4 |

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Table 1.3.a. List of Properties Impacted by Alternative 4, Fee Part Take.

| IMPACTED AREA | OWNER | RIGHT OF WAY ACQUISITION (SQ M) |
|---------------|------------------------|---------------------------------|
| 1 | George & Debra B. Tash | 5450.4 |
| 2 | Antes C. Snyder et al. | 149.8 |
| 3 | George & Debra B. Tash | 1176.0 |
| 4 | George & Debra B. Tash | 1108.3 |
| 5 | George & Debra B. Tash | 1243.1 |

Table 1.3.b. List of Properties Impacted by Alternative 4, Easement.

| IMPACTED AREA | TYPE | OWNER | AREA REQUIRED (SQ M) |
|---------------|-----------------------------|---------------------------------|----------------------|
| 6 | Drainage | Ventura County | 1103.6 |
| 7 | Drainage, Slope & Utilities | Ventura County | 689.7 |
| 8 | Slope | Warren family residual trust ll | 307.6 |
| 9 | Slope | Warren family residual trust ll | 53405 |
| 10 | Drainage | Daniel J. & James F. Thomas | 394.9 |
| 11 | Drainage | Daily EST. 1985 (Trust) | 149.3 |
| 12 | Drainage | Urban & D Ranch limited | 96.6 |

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Table 1.4. List of Properties Impacted by Alternative 5, Fee Part Take.

| IMPACTED AREA | OWNER | RIGHT OF WAY ACQUISITION (SQ M) |
|---------------|--------------------------------------|---------------------------------|
| 1 | John & Kiriko Sorich | 2348.71 |
| 2 | Yaemi Kunisawa. | 3029.87 |
| 3 | Yaemi Kunisawa. | 15413.58 |
| 4 | Edwin M. & Dolly Ives Trust | 311.92 |
| 5 | Kenji & Linda Miyami | 12190.80 |
| 6 | Samuel & Ayako Fujimoto Family trust | 17403.25 |
| 7 | Brucker Family Trust | 5915.03 |
| 8 | Thomas M. Lucas | 4677.21 |
| 9 | Daniel J. & James F. Thomas | 3818.14 |

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Table 1.5.a. List of Properties Impacted by Alternative 6, Fee Part Take.

| IMPACTED AREA | OWNER | RIGHT OF WAY ACQUISITION (SQ M) |
|---------------|-----------------------------------|---------------------------------|
| 1 | George & Debra B. Tash | 4650.8 |
| 2 | Warren family residual trust ll | 574.2 |
| 3 | Warren family residual trust ll | 266.3 |
| 4 | Charles and Kim Marziolo | 188.6 |
| 5 | James E. & Janice J. Pierce trust | 417.5 |
| 6 | George & Debra B. Tash | 521.6 |
| 7 | George & Debra B. Tash | 333.3 |
| 8 | George & Debra B. Tash | 216.8 |
| 9 | George & Debra B. Tash | 298.3 |

Table 1.5.a. List of Properties Impacted by Alternative 6, Easement.

| IMPACTED AREA | TYPE | OWNER | AREA REQUIRED (SQ M) |
|---------------|-----------------------------|---------------------------------|----------------------|
| 10 | Drainage | Ventura County | 1185.5 |
| 11 | Drainage, Slope & Utilities | Ventura County | 624.2 |
| 12 | Slope | Warren family residual trust ll | 600.4 |
| 13 | Slope | Warren family residual trust ll | 1193.7 |
| 14 | Drainage | Daniel J. & James F. Thomas | 396.1 |
| 15 | Drainage | Daily EST. 1985 (Trust) | 149.5 |
| 16 | Drainage | Urban & D Ranch limited | 96.7 |

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Table 2. Results of Environmental First Search (12/08/08).

| NO. | SITE | ADDRESS | DISTANCE/ DIRECTION | STATUS | ACTION NEEDED |
|-----|--------------------------------|------------------------|------------------------|--------------------------------|------------------|
| 1 | Helen Lamonte | 3766 Somis Rd | 0.13 /SW | Completed/Case Closed | No |
| 2 | Underwood, Ranches | 5696 Los Angeles Av | 0.15 /SE | SGN (Small quantity generator) | Yes |
| 3 | Somis Supply | 5395 Los Angeles Av | 0.16 /SW | Open Remediation | Yes |
| 4 | Irv Burnham Construction, Inc. | 5568 E. Los Angeles Av | 0.18 /SE | Active | Yes |
| 5 | Somis School | 5268 North St | 0.39 /SW | Completed/Case Closed | No |
| 6 | V-Fire Station 57 | 3336 Somis Rd | 0.50 /SW | Completed/Case Closed | No |