Route 246 CAPM and Robinson Bridge

State Route 246 in Santa Barbara County from post miles 9.55 to R20.90
05-SB-246-9.55-R20.90
Project ID Number: 0519000122
State Clearinghouse Number: 2025051052

Initial Study with Mitigated Negative Declaration and Section 4(f) *de minimis* Determination

Volume 1 of 3



Prepared by the
State of California Department of Transportation

October 2025

General Information About This Document

Document prepared by: Erin Henry (Environmental Scientist)

The Initial Study circulated to the public for 30 days between May 21, 2025, and June 20, 2025. Comments received during this period and Caltrans responses to comments are included in Appendix F. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

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05-SB-246-9.55-R20.90
Project ID Number 0519000122

This project involves a bridge replacement, pavement preservation, and culvert rehabilitation on State Route 246 from post miles 9.55 to 20.90R in Santa Barbara County

INITIAL STUDY
with Mitigated Negative Declaration and Section 4(f) *de minimis* Determination

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Local Agency
Trustee Agency: Santa Barbara County Association of Governments, Santa Barbara County, city of Lompoc
Responsible Agency: California Transportation Commission, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, Central Coast Regional Water Quality Control Board, U.S. Army Corps of Engineers

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Scott Smith
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California Department of Transportation, District 5

10/21/2025

Date

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2025051052

District-County-Route-Post Mile: 05-SB-246-9.55-R20.90

EA/Project Number: EA 05-1M360 and Project ID Number 0519000122

Project Description

The California Department of Transportation (Caltrans) proposes to replace the Santa Ynez River Bridge, known locally as Robinson Bridge (Bridge Number 51-0128), at post mile 9.82. This project will also preserve 21.7 lane miles of flexible Class 2 pavement using Capital Preventive Maintenance strategies, place 0.20 feet of Rubberized Hot Mix Asphalt overlay, rehabilitate culverts, upgrade sign panels, upgrade existing curb ramps to be Americans with Disabilities Act compliant, upgrade guardrails to Manual for Assessing Safety Hardware standards, and add sidewalk to a small portion of State Route 246.

Determination

An Initial Study has been prepared by Caltrans District 5. On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on agriculture and forestry resources, cultural resources, energy, land use and planning, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire.

The project would have less than significant effects to aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, and utilities and service systems

With the following mitigation measures incorporated, the project would have less than significant effects to biological resources:

Southern California Steelhead

BIO-33: Caltrans will restore all areas temporarily impacted for access needs on-site at a 1-to-1 ratio and permanently impacted areas at a 3-to-1 ratio. Trees scoped for removal within jurisdictional areas will also be replaced. Trees with a Diameter at Breast Height between 6 and 12 inches will be replaced at a 3-to-1 ratio, trees with a Diameter at Breast Height between 12 and 24 inches will be replaced at a 5-to-1 ratio, and trees with a Diameter at Breast Height greater than 24 inches will be replaced at a 10-to-1 ratio. Replacement plantings will include appropriate native tree and understory species. To ensure success, monitoring and an appropriate plant establishment period will be required, which will include regular inspections, weeding, and replacement. Off-site mitigation may be needed to fulfill the

compensatory mitigation requirements for impacts to jurisdictional aquatic features due to the limited space available within Caltrans' right-of-way of the project footprint. The exact method of tree replacement and mitigating for permanent impacts (i.e., on-site mitigation, off-site mitigation, root wads, invasive species control, a combination of methods, etc.) will be finalized during permitting to meet mitigation requirements.

BIO-34: In accordance with the replacement planting ratios outlined in **BIO-33**, replacement plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan and the final Mitigation Monitoring Plan. The Mitigation Monitoring Plan will be developed in coordination with the project biologist and will include planting specifications and grading plans to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will detail mitigation commitments and will be consistent with standards and mitigation commitments from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. The Mitigation Monitoring Plan will be prepared when more detailed construction plans are developed and will be finalized through the permit review process with regulatory agencies. Restoration plantings will consist of native riparian species and associated riparian understory and bank species.

California Tiger Salamander Upland Habitat

BIO-45: Caltrans will complete a total of up to approximately 5.25 acres of compensatory mitigation for potential impacts to California tiger salamander upland habitat, which includes:

- A 3-to-1 mitigation ratio for permanent impacts (0.05 acre) for a total of 0.15 acre; and

- A 1-to-1 mitigation ratio for temporary impacts (5.1 acres) for a total of 5.1 acres.

Caltrans will determine actual mitigation credits based on an evaluation and survey of all potentially suitable habitat areas within the Area of Potential Impacts. Before starting ground- or vegetation-disturbing project activities, Caltrans will satisfy the requirement of the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife to provide California tiger salamander habitat mitigation by purchasing credits at a California Endangered Species Act-certified and California Department of Fish and Wildlife-approved Conservation Bank (such as La Purisima Bank) authorized to sell credits for the California tiger salamander. Details regarding the exact amount of mitigation required will be developed during the Federal Endangered Species Act and California Endangered Species Act consultation process.

California Red-Legged Frog

BIO-65: Temporary impacts to upland/dispersal habitat will be mitigated at a 1-to-1 ratio (acreage) and a 3-to-1 ratio (acreage) for permanent impacts to upland/dispersal habitat. The method of mitigation (i.e., on-site mitigation, off-site mitigation, mitigation credits, invasive species control, combination of methods, etc.) will be determined during the design phase of the project. Compensatory mitigation

measures **BIO-33**, **BIO-34, and BIO-45** will mitigate impacts to California red-legged frog upland dispersal habitat.

Waters of the U.S. (Jurisdictional Areas)

Mitigation measures **BIO-33** and **BIO-34** will mitigate impacts to jurisdictional areas and jurisdictional aquatic features within the project limits.

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Office Chief for Environmental Analysis
California Department of Transportation, District 5

10/21/2025

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA). Caltrans, as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act (NEPA). As CEQA lead, Caltrans has prepared this Initial Study with Proposed Mitigated Negative Declaration for the project. As the NEPA lead, Caltrans will prepare a separate Categorical Exclusion for the project.

This project is programmed in the 2024 State Highway Operation and Protection Program as a long-lead project with funding from the Bridge Preservation, Bridge Scour program, with an additional financial contribution from the Santa Barbara County Association of Governments. Project construction is expected to start in 2030 and completed in 2034.

[Following the release of the Draft Initial Study and Mitigated Negative Declaration, the cost estimate of Design Option 4 changed from $95,800,000 to $86,544,000.]

A Build Alternative and a No-Build Alternative are being evaluated. The current estimated construction cost for Build Alternative Design Option 1 is $96,900,000, and the escalated cost is $114,000,000. The current estimated construction cost for Build Alternative Design Option 2 is $92,400,000, and the escalated cost is $109,000,000. The current estimated construction cost for Build Alternative Design Option 3 is $101,000,000, and the escalated cost is $118,000,000. The current estimated total cost for Build Alternative Design Option 4 is $86,544,000.

[Following the release of the Draft Initial Study and Mitigated Negative Declaration, the depth of Rubberized Hot Mix Asphalt overlay has been changed from 0.20 feet to 0.15 feet.]

This project is on State Route 246 in Santa Barbara County, in and near the city of Lompoc, from the State Route 1 and State Route 246 intersection to approximately 0.05 mile east of the Domingos Road intersection. The project proposes to replace the Santa Ynez River Bridge, known locally as Robinson Bridge (Bridge Number 51-0128), at post mile 9.82. The project will also preserve 21.7 lane miles of flexible Class 2 pavement using Capital Preventive Maintenance strategies, place 0.15 foot of Rubberized Hot Mix Asphalt overlay, rehabilitate culverts, upgrade sign panels, upgrade existing curb ramps to be Americans with Disabilities Act compliant, upgrade

guardrails to Manual for Assessing Safety Hardware standards, and add sidewalk to a small portion of State Route 246.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to replace the Santa Ynez River Bridge (Bridge Number 51-0128) to ensure safety and connectivity and preserve other roadway assets:

- Bridge – Replace the Santa Ynez River Bridge (Bridge Number 51-0128) with a new bridge that addresses existing deficiencies.
- Pavement – Improve the ride quality and extend the service life of the existing pavement.
- Guardrail – update existing guardrails, transitions, and end treatments to meet current standards.
- Drainage – Replace and repair culverts that need to be rehabilitated or conflict with bridge construction.

[Following circulation of the Draft Initial Study and Proposed Mitigated Negative Declaration, it was determined that the pedestrian features on the bridge of the Type 85 barrier and the multiuse pathway would be contingent upon a maintenance agreement between City of Lompoc, Caltrans, and Santa Barbara County being secured prior to construction.]

- Complete Streets – Update curb ramps to current Americans with Disabilities Act standards. Provide a new sidewalk between the State Route 1 intersection with State Route 246 and Sweeney Road. Provide a multiuse path for bicycle and pedestrian use on the Santa Ynez River Bridge. The multiuse pathway would be contingent upon a maintenance agreement between the City of Lompoc, Caltrans, and Santa Barbara County.

1.2.2 Need

The following are the reasons why this project needs to be constructed:

- Bridge – Bridge inspection reports for the Santa Ynez River Bridge identified that continued scour could lead to bridge pier and deck failure. The Federal Emergency Management Agency flood maps indicate that a 100-year flood would overtop the bridge.

- Pavement – The pavement condition within the project limits is exhibiting deterioration. Continued deterioration could result in roadway failure.

- Guardrail – Sections of guardrail within the project limits do not meet the current Manual for Assessing Safety Hardware (MASH) standards. Guardrails will be upgraded in accordance with Caltrans' policy to upgrade existing guardrails to Manual for Assessing Safety Hardware (MASH) standards.

- Drainage - Various culverts exhibit scour, sediment buildup, and shape loss. Continued culvert deterioration could lead to roadway and embankment failure.

- Complete Streets – Identified curb ramps do not meet current Americans with Disabilities Act standards. The existing bridge does not include Complete Streets elements. There is no pedestrian connection between the city of Lompoc and River Park. The Highway 246 Bicycle and Pedestrian Bridge Feasibility Report, completed for the city of Lompoc, identified a need for bicycle and pedestrian facilities at or next to the Santa Ynez River Bridge. The Caltrans Active Transportation Plan identified a need for bicycle and pedestrian improvements at the Santa Ynez River Bridge and a need for bicyclist improvements throughout the project limits.

1.3 Project Description

The project is a Capital Preventive Maintenance (CAPM) and bridge replacement project on State Route 246, from post mile 9.55 in the city of Lompoc to approximately 0.05 miles east of the Domingos Road intersection (post mile R20.90). Figure 1-1 shows the project vicinity map and Figure 1-2 shows the project location map.

Figure 1-1 Project Vicinity Map

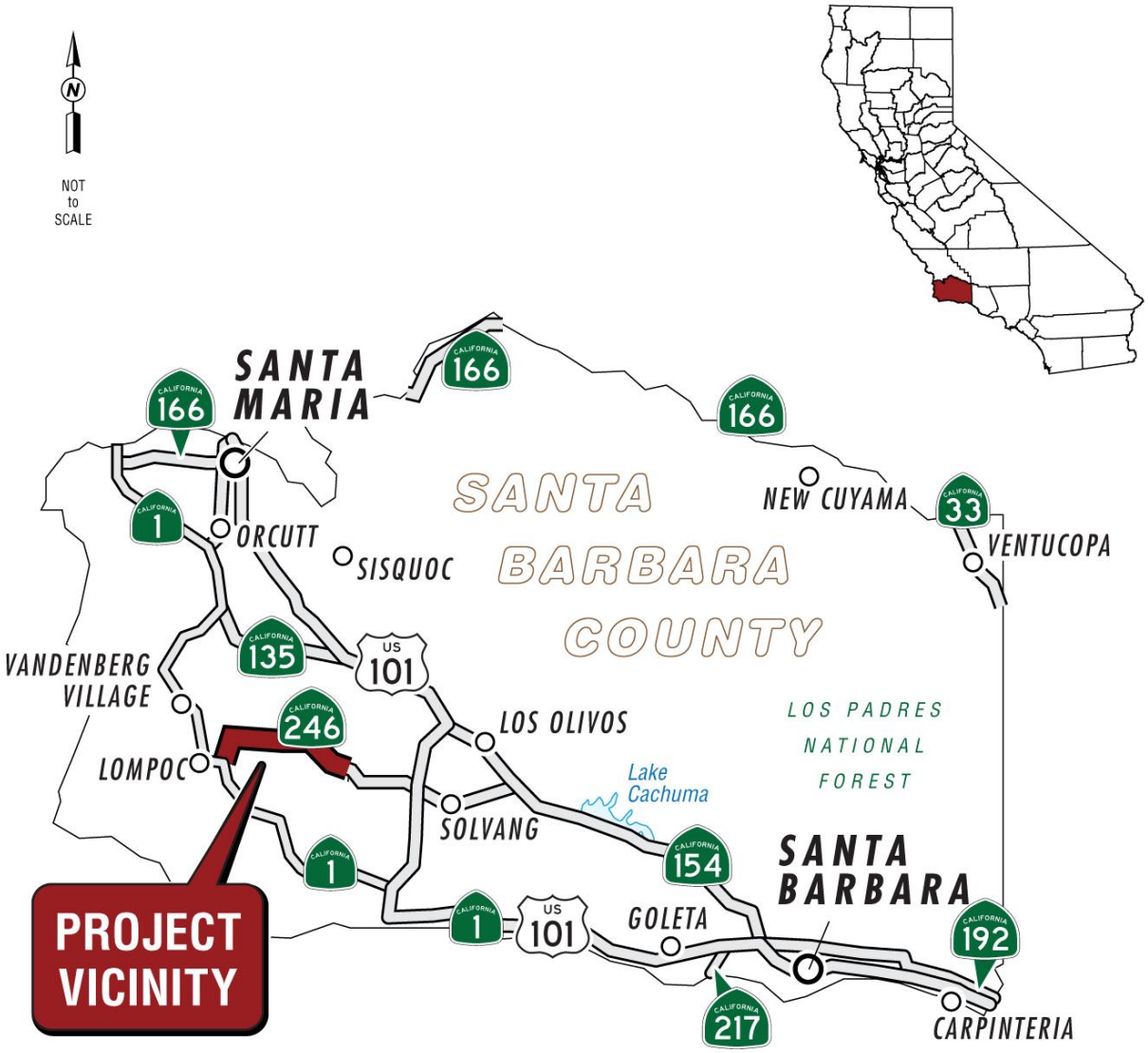
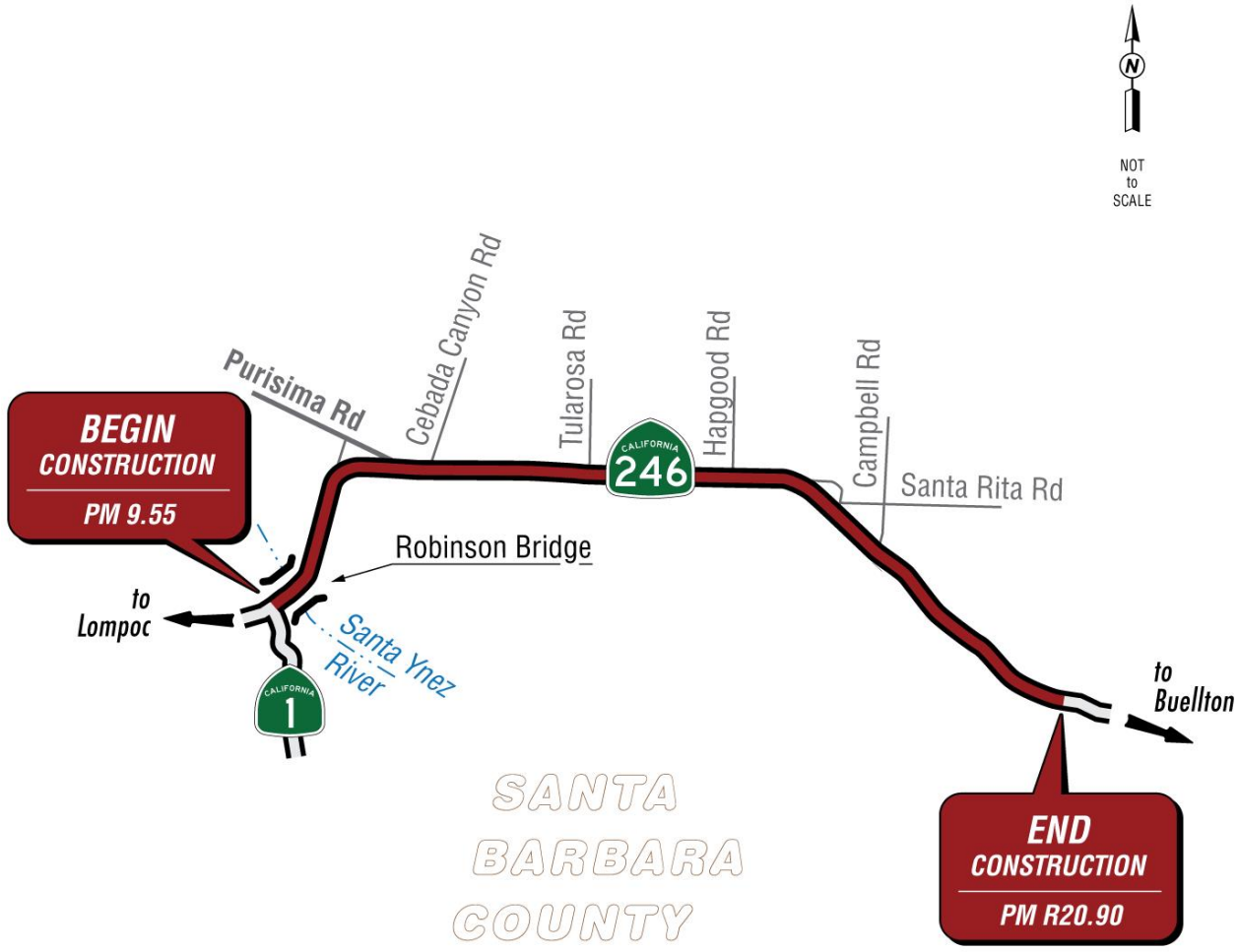


Figure 1-2 Project Location Map



1.4 Project Alternatives

The project includes a Build Alternative with four design options and a No-Build Alternative. The four design options are only different in the bridge portion of the project, and the rest of the proposed project elements are identical. The No-Build Alternative would leave the project site in its current state.

1.4.1 Build Alternatives

Bridge Replacement

[Following circulation of the Draft Initial Study and Proposed Mitigated Negative Declaration, it was determined that the pedestrian features on the bridge of the Type 85 barrier and the multiuse pathway would be contingent upon a maintenance agreement between City of Lompoc, Caltrans, and Santa Barbara County being secured by February 1, 2026. If a maintenance agreement is not finalized, type 85 barrier with bicycle railing will be installed along the outer edges of the bridge in place of the pedestrian railing. The bridge will still contain a 6-foot sidewalk along the eastbound side, while the westbound side will be constructed with sufficient width to accommodate future multi-use path connections by local and regional agencies through encroachment permits. This update is applicable to design options 3 and 4.]

The project will replace the existing Santa Ynez River Bridge (Bridge Number 51-0128) at post mile 9.82. There are four proposed design options for the bridge replacement. All options propose to replace the existing bridge with a 550-foot-long new bridge. All design options will include physical barriers along the outside of the pedestrian walkways on the new bridge. The type of pedestrian barrier at the outside of the bridge under consideration include:

1. A Caltrans Standard Type 7 Chain Link Fence.
2. A pedestrian railing with aesthetic treatments.

A pedestrian railing with aesthetic treatments may be selected during the design phase of the project if a maintenance agreement can be completed to ensure the long-term maintenance of a non-standard barrier type.

The four bridge design options are as follows:

Design Option 1

Build Alternative Design Option 1 includes a 51-foot-wide precast bridge with five spans (two 89-foot spans and three 124-foot spans), supported by four piers (eight 6-foot-diameter columns), with a Precast Pretensioned wide-flanged girder superstructure at a depth of 5 feet 10.5 inches. This design option would include one 6-foot-wide sidewalk in the eastbound direction only. The sidewalk would be separated by a 2-foot-wide open-style Type 85 concrete barrier at the edge of the shoulder. There would also be a pedestrian barrier on the outside of the sidewalk. Along the edge of the westbound shoulder, there would be another 2-foot-wide Type 85 concrete barrier.

Design Option 2

[A correction has been made to this description since circulation of the draft environmental document.] Build Alternative Design Option 2 includes a 51-foot-wide cast-in-place bridge with three spans (two 165-foot spans and one

220-foot span), supported by two piers (four 7-foot-diameter columns), with a cast-in-place superstructure at a depth of 6 feet 3 inches to 10 feet 6 inches. This design option would include one 6-foot-wide sidewalk in the eastbound direction only. The sidewalk would be separated by a 2-foot-wide open-style Type 85 concrete barrier at the edge of the shoulder. There would also be a pedestrian barrier on the outside of the sidewalk. Along the edge of the westbound shoulder, there would be another 2-foot-wide open-style Type 85 concrete barrier.

Design Option 3

Build Alternative Design Option 3 includes a 63-foot-wide precast bridge with five spans (two 89-foot spans and three 124-foot spans), supported by four piers (eight 6-foot-diameter columns), with a Precast Pretensioned wide-flanged girder superstructure at a depth of 5 feet 10.5 inches. This design option would include a 6-foot-wide sidewalk along the eastbound direction and an 11-foot-wide multiuse path along the westbound direction. The sidewalk and multiuse path would be separated by a 2-foot-wide open-style Type 85 concrete barrier at the edge of the shoulders. There would also be a pedestrian barrier along the outside edges of the sidewalk and multiuse path.

Design Option 4

[A correction has been made to this description since circulation of the draft environmental document.] Build Alternative Design Option 4 includes a 63-foot-wide cast-in-place bridge with three spans (two 165-foot spans and one 220-foot span), supported by two piers (four 7-foot-diameter columns), with a cast-in-place superstructure at a depth of 6 feet 3 inches to 10 feet 6 inches. This design option would include a 6-foot-wide sidewalk along the eastbound direction and an 11-foot-wide multiuse path along the westbound direction. The sidewalk and multiuse path would be separated by a 2-foot-wide open-style Type 85 concrete barrier at the edge of the shoulders. There would also be a pedestrian barrier along the outside edges of the sidewalk and multiuse path.

All Design Options

All four design options propose to remove the existing seven-span Santa Ynez River Bridge (Robinson Bridge, Bridge Number 51-0128) and construct a 550-foot-long replacement structure parallel to the existing horizontal alignment. All design options would raise the vertical profile by 6 feet to provide 2 feet of freeboard above the 2 percent probability flood (50-year event). The new bridge profile would have a uniform downslope at 0.43 percent from west to east. The bridge deck would be crowned with a 2 percent downslope from the roadway centerline to each edge. All design options would be constructed with a 12-foot-wide lane and an 8-foot-wide shoulder in each direction. All design options would include a pedestrian barrier along the outside of the eastbound pedestrian sidewalk on the new bridge. The type of barrier may be one of the two following options: a Caltrans

Standard Type 7 Chain Link Fence or a pedestrian railing with aesthetic treatments. The latter option may be adopted if a maintenance agreement can be met to ensure the maintenance of a non-standard barrier type. All design options would be supported by circular columns on separate Cast-in-Steel-Sheet (CISS) foundations. All design options would include cast-in-place abutments and Type N30 approach slabs. Rock slope protection would be included to protect abutment slopes.

All bridge options would be supported by circular columns on separate Cast-in-Steel-Sheet foundations.

Approach Road Realignment

The roadway section on both approaches to the bridge will be realigned and reconstructed at an elevated profile to connect to the new bridge elevation. Roadway replacement will be from the intersection of North 12th Street, State Route 1, and State Route 246 to the bridge and from the bridge to the east of the Sweeney Road, River Park Road, and State Route 246 intersection. The entire depth of the existing pavement section will be excavated through this corridor, and a new roadway profile will be achieved through regrading and laying new pavement on top. New approach roads will include two 12-foot-wide travel lanes and 8-foot-wide shoulders with shoulder backing on both sides. Left turn pockets and appropriate tapers will be replaced at existing locations. The approach road west of the bridge and east of the bridge up to the Sweeney Road and River Park Road intersection will include a 6-foot-wide sidewalk in the eastbound direction. Where necessary, cut-and-fill embankment slopes will be at a 2-to-1 horizontal-to-vertical slope.

The project will also realign a portion of Sweeney Road and River Park Road to match the proposed roadway elevation of State Route 246. An existing driveway to a city of Lompoc utility building at post mile 9.75 will also be reconstructed.

Rehabilitation Elements

Pavement Improvements

The project will preserve approximately 21.7 lane miles of flexible Class 2 pavement from post mile 9.55 to post mile R20.90 using the Capital Preventive Maintenance strategy of 0.20 foot of Rubberized Hot Mix Asphalt overlay.

All asphalt concrete dikes will be replaced. Heavily distressed pavement will be repaired with dugouts. Outside of realignment limits, the project will maintain all existing geometric features.

Upgrade Signs, Pavement Markings, and Guardrail

The project will upgrade existing signs and pavement markings to the current standard. The project will upgrade existing guardrails to the current Manual

for Assessing Safety Hardware standards. Where necessary, guardrail will be extended to meet the minimum length of need. Vegetation control will be placed under guardrail to reduce maintenance effort.

Rehabilitate Culverts

The project involves repairing, extending, upsizing, and replacing a total of 653 linear feet of culverts at seven existing culvert locations. The work will use various methods, such as cut and cover, invert paving, cast-in-place lining, and trenchless installation techniques. At locations with culverts replaced through trenchless installation methods, the new culverts will be installed parallel to the existing culverts; the existing culverts will be abandoned and filled per standard. Headwalls will be constructed or replaced at three inlets and four outlets. Flared End Sections would be installed at two inlet or outlet locations. Rock Slope Protection would be placed at inlets and outlets where needed. Rock slope protection areas at culvert inlets in jurisdictional areas will include gravel filters instead of rock slope protection fabric.

Some locations of culvert improvements will require staging areas, jacking and receiving pits, and access roads.

Culvert Relocation

A 215-foot section of an existing arched culvert that outlets near the existing bridge abutment will be relocated. The proposed section of the culvert will be installed using cut-and-cover methods. The existing culvert section will be removed. The existing spillway and headwall structure for this culvert will be replaced by a headwall and wing wall structure with rock slope protection. Table 1.1 below details the proposed culvert work.

Table 1.1 Proposed Culvert Work

Location	Post Mile	Culvert System Identification Number	System Node	Existing Culvert Size and Type	Proposed Culvert Size and Type	Proposed Strategy
1	9.73	512460000973	New Node (East of Node 6) to 1	48-by-42-inch Concrete Arch Top Box	48-by-42-inch Concrete Arch Top Box or Open Channel	Realignment/relocation of approximately 215 feet north of the existing alignment.
2	10.13	512460001013	2-1, 3-2, and 4-3	18-inch Corrugated Steel Pipe	24-inch Corrugated Steel Pipe	Trenched (cut and cover) replacement
3	14.03	512460101402	2-1	60-inch Corrugated Metal Pipe	60-inch Corrugated Metal Pipe	Install cured-in-place pipe liner from nodes 2-1.
4	18.56	512460101856	3-2	24-inch Corrugated Metal Pipe	24-inch Corrugated Metal Pipe	Install cured-in-place pipe liner from nodes 3-2.
5	18.81	512460101881	2-1, 3-2	72-inch Corrugated Metal Pipe	72-inch Corrugated Metal Pipe	Install invert paving
6	20.10	512460102010	2-1	24-inch Reinforced Concrete Pipe	36-inch Reinforced Concrete Pipe	Replace culvert through trenchless installation
7	20.54	512464102054	2-1	36-inch Reinforced Concrete Pipe	36-inch Reinforced Concrete Pipe	Trenched replacement of damaged section

Americans With Disabilities Act Curb Ramps and Sidewalk

The project will upgrade 12 curb ramps to meet Americans with Disabilities Act standards. Two additional curb ramps will be reconstructed due to the bridge approach road realignment. Approximately 1,680 linear feet of a 6-foot-wide sidewalk will be added along the eastbound direction of State Route 246 between North 12th Street, State Route 1, and the State Route 246 intersection to the new bridge and from the bridge to River Park Road, Sweeney Road, and the State Route 246 intersection. Two of the four design options for the bridge will include an 11-foot-wide multiuse path along the westbound direction of the bridge.

Bridge Construction

Design Options 1 and 2

Design Options 1 and 2 (bridge options with sidewalk along the eastbound direction only) would be constructed in two stages. In stage 1, the existing bridge would be used to maintain traffic while a 30-foot-wide section of the new bridge and approach roads are constructed. In stage 1, existing travel lanes on the bridge would remain at the current configuration. In stage 2, the newly constructed section of the new bridge would be used for traffic while the existing bridge is being demolished and the remaining portion of the new bridge is being constructed. In stage 2, two 12-foot-wide travel lanes are proposed during construction, with temporary railing along the eastbound direction and a newly constructed open-style Type 85 concrete barrier along the westbound direction.

Design Options 3 and 4

[Following circulation of the Draft Initial Study and Proposed Mitigated Negative Declaration, the project development team identified the need to maintain pedestrian access across the bridge during construction. Information has been added below that describes how pedestrian access would be maintained during stage construction for the preferred design option (design option 4).]

Design Options 3 and 4 (bridge options with a sidewalk in the eastbound direction and a multiuse path in the westbound direction) would be constructed in three stages. In stage 1, the existing bridge would be used to maintain traffic while a 31-foot, 3-inch portion of the new bridge and approach roads are constructed. In stage 1, existing travel lanes on the bridge would remain at the current configuration. In stage 1, existing travel lanes on the bridge will remain at the current configuration. This will allow pedestrians and bicyclists to use the existing shoulders of the existing bridge to cross over the Santa Ynez River. In stage 2, the newly constructed section of the new bridge would be used for traffic while the remaining portion of the bridge is being constructed. In stage 2, two 12-foot-wide travel lanes are proposed during construction, with temporary railing along both directions. Throughout this stage, two 11-foot travel lanes will be maintained, with temporary barriers

provided on both sides to ensure safety. Pedestrians and bicyclists will be using the newly constructed bridge to cross over the Santa Ynez River. There will be share the road signs for bicyclists to merge with existing traffic over the Santa Ynez River and pedestrians will be accommodated with a 3-foot temporary pedestrian access route behind the northern temporary barrier, which will have the 1-foot pedestrian railing at the edge of the bridge deck. This is an increase in width from what is currently on the existing bridge allowing for pedestrian accessibility across the Santa Ynez River during stage 2. In stage 3, traffic would be shifted to construct an open-style concrete barrier and a multiuse path in the westbound direction. During stage 3, two 12-foot-wide lanes with one 8-foot-wide shoulder are proposed. This stage will maintain two 12-foot travel lanes and introduce one 8-foot shoulder. Pedestrians will use the newly constructed 6-foot sidewalk and bicyclist will use the newly constructed shoulder to travel across the Santa Ynez River.

For all design options, shoring between the temporary roads and new roadways will be needed to maintain traffic. Pavement and culvert rehabilitation, guardrail replacement, and other project components may be constructed using standard lane and shoulder closures. Reversing traffic control may be needed during paving. Some locations of guardrail replacement will require shoulder closures and will use temporary barrier systems. Pavement width for bicyclists will be incorporated into the stage construction plans. Temporary Pedestrian Access Route should be provided at curb ramp construction locations.

In-Stream Temporary Construction

The contractor will be required to keep demolition debris and construction materials from entering the active stream. A temporary working platform or trestle may be used for bridge construction. If a trestle is required, some piles will need to be installed in the water channel and some on the nearby shore. Dewatering may not be feasible due to 1) the amount of water, 2) a tight construction schedule to complete over-stream and in-stream components of bridge construction during the appropriate season for Southern California steelhead (June 1 to October 31), and 3) expected locations of the piles through the middle of the channel.

Based on site conditions, Caltrans expects that the piles will consist of steel pipe up to 12 inches in diameter. The piles could be installed by oscillating or vibrating but using an impact pile driver will most likely be required, up to 200 strikes per day. Demolished material will be completely removed from the project site.

Construction Timeline

Construction is expected to begin in Spring 2030. Currently, bridge construction is expected to take two years. A three-year plant establishment period would be needed after construction is completed

1.4.2 No-Build (No-Action) Alternative

The No-Build Alternative would leave the existing site conditions in their current state and not improve any of the project features, including the bridge, pavement, and culverts.

1.4.3 Comparison of Alternatives

The Build Alternative would construct either Design Option 1, Design Option 2, Design Option 3, or Design Option 4. The decision to proceed with the Build Alternative and one of the design options will be made between the release of the draft environmental document and the final environmental document after all technical engineering studies and reports are completed. If the Build Alternative is approved, the design option will be selected based on cost and which design best fits the project's purpose and need.

The No-Build Alternative would do nothing, and the existing bridge would continue deteriorating.

1.5 Identification of a Preferred Alternative [Added to the Final Environmental Document]

The build alternative was identified as the preferred project alternative. The build alternative was chosen because it would address the purpose and need of the project. With the build alternative, the bridge would be replaced; and pavement, guardrail, drainage, and complete street deficiencies would be fixed. Furthermore, the Caltrans project development team met on July 1st, 2025, with the intent to select the preferred design option for the project's build alternative. Those in attendance included Design and Engineering staff, the Project Manager, Maintenance staff, Planning and Complete Streets Coordinators, Landscape Architects, and Environmental Specialists. Stakeholders in attendance included Santa Barbara County of Association of Governments (SBCAG). It was noted by the team that all four design options represented a benefit to pedestrian facilities, and improved conditions with the Santa Ynez River channel due to the reduced number of piers in the riverbed and reduced possibility of future bridge scour. During the meeting, the project development team identified design option 4 as the preferred design option.

The team identified specific benefits to design option 4 that support its selection. Benefits of design option 4 are listed below.

- Cost – Design option 4 would have savings of $5,346,807 in comparison to design option 3.
- Schedule – While design option 4 has the longest number of anticipated working days, the bridge trestle would allow for year-round construction

and the potential to reduce the total construction duration due to this flexibility.

- Aesthetic Considerations – Design option 4 has less visible features, which would lessen visual changes to users and viewers and result in a less conspicuous bridge design compared to design option 3.

- Environmental Considerations – Design option 4 has a reduced number of piers within the main river channel in comparison to design option 3, which may be viewed more favorably to permitting agencies.

- Stakeholder Support – Local community members, the City of Lompoc, and Santa Barbara County Association of Governments (SBCAG) expressed nearly unanimous support for design option 4 for various reasons, including the benefits mentioned above.

The no-build alternative was eliminated from further consideration, as allowing the bridge and other highway infrastructure to deteriorate would not meet the purpose and need of the project. Design options 1 and 2 were considered but ultimately eliminated from further consideration. Design options 1 and 2 included a cast in place or pre-cast bridge with a sidewalk on the eastbound side of the bridge only, with no multi-use path on the westbound side. The project development team found that the sole pedestrian feature of a sidewalk on the eastbound side of the bridge would not adequately satisfy the Complete Streets needs and objectives defined in Section 1.2 of this document. Additionally, it was determined that design options 1 and 2 would not serve the need for increased pedestrian facilities expressed by the local community or fulfill the conditions associated with Santa Barbara County of Association of Government's financial contribution to the project. As such, these design options will not be evaluated during future project phases.

1.6 Standard Measures and Best Management Practices Included in All Build Alternatives

The project would include Caltrans standard measures that are typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts, or circumstances associated with the project but are instead implemented as part of the project's design to address common issues encountered on Caltrans projects. The measures listed below are those related to environmental resources and are applicable to the project. These measures can be found in the Caltrans 2023 Standard Specifications document.

- 7-1 Legal Relations and Responsibility to the Public

- 10-4 Water Usage
- 10-5 Dust Control
- 10-6 Watering
- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Traffic Control Systems
- 13-1 Water Pollution Control
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers
- 14-1 Environmental Stewardship
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-7 Paleontological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements
- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting

- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work

Additional standard measures would be added to the project as necessary or appropriate.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
Central Coast Regional Water Quality Control Board	Section 401 Certification for impacts to waters of the U.S.	To be obtained before construction starts.
U.S. Army Corps of Engineers	Section 404 Permit for impacts to wetlands and waters of the U.S.	To be obtained before construction starts.
California Department of Fish and Wildlife	Section 1602 Agreement for Streambed Alteration impacts to the Santa Ynez River. 2080.1 Consistency Determination or Section 2081 Incidental Take Permit for California red-legged frog.	To be obtained before construction starts.
National Marine Fisheries Service	Section 7 consultation with the National Marine Fisheries Service for the Southern California steelhead.	To be obtained before construction starts.
U.S. Fish and Wildlife Service	Section 7 consultation with the U.S. Fish and Wildlife Service for the California tiger salamander, California red-legged frog, least Bell's vireo, and Southwestern willow flycatcher, with conference for the southwestern pond turtle and the western spadefoot toad.	To be obtained before construction starts.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A "No Impact" answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

"No Impact" determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment dated February 14, 2025, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	**Less Than Significant Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**Less Than Significant Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**No Impact**

Affected Environment

The project is bounded by the Santa Ynez River to the north and east. Located on the north side of town, the four-lane Santa Ynez River Bridge on State Route 1 provides the city of Lompoc with a crucial north-south arterial connection to Vandenberg Space Force Base and Santa Maria. On the east side of town, the two-lane Robinson Bridge on State Route 246 provides access east-west to U.S. Route 101 and the rest of the Santa Ynez Valley.

The predominant habitat types present along the project post miles are oak woodland, riparian, and grasslands, intermixed within plots of rural residential and agricultural development. The existing visual quality of the project setting is moderately high to high. The predominantly rural character, undulating landscape, and surrounding natural hillsides combine in a visual context with a moderate to high degree of scenic value.

Applicable planning policies, documents, and guidelines were analyzed to understand the community's sensitivity regarding the aesthetic character of the region and the project areas, as detailed in the Visual Impact Assessment. Interagency coordination is ongoing due to the prominence of the project, funding sources, and the local agency's desire for increased connectivity with existing Complete Streets facilities.

State Route 264 is neither an Officially Designated Scenic Highway nor eligible for inclusion in the State Scenic Highway Program. This project also has no proposed light features.

Environmental Consequences

Proposed project elements above the bridge deck, such as barriers and railings, would be readily visible from the roadway. By themselves, these types of elements are not uncommon and would not be seen as unexpected

visual elements in a highway setting. However, new pathways, with additional barriers, pedestrian fencing, and bicycle railing, would be a new, somewhat unique, visual element along the highway corridor. The new barrier and railing would be taller than the existing barrier, which, when seen with the wider road shoulders and pathway, would increase the visual scale and engineered appearance of the structure. Drainage structures would be below the highway and would be stained to reduce overall contrast and make them blend with the landscape.

Although the project would remove existing riparian trees and other plants, any vegetation removed would be replaced and established. As a result, the riverbanks would, over time, be fully revegetated and result in a somewhat natural-appearing visual condition. Construction access roads and demolition areas, if restored to natural-appearing landforms, would reduce the noticeability of disturbance and engineered alterations.

As a result of the overall larger bridge structure and vegetation removal for construction, these visual changes would cause a minor reduction in the rural character and visual quality in the immediate project area.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will reduce or eliminate visual impacts associated with the project. Mitigation measures are not proposed.

AES-1: Following construction, regrade and recontour any new construction access roads, staging and storage areas, and other temporary uses as necessary to match the surrounding natural topography along State Route 246. Avoid unnatural-appearing remnant landforms where possible.

AES-2: Preserve existing vegetation to the maximum extent feasible.

AES-3: Bridge rail and pedestrian railing shall be an ‘open style’ to preserve views and deter graffiti. Railing type and treatment will be developed by the Caltrans Department of Bridge Design in conjunction with District 5 Landscape Architecture.

AES-4: Bridge rail shall be aesthetically treated to visually recede or appear consistent with the architectural character and community setting. The aesthetic treatment shall be developed by the Caltrans Department of Bridge Design in conjunction with District 5 Landscape Architecture.

AES-5: Pedestrian railing shall be selected or treated to reduce glare and minimize contrast and noticeability. Style and color should be consistent with local character and aesthetic goals, as well as being compatible with the

vehicular railing. Railing type and treatment will be developed by Bridge Design in conjunction with District 5 Landscape Architecture.

AES-6: Rock slope protection shall be backfilled with soil and revegetated if feasible. Staining is appropriate to reduce the glare of visible rock slope protection as an alternative to soil cover.

AES-7: All visible metal components related to down drains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc., should be darkened or colored to blend with the surroundings and reduce reflectivity. The specific color shall be determined by Caltrans District 5 Landscape Architecture.

AES-8: All visible concrete drainage elements, including but not limited to headwalls, drain inlet aprons, etc., should be colored to blend with the surroundings and reduce reflectivity. The specific colors of these concrete elements shall be determined by Caltrans District 5 Landscape Architecture.

AES-9: If feasible, all existing overhead utilities next to the new bridge shall be placed in the bridge structure. If it is not technically possible to locate conduits within the structure, surface-mounted conduits shall be painted to match the bridge structure.

AES-10: Replacement planting shall include aesthetic considerations and inherent biological goals. Revegetation shall include native trees and plants as determined by the project biologist and landscape architect. Revegetation shall occur to the maximum extent horticulturally feasible. Planting should be maintained until established.

2.1.2 Agriculture and Forestry Resources

After an assessment of the project easements and acquisitions, it has been determined that no farmland or forestry resources will be impacted. Although the project passes through areas of prime or unique farmland, proposed project elements and construction activities will not impact unique, prime, or important agricultural resources located outside the Caltrans right-of-way.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forestry Resources
a) 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?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forestry Resources
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	**No Impact**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**No Impact**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	**No Impact**

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Technical Memo dated October 11, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	**No Impact**
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	**No Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Air Quality
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact**

Affected Environment

The proposed project is in the South Central Coast Air Basin. The South Central Coast Air Basin contains the San Luis Obispo County, Santa Barbara County, and Ventura County Air Pollution Control Districts. The Santa Barbara County Air Pollution Control District regulates air quality in Santa Barbara County. The county is non-attainment for the State Ambient Air Quality Standards for Particulate Matter (PM10). It is in attainment for the State Ozone, Particulate Matter (PM2.5), and Carbon Monoxide standards. The county is in attainment for all federal air quality standards.

Environmental Consequences

Since no additional lanes or capacity are being added to the highway, there will be no difference in long-term air emissions with or without the proposed project.

Due to the use of standard construction dust and emission minimization practices and procedures, it is anticipated that emissions from Particulate Matter (dust) and equipment exhaust will be kept to a minimum.

During the project's construction period, there would be a temporary increase in air emissions and fugitive dust. The use of equipment during construction can generate fugitive dust that could have substantial temporary impacts on local air quality if large amounts of excavation, soil transport, and subsequent fill operations are necessary. However, it is anticipated that there will be minor earthwork required, and consequently, minimal dust generation will be expected.

To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2022 Standard Specifications states that the contractor is responsible for complying with all local air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017 (Public Contract Code Section 10231). Additionally, the project-level Stormwater Pollution Prevention Plan will address water pollution control measures that cross-correlate with standard dust emission minimization measures, such as covering soil stockpiles, watering haul roads, watering excavation and grading areas, and so on. By incorporating appropriate engineering design and stormwater Best Management Practices during construction, minimal short-term air quality impacts are anticipated.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated April 30, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	**Less Than Significant Impact With Mitigation Incorporated**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**Less Than Significant Impact With Mitigation Incorporated**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**Less Than Significant Impact With Mitigation Incorporated**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**Less Than Significant Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**Less Than Significant Impact**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**No Impact**

Affected Environment

The Biological Study Area is defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction-related activities and includes a buffer to encompass all indirect effects on

surrounding natural areas. The size of the Biological Study Area includes a polygon encompassing the project location and staging and access areas (see Appendix D). The Area of Potential Impact is within the Biological Study Area, is made up of potential disturbance for both permanent and temporary impacts and assumes the maximum amount of disturbance associated with the project.

Regional Habitat Plans

The project is in Santa Barbara County and must follow the county's Deciduous Oak Tree Protection and Regeneration Ordinance. This regulation protects deciduous oaks in Santa Barbara County. This project's Biological Study Area contains coast live oak scrub vegetation. Coast live oaks are not deciduous oaks and are not regulated by this ordinance. No deciduous oaks were seen in the Biological Study Area.

Natural Communities of Special Concern

Natural communities of special concern are those natural communities that are of limited distribution statewide or within a county or region and are often vulnerable to the environmental effects of projects. These communities may or may not contain special-status taxa or their habitat. Waters of the State and waters of the U.S. are also considered natural communities of special concern.

Red Willow Riparian Woodland and Forest Natural Community

Red willow riparian woodland and forest natural community (Salix gooddingii – Salix laevigata Forest & Woodland Alliance) occurs within the Riparian Woodland and Forest land cover type as dominated by red willow, along with arroyo willow thickets (Salix lasiolepis Shrubland Alliance; S4) within the Biological Study Area. Red willows commonly grow with various willows and other riparian trees along creeks and lower drainage terraces. The range of red willows includes most of the state except for the Colorado Desert.

Jurisdictional Waters and Wetlands

Executive Order 11990 was issued on May 24, 1977, directing federal agencies to avoid, to the extent possible, the long-term and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

The report found about 23 acres of potential waters of the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife within the Area of Potential Impact. The project will require a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers, a Clean Water Act Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a California

Fish and Game Code Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife.

Special-Status Animal Species

A query of the California Department of Fish and Wildlife's California Natural Diversity Database was originally conducted in 2023 and updated in 2024. A request for an official U.S. Fish and Wildlife Service species list, National Marine Fisheries Service species list, and California Native Plant Society species list was made in 2023 and 2024. These lists can be viewed in the Natural Environment Study.

Field Surveys

The studies conducted for this project included botanical surveys for sensitive plant species and general reconnaissance-level wildlife surveys. The field surveys were conducted in April 2023, June 2023, July 2023, August 2023, April 2024, and November 2024. These surveys were designed to assess habitat suitability for special-status species, characterize and map habitats, natural communities, and land cover types, map potentially jurisdictional features, and develop an inventory of all plant and animal species detected within the Biological Study Area.

Tables 2.2, 2.3, and 2.4 show special-status species and habitats that may occur in the project area.

Table 2.2 Special-Status Plants Known To Occur in the Project Region With Habitat Present

Common Name/ Scientific Name	Legal Status Federal/State/ California Rare Plant Rank	Habitat Present/ Absent	Rationale
Hoover's bent grass *Agrostis hooveri*	Federally unlisted, state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of fairly endangered in California.	Habitat Present	Suitable soils and habitats are present in the Biological Study Area. One California Natural Diversity Database occurrence from 2008 occurs within 1 mile of the Biological Study Area. Species not observed during appropriately timed floristic surveys. Avoidance and minimization measures are proposed.
Santa Ynez groundstar *Ancistrocarphus keilii*	Federally unlisted, state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of seriously endangered in California.	Habitat Present	Suitable soils and habitats are present. The historical record from 1929 overlaps the Biological Study Area. Species not observed during appropriately timed floristic surveys. Avoidance and minimization measures are proposed.
La Purisima manzanita *Arctostaphylos purissima*	Federally unlisted, state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of seriously endangered in California.	Habitat Present	Suitable soils and habitats are present in the Biological Study Area. Two California Natural Diversity Database occurrences from 1992 overlap the Biological Study Area. More records occur within the La Purisima Mission State Historic Park from 2016. Species not observed during appropriately timed floristic surveys. Avoidance and minimization measures are proposed.

Common Name/ Scientific Name	Legal Status Federal/State/ California Rare Plant Rank	Habitat Present/ Absent	Rationale
Sand mesa manzanita *Arctostaphylos rudis*	Federally unlisted, state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of fairly endangered in California.	Habitat Present	Suitable soils and habitats are present in the Biological Study Area. One California Natural Diversity Database occurrence from 1992 overlaps the Biological Study Area. More records occur within the La Purisima Mission State Historic Park from 2012. Species not observed during appropriately timed floristic surveys. Avoidance and minimization measures are proposed.
Santa Barbara ceanothus *Ceanothus impressus* var. *impressus*	Federally unlisted, state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of fairly endangered in California.	Habitat Present	Suitable soils and habitats are present in the Biological Study Area. One California Natural Diversity Database occurrence from 1986 is next to the Biological Study Area at Tularosa Road. Species not observed during appropriately timed floristic surveys. Avoidance and minimization measures are proposed.

Common Name/ Scientific Name	Legal Status Federal/State/ California Rare Plant Rank	Habitat Present/ Absent	Rationale
Vandenberg monkeyflower *Diplacus vandenbergensis*	Listed as federally endangered and state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of seriously endangered in California.	Habitat Present	Suitable soil types and habitats are present within the Biological Study Area. One historical record from 1931 occurs within the Biological Study Area at the eastern end. Additional occurrences from 2019 occur at the La Purisima Mission State Historic Park approximately 1.5 miles north of the Biological Study Area. Species not observed during appropriately timed floristic surveys. The Federal Endangered Species Act effects determination is that the project will have no effect on the species. Avoidance and minimization measures are proposed.
Mesa horkelia *Horkelia cuneata* var. *puberula*	Federally unlisted and state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of seriously endangered in California.	Habitat Present	Suitable soil types and habitats are present within the Biological Study Area. Species was found within the Biological Study Area during surveys. Avoidance and minimization measures are proposed.

Common Name/ Scientific Name	Legal Status Federal/State/ California Rare Plant Rank	Habitat Present/ Absent	Rationale
Blushing layia *Layia erubescens*	Federally unlisted and state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of fairly endangered in California.	Habitat Present	Sandy soils and coastal scrub are present in the Biological Study Area. Many occurrences in Mission Hills near the west end of the Biological Study Area as recently as 2023. Species not observed during appropriately timed floristic surveys. Avoidance and minimization measures are proposed.
Black-flowered figwort *Scrophularia atrata*	Federally unlisted and state unlisted, with a California Rare Plant Rank of rare, threatened, or endangered in California and elsewhere, with a threat code extension of fairly endangered in California.	Habitat Present	Suitable habitats are present within the Biological Study Area. Species was found within the Biological Study Area during surveys. Avoidance and minimization measures are proposed.

Table 2.3 Special-Status Wildlife and Fish Species Potentially Occurring or Known To Occur in the Project Region That Will Require Avoidance and Minimization Measures

Common Name/Scientific Name	Status Federal/State	Habitat Present/ Absent	Rationale
Crotch's bumblebee *Bombus crotchii*	Candidate for listing under the Federal Endangered Species Act, unlisted at the state level.	Habitat Present	Non-native grassland and scrub provide suitable habitat within the Biological Study Area. Numerous mammal burrows along the roadside provide nesting habitat. Water sources and multiple potential food plants, including *Phacelia*, *Clarkia*, *Eschscholzia, Eriogonum, Lupinus*, *Medicago*, and *Salvia* spp., are also present. No California Natural Diversity Database occurrences within 5 miles of the Biological Study Area. Species not observed during surveys. Avoidance and minimization measures are proposed.
Steelhead (Southern California Distinct Population Segment [DPS]) *Oncorhynchus mykiss irideus pop. 10*	Endangered under the Federal Endangered Species Act, with critical habitat designated, and a candidate for listing as endangered under the California Endangered Species Act.	Habitat Present	Suitable spawning habitat in the Santa Ynez River is present in the Biological Study Area. One California Natural Diversity Database occurrence occurs within the Biological Study Area along the Santa Ynez River. Critical habitat for the species is present in the Biological Study Area. The Federal Endangered Species Act effects determination is that the project may affect, likely to adversely affect, Southern California steelhead and its critical habitat. The California Endangered Species Act effects determination is that there may be take of the Southern California steelhead due to the project. A Section 2081 Incidental Take Permit will be pursued.
California tiger salamander (Santa Barbara County DPS) *Ambystoma californiense pop. 2*	Endangered under the Federal Endangered Species Act, with critical habitat designated, and listed as threatened under the California Endangered Species Act.	Habitat Present	Ponds are surrounded by non-native grassland present within the Biological Study Area. Multiple California Natural Diversity Database occurrences throughout the eastern half of the Biological Study Area. Additional occurrences are within 5 miles of the Biological Study Area. Species not observed during surveys. Critical habitat for the species is present in the Biological Study Area around post mile 18, where culvert work is proposed. The Federal Endangered Species Act effects determination is that the project may affect, likely to adversely affect, the California tiger salamander and its critical habitat. The California Natural Diversity Database effects determination is that there may be take of the California tiger salamander due to the project. A Section 2081 Incidental Take Permit will be pursued. Avoidance and minimization measures are proposed.
California red-legged frog *Rana draytonii*	Listed as threatened under the Federal Endangered Species Act, with critical habitat designated, and listed as a California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Ponds and suitable upland habitat (coast live oak woodland, riparian woodland, and non-native grassland) are present within the Biological Study Area. Two California Natural Diversity Database records are present on the eastern end of the Biological Study Area from 1984 and 2008. Species not observed during surveys. The Federal Endangered Species Act effects determination is that the project may affect, likely to adversely affect, the California red-legged frog. There will be no effect on its critical habitat. Avoidance and minimization measures are proposed.

Common Name/Scientific Name	Status Federal/State	Habitat Present/ Absent	Rationale
Western spadefoot toad *Spea hammondii*	Proposed as threatened under the Federal Endangered Species Act, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Ponds are surrounded by non-native grassland and coast live oak woodland present within the Biological Study Area. Multiple California Natural Diversity Database records are present within the eastern half of the Biological Study Area from the 1990s. More recent records occur approximately 2 miles north of the Biological Study Area. Species not observed during surveys. The Federal Endangered Species Act effects determination is that the project may affect, likely to adversely affect, the western spadefoot toad. Avoidance and minimization measures are proposed. .
Northern California legless lizard *Anniella pulchra*	Federally unlisted, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Coast live oak woodland, riparian woodland and forest, riverine, and non-native grassland habitats are present. One California Natural Diversity Database occurrence from 1982 occurs on the eastern end of the Biological Study Area and multiple occurrences are within 5 miles of the Biological Study Area. The most recent record is from 2018, approximately 4.5 miles away. Species not observed during surveys. Avoidance and minimization measures are proposed.
Southwestern pond turtle *Actinemys pallida*	Proposed as threatened under the Federal Endangered Species Act, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Ponds and rivers associated with the willow scrub provide aquatic habitat, and the non-native grassland provides suitable upland habitat present within the Biological Study Area. Three California Natural Diversity Database records are present within 5 miles of the Biological Study Area, along the Santa Ynez River to the north and Salsipuedes Creek to the south. Species not observed during surveys. The Federal Endangered Species Act effects determination is that the project may affect, likely to adversely affect, the southwestern pond turtle. Avoidance and minimization measures are proposed.
Coast horned lizard *Phrynosoma blainvillii*	Federally unlisted, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Non-native grassland, coast live oak woodland, and riparian woodland are present within the Biological Study Area. Multiple California Natural Diversity Database records occur approximately 3 miles north of the Biological Study Area near Vandenberg Space Force Base. Species not observed during surveys. Avoidance and minimization measures are proposed.
Coast patch-nosed snake *Salvadora hexalepis virgultea*	Federally unlisted, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Non-native grassland and scrub with sandy substrates are present within the Biological Study Area. One California Natural Diversity Database record from 2004 occurs approximately 2.5 miles north of the Biological Study Area. Species not observed during surveys. Avoidance and minimization measures are proposed.
Tricolored blackbird *Agelaius tricolor*	Federally unlisted and threatened, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	A pond with emergent vegetation is present within the Biological Study Area, and additional potential habitat exists directly next to the Biological Study Area. No California Natural Diversity Database records, but multiple eBird flock sightings are present within 5 miles of the Biological Study Area. Species not observed during surveys. The California Endangered Species Act effects determination is that there will be no take of the tricolored blackbird. Avoidance and minimization measures are proposed.

Common Name/Scientific Name	Status Federal/State	Habitat Present/ Absent	Rationale
Southwestern willow flycatcher *Empidonax traillii extimus*	Endangered under the Federal Endangered Species Act with critical habitat designated, endangered under the California Endangered Species Act.	Habitat Present	Riparian woodland and forest and willow scrub habitat is present in the Biological Study Area at the Santa Ynez River. Two California Natural Diversity Database occurrences from 1989 and 1995 occur for multiple breeding adults present within 5 miles of the eastern end of the Biological Study Area. Critical habitat for the species is present in the Biological Study Area along the Santa Ynez River. The Federal Endangered Species Act effects determination is that the project may affect but is not likely to adversely affect the southwestern willow flycatcher or its critical habitat. The California Endangered Species Act effects determination is that there will be no take of the species. Avoidance and minimization measures are proposed.
Least Bell's vireo *Vireo bellii pusillus*	Endangered under the Federal Endangered Species Act with critical habitat designated, endangered under the California Endangered Species Act.	Habitat Present	Riparian forest, riverine with mulefat thickets, and coast live oak woodland habitat along both flowing and dry rivers/streams are present within the Biological Study Area. One California Natural Diversity Database occurrence is present within 5 miles of the Biological Study Area near Buellton from 2016. The Federal Endangered Species Act effects determination is that the project may affect but is not likely to adversely affect least Bell's vireo. The California Endangered Species Act effects determination is that there will be no take of the species. Avoidance and minimization measures are proposed.
Pallid bat *Antrozous pallidus*	Federally unlisted, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Non-native grassland, scrub, ornamental trees, riparian woodland, and coast live oak woodland habitat along with human-made structures in rural residential, developed, and paved (bridges and culverts) areas provide suitable habitat for roosting within the Biological Study Area. One California Natural Diversity Database occurrence is present within 5 miles of the Biological Study Area from 1997 at a known bridge roost location. Species not observed during surveys. Avoidance and minimization measures are proposed.
Western red bat *Lasiurus frantzii*	Federally unlisted, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Riparian forest and woodland and ornamental trees are present within the Biological Study Area. No California Natural Diversity Database records are present within 5 miles of the Biological Study Area. Species not observed during surveys. Avoidance and minimization measures are proposed.
San Diego desert woodrat *Neotoma lepida intermedia*	Federally unlisted, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Coyote brush scrub, coastal scrub, and California sage habitat are present within the Biological Study Area. One California Natural Diversity Database occurrence from 2004 is approximately 3 miles north of the Biological Study Area. Species not observed during surveys. Avoidance and minimization measures are proposed.
American badger *Taxidea taxus*	Federally unlisted, California Department of Fish and Wildlife Species of Special Concern.	Habitat Present	Non-native grassland and scrub associated with sandy soils habitat are present within the Biological Study Area. Two California Natural Diversity Database occurrences from 1990 and 2016 are present within the Biological Study Area. Several occurrences are within 5 miles of the Biological Study Area. A dead American badger was observed on the road during surveys. Avoidance and minimization measures are proposed.

Table 2.4 Regional Habitats/Natural Communities of Concern

Habitat/ Natural Community	Description	Habitat Present /Absent	Rationale
Central Coast Arroyo Willow Riparian Forest	Riparian forest habitats border the edges of rivers and streams and are considered to be among the most valuable wildlife habitats due to the microhabitats that are created by the layering of trees, shrubs, and herbaceous and aquatic vegetation. This environment promotes very high wildlife species diversity. Riparian forests are considered the most complex and support the greatest number of plant and animal species. Riparian forests also enhance the functions of nearby habitats and are considered most valuable when occurring in an unbroken corridor throughout the length of the watershed. Arroyo willow *(Salix lasiolepis)* dominates this community, specifically. Other species characteristic of the riparian forest plant community include *Alnus rhombifolia, Myrica californica, and Salix lasiandra.* The only alliance within this community is the arroyo willow thickets *(Salix lasiolepis* Shrubland Alliance).	Habitat Present	This community is present within the Biological Study Area at the Santa Ynez River and at some drainages. Arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance) have a state rarity rank of S4, meaning they are apparently secure within California, and a global rarity rank of G4, meaning they are globally secure, with some factors that may exist to cause concern. They are not considered sensitive by Sawyer et al., 2009. No further studies are needed.

Habitat/ Natural Community	Description	Habitat Present /Absent	Rationale
Central Maritime Chaparral	A variable sclerophyll scrub of moderate to high cover (50-100 percent) dominated by forms of woolly-leaf manzanita (*Arctostaphylos tomentosa*) plus one or more other narrowly distributed manzanita. Occurs on well-drained, sandy substrates within the zone of summer coastal fog incursion. Fire appears necessary for continued reproduction. Can be found in areas where the soil is more mesic and less sandy; sites with Monterey Pine Forest, Bishop Pine Forest, and Monterey Pygmy Cypress Forest; with Chamise and Upper Sonoran Mixed Chaparral on stonier sites out of the foggy area; and with Lucian Coastal Scrub closer to the coast or on shaley substrates. Survives at scattered locations near Monterey and Fort Ord and in southern San Luis Obispo and northern Santa Barbara counties. Alliances within this community include multiple species of manzanita chaparral.	Absent	This community does not occur within the Biological Study Area. No species of manzanita were observed during appropriately timed surveys. No further studies are needed.

Habitat/ Natural Community	Description	Habitat Present /Absent	Rationale
Southern Willow Scrub	Lower on a floodplain, mixed riparian forests become dominated by willows as the frequency and duration of flooding increase. At this boundary, next to the channel, willow scrub communities are formed. The willow scrub communities consist of young, newly established willows and cottonwoods that can survive the frequent physical battering and inundation from flooding. Sandbar willows (*Salix exigua*) are common in these communities, especially on point bars. The presence of these willows allows finer sediments to accumulate, allowing additional riparian plants to establish. Willow scrub communities are frequently described as early successional habitats because these are the first plant communities to form on newly established point bars along rivers. The dense structure formed by young, multistemmed willows is the preferred nesting and cover habitat for many songbirds. This dense young plant community is also an important browsing and foraging habitat for many riparian wildlife species and a good source of insects. Alliances within this community include sandbar willow thickets, Goodding's Willow - Red Willow Riparian Woodland and Forest, arroyo willow thickets, and shining willow groves.	Habitat Present	Arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance) and Goodding's Willow - Red Willow Riparian Woodland and Forest (*Salix gooddingii* - Salix *laevigata* Forest and Woodland Alliance) are present within the Biological Study Area at the Santa Ynez River and at some drainages. Goodding's Willow - Red Willow Riparian Woodland and Forest (*Salix gooddingii* - Salix *laevigata* Forest and Woodland Alliance) has a state rarity rank of S3 and a global rarity rank of G4, meaning **both species** and natural communities are considered to be rare and sensitive. Impacts to this alliance are anticipated. Avoidance and minimization measures are proposed.

Environmental Consequences

This project will result in temporary and permanent impacts on biological resources as a result of bridge construction and culvert repair. Temporary impacts will be caused by vegetation clearing, equipment staging, temporary excavation, replacement of existing features, construction access, placement of rock slope protection in previously hardscaped areas, and temporary stream diversion or temporary trestle installation. Permanent impacts will be caused by constructing new piers, installing rock slope protection in locations that are not currently hardscaped, and rerouting abutments on the Robinson Bridge on State Route 246. Impacts described in this section are also tabulated in Appendix D of this document.

Special-Status Plants

Two special-status plant species—Mesa horkelia *(Horkelia cuneata var. puberula)* and Black-flowered figwort *(Scrophularia atrata)*—were seen during appropriately timed floristic surveys. However, both species were not within the Biological Study Area. Therefore, the project is not expected to impact any special-status plant species. Avoidance and minimization measures will be implemented as part of this project to avoid any unforeseen impacts on special-status plant species.

Special-Status Animal Species

Crotch's Bumblebee

The Crotch’s bumblebee is a candidate for listing as endangered under the California Endangered Species Act. No focused surveys were conducted, and no individuals were seen during wildlife surveys. The California Natural Diversity Database shows no known occurrences within 5 miles of the project's Biological Study Area, but iNaturalist has three documented occurrences about 5 miles south of the Robinson Bridge. There is potential habitat for Crotch’s bumblebee on the project site.

Ground disturbance is the most impactful to Crotch's bumblebees and will be a part of this project's scope. Most of the project is in paved or disturbed areas, and construction activities in these areas will not impact Crotch's bumblebees. Temporary impacts to Crotch’s bumblebee could occur if the species is present during vegetation removal, staging, and ground-disturbing activities at locations beyond the highway shoulder where suitable habitat exists. Permanent impacts to the species are unlikely to occur due to the placement of rock slope protection at culverts in areas not suitable for nesting or foraging. Additional surveys before construction will be conducted to help alleviate the risk of Crotch's bumblebee mortality. If Crotch’s bumblebees are seen during construction, Caltrans will apply for a Section 2081 Incidental Take Permit.

Avoidance and minimization measures will be implemented for the Crotch’s bumblebee. With these measures, no compensatory mitigation would be

needed. Further, no cumulative impacts to Crotch's bumblebees are anticipated.

Southern California Steelhead Distinct Population Segment

The Southern California Steelhead Distinct Population Segment is a federally endangered and state candidate endangered species. The project's Biological Study Area overlaps with critical habitat for the species.

No focused surveys were conducted for the species, and no individuals were seen during wildlife surveys and habitat mapping. However, the Southern California Steelhead Distinct Population Segment is known to occur in the Santa Ynez River, and the river is a designated federal critical habitat unit for the species. The presence of the species is assumed within the Santa Ynez River and the Biological Study Area.

Dewatering and stream diversions may directly impact the species, and sediment deposits in the Santa Ynez River may indirectly impact the species during project construction. The four design options will have similar beneficial impacts on the streambed and thus the Southern California Steelhead Distinct Population Segment. The California Endangered Species Act effects determination is that there may be take of the Southern California Steelhead Distinct Population Segment because of the project. A Section 2081 Incidental Take Permit will be pursued. The Federal Endangered Species Act Section 7 effects determination is that the proposed project may affect and is likely to adversely affect the Southern California Steelhead Distinct Population Segment. The Federal Endangered Species Act Section 7 effects determination is that the proposed project may affect and is likely to adversely affect designated critical habitat for the Southern California Steelhead Distinct Population Segment. Avoidance and minimization measures will be implemented as part of this project to reduce the impacts on the species. Compensatory mitigation would be determined by the California Department of Fish and Wildlife as part of the Incidental Take Permit.

Impacts on the Southern California Steelhead Distinct Population Segment were looked at cumulatively in the Natural Environment Study. It was determined that the proposed project, when considered in a cumulative effects context, is not anticipated to result in substantially adverse cumulative impacts to the Southern California Steelhead Distinct Population Segment because the project would be small in scale, would result in mostly temporary impacts, and compensatory mitigation would be implemented to offset impacts to habitat.

Santa Barbara County Distinct Population Segment of the California Tiger Salamander

The Santa Barbara County Distinct Population Segment of the California tiger salamander is a federally endangered and California-threatened species. The

project's Biological Study Area is in the Purisima Hills and Santa Rita Valley region of the Santa Barbara County Distinct Population Segment of the California tiger salamander. No protocol-level surveys were done, but the California Natural Diversity Database shows three breeding ponds in the eastern portion of the project area. Surveys in 2007 and 2008 observed the species in the ponds and upland habitat in the vicinity of the Biological Study Area. Many of the potential breeding ponds near the project are on private property, so the presence of California tiger salamanders is assumed.

The proposed project will result in up to 5.1 acres of temporary impacts and up to 0.05 acre of permanent impacts to potential upland dispersal/refuge habitat for the California tiger salamander. Approximately 1.62 acres of critical habitat will be temporarily impacted, and 0.001 acre will be permanently impacted. Temporary impacts will be caused by vegetation clearing for temporary construction access, equipment staging, temporary excavation, and replacement of existing features. Permanent impacts will be caused by placing rock slope protection where it doesn't currently exist at the culverts and installing a new headwall at post mile 20.1. The California Endangered Species Act effects determination is that there may be take of the California tiger salamander because of the project. A Section 2081 Incidental Take Permit will be pursued.

Avoidance and minimization measures will be used to reduce impacts on the Santa Barbara County Distinct Population Segment of the California tiger salamander. Compensatory mitigation will also be used to offset habitat impacts. The mitigation ratio would be 3-to-1 for permanent impacts for a total of .015 acre and 1-to-1 for temporary impacts, with 5.1 acres needed to fulfill mitigation needs.

Before starting ground-disturbing or vegetation-disturbing project activities, Caltrans will satisfy the California Department of Fish and Wildlife requirement to provide California tiger salamander habitat mitigation by purchasing credits at a conservation bank (La Purisima Conservation Bank) authorized to sell credits for the California tiger salamander habitat. Cumulative impacts were analyzed for the California tiger salamander, and it was determined that this project would not be cumulatively considerable for the California tiger salamander distinct population segment.

Western Spadefoot Toad

The western spadefoot toad is a federally proposed species and a state species of special concern. No focused surveys were conducted for the western spadefoot toad, and the species was not seen during reconnaissance surveys. The ponds within the Biological Study Area and in the vicinity provide aquatic habitat, and the non-native grassland and coast live oak woodland surrounding the ponds provide upland habitat for this species. The California Natural Diversity Database shows occurrences of the western

spadefoot toad in the northern section of the Biological Study Area. The presence of the species is assumed.

Western spadefoot toads have a similar habitat to the California tiger salamander in the proposed project's area of potential impact. The habitat quality in the project area is low; therefore, the potential to impact the western spadefoot toad is low. The habitat impacts for the California tiger salamander in the project area are assumed to be the same for the western spadefoot toad. The western spadefoot toad could be injured or killed if it is present during project construction. If western spadefoot toads are found in small mammal burrows along the roadway, the relocation process could be stressful to the species.

The Federal Endangered Species Act Section 7 effects determination is that the proposed project may affect, and is likely to adversely affect, the western spadefoot toad. The basis for this determination is that western spadefoot toad presence is inferred, and there would be a low but possible potential for take of the species if it is present in work areas. Avoidance and minimization measures will help limit impacts on the species. Also, the compensatory mitigation for the California tiger salamander covers the mitigation needs of the western spadefoot toad. Cumulative impacts were analyzed, and it is anticipated that the proposed project will not result in a substantial contribution to the cumulative impacts of western spadefoot toad upland dispersal habitat.

Northern California Legless Lizard and Coast Horned Lizard

The Northern California legless lizard and the coast horned lizard are state species of special concern. No Northern California legless lizards or coast horned lizards were seen during surveys. The scrub, riparian woodland, non-native grassland, and coast live oak woodland within the Biological Study Area provide habitat for both species. One California Natural Diversity Database occurrence was recorded for the California legless lizard within the Biological Study Area at Campbell Pond from 1982. An additional 10 records exist within 5 miles of the Biological Study Area near La Purisima Mission State Historic Park and Vandenberg Village to the northwest and to the east toward Buellton. There are four California Natural Diversity Database occurrence records of the coast horned lizard within 5 miles of the Biological Study Area and none within the Biological Study Area.

The chances are low that the project would impact Northern California legless lizards and Coast horned lizards due to low habitat quality in the potential habitat areas close to the side of the roadway. Avoidance and minimization measures would reduce the potential impacts on the species. Compensatory mitigation is not proposed. Cumulative impacts were analyzed, and it is anticipated that the proposed project will not result in a substantial contribution to the cumulative impacts on California legless lizard or coast horned lizard habitat.

Coast Patch-Nosed Snake and Two-Striped Garter Snake

Coast patch-nosed snakes and two-striped garter snakes are state Species of Special Concern. No coast patch-nosed snakes or two-striped garter snakes were seen during surveys. The project's Biological Study Area has suitable habitat for both the two-striped garter snake and the coast patch-nosed snake. However, no California Natural Diversity Database occurrences have been observed for either species within the Biological Study Area.

The project impacts on either species are low due to the low-quality habitat and reoccurring maintenance activities in the known habitat. With the implementation of avoidance and minimization measures, impacts to coast patch-nosed snakes and two-striped garter snakes are not anticipated. With the implementation of avoidance and minimization measures, the project does not have the potential to contribute to an adverse cumulative impact on the coast patch-nosed snake and two-striped garter snake.

Southwestern Willow Flycatcher and Least Bell's Vireo

Southwestern willow flycatchers and least Bell's vireos are federal and state endangered species. No southwestern willow flycatchers or least Bell's vireos were seen during surveys. Riparian habitat within the Biological Study Area may provide suitable foraging habitat for the least Bell's vireo and the southwestern willow flycatcher; however, the width of the corridor and proximity to State Route 246 and the city of Lompoc likely decrease the overall value of the site to provide nesting habitat. Nesting pairs of both these species are considered unlikely but cannot be ruled out due to the presence of suitable riparian habitat and critical habitat.

Based on historical data in the vicinity of the Biological Study Area, there is very low potential for the Least bell's vireo and the Southwestern willow flycatcher to be present within the area of potential impact.

With the implementation of avoidance and minimization measures to protect all nesting bird species protected by the Federal Endangered Species Act, California Endangered Species Act, the Migratory Bird Treaty Act, and California Fish and Game Code, the Federal Endangered Species Act Section 7 effects determination is that the proposed project may affect, but is not likely to adversely affect, the least Bell's vireo and the southwestern willow flycatcher. The Federal Endangered Species Act Section 7 effects determination is that the proposed project may affect, and is likely to adversely affect, designated critical habitat for southwestern willow flycatchers. Avoidance and minimization measures will be implemented to reduce species impacts. Compensatory mitigation for riparian habitat also mitigates potential impacts on the least Bell's vireo and the southwestern willow flycatcher habitat. The project, when considered in a cumulative effects context, is not anticipated to result in substantially adverse cumulative impacts to the least Bell's vireo and the southwestern willow flycatcher

because the project would be small in scale, would result in mostly temporary impacts, and compensatory mitigation would be implemented to offset impacts to vegetation.

Pallid Bats, Western Red Bats, Silver-Haired Bats, Yuma Myotis, and Other Roosting Bats

Roosting bat species are addressed here as a group because they have similar habitat requirements, are similarly impacted by the project, and therefore, will require similar avoidance and minimization measures. Pallid bats and western red bats are state Species of Special Concern. The Yuma myotis is included in the California Natural Diversity Database special animals list. No pallid bat, Yuma myotis, western red bat, or silver-haired bat was seen during surveys. The trees within the riparian woodland, scrub, ornamental trees, rural residential areas, and the bridges and culverts associated with developed areas provide potentially suitable roosting habitats. The Robinson Bridge contains crevices that could support marginal roosting habitat. However, it is unlikely that these features would support maternity roosts due to a lack of optimal roosting habitat. There are two California Natural Diversity Database occurrences of the pallid bat, one occurrence of the Yuma myotis, and no occurrences of the western red bat or the silver-haired bat within 5 miles of the Biological Study Area. However, no California Natural Diversity Database occurrences have been observed for any of these species within the Biological Study Area.

The likelihood of bats roosting in the Biological Study Area is low due to the proximity of the city of Lompoc and highway disturbances. Indirect impacts could result from noise and other construction activities that could alter roosting activities. Direct effects could result in injury or mortality of bats, and harassment could alter roosting behaviors. The implementation of pre-activity surveys and exclusion zones (if necessary) will reduce the potential for adverse effects on roosting bat species. Avoidance and minimization measures would be implemented to help reduce species impacts, and no compensatory mitigation would be needed. With the implementation of avoidance and minimization measures, the project would not have the potential to contribute to an adverse cumulative impact on the species.

San Diego Desert Woodrat

The San Diego desert woodrat is a state Species of Special Concern. No San Diego desert woodrats or nests were seen during surveys. The coyote brush scrub, coastal scrub, and California sage provide marginal habitat for this species. There is one California Natural Diversity Database occurrence record for the San Diego desert woodrat within 5 miles of the Biological Study Area north of La Purisima Mission State Historic Park. Preconstruction surveys would be conducted to avoid killing San Diego desert woodrats. Avoidance and minimization measures would be implemented to help reduce species impacts, and no compensatory mitigation would be needed. With the

implementation of avoidance and minimization measures, the project would not have the potential to contribute to an adverse cumulative impact on the species.

American Badger

The American badger is a state species of special concern. During surveys, one dead American badger was found on the roadside within the Biological Study Area at post mile 18.57, directly next to proposed work at a culvert, likely caused by a vehicle collision. No potential dens were seen within the Biological Study Area. There have been two California Natural Diversity Database occurrences within the Biological Study Area and three roadkill observations. If an American badger is burrowing within the project area, it could be directly impacted. Noise, light, and other construction activities may also impact the species' behaviors. Avoidance and minimization measures would be implemented to help reduce species impacts, and no compensatory mitigation would be needed. With the implementation of avoidance and minimization measures, the project would not have the potential to contribute to an adverse cumulative impact on the species.

California Red-Legged Frog

The California red-legged frog is a federally threatened and state Species of Special Concern. No protocol surveys were conducted for the California red-legged frog, but its presence is inferred in the Biological Study Area. There are known occurrence records for the species within the agricultural ditches found in the Biological Study Area, and the species is presumed to still exist in the area. The riparian woodland habitat along the Santa Ynez River may also provide upland habitat, dispersal habitat, or both. The existing State Route 246 likely impedes California red-legged frog dispersal between ponds in the Santa Rita Valley that are separated by the highway.

Project construction activities could injure or kill California red-legged frogs, if present, during the agricultural ditch relocation and sidewalk expansion activities. The potential need to capture and relocate California red-legged frogs would subject these animals to stresses that could result in adverse effects. Injury or death could occur via accidental crushing by worker foot traffic or construction equipment. Erosion and sedimentation could also occur, which would directly or indirectly affect water quality. The potential for these impacts is anticipated to be low due to no observations of the species within the Biological Study Area during surveys; however, this could change over time because the species could expand populations. There will be no impacts on designated critical habitat because it does not occur within the Biological Study Area. Temporary impacts will be caused by vegetation clearing for temporary construction access, equipment staging, temporary excavation, and replacement of existing features. Permanent impacts will be caused by placing rock slope protection where it does not currently exist at the culverts and installing a new headwall at post mile 20.1.

The Federal Endangered Species Act Section 7 effects determination states that the proposed project may affect, and is likely to adversely affect, California red-legged frogs. The basis for this determination is that California red-legged frog presence has been inferred, and there would be a low but possible potential for take of the species due to project activities. Avoidance and minimization measures will be implemented along with compensatory mitigation to alleviate impacts on the species. Cumulative impacts were analyzed for this project, and it is anticipated that the proposed project will not result in a substantial contribution to the cumulative impacts of California red-legged frog upland dispersal habitat.

Southwestern Pond Turtle

The southwestern pond turtle is a federally proposed species and a State Species of Special Concern. No southwestern pond turtles were seen during surveys. The ponds, riverine habitat, and channels associated with the willow scrub provide aquatic habitat, and the riparian and non-native grassland next to the suitable aquatic features provide upland habitat within the Biological Study Area. There are six California Natural Diversity Database occurrence records of southwestern pond turtles within 5 miles of the Biological Study Area, but none occur within the Biological Study Area.

Project construction could injure or kill southwestern pond turtles, if present, during diversion and dewatering and general construction activities. The potential need to capture and relocate the species would subject the turtles to stresses that could result in adverse effects. Injury or death could occur via accidental crushing by worker foot traffic or construction equipment. Erosion and sedimentation could also occur, which would directly or indirectly affect water quality. The potential for these impacts is anticipated to be low due to a single observation of an unknown turtle species within the Biological Study Area during surveys; however, this could change over time because the species could potentially expand populations.

The Federal Endangered Species Act Section 7 effects determination states that this project may affect, and is likely to adversely affect, southwestern pond turtles. The basis for this determination is that southwestern pond turtle presence is inferred, and there would be a low but possible potential for take of the species because of project activities. Avoidance and minimization measures as well as compensatory mitigation will help to reduce species impacts. Cumulative impacts were analyzed for this project, and it is anticipated that the proposed project will not result in a substantial contribution to cumulative impacts on southwestern pond turtle upland dispersal habitat.

Tricolored Blackbirds and Other Nesting Birds

The tricolored blackbird is a state-threatened species and a Species of Special Concern. No tricolored blackbirds were seen during surveys. There

are no California Natural Diversity Database tricolored blackbird breeding occurrences recorded within 5 miles of the Biological Study Area. Potential nesting habitat for other avian species occurs in trees and shrubs within the Biological Study Area. Active nests of other birds protected under the Migratory Bird Treaty Act and California Fish and Game Code were observed in the vicinity of the Biological Study Area during the April 2023 biological surveys. One active killdeer nest was seen on the ground in non-native grassland next to the Biological Study Area. An active red-tailed hawk nest was seen in a eucalyptus tree next to the Biological Study Area.

Removing vegetation could directly impact active bird nests and any eggs or young living in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. Only a temporary loss of vegetation supporting potential nesting habitat would occur. Avoidance and minimization measures, such as appropriate timing of vegetation removal, pre-activity surveys, and exclusion zones, are included in the following section to reduce impacts on nesting birds.

Vegetation will be replaced within the project limits to offset temporary impacts. Because impacts to nesting birds, including tricolored blackbirds, will be avoided, the proposed project will not contribute cumulative impacts to nesting birds. As such, a cumulative impact analysis is not warranted.

Invasive Species

Many invasive plant species, as identified by the online California Invasive Plant Inventory Database, were seen within the Biological Study Area. Five of the species had an invasiveness rating of high: giant reed *(Arundo donax),* red brome *(Bromus rubens),* highway iceplant *(Carpobrotus edulis),* pampas grass *(Cortaderia selloana),* and perennial veldt grass *(Ehrharta calycina).* Of these five invasive plants, red brome and perennial veldt grass are abundant in the Biological Study Area, and highway iceplant is common. The giant reed and pampas grass were rare and were seen in the riparian woodland along the Santa Ynez River.

Ground disturbance and other aspects of project construction (e.g., erosion control, landscaping) could potentially spread or introduce invasive species within the Biological Study Area. Minimization measures are included to help stop the spread of invasive species.

Natural Communities and Habitats of Concern

Red Willow Riparian Woodland and Forest Natural Community

Riparian woodland occupies 9.06 acres within the Biological Study Area and the Santa Ynez River. Impacts on red willow habitat will differ depending on the design option. The temporary and permanent impacts are shown below. Trees will be removed and trimmed as part of project activities by the bridge

replacement and culverts. Any trees removed will be replaced at a minimum 1-to-1 ratio. The final replacement ratio may be higher, up to 10 to 1, based on size and permit conditions. Any trees removed will be replaced with native trees that are appropriate for the region and habitat. Additional tree replacement criteria may be adopted to meet project permit conditions.

Design Options 1 and 2

A total of approximately 1.2 acres of red willow woodland and forest will be temporarily impacted, and approximately 0.07 acre will be permanently impacted. Removal of the four existing pier walls and the concrete spillway at the culvert within riparian habitat will offset the new permanent impacts by approximately 0.02 acre, resulting in a net of 0.05 acre of new permanent impacts to red willow woodland and forest.

Design Options 3 and 4

A total of approximately 1.3 acres of red willow woodland and forest will be temporarily impacted and approximately 0.07 acre will be permanently impacted. Removal of the four existing pier walls and the concrete spillway at the culvert within riparian habitat will offset the new permanent impacts by approximately 0.02 acre, resulting in a net of 0.05 acre of new permanent impacts to red willow woodland and forest.

The avoidance and minimization measures and compensatory mitigation proposed for jurisdictional areas have been assessed as sufficient to minimize impacts to red willow riparian woodland and forest.

Jurisdictional Wetlands and Other Waters and Jurisdictional Areas

Potential jurisdictional waters were delineated in the project's Jurisdictional Delineation Report. The project will have a net reduction in structural elements in the stream and riparian corridor regardless of the selected bridge design option, which would result in a net benefit to stream habitat in the Santa Ynez River. Throughout the entire project limits, there would be a maximum of 40 square feet of permanent impacts to the streambed. Individual impact calculations were made for each design option.

[Figures and impact calculations for temporary and permanent impacts to jurisdictional areas, and temporary impacts for streamed have been updated for design options 1 through 4 since circulation of the draft environmental document.]

Design Option 1

Under design option 1, permanent impacts to jurisdictional features will occur from realigning State Route 246 at the bridge approaches, widening the bridge, and placing new piers and rock slope protection where hardscaping does not currently exist. The new bridge will consist of four piers that are each comprised of two circular columns, each 28 square feet. Four pier columns

will be placed within the jurisdictional streambed, resulting in approximately 0.003 acre (112 square feet) of piers in the jurisdictional streambed. However, removing two of the existing pier walls within the streambed will fully offset the impacts of the new pier columns, resulting in a net benefit of approximately 0.005 acre of stream function. Therefore, no new permanent impacts would occur on the Santa Ynez River streambed. The addition of new rock slope protection within jurisdictional streambeds at culverts at post miles 18.79, 20.1, and 20.54 will result in an additional 0.006 acre of permanent impacts to jurisdictional streambeds.

Removing the four existing pier walls within the riparian habitat may result in fewer new permanent impacts on jurisdictional riparian habitat. A total of approximately 0.07 acre of riparian habitat will be permanently impacted by bridge replacement activities. Placing new rock slope protection within jurisdictional features at culverts at post miles 18.79, 20.1, and 20.54 will result in 0.02 acre (871 square feet) of permanent impacts to jurisdictional riparian habitat.

Temporary impacts to jurisdictional features will occur from temporary access, staging areas, replacement of existing hardscaped features, and temporary stream diversion or trestle installation. A total of approximately 0.65 acre of streambed will be temporarily impacted at the bridge, and culvert repair and replacement activities will result in an additional 0.05 acre of temporary impacts to streambed.

[The following information about temporary impacts to jurisdictional areas has been updated since circulation of the draft environmental document.]

A total of 1.38 acres of jurisdictional riparian habitat will be temporarily impacted at the bridge, and culvert replacement activities will result in an additional 0.24 acre of temporary impacts to jurisdictional riparian habitat. Culvert replacement activities will result in 0.04 acre of temporary impacts to streambank and 0.002 acre of temporary impacts to wetlands. There will be no temporary impacts to freshwater ponds.

Design Option 2

Under design option 2, permanent impacts to jurisdictional features will occur from realigning State Route 246, widening the bridge, and placing new piers and rock slope protection where hardscaping does not currently exist. The new bridge will consist of two piers that are each composed of two circular columns, each 28 square feet. There will be no new piers within the streambed; therefore, removing two existing pier walls within the streambed will offset the impacts of the new pier columns, resulting in a net benefit of approximately 327 square feet (0.008 acre) of stream function. Therefore, no new permanent impacts would occur on the Santa Ynez River streambed. Placing new rock slope protection within jurisdictional features at culverts at

post miles 18.79, 20.1, and 20.54 will result in an additional 0.006 acre (261 square feet) of permanent impacts to the jurisdictional streambed.

Removing the four existing pier walls within the riparian habitat may result in fewer new permanent impacts on jurisdictional riparian habitat. A total of approximately 0.075 acre of riparian habitat will be permanently impacted by bridge replacement activities. Placing new rock slope protection within jurisdictional features at culverts at post miles 18.79, 20.1, and 20.54 will result in 0.02 acre (871 square feet) of permanent impacts to jurisdictional riparian habitat.

Temporary impacts to jurisdictional features will occur from temporary access, staging areas, replacement of existing hardscaped features, temporary stream diversion, and trestle installation.

A total of approximately 0.66 acre of streambed will be temporarily impacted at the bridge, and culvert repair and replacement activities will result in an additional 0.05 acre of temporary impacts to jurisdictional streambed.

A total of 1.37 acres of jurisdictional riparian habitat will be temporarily impacted at the bridge, and culvert replacement activities will result in an additional 0.24 acre of temporary impacts to jurisdictional riparian habitat. Culvert replacement activities will result in 0.04 acre of temporary impacts to streambank and 0.002 acre of temporary impacts to wetlands.

Design Option 3

Under design option 3, permanent impacts to jurisdictional features will occur from realigning State Route 246, widening the bridge, and placing new piers and rock slope protection where hardscaping does not currently exist. The new bridge will consist of four piers that are each composed of two circular columns, each 28 square feet. Four piers will be placed in the jurisdictional streambed, with one column being partially in the riparian zone, resulting in approximately 0.002 acre (102 square feet) of piers in the jurisdictional streambed. However, removing two of the existing pier walls within the streambed will offset the impacts of the new pier columns, resulting in a net benefit of approximately 225 square feet (0.006 acre) of stream function. Therefore, no new permanent impacts would occur on the Santa Ynez River streambed. Placing new rock slope protection within jurisdictional features at culverts at post miles 18.79, 20.1, and 20.54 will result in 0.006 acre (261 square feet) of permanent impacts to the jurisdictional streambed.

A total of approximately 0.07 acre of riparian habitat will be permanently impacted by bridge replacement activities. However, removing the four existing pier walls and the concrete spillway at the culvert within riparian habitat will offset the new permanent impacts by approximately 0.02 acre, resulting in a net of 0.05 acre of new permanent impacts to riparian habitat at the bridge. Placing new rock slope protection within jurisdictional features at

culverts at post miles 18.79, 20.1, and 20.54 will result in 0.02 acre (871 square feet) of permanent impacts to jurisdictional riparian habitat.

Temporary impacts to jurisdictional features will occur from temporary access, staging areas, replacement of existing hardscaped features, temporary stream diversion, or trestle installation. A total of approximately 0.69 acre of streambed will be temporarily impacted, and culvert repair and replacement activities will result in an additional 0.05 acre of temporary impacts to jurisdictional streambed.

A total of 1.49 acres of jurisdictional riparian habitat will be temporarily impacted at the bridge, and culvert replacement activities will result in an additional 0.25 acre of temporary impacts to jurisdictional riparian habitat. Culvert replacement activities will result in 0.04 acre of temporary impacts to streambank and 0.002 acre of temporary impacts to wetlands. To minimize temporary impacts on the streambed, the diversion system and temporary fills will be removed during the wet seasons to allow the stream to flow unobstructed.

Design Option 4

Under design option 4, permanent impacts to jurisdictional features will occur from realigning State Route 246, widening the bridge, and placing new piers and rock slope protection where hardscaping does not currently exist. The new bridge will consist of two piers that are each composed of two circular columns, each 28 square feet. There will be no new piers within the streambed; therefore, removing two existing pier walls within the streambed will offset the impacts of the new pier columns, resulting in a net benefit of approximately 327 square feet (0.008 acre) of stream function. Therefore, there will be no new permanent impacts on the Santa Ynez River streambed. Placing new rock slope protection within jurisdictional features at culverts at post miles 18.79, 20.1, and 20.54 will result in an additional 0.006 acre (261 square feet) of permanent impacts to the jurisdictional streambed.

A total of approximately 0.07 acre of riparian habitat will be permanently impacted by bridge replacement activities. However, the removal of the four existing pier walls within the riparian habitat may result in fewer new permanent impacts on the jurisdictional riparian habitat and offset new permanent impacts by approximately 0.02 acre, resulting in a net of 0.05 acre of new permanent impacts to riparian habitat at the bridge. Placing new rock slope protection within jurisdictional features at culverts at post miles 18.79, 20.1, and 20.54 will result in 0.02 acre (871 square feet) of permanent impacts to jurisdictional riparian habitat.

Temporary impacts to jurisdictional features will occur from temporary access, staging areas, replacement of existing hardscaped features, temporary stream diversion, or trestle installation. A total of approximately 0.69 acre of streambed will be temporarily impacted at the bridge, and culvert repair and

replacement activities will result in an additional 0.05 acre of temporary impacts to jurisdictional streambed.

A total of 1.49 acres of jurisdictional riparian habitat will be temporarily impacted at the bridge, and culvert replacement activities will result in an additional 0.25 acre of temporary impacts to jurisdictional riparian habitat. Culvert replacement activities will result in 0.04 acre of temporary impacts to streambank and 0.002 acre of temporary impacts to wetlands. To minimize temporary impacts to the streambed, the diversion system and temporary fills will be removed during the wet seasons to allow the stream to flow unobstructed.

Wildlife Connectivity

Within the western and eastern portions of the Biological Study Area, the Santa Ynez River, surrounding riparian habitat, and Santa Rosa Creek facilitate wildlife passage for fish, amphibians, reptiles, birds, and mammals. The Robinson Bridge and the Santa Rosa Creek Bridge preserve connectivity throughout the corridor. Additionally, the Santa Ynez River throughout the project limits and project post mile limits 17.6 to 19.1 are classified as essential and irreplaceable wildlife connectivity areas. All other areas throughout the project limits are designated as either limited for connectivity possibility or possible connections with implementation flexibility according to the California Department of Fish and Wildlife's Terrestrial Connectivity Areas of Conservation Emphasis (ACE) model.

The Robinson Bridge is not currently classified by the California Department of Fish and Wildlife or the Fish Passage Assessment Database as a barrier to passage for the Southern California steelhead or other fish species. Caltrans consultation with the California Department of Fish and Wildlife regarding the new bridge design determined that replacing the pier walls with fewer pier walls will result in improved conditions due to the reduction of pier wall scouring and subsequent steelhead stranding during periods of flow reduction.

None of the culverts in this project are considered to be barriers to fish passage, and the project will not add features that will alter the highway or impair existing wildlife connectivity opportunities. Therefore, the project is not expected to result in adverse impacts on wildlife connectivity.

Fish Passage

The Robinson Bridge runs over the Santa Ynez River, which is Southern California steelhead critical habitat. The proposed project will have fewer piers in the river than the current bridge. The California Department of Fish and Wildlife's Fish Passage Assessment Database (FishPAD) has labeled this bridge as not a barrier for fish passage. On November 6, 2024, Caltrans and California Department of Fish and Wildlife staff met at the Robinson Bridge and determined that the new bridge would be an improvement for fish

passage because fewer piers in the river would result in less scour to the river bottom and a lower risk of stranding fish. None of the culverts that are being improved by the project are considered fish passage barriers.

Cumulative Impacts

Cumulative impacts were analyzed as part of the Natural Environment Study. Resources considered in the analysis were determined to be the following: jurisdictional waters and all the special-status species in the section above. Multiple Resource Study Areas were considered for the resources and species. Reasonably foreseeable projects within the Resource Study Areas were analyzed for their direct or indirect impacts. Resource Study Area maps can be viewed in Section 2.1.21 of this document. All the projects were determined to have no unmitigated, significant impacts. Caltrans concluded that the incremental contribution of the project to cumulative impacts on these resources would not be cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

Jurisdictional Aquatic Features

The proposed project will impact the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas within the Area of Potential Impact. The following avoidance and minimization measures will be implemented to reduce the potential impacts to these jurisdictional areas resulting from the project:

BIO-1: Prior to construction, Caltrans shall obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife for activities that impact their respective jurisdictions. All permit terms and conditions will be incorporated into construction plans and implemented during construction.

BIO-2: Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing, flagging, or another boundary marking system shall be used to demarcate jurisdictional features and the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive Areas shall be noted on design plans and delineated in the field prior to the start of construction activities.

BIO-3: A temporary trestle may be used instead of, or in addition to, stream diversion and dewatering for bridge replacement activities within the Santa Ynez River to allow year-round work to occur. Pile driving and trestle construction will be limited to June 1 through October 31, when water levels are at a seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies.

BIO-4: If a trestle is not used, in-stream work within the Santa Ynez River shall take place between June 1 and October 31 in any given year when the surface water is likely to be at a seasonal minimum. Construction activities in jurisdictional areas at the culvert locations shall also be timed to occur between June 1 and October 31. Deviations from this work window will only be made with permission from the relevant regulatory agencies. Activities that may be approved outside the typical construction window include tree removal and trimming that does not require grubbing or ground disturbance; restoration seeding, planting, and maintenance of plantings; and stormwater measures that require the use of equipment, subject to prior agency approval. Maintenance of stormwater best management practices (BMPs) using hand tools is permitted year-round.

BIO-5: Other than installation of the temporary diversion system and, if necessary, installation of piles for a temporary work trestle, in-stream construction work will be performed in a dry work environment.

BIO-6: If dewatering or diversion operations are necessary, a detailed dewatering/diversion plan, including water quality monitoring requirements, will be prepared and implemented.

BIO-7: During construction, readily accessible spill prevention and cleanup materials shall always be kept by the contractor on-site during construction. All project-related hazardous material spills within the project site shall be cleaned up immediately.

BIO-8: During construction, sediment and erosion control measures shall be implemented and maintained. Silt fencing, fiber rolls, barriers, and other BMPs shall be installed as needed to stabilize the project site. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.

BIO-9: All equipment must be cleaned and free of weed propagules prior to entry into jurisdictional features.

BIO-10: To the extent feasible, staging, parking, and refueling of equipment and vehicles must occur at least 100 feet from jurisdictional areas. If staging of equipment and materials must occur closer than 100 feet from jurisdictional areas, the staging areas must have adequate BMPs to prevent discharges from leaving the staging area and entering jurisdictional areas. If fueling must occur in areas less than 100 feet from streams, a refueling plan outlining secondary containment and spill prevention measures must be prepared and approved by Caltrans and agency staff.

BIO-11: At a minimum, all equipment and vehicles shall be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills. Drip pans must be placed under equipment that

is stationary for more than 12 hours. Stationary equipment used in jurisdictional areas, such as generators, must be placed in secondary containment. Equipment must be removed from the channel if the National Weather Service predicts a chance of at least 0.1 inch of rain within a 24-hour period for Lompoc, California.

BIO-12: Limited night work is permitted within jurisdictional areas. Lighting must be angled down and pointed toward work areas to minimize illumination of nearby jurisdictional areas outside project limits.

BIO-13: All litter, construction debris, equipment, loose materials, and soil spoils shall be removed from jurisdictional areas at the end of every work shift. Stockpiles of materials, including temporarily stockpiled soils, may not be stored within jurisdictional areas. Stockpiles not actively being used for construction must be covered and surrounded with a linear sediment barrier.

BIO-14: Stream contours shall be restored as close as possible to their original condition.

Mitigation for Jurisdictional Aquatic Features

Mitigation measures **BIO-33** and **BIO-34** discussed in subsequent sections of this document will mitigate impacts to jurisdictional aquatic features.

Red Willow Riparian

The avoidance and minimization measures proposed for jurisdictional areas have been assessed as sufficient to minimize impacts to red willow riparian woodland and forest. Mitigation measures **BIO-33** and **BIO-34** have also been assessed as sufficient for mitigating red willow riparian woodland and forest.

Invasive Species

The following avoidance and minimization measures will be implemented:

BIO-15: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO-16: Only clean fill shall be imported. When practicable, invasive exotic plants on the project site shall be removed and properly disposed of. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If soil from weedy areas must be removed off-site, the top 6 inches containing the seed layer in areas with weedy species shall be disposed of at a landfill. Inclusion of any species that occurs on the Cal-IPC Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project shall be avoided.

BIO-17: To minimize the introduction of invasive plant species, all vehicles, machinery, and equipment shall be in a clean and soil-free condition before entering the project limits. Construction equipment shall be certified as "weed-free" by Caltrans before entering the construction site.

Critical Habitat

Numerous measures in Chapter 4 of the Natural Environment Study (NES) apply to Southern California steelhead, California tiger salamander, southwestern willow flycatcher, and other taxa and are also applicable to federally designated critical habitat. These measures have been assessed as sufficient to minimize impacts to Southern California steelhead, California tiger salamander, and southwestern willow flycatcher critical habitat.

Special-Status Plants

The following avoidance and minimization measures are proposed for special-status plants. No impacts to special-status plant species are proposed, and no mitigation measures are proposed.

BIO-18: All areas (including along the boundary of the right-of-way) containing any listed plant species shall be delineated on the project's plan sheets as Environmentally Sensitive Areas (ESAs). These areas shall be marked with highly visible construction fencing and will be off limits to construction equipment and personnel.

BIO-19: To avoid impacts to any vegetation, all staging and equipment and storage areas shall occur in existing pullouts or at paved locations that have been cleared by Caltrans Environmental.

BIO-20: Preconstruction surveys shall be conducted by a qualified biologist prior to any ground-disturbing activities to confirm the presence or absence of special-status plant species.

Crotch's Bumblebee and Obscure Bumblebee

The following avoidance and minimization measures will be implemented for potential impacts to Crotch's bumblebee and obscure bumblebee resulting from the project:

BIO-21: During the design phase, a focused non-invasive survey will be conducted prior to ground disturbance for Crotch's bumblebee and its nests, following California Department of Fish and Wildlife guidance (2023).

BIO-22: A Worker Environmental Awareness Training course will be provided for all construction personnel prior to the start of any ground disturbance or vegetation removal to discuss Crotch's bumblebee identification, ecology, habitat, and avoidance and minimization measures.

BIO-23: Prior to any ground-disturbing activities, ESA fencing shall be installed, as appropriate, around Crotch's bumblebee feeding and nesting habitat to be avoided. ESAs shall be noted on design plans and delineated in the field prior to the start of construction activities.

BIO-24: If a Crotch's bumblebee is identified in the project area, Caltrans will coordinate with CDFW, and, if necessary, a Section 2081 Incidental Take Permit will be acquired, on-site mitigation may be required, and the following would be implemented:

a. Any blooming flowering plants that are scoped for removal would be inspected immediately prior to work to ensure that no bumblebees are on or near the plant. If a bumblebee is identified on or adjacent to vegetation that is to be removed, work in that area would not proceed until the bumblebee leaves the area of its own accord.
b. No work will occur within 50 feet of an active Crotch's bumblebee nest unless approved by CDFW.

Southern California Steelhead Distinct Population Segment

The project has the potential to result in take of Southern California steelhead; therefore, Caltrans must consult with the National Oceanic and Atmospheric Administration (NOAA) Fisheries under the Federal Endangered Species Act (FESA) Section 7 to obtain a Biological Opinion for the project. The Biological Opinion will include several reasonable and prudent measures and terms and conditions to reduce the effects of the project on steelhead and their habitat. In addition to avoidance and minimization measures listed in Section 4.1.1.3 of the Natural Environment Study for impacts to jurisdictional aquatic resources that provide cover and shade for Southern California steelhead, the following measures will serve to further minimize potential project-related impacts to steelhead:

BIO-25: A temporary trestle may be used instead of, or in addition to, stream diversion and dewatering for bridge replacement activities within the Santa Ynez River to allow year-round work to occur. Pile driving and trestle construction will be limited to June 1 through October 31. This construction window is when water levels are at their lowest to avoid adult spawning migration and peak smolt emigration times. Deviations from this work window will only be made with permission from the relevant regulatory agencies.

Measure **BIO-26** has been updated since circulation of the draft environmental document.]

BIO-26: If a trestle is not used, in-stream work within the Santa Ynez River will take place between June 1 and October 31 in any given year when the surface water is likely to be at a seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies. During in-stream work, a qualified biologist will be retained with

experience in steelhead biology and ecology, aquatic habitats, biological monitoring (including diversion/dewatering, if used), and capturing, handling, and relocating fish species. No capture, handling, or relocation of Southern California steelhead trout would occur prior to obtaining an incidental take permit from California Department of Fish and Wildlife. During in-stream work, the biological monitor(s) will continuously monitor placement and removal of any required stream diversions and trestle installation or removal and will capture stranded steelhead and other native fish species and relocate them to suitable habitat, as appropriate. The biologist(s) will capture steelhead stranded as a result of diversion/dewatering and relocate them to the nearest suitable instream habitat. The biologist(s) will note the number of steelhead observed in the affected area, the number of steelhead relocated, and the date and time of the collection and relocation.

BIO-27: During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes will be completely screened with no larger than 3/32-inch (2.38 mm) wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps will release the water so that suspended sediment will not re-enter the stream. The form and function of pumps used during the dewatering activities will be checked daily at a minimum to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.

BIO-28: Caltrans will design replacement bridge structures without scuppers, deck drains, or other facilities that drain stormwater directly into the stream in order to prevent pollutants such as 6PPD-quinone (an oxidation product of 6PPD, an additive intended to prevent damage to tire rubber from ozone) from directly entering waterways.

BIO-29: Before any activities within the Santa Ynez River begin, the approved biologist will conduct a Worker Environmental Awareness Training course (WEAT) for all persons employed or otherwise working on the project site prior to performing any work on-site. The Worker Environmental Awareness Training course will include a discussion of the biology of Southern California steelhead, its protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating the Federal Endangered Species Act (FESA) and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-30: When the biological monitor is on-site, they shall monitor erosion and sediment controls to identify and correct any conditions that could adversely affect steelhead or steelhead habitat. The biological monitor shall be granted the authority to stop work activity as necessary and to recommend measures to avoid/minimize adverse effects to steelhead and steelhead habitat.

BIO-31: Sound-attenuating devices shall be used during pile driving if any feasible method is available for dry pile driving.

BIO-32: Vibration and oscillation of piles shall be used to the greatest extent feasible to install piles and reduce the need for hammer driving.

Southern California Steelhead Mitigation Measures

The following proposed measures will mitigate the impacts on Southern California steelhead. Final compensatory mitigation will be determined in coordination with the California Department of Fish and Wildlife during the CESA 2081 ITP permitting process.

BIO-33: Caltrans will restore all areas temporarily impacted for access needs on-site at a 1-to-1 ratio and permanently impacted areas at a 3-to-1 ratio. Trees scoped for removal within jurisdictional areas will also be replaced. Trees with a DBH between 6 and 12 inches will be replaced at a 3-to-1 ratio, trees with a DBH between 12 and 24 inches will be replaced at a 5-to-1 ratio, and trees with a DBH greater than 24 inches will be replaced at a 10-to-1 ratio. Replacement plantings will include appropriate native tree and understory species. To ensure success, monitoring and an appropriate plant establishment period will be required, which will include regular inspections, weeding, and replacement. Off-site mitigation may be needed to fulfill the compensatory mitigation requirements for impacts to jurisdictional aquatic features due to limited space available within Caltrans' right-of-way. The exact method of tree replacement and mitigating for permanent impacts (i.e., on-site mitigation, off-site mitigation, root wads, invasive species control, a combination of methods, etc.) will be finalized during permitting to meet mitigation requirements.

BIO-34: Replacement plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan and the final Mitigation Monitoring Plan (MMP). The MMP will be developed in coordination with the project biologist and will include planting specifications and grading plans to ensure survival of planted vegetation and re-establishment of functions and values. The final MMP will detail mitigation commitments and will be consistent with standards and mitigation commitments from the USACE, RWQCB, and CDFW. The MMP will be prepared when more detailed construction plans are developed and will be finalized through the permit review process with regulatory agencies. Restoration plantings will consist of native riparian species and associated riparian understory and bank species.

Santa Barbara County Distinct Population Segment of California Tiger Salamander

The following avoidance and minimization measures will be implemented for potential impacts to the Santa Barbara County Distinct Population Segment of California Tiger Salamander upland habitat resulting from the project:

BIO-35: Caltrans will evaluate and survey all potentially suitable habitat areas within the API to determine suitability for the California tiger salamander and designate such areas as California Tiger Salamander Special Protection Areas (SPA) in project plans and specifications.

BIO-36: Caltrans will obtain approval from the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife of designated biologist(s) and designated monitor(s) prior to project-related activities that may result in impacts to the California tiger salamander. The designated biologist or designated monitor with the appropriate permits will be present to conduct surveys prior to and monitor all initial ground- or vegetation-disturbing activities in California Tiger Salamander Special Protection Areas to help minimize or avoid impacts. Designated monitors will monitor project activities after initial ground-disturbing activities have been completed, provided the permitted designated biologist is readily available should the need arise to relocate a California tiger salamander.

BIO-37: Caltrans will submit a relocation plan to the Service and the California Department of Fish and Wildlife for approval prior to construction. Designated biologists and/or designated monitors who handle California tiger salamanders will ensure that their activities do not transmit diseases or pathogens harmful to amphibians, such as chytrid fungus (*Batrachochytrium dendrobatidis*), by following the fieldwork code of practice developed by the Declining Amphibians Task Force.

BIO-38: Work activities that could potentially harm the California tiger salamander will be stopped until the designated biologist arrives to relocate the California tiger salamander to the pre-approved location. If the designated biologist or designated monitor recommends that work be stopped, they will notify the resident engineer immediately. The resident engineer will resolve the situation by requiring that all actions that are causing these effects be stopped.

BIO-39: Before any activities begin, the approved biologist will conduct a Worker Environmental Awareness Training course for all persons employed or otherwise working on the project site prior to performing any work on-site. The WEAT course will include a discussion of the biology of the California tiger salamander, its protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating the Federal Endangered Species Act and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-40: Caltrans will limit all project-related vehicle and pedestrian access to established roads and staging areas. Caltrans will locate staging areas within previously disturbed areas to the extent possible, clearly delineate them, and they will contain all project-related parking and storage needs. Caltrans will

limit the number of access routes, the size of staging areas, and the total area of activity to the maximum extent feasible to achieve the project.

BIO-41: During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

BIO-42: If work will occur in a California Tiger Salamander Special Protection Area between October 1 and May 31, temporary California Tiger Salamander exclusionary fencing will be installed during dry conditions prior to work within the California Tiger Salamander Special Protection Area to protect California tiger salamander habitat outside of the California Tiger Salamander Special Protection Area and prevent individuals from dispersing into work areas. The designated biologist or monitor will inspect the area regularly when work is scheduled within a California Tiger Salamander Special Protection Area to ensure the integrity of the fence and that workers avoid entering California Tiger Salamander habitat outside of the California Tiger Salamander Special Protection Area.

BIO-43: Caltrans will consult the National Weather Service 24-hour forecast daily. If there is over a 70 percent chance of precipitation forecasted, the designated biologist will survey the work area to ensure that California tiger salamanders have been cleared.

BIO-44: If an unpredicted rainfall event starts while construction activities are in progress, Caltrans will suspend all work activities in a California Tiger Salamander Special Protection Area until the designated biologist surveys the work area to ensure that California tiger salamanders have been cleared.

California Tiger Salamander Mitigation

As part of the California Endangered Species Act and Federal Endangered Species Act consultations, Caltrans expects that compensatory mitigation will be required to offset habitat impacts resulting from the project. The following mitigation estimates have been made for this project, according to mitigation ratios required by the California Department of Fish and Wildlife for other Caltrans projects with California tiger salamander impacts.

BIO-45: Caltrans will complete a total of up to 5.25 acres of compensatory mitigation for potential impacts to California tiger salamander upland habitat, which includes:

- A 3-to-1 mitigation ratio for permanent impacts (0.05 acre) for a total of 0.15 acre; and
- A 1-to-1 mitigation ratio for temporary impacts (5.1 acres) for a total of 5.1 acres.

Caltrans will determine actual mitigation credits based on an evaluation and survey of all potentially suitable habitat areas within the Area of Potential Impacts and calculation of the value of impacted California Tiger Salamander habitat using the methodology outlined in Searcy and Shaffer (2008). Before starting ground- or vegetation-disturbing project activities, Caltrans will satisfy the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife requirement to provide California Tiger Salamander habitat mitigation by purchasing credits at a California Endangered Species Act-certified and California Department of Fish and Wildlife-approved Conservation Bank (such as La Purisima Bank) authorized to sell credits for California Tiger Salamander. Details regarding the exact amount of mitigation required will be developed during the Federal Endangered Species Act and California Endangered Species Act consultation process.

California Red-Legged Frog

Caltrans anticipates the proposed project will qualify for Federal Endangered Species Act incidental take coverage under the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (United States Fish and Wildlife Service 2011), which includes the following project-specific measures:

BIO-46: Only United States Fish and Wildlife Service-approved biologists shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.

BIO-47: Ground disturbance shall not begin until written approval is received from the United States Fish and Wildlife Service that the biologist is qualified to conduct the work.

BIO-48: A United States Fish and Wildlife Service-approved biologist shall survey the project area no more than 48 hours before the start of work activities. If any life stage of the California red-legged frog is found, and these individuals are likely to be killed or injured by work activities, the approved biologist shall be allowed sufficient time to move them from the site before work begins. The United States Fish and Wildlife Service-approved biologist shall relocate the California red-legged frogs to the shortest distance possible to a location that contains suitable habitat and will not be affected by project construction. The relocation site shall be in the same drainage to the extent practicable. Caltrans shall coordinate with the United States Fish and Wildlife Service on the relocation site prior to the capture of any California red-legged frogs.

BIO-49: Before any activities begin on a project, a United States Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current

project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, with a qualified person on hand to answer any questions. The training will also include descriptions of other special-status species with the potential to occur in the project area.

BIO-50: A United States Fish and Wildlife Service-approved biologist shall be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed. After this time, Caltrans shall designate a person to monitor on-site compliance with all minimization measures. The United States Fish and Wildlife Service-approved biologist shall ensure this monitor receives the training outlined in measure BIO-4 above and in the identification of California red-legged frogs. If the monitor or the United States Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by Caltrans and the United States Fish and Wildlife Service during review of the proposed action, they shall notify the resident engineer immediately. The resident engineer shall resolve the situation by requiring that all actions that are causing these effects be stopped. When work is stopped, the United States Fish and Wildlife Service shall be notified as soon as possible.

BIO-51: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and debris shall be removed from work areas.

Measure **BIO-52** has been updated since circulation of the draft environmental document.]

BIO-52: All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from riparian habitat or water bodies and not in a location from which a spill would drain directly toward aquatic habitat, unless otherwise preapproved by the necessary agencies. The monitor shall ensure that contamination of the habitat does not occur during operations. Before work starts, Caltrans shall ensure that a plan is in place for a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO-53: Habitat contours shall be returned to a natural configuration at the end of project construction. This measure shall be implemented in all areas disturbed by project construction, unless the United States Fish and Wildlife Service and Caltrans determine that it is not feasible or modification of original contours would benefit the California red-legged frog.

BIO-54: The number of access routes, the size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally Sensitive Areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact on California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

BIO-55: Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between Caltrans and the United States Fish and Wildlife Service during project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.

BIO-56: To control sedimentation during and after project completion, Caltrans shall implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act received for the project. If Best Management Practices are ineffective, Caltrans shall attempt to remedy the situation immediately, in coordination with the United States Fish and Wildlife Service.

[Measure **BIO-57** has been updated since circulation of the draft environmental document.]

BIO-57: If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 3/32 inch (2.38 millimeters) to prevent California red-legged frogs from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the stream bed will be minimized to the maximum extent possible; any imported material will be removed from the stream bed upon project completion.

BIO-58: Unless approved by the Service, water will not be impounded in a manner that may attract California red-legged frogs.

BIO-59: A United States Fish and Wildlife Service-approved biologist shall permanently remove any individuals of exotic species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish (*Pacifastacus*

leniusculus; Procambarus clarkii), and centrarchid fishes from the project area to the maximum extent possible. The United States Fish and Wildlife Service-approved biologist shall be responsible for ensuring his or her activities comply with the California Fish and Game Code.

BIO-60: If Caltrans demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

BIO-61: To ensure that diseases are not conveyed between work sites by the Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.

BIO-62: Project sites will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by project construction, unless the Service and Caltrans determine that it is not feasible or practical.

BIO-63: Caltrans will not use herbicides as the primary method to control invasive, exotic plants. However, if Caltrans determines that the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional protective measures for the California red-legged frog:

a. Caltrans will not use herbicides during the breeding season for the California red-legged frog.
b. Caltrans will conduct surveys for the California red-legged frog immediately before the start of any herbicide use. If found, California red-legged frogs will be relocated to suitable habitat far enough from the project area that no direct contact with herbicides will occur.
c. Giant reed and other invasive plants will be cut and hauled out by hand and then painted with glyphosate or glyphosate-based products, such as Aquamaster® or Rodeo®.
d. Licensed and experienced Caltrans staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at an individual project site.
e. All precautions will be taken to ensure that no herbicide is applied to native vegetation.
f. Herbicides will not be applied on or near open water surfaces (no closer than 60 feet from open water).

g. Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.

h. No herbicides will be applied within 24 hours of forecasted rain.

i. Application of all herbicides will be done by qualified Caltrans staff or contractors to ensure that overspray is minimized, that all application is made in accordance with label recommendations, and with the implementation of all required and reasonable safety measures. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program County bulletins.

j. All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Caltrans will ensure that contamination of habitat does not occur during such operations. Before the start of work, Caltrans will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO-64: Upon completion of the project, Caltrans shall ensure that a Project Completion Report is completed and provided to the United States Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion.

California Red-Legged Frog Mitigation

BIO-65: Temporary impacts to upland/dispersal habitat will be mitigated at a 1-to-1 ratio (acreage) and a 3-to-1 ratio (acreage) for permanent impacts to upland/dispersal habitat. The method of mitigation (i.e., on-site mitigation, off-site mitigation, mitigation credits, invasive species control, combination of methods, etc.) will be determined during the design phase of the project. Additionally, compensatory mitigation measures **BIO-33**, **BIO-34,** and **BIO-42** will mitigate impacts to California red-legged frog upland dispersal habitat.

Western Spadefoot Toad

The following avoidance and minimization measures will be implemented for potential impacts to the western spadefoot toad upland habitat resulting from the project:

Avoidance and minimization measures **BIO-35** through **BIO-44** and **BIO-46** through **BIO-64** apply to the western spadefoot toad. Mitigation Measures **BIO-45** and **BIO-65** also apply.

Southwestern Pond Turtle

The following avoidance and minimization measures will be implemented for potential impacts to the southwestern pond turtle upland habitat resulting from the project:

BIO-66: Preconstruction Survey: No more than 24 hours before the date of initial ground disturbance and vegetation clearing, a United States Fish and Wildlife Service and California Department of Fish and Wildlife-approved biologist with experience in the identification of all life stages of the southwestern pond turtle will conduct a pre-construction survey at the project locations. The survey will consist of walking the project limits and within the project site to determine the possible presence of the species. The approved biologist will investigate all areas (such as small woody debris, refuse, burrows, etc.) that could be used by southwestern pond turtles for migration, nesting, sheltering.

BIO-67: Before any activities begin, the approved biologist will conduct a Worker Environmental Awareness Training course for all persons employed or otherwise working on the project site before performing any work on-site. The WEAT will include a discussion of the biology of the southwestern pond turtle, its protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating the FESA and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-68: Biological Monitoring – The approved biologist will monitor construction activities where pond turtles are present or assumed present. The approved biologist will be present during all initial ground disturbance at locations immediately adjacent to or within habitat that supports populations of southwestern pond turtles.

BIO-69: Relocation – To mitigate potential impacts resulting from project construction, individuals will be relocated by the approved biologist to a nearby location outside of the construction area with suitable habitat.

Avoidance and minimization measures **BIO-1** through **BIO-14**, **BIO-35** through **BIO-44**, and **BIO-46** through **BIO-64** apply.

Southwestern Pond Turtle Mitigation Measures

Mitigation measures **BIO-33**, **BIO-34**, **BIO-45**, and **BIO-65** also apply.

Northern California legless lizard and coast horned lizard

BIO-70: If coast horned lizards or Northern California legless lizards are detected in the project limits during preconstruction surveys or construction,

individuals will be relocated by a qualified biologist to a nearby location outside of the construction area with suitable habitat.

Additionally, avoidance and minimization measures **BIO-35** through **BIO-44** and **BIO-46** through **BIO-64** apply.

Coast Patch-Nosed Snake and Two-Striped Garter Snake

The following avoidance measures will be implemented to minimize and avoid impacts to the coast patch-nosed snake and two-striped garter snake:

BIO-71: A qualified biologist would conduct a preconstruction survey before the start of ground disturbance at locations with suitable coast patch-nosed snake and two-striped garter snake habitat.

BIO-72: If present, a qualified biologist would relocate individuals to a nearby location outside the construction area with suitable habitat.

Southwestern Willow Flycatcher and Least Bell's Vireo

The following measures will be implemented to minimize and avoid impacts to least Bell's vireo and southwestern willow flycatcher:

BIO-73: Focused surveys following United States Fish and Wildlife Service survey guidelines for least Bell's vireo and southwestern willow flycatcher shall be completed to determine the presence/absence of least Bell's vireo and southwestern willow flycatcher wherever suitable habitat is present within 500 feet of the limits of construction. Surveys shall be conducted within one year before the start of construction activities. If the least Bell's vireo and the southwestern willow flycatcher are detected during these surveys, formal Section 7 consultation will be initiated.

BIO-74: Caltrans will provide the United States Fish and Wildlife Service with a report detailing Least bell's vireo and southwestern willow flycatcher survey efforts for the breeding season before construction.

BIO-75: Before any activities begin, the approved biologist will conduct a Worker Environmental Awareness Training course for all persons employed or otherwise working on the project site before performing any work on-site. The WEAT course will include a discussion of the biology of the least Bell's vireo and the southwestern willow flycatcher, their protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating FESA and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-76: Before construction, vegetation removal shall be scheduled to occur from October 1 to January 31, outside the typical nesting bird season, if possible, to avoid potential impacts to nesting birds. If tree removal or other

construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 30), a nesting bird survey shall be conducted by a qualified biologist no more than five calendar days before construction.

BIO-77: If least Bell's vireo or southwestern willow flycatcher are observed within 100 feet of the project area during construction or during the preconstruction surveys, all project activities shall stop immediately, and the relevant resource agencies shall be consulted. Development of additional avoidance and minimization measures will occur as necessary in coordination with the pertinent agencies.

Southwestern Willow Flycatcher and Least Bell's Vireo Mitigation

Mitigation measures **BIO-33** and **BIO-34** will mitigate the impacts to least Bell's vireo and southwestern willow flycatcher habitat. Impacts to vegetation would be offset by replacement plantings within the project limits, which will also replace in-kind nesting habitat.

Tri-Colored Blackbird and Nesting Birds

The following avoidance and minimization measures will be implemented to minimize impacts to nesting migratory birds:

BIO-78: Caltrans will schedule vegetation removal between October 1 and January 31, outside the typical nesting bird season, as feasible. If construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 30), a nesting bird survey will be conducted by a qualified biologist no more than three days before construction. Partially built nests may only be removed if they have been monitored by a qualified biologist and determined to be inactive. If an active nest is found, a qualified biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that juveniles have fledged and are no longer dependent on the nest. If a tricolored blackbird is detected within the project limits or within 250 feet of construction activities, a qualified biologist will determine whether a nesting colony is present in the area. If nesting tricolored blackbirds are confirmed, California Department of Fish and Wildlife will be notified, and a buffer zone for the colony will be defined. No take of tricolored blackbird will occur.

BIO-79: During the non-nesting season (October 1 to January 31), methods to deter new nests on the bridge will be implemented to prevent new nests from forming during project activities. Exact methods of deterrence will be determined during the design phase. Removal of nests as they are beginning to form may be conducted as a last resort to further prevent nesting during project activities. There will be no removal of fully formed active nests.

BIO-80: Active bird nests must not be disturbed, and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code must not be killed, destroyed, injured, or harassed at any time.

Tri-Colored Blackbird and Nesting Birds Mitigation

No additional mitigation is proposed beyond the replacement plantings within the project limits, which will also replace in-kind nesting habitat.

Pallid Bat, Western Red Bat, Silver-Haired Bat, Yuma Myotis, and Other Roosting Bats

BIO-81: Tree removal shall be scheduled to occur from September 2 to January 31, outside the typical bat maternity roosting season, if possible, to avoid potential impacts to roosting bats.

BIO-82: If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the bat maternity roosting season (February 1 to September 1), a bat roost survey shall be conducted by a biologist determined qualified by Caltrans within 14 days before construction. The biologist(s) conducting the preconstruction surveys will also identify the nature of the bat utilization (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. If an active day roost is found, a qualified Caltrans biologist shall determine an appropriate buffer based on the habits and needs of the species. The buffer area shall be avoided until a qualified biologist has determined that roosting activity has stopped or exclusionary methods have successfully evicted roosting bats.

BIO-83: If bats are found by a qualified biologist to be maternity roosting, the roost(s) will be designated as an Environmentally Sensitive Area, and all construction activities shall be avoided within 100 feet until the end of the maternity roosting season (beginning of September) or until pups are volant (capable of flight).

Pallid Bat, Western Red Bat, Silver-Haired Bat, Yuma Myotis, and Other Roosting Bats Mitigation

With the above avoidance and minimization efforts specific to roosting bats as well as compensatory mitigation measures **BIO-33** and **BIO-34** for impacts to vegetation, no additional mitigation is proposed for roosting bats.

San Diego Desert Woodrat

BIO-84: Before initial ground disturbance, a preconstruction visual survey will be conducted by a qualified biologist within suitable woodrat habitat to determine the presence of woodrat nests.

BIO-85: If woodrat nests are present within the area of construction activities, an ESA with a 25-foot buffer around each nest will be established to avoid nests.

BIO-86: Construction activities requiring grading or vegetation removal within the 25-foot protective buffer should only occur under the supervision of a qualified biologist.

BIO-87: If project activities cannot avoid removing the nest, then it should be dismantled by hand before grading or vegetation removal activities, under the supervision of a qualified biologist. Dismantling shall occur during the non-breeding season (October 1 through December 31). If young are encountered during nest dismantling, the dismantling activity will stop and nest material will be replaced back on the nest, and the nest should be left alone and rechecked in two to three weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue. Where appropriate, nest material will be relocated to a suitable location nearby.

San Diego Desert Woodrat Mitigation

No mitigation measures are required for this species.

American Badger

The following avoidance and minimization measures are recommended:

BIO-88: No less than 14 days and no more than 30 days before the beginning of ground disturbance and/or construction activities, a qualified biologist shall conduct a survey to determine if any American badger dens are present at the project site. If dens are found, they shall be monitored for badger activity. Potentially active dens will be monitored with tracking medium or infrared cameras for three consecutive days to determine the current use. If no badger activity is observed during this period, then the den will be excavated by hand or carefully with equipment or blocked during the duration of construction under the direction of a qualified biologist to preclude (prevent) subsequent use. If American badger activity is observed at a den, Caltrans will coordinate with the California Department of Fish and Wildlife for suitable buffer implementation or exclusion methods.

BIO-89: Observations of occupied badger dens or American badgers within the project area shall be submitted to the California Natural Diversity Database upon project completion.

BIO-90: No rodent control pesticides shall be used, including anticoagulant rodenticides such as brodifacoum, bromadiolone, difethialone, and difenacoum. This is necessary to minimize the possibility of primary or secondary poisoning of American badgers or other special-status species.

American Badger Mitigation

No mitigation measures are required for the American badger.

2.1.5 Cultural Resources

Caltrans applies standard specifications to all projects in the event of the discovery of unanticipated cultural materials. If cultural materials are discovered during project construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner should be contacted. If the remains are thought by the coroner to be of Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the Most Likely Descendant. At this time, the person who discovers the remains will contact Caltrans District 5 Environmental Branch staff so that they may work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

Considering the information in the Historical Property Survey Report dated October 2024 and the Archaeological Survey dated October 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**No Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

2.1.6 Energy

Caltrans incorporates energy efficiency, conservation, and climate change measures into transportation planning, project development, design, operations, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize the use of fuel supplies and energy sources and reduce greenhouse gas emissions.

Because the project is not a capacity-increasing project, the operation will not increase energy usage. Energy usage will be required during construction but minimized whenever possible by recycling materials and implementing

greenhouse gas reduction strategies. Considering the measures in the greenhouse gas section, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**No Impact**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact**

2.1.7 Geology and Soils

According to the California Department of Conservation, the section of the project where the Robinson Bridge will be replaced lies on the Santa Ynez River Fault Line, which is a Quaternary Fault. The project site is not in a landslide-prone area. The project will not increase erosion or result in the loss of topsoil.

Considering the information in the Paleontological Identification Report dated February 7, 2025, and the Preliminary Geotechnical Design Report dated January 17, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**
b) Result in substantial soil erosion or the loss of topsoil?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	**Less Than Significant Impact**
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	**No Impact**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact**

Affected Environment

The project locations are in the Santa Ynez Mountain Range, within the Transverse Ranges Province of California. State Route 246 traverses the Santa Rita Valley, which is generally composed of quaternary alluvial deposits associated with valley and stream channels. The Orcutt Sands may be encountered along the toe of hillslopes, which consist of aeolian sand and, locally, basal pebble layers.

The soils around the proposed project culverts have low susceptibility to erosion, as indicated by their low potassium content, coarse texture, and high clay content. Further information on the soil types at the project site can be viewed in the geotechnical reports and the U.S. Department of Agriculture Soil Survey Report. Within the project site, liquefaction potential may exist at the culvert rehabilitation sites since they are within the floodplain deposits of Holocene-age gravel and sand. The culvert sites are not in any mapped California Geological Survey liquefaction zones.

Environmental Consequences

The project will include grading along the approach roads to the new Robinson Bridge, below the Robinson Bridge, and around some of the culverts that will be rehabilitated. Best Management Practices will be used during project construction to minimize erosion to the extent feasible. The proposed project has liquefaction potential around some of the proposed culverts, and this will be analyzed using site-specific geotechnical investigations in the next phase of the project.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Report dated November 6, 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less Than Significant Impact**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**Less Than Significant Impact**

Affected Environment

California has been innovative and proactive in addressing greenhouse gas emissions and climate change by passing multiple Senate and Assembly bills and Executive Orders.

In 2005, Executive Order S-3-05 initially set a goal to reduce California's greenhouse gas emissions to 80 percent below 1990 levels by 2050, with interim reduction targets. Later Executive Orders and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing greenhouse gas emissions reduction was also mandated in Health and Safety Code Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused greenhouse gas emissions by 85 percent below 1990 levels, achieve net-zero greenhouse gas emissions by 2045, and achieve and maintain negative emissions thereafter.

The proposed project is along State Route 246, from State Route 1 at post mile 9.55 in the city of Lompoc to post mile R20.90 near the city of Buellton. State Route 246 is the primary transportation route between Santa Ynez, Lompoc, and Buellton, where it intersects with U.S. Route 101. Most of the project is surrounded by rural farmland; however, the project area is urban from post miles 9.55 to 9.7 in the Lompoc area. Within the city of Lompoc, the project area has a well-developed road and street network with residential and commercial buildings. The route in the project area is a major arterial route and is heavily used during peak hours, especially in the urban area. The City of Lompoc Transit runs public transportation operations throughout Lompoc and Buellton within the project limits. The project area is in the Santa Ynez Valley within the Santa Ynez River Watershed. The geography along the project area of State Route 246 is a mix of flat topography intermixed with

slight hills. The primary crops grown in the region include asparagus, broccoli, and cauliflower, which are ideally suited for the area's temperate Mediterranean climate. Annual temperature averages a high of 68 degrees Fahrenheit and a low of 49 degrees Fahrenheit; additionally, the average annual rainfall is 16 inches.

Environmental Consequences

Operational Emissions

The purpose of the proposed project is to rehabilitate or replace existing assets and improve multimodal operations; it will not increase the vehicle capacity of the roadway. Because the project would not increase the number of travel lanes or modify vehicle capacity on State Route 246, no increase in vehicle miles traveled is anticipated. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected.

Construction Emissions

Construction greenhouse gas emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction greenhouse gas emissions are only produced for a short time, they have long-term effects in the atmosphere, so they cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

The use of long-life pavement, improved traffic management plans, and changes in materials can also help offset greenhouse gas emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction climate change emissions were estimated using the Caltrans Construction Emissions Tool (CAL-CET) using default settings for a pavement preservation project. For example, the estimated average carbon dioxide emissions are 605 tons per year, and the construction phase is approximately 458 working days. Additionally, the estimated average carbon dioxide equivalent emissions are about 1,217 tons generated over the 458-day construction period. Note that these estimates are based on assumptions made during the environmental planning phase of the project and are considered a "ballpark" of energy usage.

The following is a list of standard specifications all Caltrans projects use to help reduce greenhouse gas emissions.

- Sections 7-1.02A and 7-1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations.
- Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.
- Section 14-10 Solid Waste Disposal and Recycling. Recycling greater quantities of construction waste will help offset greenhouse gas emissions.
- Section 12, Temporary Traffic Control, outlines the standards for properly implementing traffic controls during construction.
- Standard Specifications Section 21-2.02K, Compost, will guide the inclusion of compost or mulch in the landscape plan where it is appropriate. Landscaping components, such as mulch and compost, improve carbon sequestration rates in soils and reduce organic waste.

Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed to help minimize greenhouse gas emissions generated from construction activities.

GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment when not in active operation.

GHG-2: Schedule delivery truck trips outside peak morning and evening commute hours.

GHG-3: For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition.
- Use the right-sized equipment for the job.
- Use equipment with new technologies.

GHG-4: When feasible, use alternative fuels such as renewable diesel for construction equipment.

GHG-5: Supplement existing construction environmental training with information on methods to reduce greenhouse gas emissions related to construction.

GHG-6: When feasible, produce Hot Mix Asphalt using warm mix technology.

GHG-7: Use Rubberized Hot Mix Asphalt to lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.

GHG-8: Use Partial Depth Recycling to recycle existing pavement where feasible.

2.1.9 Hazards and Hazardous Materials

Considering the information in the 0-Phase Initial Site Assessment dated January 17, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact**
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**Less Than Significant Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	**No Impact**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**Less Than Significant Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

Affected Environment

Records Search

A review of the Hazardous Waste and Substances Sites List ("Cortese List" pursuant to Government Code Section 65962.5), including the State Water Resources Control Board's GeoTracker database and the California Department of Toxic Substances Control's EnviroStor database, as well as environmental records (e.g., California Geologic Energy Management Division, Caltrans files), was performed on January 17, 2023. Three known contaminated sites are identified on the GeoTracker database within 1,000 feet of the intersection of State Route 1 and State Route 246, which serves as the beginning of the project limits. The three known contaminated sites include the following:

1. The former Grefco-North property at State Route 1 and State Route 246 (T10000005691, case closed in 2014).
2. The Grefco property at 300 12th Street (T0608300028, case closed in 2011).
3. The Grefco Minerals Plant at 333 East Highway 246 (T10000005698, case closed in 2014).

Each site that had petroleum-related contamination has since been remediated.

Contamination at the former Grefco-North property and Grefco North Minerals Plant occurred along the southern border of the parcel next to State Route 246 as a result of petroleum fuel-related contamination from leaking underground storage tanks. The site was remediated via the excavation and removal of sand and soil contaminated with petroleum products in 2004. Any

remnant contamination still present on the site has likely attenuated (weakened) over the last 21 years. Contamination associated with this case is unlikely to impact the proposed project.

Contamination at the former Grefco Minerals plant occurred along the northern border of the parcel as a result of oil leakage from hydraulic equipment, over 600 feet from Caltrans' right-of-way. Former contamination from this site would not impact the proposed project.

Contamination at the Grefco property occurred closer to Caltrans' right-of-way along State Route 246, next to and possibly within areas proposed for a temporary construction easement and permanent easement. The site has been fully remediated through soil excavation and disposal, soil excavation and bioremediation, extraction and treatment of groundwater, and injection of hydrogen peroxide. It is expected that soil and groundwater immediately next to and within the proposed easements have been fully remediated and no significant contaminants remain. Therefore, the Grefco property is not expected to pose a risk or impact the proposed project. If the size or location of the proposed easements changes, case documents from this site should be reviewed again to confirm these conclusions.

One additional GeoTracker site is located within 1,000 feet of post mile R17.5: the Santa Rita Ridge Estates site located along Campbell Road off State Route 246 (T10000013324, case closed in 2009). Contamination occurred as a result of a ranch burn dump site. A total of 1,101 tons of contaminated soil was excavated and removed in 2007. Any remnant contamination still present on the site has likely attenuated (weakened) over the last 18 years. Contamination associated with this case is unlikely to impact the proposed project.

Aerially Deposited Lead

The historical use of leaded gasoline in automobiles has resulted in soils along roadways throughout California containing elevated concentrations of lead. Soil with lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control. The Aerially Deposited Lead Agreement outlines which soils can be safely reused within the project limits and which soils must be exported and disposed of as hazardous waste. Caltrans has developed standard special provisions to comply with the 2016 Aerially Deposited Lead Agreement and to ensure the proper management, reuse, and disposal of Aerially Deposited Lead-contaminated soils.

Aerially Deposited Lead may be present within the project limits because there are unpaved surfaces next to the highway at each work location included in the project scope (Aerially Deposited Lead does not accumulate beneath pavement).

Yellow Thermoplastic or Traffic Stripe

Yellow traffic paint purchased by Caltrans before 1997 contained high concentrations of lead. The application of yellow thermoplastic material containing high concentrations of lead continued until at least 2004 to 2006. The lead concentrations in the older yellow paint and yellow thermoplastic are high enough to make these hazardous materials when they are removed.

Older hazardous yellow traffic stripes within the project limits have already been removed by projects through this portion of the State Route 246 corridor, specifically by project EA 05-0S400 in 2010.

Naturally Occurring Asbestos

Naturally occurring asbestos refers to silicate minerals that occur as asbestiform fibers and are found as a natural component of soils or rocks. Disturbance of rocks containing naturally occurring asbestos can release asbestos fibers into the air, which pose a human health risk when inhaled. In District 5, naturally occurring asbestos can be found within serpentine and ultramafic rocks of the Coast Ranges and within fault zones.

A review of geologic mapping and mineral hazard maps indicates that naturally occurring asbestos is not present near this project.

Lead-Containing Paint and Asbestos-Containing Materials

Bridges and structures may have materials with lead-containing paint and asbestos.

Treated Wood Waste

Caltrans guardrail supports and signposts often consist of wood that has been treated with chemical preservatives to prevent rot or insect attack. Treated wood waste is considered to be a California hazardous waste but is subject to alternative management standards under Health and Safety Code Section 25230 that allow for simplified management and transport of treated wood waste and disposal at non-hazardous waste landfills that meet certain requirements.

Guardrails, three-beam barriers, and signs with wooden posts are present in the project limits.

Electrical Equipment

Removal and disposal of electrical equipment may generate hazardous waste or require special handling. Electrical equipment could include mercury-containing switches, sensors, or timers; ballasts with polychlorinated biphenyl; and other electronic wastes or electrical components that require special handling. Caltrans Standard Specifications Section 14-11.15 contains the requirements for managing and disposing of electrical equipment, including

instructions for packaging and transporting to an appropriately permitted disposal facility.

Environmental Consequences

Aerially Deposited Lead

Because soils will be exported as part of this project, a site-specific aerially deposited lead study will be required to document the lead concentrations in the soil at project work locations. The aerially deposited lead study will be completed during the project design phase once the limits of excavation are known. The appropriate Caltrans Standard Special Provisions for aerially deposited lead soil management will be determined during the project design phase. Caltrans Standard Specifications Section 7-1.02K(6)(j)(iii) will be included in the construction contract if analysis reveals that excess soil is nonhazardous and unregulated per the terms of the 2016 Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control below 80 milligrams per kilogram total lead and 5 milligrams per liter soluble lead. Caltrans Standard Specifications Section 14-11.08 and/or 14-11.09 will be included if excess soil is determined to have lead concentrations greater than 80 milligrams per kilogram of total lead and 5 milligrams per liter of soluble lead. A lead compliance plan will be required.

Yellow Thermoplastic or Traffic Stripe

Residue from the removal of the existing traffic paint and thermoplastic within the project limits will be a nonhazardous waste because the potentially hazardous stripe was previously removed. The appropriate Caltrans Standard Special Provisions for the removal of traffic stripes and pavement markings will be determined during the project design phase once the removal method is known (e.g., Caltrans Standard Special Provisions Section 84-9.03B for separate removal of the paint/stripe or Caltrans Standard Special Provisions Section 36-4 for cold planing or grinding).

A Lead Compliance Plan will also need to be developed and implemented by the construction contractor.

Naturally Occurring Asbestos

Because geologic mapping and mineral hazard maps indicate that naturally occurring asbestos is not present near this project, naturally occurring asbestos will not be an issue for this project.

Lead-Containing Paint and Asbestos-Containing Materials

Since the Santa Ynez River Bridge, or Robinson Bridge (Bridge Number 51-0128), will be removed and replaced, a task order will need to be prepared to sample for lead-containing paint and asbestos-containing materials. The task order will be performed during the project's design phase, and if lead-containing paint or asbestos-containing material is discovered, appropriate

specifications for handling and disposal of these materials will be included in the construction contract.

Treated Wood Waste

Guardrails, thrie beam barriers, and signs with wooden posts will either be upgraded or replaced as part of this project. Therefore, Caltrans Standard Special Provisions Section 14-11.14 should be included in the construction contract for proper management and disposal of treated wood waste.

Electrical Equipment

No electrical equipment will be replaced or disposed of as part of the project.

Avoidance, Minimization, and/or Mitigation Measures

The Caltrans Standard Specifications will be sufficient to handle any routine hazardous waste issues that may be encountered during construction.

2.1.10 Hydrology and Water Quality

Considering the information in the Floodplain Evaluation Report dated March 3, 2025, and the Water Quality Report dated April 30, 2025, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**No Impact**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on-site or off-site;	**Less Than Significant Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	**Less Than Significant Impact**
(iv) impede or redirect flood flows?	**Less Than Significant Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**

Affected Environment

The project is located within the Santa Ynez Hydrologic Unit and spans over:

1. The Lompoc Hydrologic Area and an undefined Hydrologic Sub-Area (Number 314.10).
2. Santa Rita Hydrologic Area and an undefined Hydrologic Sub-Area (Number 314.20).

The receiving water bodies for this project are Santa Rosa Creek (Santa Barbara County) and the Santa Ynez River (Cachuma Lake to below the city of Lompoc). The Robinson Bridge, which would be replaced as part of this project, would go over the Santa Ynez River. The Santa Ynez River is 303(d) listed as impaired with detailed impurities. The impurities in the Santa Ynez River are Benthic Community Effects, Molybdenum, Oxygen (Dissolved), Sedimentation/Siltation, Sodium, Temperature (Water), Total Dissolved Solids, and Toxicity.

The project is located within the Santa Ynez River Valley Groundwater Basin. The groundwater elevation is about 75 to 80 feet, about 2 to 10 feet below river bottom elevations.

The project is not located within the limits of areas of special biological significance. The project is not in a moderate or high Significant Trash Generating Area. Also, there are no existing treatment Best Management Practices within this project's limits. The project lies within the Santa Ynez River but does not raise the base flood elevation or alter the (100-year) floodplain.

Environmental Consequences

Currently, the total proposed disturbed soil area across the project area is 11.49 acres, which will be used for the Construction General Permit compliance. This area accounts for all disturbed soil associated with the removal, modification, and replacement of structures and associated contractor staging and stockpile locations. As a result, the proposed project could temporarily increase the sediment-laden flow to the receiving waters. However, these temporary impacts to the receiving waters can be minimized by implementing temporary Best Management Practices that will be included in the contractor-supplied and department-approved Stormwater Pollution Prevention Plan.

The project will produce 8,270 square feet of net impervious surface, which will, in turn, increase the amount of stormwater runoff, which has the potential to affect receiving water quality. The nature of these impacts depends on the uses and flow rate or volume of the receiving water, rainfall characteristics, and highway characteristics. Heavy metals associated with vehicle tire and brake wear, oil and grease, and exhaust emissions are the primary pollutants associated with transportation corridors. However, in the presence of effective combinations of temporary and permanent erosion and sediment controls, these impacts are anticipated to be minimal.

Temporary and permanent disturbances to aquatic resources are anticipated to take place. Construction of the new bridges will also require clear water diversion from the river. Dewatering Best Management Practices will be implemented in accordance with the Caltrans Field Guide to Construction Site Dewatering and procedures outlined in the Construction Site Best Management Practices Manual. However, specific details on the nature of any diversion(s) are still under discussion with the appropriate resource agencies.

Earthwork, excavation, and pile-driving operations are not expected to encounter groundwater during construction activities. Hence, no temporary groundwater impacts are expected at the time of this document. No permanent impacts on groundwater are expected with the proposed project scope.

The project would not contribute to the cumulative impacts within the Santa Ynez River Watershed.

Avoidance, Minimization, and/or Mitigation Measures

Temporary Soil Stabilization

WQ-1: Minimize active Disturbed Soil Areas during the rainy season using scheduling techniques.

WQ-2: Preserve existing vegetation to the maximum extent feasible.

WQ-3: Implement temporary protective cover/erosion control on all non-active Disturbed Soil Areas and soil stockpiles.

WQ-4: Control erosive forces of stormwater runoff with effective storm flow management such as temporary concentrated flow conveyance devices, earthen dikes, drainage swales, lined ditches, outlet protection/velocity dissipation devices, and slope drains as determined feasible.

Temporary Sediment Controls

WQ-5: Implement linear sediment controls such as fiber rolls, check dams, or gravel bag berms on all active and non-active Disturbed Soil Areas during the rainy season.

WQ-6: To further help prevent sediment discharge, stabilized construction site entrances, temporary drainage inlet protection, and street sweeping and vacuuming will be necessary.

WQ-7: Implement appropriate wind erosion controls year-round.

Non-Stormwater Management

WQ-8: The appropriate non-stormwater Best Management Practices will be implemented year-round as follows:

WQ-9: Water conservation practices are implemented on all construction sites and wherever water is used.

WQ-10: Paving and grinding procedures are implemented where paving, surfacing, resurfacing, grinding, or saw cutting may pollute stormwater runoff or discharge to the storm drain system or watercourses.

WQ-11: Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the resident engineer.

WQ-12: The following activities must be performed at least 100 feet from concentrated flows of stormwater, drainage courses, and inlets if within the floodplain and at least 50 feet if outside of the floodplain: stockpiling materials, storing equipment and liquid waste containers, washing vehicles or equipment, and fueling and maintaining vehicles and equipment.

WQ-13: Pile driving operations will be part of construction activities.

WQ-14: Concrete curing will be used in the construction of structures such as buildings, sidewalks, and retaining walls. Concrete curing includes the use of both chemical and water methods. Proper procedures will minimize the pollution of runoff during concrete curing.

WQ-15: Since the project involves structure demolition/removal over the Santa Ynez River, proper procedures will be implemented to minimize pollution during these activities.

WQ-16: The following construction site Best Management Practices are anticipated to be bid items for this project:

- Job Site Management
- Prepare Stormwater Pollution Prevention Program
- Rain Event Action Plan
- Stormwater Sampling and Analysis Day
- Stormwater Annual Report
- Move In/Move Out (Temporary Erosion Control)
- Temporary Hydraulic Mulch (Bonded Fiber Matrix)
- Temporary Check Dam
- Temporary Drainage Inlet Protection
- Temporary Fiber Roll
- Temporary Large Sediment Barrier
- Temporary Construction Entrance
- Street Sweeping
- Temporary Concrete Washout
- Temporary Fence (type Environmentally Sensitive Area)

The following project features and standardized measures implemented by the project will minimize any temporary or permanent water quality impacts created by the project:

WQ-17: The project will comply with the provisions of the National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order Number 2022-0033-Division of Water Quality, National Pollutant Discharge Elimination System Number CAS000003, and any subsequent permits in effect at the time of construction.

WQ-18: The project will comply with the provisions of the National Pollutant Discharge Elimination System Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) Order Number 2022-0057-Division of Water Quality, National Pollutant Discharge Elimination System Number CAS000002, and any subsequent permits in effect at the time of construction.

WQ-19: The project will comply with the Construction General Permit by preparing and implementing a Stormwater Pollution Prevention Plan or Water Pollution Control Plan to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level. The Stormwater Pollution Prevention Plan or the Water Pollution Control Plan will identify the sources of pollutants that may affect the quality of stormwater and include Best Management Practices to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater Best Management Practices. All work must conform to the Construction Site Best Management Practices requirements specified in the latest edition of the Stormwater Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction-related activities, materials, and pollutants on the watershed. These include but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater Best Management Practices.

WQ-20: Design Pollution Prevention Best Management Practices will be implemented, such as preservation of existing vegetation, slope/surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes, and swales, overside drains, flared end sections, and outlet protection/velocity dissipation devices.

WQ-21: Caltrans-approved treatment Best Management Practices will be implemented consistent with the requirements of the National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order Number 2022-0033-Division of Water Quality, National Pollutant Discharge Elimination System Number CAS000003, and any subsequent permits in effect at the time of construction. Treatment Best Management Practices may include biofiltration strips, biofiltration swales, infiltration basins, detention devices, dry weather flow diversion, Gross Solids Removal Devices, media filters, bioretention, Open Graded Friction Course, wet basins, and other Best Management Practices.

2.1.11 Land Use and Planning

Existing or future land use within or next to the project limits on State Route 246 would not change as a result of this project or divide the established

communities. This project would not conflict with the City of Lompoc 2030 General Plan and would help to bring the goals laid out in the plans to fruition, such as improving pedestrian mobility and upgrading the Robinson Bridge. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	**No Impact**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	**No Impact**

2.1.12 Mineral Resources

According to mapping from the California Department of Conservation, the project is in disturbed areas and will not impact any known mineral resources.

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	**No Impact**
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	**No Impact**

2.1.13 Noise

Considering the information in the Noise Technical Memo dated October 11, 2023, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Less Than Significant Impact**

Question—Would the project result in:	CEQA Significance Determinations for Noise
b) Generation of excessive groundborne vibration or groundborne noise levels?	**No Impact**
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	**No Impact**

Affected Environment

The project spans about 11.35 miles along the Santa Ynez Valley, between Lompoc and Buellton, with the project limits ending at Domingos Road, where State Route 246 splits into two separate segments. From post mile 9.55 to post mile R20.90, the proposed improvements cross through the east of Lompoc, with commercial and industrial businesses, structures, and farming immediately next to the roadway. From post mile 9.7 to post mile R20.90, the land is mostly used for farming and other industrial purposes.

Environmental Consequences

Operation

Since no additional lanes or capacity are being added to the highway, no change in long-term noise is expected.

Construction

Local noise levels in the vicinity of construction will experience a short-term increase due to construction activities. The amount of construction noise will vary with the particular activities and associated models and types of equipment used by the contractor. Caltrans policy states that normal construction equipment should not emit noise levels greater than 86 A-weighted decibels at 50 feet from the source from 9 p.m. to 6 a.m.

Since construction would be temporary and intermittent, conducted in accordance with Caltrans Standard Specifications, and because local noise levels are significantly influenced by existing local traffic noise, the project's potential temporary noise impact will be minimal. However, nighttime work will be required. To minimize impacts on residents' normal nighttime sleep activities, it is recommended that construction work be done during the day whenever possible. When nighttime construction is necessary, the noisiest construction activities should be done as early in the evening as possible. Caltrans Standard Specifications Section 14-8.02 requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 A-weighted decibel maximum noise level at 50 feet from the job site from 9

p.m. to 6 a.m. The following minimization measures shall be implemented, as provided below, to reduce noise impacts.

Avoidance, Minimization, and/or Noise Abatement Measures

NOI-1: Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the resident engineer.

NOI-2: Shield loud pieces of stationary construction equipment if complaints are received.

NOI-3: Shield loud pieces of stationary construction equipment with sound barriers if complaints are received.

NOI-4: Locate portable generators, air compressors, etc., as far away from sensitive noise receptors as feasible.

NOI-5: Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

NOI-6: Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.

NOI-7: Consult district noise staff if complaints are received during the construction process, and their noise control plan and contractor shall conduct construction noise monitoring.

2.1.14 Population and Housing

The project would not involve altering the existing capacity or alignment of State Route 246. Therefore, the project is not anticipated to induce growth or conflict with any existing population or housing in the region. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	**No Impact**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**No Impact**

2.1.15 Public Services

State Route 246 is anticipated to remain open for most of the construction period. Detours would be implemented to ensure that public services would have adequate access during construction. A Traffic Management Plan would be completed as part of the design phase of the proposed project and would ensure all Caltrans standards for access and traffic handling are met. Considering this information, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	**Less Than Significant Impact**
Police protection?	**Less Than Significant Impact**
Schools?	**No Impact**
Parks?	**Less Than Significant Impact**
Other public facilities?	**Less Than Significant Impact**

Affected Environment

Public service providers and emergency response agencies within the project area include the California Highway Patrol, the county of Santa Barbara, and the city of Lompoc. City-run services include the Lompoc Fire Department, the Lompoc Police Department, and the Lompoc 911 Dispatch Center.

Because the repavement and culvert replacement component of the project spans rural and agricultural lands on either side of State Route 246, access to public facilities would not be blocked during or after construction. One-way lane closures will be needed throughout the repaving process, which will be administered by a traffic control company. The traveling public will have eastbound and westbound access to State Route 246 within the project limits during construction. For the entirety of the staged construction period for the Robinson Bridge, two-lane access will be maintained for the traveling public in the eastbound and westbound directions. Phase 1 of construction will maintain the use of the existing travel lanes, with the use of the newly constructed bridge for travel in phase 2. In phase 3, access will continue to be maintained while the shoulder is widened.

Temporary construction easements and permanent drainage easements will be needed during construction, which would require the acquisition of a small portion of the city of Lompoc's River Park, a city park and regional recreational area. The entrance to the park would also require a temporary detour during the 2-year construction period.

Environmental Consequences

Fire and Police Protection

The project will temporarily reduce traffic speed and impede emergency response times during the construction period. Intermittent single-lane closures will be implemented as indicated by the Traffic Management Plan to allow for continued access for law enforcement, firefighters, and other emergency responders. Detour routes for vehicles, bicycles, and pedestrians will be indicated on the Traffic Management Plan. Caltrans standard specifications for temporary traffic control will be implemented throughout the construction period.

Schools

There are no schools located within the project limits on State Route 246. Therefore, temporary and intermittent lane closures are not anticipated to interfere with access to educational facilities along the route. Additionally, the construction of certain project features may require night work and would not interfere with daytime access to educational facilities.

Parks

Intermittent and temporary lane closures could impede access to Lompoc's River Park. Additionally, a temporary construction detour will be required at

the park's entrance for 2 years starting in 2029. The project will acquire portions of the park in order to administer temporary construction easements and drainage easements. The park will remain open to the public during the construction period, as stipulated in the project-specific Transportation Management Plan. Appendix E of this document details potential recreational or 4(f) impacts.

State Route 246 will remain open through the project area during the construction process, with at least one lane open in the eastbound and westbound directions. In addition, a project-specific Transportation Management Plan will be developed during the project's design phase and will implement strategies such as portable changeable message signs, construction area signs, intermittent single-lane closures, and public awareness campaigns. While construction may result in temporary lane closures and slower traffic flow, public access to State Route 246 and adjacent facilities will be maintained during the construction process. Therefore, this project will have a less than significant impact on public services and response times.

Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, and/or mitigation measures are proposed. The Transportation Management Plan will reduce construction-related delays to the extent feasible.

2.1.16 Recreation

This project does not include the construction or expansion of any recreational facilities.

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	**No Impact**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	**No Impact**

2.1.17 Transportation

The city of Lompoc and Santa Barbara County Association of Governments see the replacement of Robinson Bridge as a top priority for their communities and is consistent with local plans. The project is mentioned as a

project of importance in the Santa Barbara County Association of Governments' Connected 2050 Regional Transportation Plan.

Further, this project will not add lanes to State Route 246, so vehicle miles traveled will not increase. From the Caltrans Memorandum: “Caltrans Policy on Transportation Impact Analysis and CEQA Significance Determinations for Projects on the State Highway System.” All elements within the project are exempt from vehicle miles traveled analysis because they will not increase capacity, and the project will be consistent with CEQA Guidelines Section 15064.3, subdivision (b).

Throughout project construction, State Route 246 will remain open, and a safe alternative route for crossing the Santa Ynez River will be implemented to ensure adequate access for citizens and emergency services.

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**No Impact**
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	**No Impact**
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**No Impact**
d) Result in inadequate emergency access?	**Less Than Significant Impact**

Affected Environment

The project is on State Route 246 between the cities of Lompoc to Buellton in Santa Barbara County. The highway serves as a major local thoroughfare and emergency access route.

Environmental Consequences

Regarding emergency access, the completed project would improve highway reliability, rehabilitate the pavement, and add other Complete Streets elements. There would be traffic delays during construction due to temporary closures and/or one-way traffic control. However, traffic stops and detours would be executed in accordance with a construction Traffic Control Plan.

Emergency services would be notified of potential disruptions, delays, or detours in advance to minimize impacts on emergency access.

Avoidance, Minimization, and/or Mitigation **Measures**

No additional avoidance, minimization, and/or mitigation measures are proposed. The construction Traffic Control Plan, as well as the Transportation Management Plan, will reduce construction-related delays to the extent feasible.

2.1.18 Tribal Cultural Resources

The project is in an area previously disturbed by various highway construction projects, agricultural maintenance activities, and utility placement; thus, the potential to affect cultural resources is low.

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if cultural resources are identified in the project area and cannot be avoided. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional surveys will be required if the project changes to include areas not previously surveyed.

Tribal consultation was carried out with local Native American tribal members. The Coastal Band of the Chumash Nation has requested to have monitors present at the initial ground disturbance for the bridge portion of the project during construction.

Considering the information in the Historical Property Survey Report dated October 2024 and the Archaeological Survey dated October 2024, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	**CEQA Significance Determinations for Tribal Cultural Resources**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	**No Impact**

Question:	CEQA Significance Determinations for Tribal Cultural Resources
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**No Impact**

2.1.19 Utilities and Service Systems

Considering the information in the Caltrans Draft Project Report and the City of Lompoc 2030 General Plan, the following determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**Less Than Significant Impact**
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	**Less Than Significant Impact**
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	**No Impact**
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**No Impact**

Affected Environment

The project is located on State Route 246 between the cities of Lompoc and Buellton in Santa Barbara County. The City of Lompoc General Plan evaluates utilities in relation to potential impacts regarding water, wastewater, stormwater facilities, and solid waste. The general plan cites increased development as a risk factor for the availability and conservation of water and increased demand on water purveyance systems.

Various utilities are present within the project limits and adjacent to the state right-of-way, which have been confirmed by visual surveys, permit review, and Caltrans Right-of-Way Department review. As such, it is anticipated that relocation of utilities and utility policy exceptions may be required for one or more utilities that deviate from Caltrans utility encroachment policy.

Exact locations of existing utilities would be confirmed during the Plans, Specifications, and Estimates phase of the project using positive location activities such as potholing. Potentially affected utilities include a SoCalGas distribution line east of River Park and Sweeney Road, a city of Lompoc water main between North 12th Street and the intersection of State Route 1, a Comcast telecommunication line between State Route 1 and River Park Road, and a Pacific Gas and Electric electrical transmission and distribution line west of Robinson Bridge and River Park Road.

The project's planned improvements consist of roadway elements that do not require natural gas, wastewater treatment, or solid waste during routine operations. The project does not include new wastewater or natural gas lines. Culvert repair and relocation activities will be confined to methods such as trenchless installation, realignment, and repair of damaged pipe liners and damaged sections. New rock slope protection areas would be added to culverts as appropriate.

Environmental Consequences

Following construction, the subsequent plant establishment period will require the use of water for irrigation purposes to ensure the continued success of newly planted areas. Water used for irrigation purposes would be provided by commercially available sources and would comply with Caltrans Standard Specifications for water conservation during irrigation and landscape processes, such as specification 10-6 for watering (see section 1.5).

The project is not expected to result in increased development that would increase the demand on water resources, water purveyance systems, or other utility systems. The repair and relocation of culverts is anticipated to result in improved stormwater function. Additionally, the project is not anticipated to change the existing functions of utilities within the region, including electrical, natural gas, wastewater treatment, or solid waste. Conflicting overhead utilities within the project area would be moved underground as applicable and as required by the California Public Utilities Commission.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans would continue communication with the utility owners throughout the Plans, Specifications, and Estimates phase and the Construction phase of the project to ensure that construction methods implemented for the project's work locations would enable protection in place of existing utilities as feasible. For utilities that require relocation, Caltrans would review the locations during the design and construction phases to ensure no significant environmental effects are caused. No avoidance, minimization, and/or mitigation measures are proposed for utility and service system-related impacts.

2.1.20 Wildfire

Portions of the project are in areas of high or very high fire hazard severity zones. However, the project's components would not have any impact on wildfire. The project would involve the construction of a bridge that would decrease the risk of floods in the Santa Ynez River overtopping the bridge and any flood-related fire risk.

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Wildfire
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	**No Impact**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**No Impact**

2.1.21 Mandatory Findings of Significance

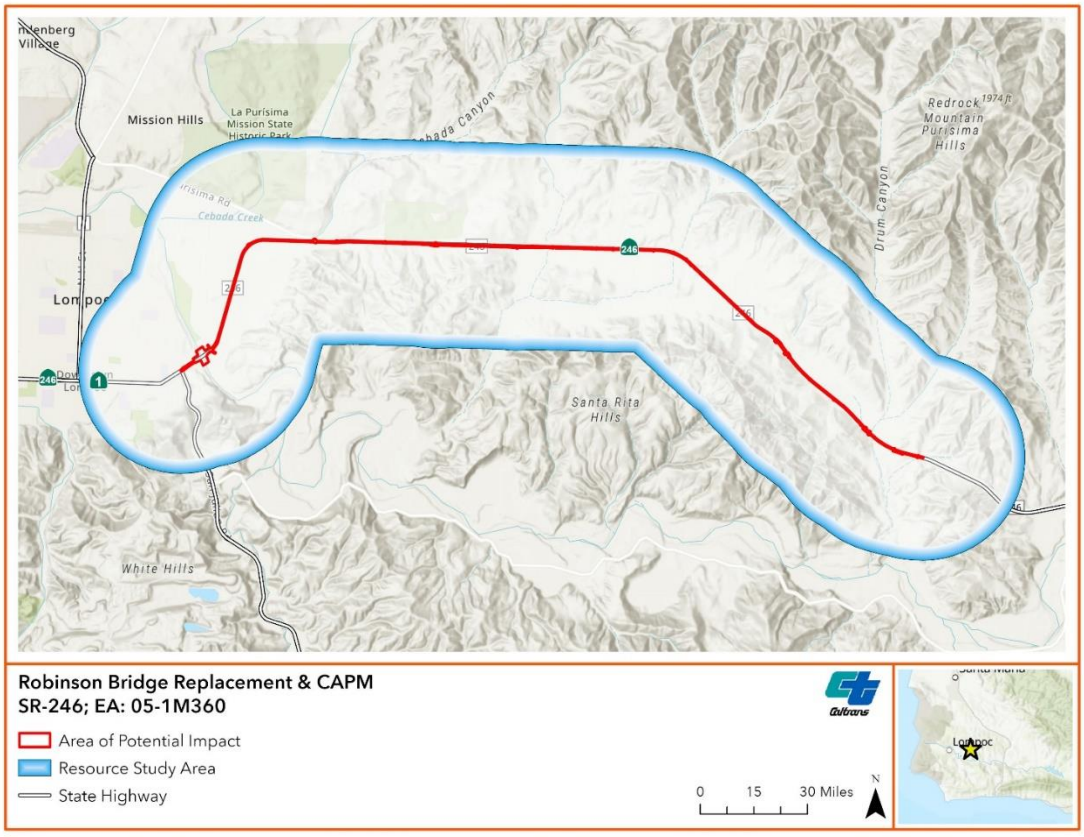
Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	**Less Than Significant Impact With Mitigation Incorporated**
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	**Less Than Significant Impact**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**Less Than Significant Impact**

Affected Environment

The affected environment for the project is the State Route 246 corridor in the Santa Ynez Watershed in Santa Barbara County between post miles 9.55 and R20.90. Most of the project area is rural, with the city of Lompoc at the western end of the project and the city of Buellton at the eastern end. Land uses in the project area include commercial, residential, agricultural, and open space/recreational areas.

The project limits contain natural communities and jurisdictional waters that support a variety of animal and plant species, including special-status native species, as well as federally designated critical habitat. Figures 2-1 and 2-2 show the two resource study areas that were used to analyze cumulative impacts for biological resources for this project. Figure 2-2 consists of the resource study area for the Santa Ynez River Watershed Hydrologic Unit Code 8, which includes the receiving water bodies of Santa Rosa Creek and the Santa Ynez River.

Figure 2-1 Resource Study Area 1

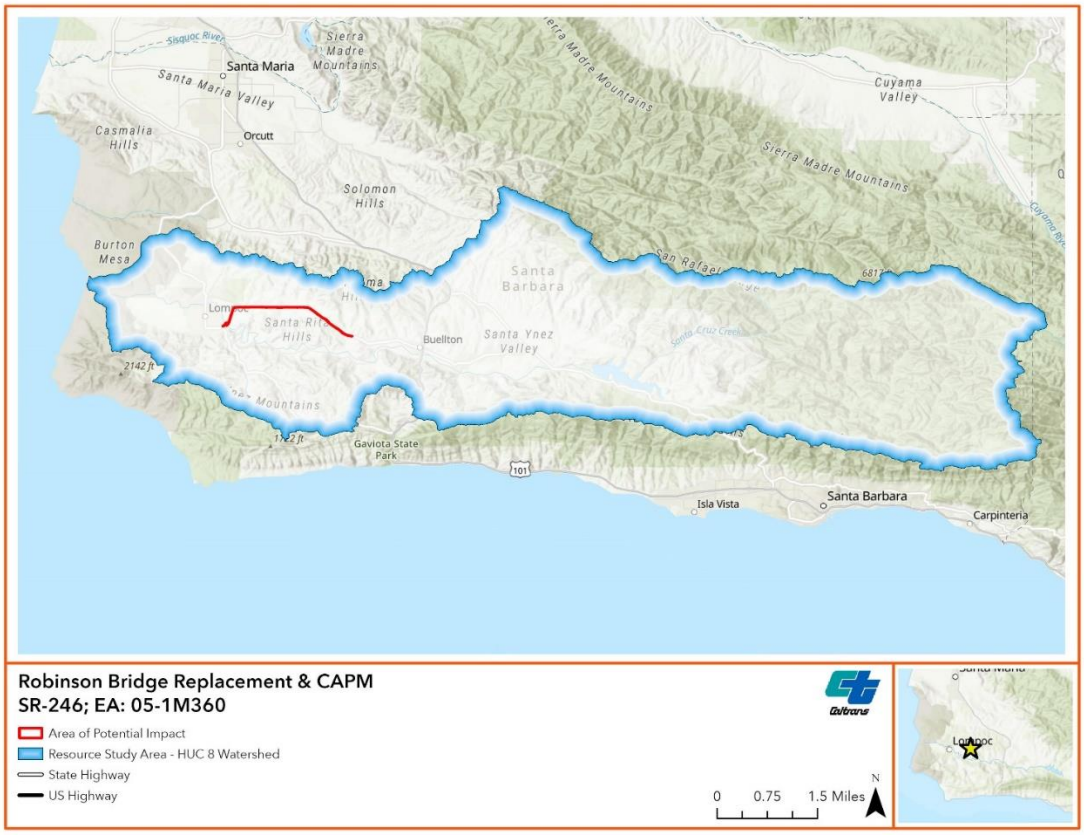


This resource study area is for the following species:

- Mesa horkelia
- Black-flower figwort

- Elegant buckwheat and other special-status species
- Crotch’s bumblebee
- Obscure bumblebee
- California tiger salamander
- California red-legged frog
- Western spadefoot toad
- Southwestern pond turtle
- Northern California legless lizard
- Coast horned lizard
- Coast patch-nosed snake
- Two-striped garter snake
- Southwestern willow flycatcher
- Least bell’s vireo
- Tricolored blackbird and other nesting birds
- Pallid bat
- Western red bat
- Silver-haired bat
- Yuma myotis and other roosting bats
- San Diego desert woodrat
- American badger

Figure 2-2 Resource Study Area 2



This resource study area is for Jurisdictional Aquatic Resources, Red Willow Riparian Woodland and Forest, and Southern California Steelhead.

Environmental Consequences

Biological Resources

The project could cause significant impacts on sensitive biological resources, including natural habitats, jurisdictional waters, stream and riparian features, special-status animal species, and designated critical habitat, though these impacts would be limited in duration and scope.

[Temporary and permanent impact calculations for jurisdictional areas have been updated in the following paragraphs since circulation of the draft environmental document. Language has also been updated to reflect impacts associated with design option 4.]

The project's Biological Study Area includes a 25-to-10-foot buffer from the project's preliminary Area of Potential Impacts and covers roughly 207.24 acres. The Biological Study Area consists of all areas that would be directly affected by permanent and temporary construction impacts, as well as nearby areas that could potentially be indirectly affected by project activities. Temporary impacts to jurisdictional features will occur from temporary access,

staging areas, replacement of existing hardscaped features, and temporary stream diversion or trestle installation. With design option 4, there will be a net of approximately 0.07 acre of permanent impacts to the Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional riparian habitat with 0.02 acres restored. There will be no net permanent impacts to the United States Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife jurisdictional streambank, wetland, or freshwater ponds.

With design option 4, approximately 0.002 acre of United States Army Corps of Engineers and Regional Water Quality Control Board wetlands would be temporarily impacted by project activities. Approximately 1.49 acres of Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional riparian habitat may be temporarily impacted by project activities. Approximately 0.04 acre of Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional streambank and 0.002 acre of United States Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional wetland habitat will be temporarily impacted. There will be no temporary impacts to freshwater ponds.

Permanent impacts to red willow riparian woodland following project completion would be a maximum of 0.05 acre, and temporary impacts to red willow riparian woodland of 1.3 acres.

Primary concerns regarding project impacts on biological resources include the potential effects of temporary impacts and permanent impacts on jurisdictional aquatic resources and red willow riparian woodland and forest habitats of special concern. Impacts to the California tiger salamander and the Southern California steelhead are also anticipated, and California Endangered Species Act consultation will be required, and either a 2080.1 Consistency Determination or a Section 2081 Incidental Take Permit is anticipated. Caltrans will conduct Section 7 consultation with the U.S. Fish and Wildlife Service for the California tiger salamander, California red-legged frog, least Bell's vireo, and southwestern willow flycatcher, and will facilitate conferences for the southwestern pond turtle and western spadefoot toad. Caltrans will conduct a Section 7 consultation with the National Marine Fisheries Service for the Southern California steelhead.

However, the project design would incorporate Caltrans standard measures and Best Management Practices that would reduce the potential for environmentally damaging conditions or practices to occur (see Section 1.5). Also, implementing the avoidance, minimization, and mitigation (Compensatory Mitigation under CEQA) measures listed in this document would reduce potentially significant environmental impacts on biological resources to a less than significant level. See Section 2.1.4, Biological

Resources, and Appendix B, Avoidance, Minimization, and/or Mitigation Summary, for details.

Cumulative Impacts

As defined by the Governor's Office of Planning and Research, "cumulative impacts" refer to two or more individual effects that, when considered together, are considerable or compound or increase other environmental impacts. A cumulative impact analysis should focus on resources significantly impacted by the project or on resources in poor or declining health or at risk, even if project impacts are less than significant.

The assessment of cumulative impacts also includes defining a Resource Study Area, a geographic area within which impacts on a resource are analyzed and which is often broader than the boundaries used for project-specific analyses. This project has multiple Resource Study Areas, which are shown in Figures 2-1 and 2-2.

The project would have individually limited impacts on environmental resources, as discussed in Sections 2.1.1 through 2.1.20 of this document. Impacts on the affected resources would be managed by implementing the project-specific measures listed for each resource area (see Appendix B).

Most of these impacts would be temporary in nature, as would the impacts of similar projects in the area that would affect the same resources.

The project would minimally realign and expand the existing state highway system in the project area and is not anticipated to alter or influence growth or development patterns in the region and does not have environmental effects that would be expected to cause long-term, substantial adverse effects on human beings or cultural resources, either directly or indirectly.

Based on the findings of this Initial Study with Proposed Mitigated Negative Declaration, this cumulative impact discussion focuses on effects relating to Biological Resources, for which potentially significant impacts were determined.

Biological Resources

According to the Caltrans Natural Environment Study and the cumulative report, the project is not expected to contribute to adverse cumulative impacts on the following biological resources that are or may be present in the Biological Study Area:

- Jurisdictional Aquatic Resources
- Red Willow Riparian Woodland and Forest

- Mesa Horkelia, Black-Flower Figwort, Elegant Buckwheat, and other special-status plant species
- Crotch's Bumblebee and Obscure Bumblebee
- Southern California Steelhead
- California Tiger Salamander
- California Red-Legged Frog
- Western Spadefoot Toad
- Southwestern Pond Turtle
- Northern California Legless Lizard and Coast Horned Lizard
- Coast Patch-Nosed Snake and Two-Striped Garter Snake
- Southwestern Willow Flycatcher and Least Bell's Vireo
- Tricolored Blackbird and other nesting birds
- Pallid Bat, Western Red Bat, Silver-Haired Bat, Yuma Myotis, and other roosting bats
- San Diego Desert Woodrat
- American Badger

Several other projects, including Caltrans projects, in this Resource Study Area may incur temporary and permanent impacts on biological resources, including jurisdictional features, special-status species, and any associated federally designated critical habitat. However, when considered in a cumulative effects context, the proposed project is not anticipated to substantially contribute to adverse cumulative impacts on biological resources because most of the project's impacts on these resources would be temporary, and the proposed avoidance, minimization, and mitigation measures would adequately address both temporary and permanent impacts.

Effects on Human Beings

The project consists of needed repairs and upgrades to transportation systems that support the daily routines of human beings who live, work, and visit the project area. The project could cause temporary, substantial, adverse, direct, and/or indirect effects on human beings because of the proximity of construction noise to residences and businesses along State Route 246 and the city of Lompoc. These short-term impacts would temporarily affect the activities of residents, businesses, and visitors to the

project area. These effects would be minimized by using Caltrans standard specifications and the avoidance and minimization measures included in this document. Upon project completion, normalcy would return for people in the project area, and access for motorists, pedestrians, bicyclists, and transit users would be improved in comparison with current conditions.

Santa Ynez River Watershed Hydrology and Water Quality

The recently constructed and future identified projects with potential cumulative effects on the Santa Ynez River watershed consist of transportation projects and other projects involving the repair and replacement of roadway elements, cannabis cultivation, and culvert repair. These projects are proposed and undertaken by both public and private agencies. These projects are in various states of analysis and approval, and detailed information regarding their respective impacts is not available. Regardless, available sources indicate that avoidance measures, compensatory mitigation, or regulatory agency permit conditions regarding watershed protection were made a condition of their approval.

Projects that would potentially release pollutants or sediments into the San Ynez River Watershed are subject to regulatory permit approval and regulation by the Central California Coast Regional Water Quality Control Board, and the Santa Ynez River Watershed has been identified on the Central Coast Regional Water Quality Control Board 303(d) list for Total Maximum Daily Loads Priority Schedule of impaired waters. Under the U.S. Clean Water Act, Total Maximum Daily Loads is a regulatory plan for restoring impaired waters that identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards. Per the Region 3 Watershed Management Initiative, primary pollutants of concern in the Santa Ynez River watershed include but are not limited to sedimentation and siltation.

The proposed project could temporarily increase the sediment-laden flow to the receiving water bodies and increase impervious surfaces, which in turn may result in increased stormwater runoff. However, these temporary impacts to the receiving waters can be minimized by implementing temporary best management practices, such as erosion control, that will be included in the contractor-supplied and department-approved Stormwater Pollution Prevention Plan (SWPPP). The proposed project would not contribute to future sedimentation impairment and would ultimately improve sediment-laden flow by eliminating future embankment and roadway failure. Additionally, the replacement bridge structure will be designed without scuppers, deck drains, or other facilities that drain stormwater directly into the stream. This will prevent pollutants such as 6PPD-quinone (an oxidation product of 6PPD, an additive intended to prevent damage to tire rubber from ozone) from directly entering waterways and causing detriment to salmonid species such as the Southern California steelhead. Therefore, this project is

not anticipated to result in cumulative impacts regarding impairments or watershed pollutants.

Avoidance, Minimization, and/or Mitigation Measures

No further avoidance, minimization, and/or mitigation measures beyond those listed in the preceding sections of this document, as well as in Appendix B, Avoidance, Minimization, and/or Mitigation Summary, would be required.

Chapter 3 Coordination

3.1 Coordination Meetings

Multiple meetings with local partners were held during the planning phases of this project:

- On April 28, 2022, there was a Lompoc area meeting with the city of Lompoc, Santa Barbara County, and the Santa Barbara County Association of Governments. The plan for the whole of the Lompoc area was discussed. In this meeting, it was requested that the Robinson Bridge project be accelerated if possible. At this point, the Robinson Bridge project had not started the environmental phase.

- On January 18, 2023, there was another Lompoc area meeting with the city of Lompoc, Santa Barbara County, and the Santa Barbara County Association of Governments. This meeting presented partners with a new consolidated plan for the Lompoc area based on partner input and feasibility.

- On June 11, 2024, there was a meeting regarding several Lompoc-area projects with the Santa Barbara County Association of Governments, the city of Lompoc, and Santa Barbara County attendees.

- On July 22, 2024, there was an additional meeting with several Lompoc-area projects, with Santa Barbara County Association of Governments, the city of Lompoc, and Santa Barbara County attendees.

- On August 19, 2024, there was also a meeting for this project, which included Santa Barbara County Flood Control attendance.

- On October 3, 2024, a meeting was held that included Santa Barbara County, Wallace Group, and SWCA Environmental Consultants. This meeting discussed utilities and possible unity conflicts between this project and other projects near the Robinson Bridge.

- On November 6, 2024, a site visit was held with California Department of Fish and Wildlife representatives in attendance. This meeting discussed fish passage for the new Robinson Bridge. It was determined that the new bridge would not be a fish passage barrier.

- On December 4, 2024, a partnership meeting was held with Santa Barbara County and the city of Lompoc. This meeting discussed the new Robinson Bridge, particularly the multiuse path(s) on the bridge. Santa Barbara County and the city of Lompoc prefer a multiuse path on both sides of the new Robinson Bridge.

- On March 12, 2025, a public meeting was held at Cabrillo High School in Vandenberg Village to discuss immediate safety improvements at the intersection of State Route 1 and Santa Lucia Canyon Road. Partners in attendance included representatives of the California Highway Patrol, Vandenberg Space Force Base, Santa Barbara County Association of Governments, the county of Santa Barbara, and the city of Lompoc. Members of the public in attendance brought attention to concerns within the greater Lompoc area, including the replacement and widening of the Robinson Bridge.

- On April 10, 2025, a partnership meeting was held with the city of Lompoc, Caltrans, and the Santa Barbara County Association of Governments. Specific aspects of the project's scope were revisited and revised, such as the multi-use pathway on both sides of the bridge. Caltrans made the decision in cooperation with these project stakeholders to include a multi-use pathway on one side of the bridge only in design options three and four.

  [Additional information regarding coordination has been added below since circulation of the draft environmental document]

- On May 29, 2025, during the 30-day circulation period of the draft Initial Study and Proposed Mitigated Negative Declaration, Caltrans facilitated a public meeting at the Lompoc City Hall. Those in attendance included community members, local news outlets, City of Lompoc Staff, and Santa Barbara Council of Associated Government (SBCAG) staff. Caltrans staff provided a summary of the project, which included an overview of the cost, schedule, design options, and environmental impacts. Participants were provided with directions to submit comments on the project either virtually or on handwritten comment cards.

Chapter 4 List of Preparers

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Nina Tortosa, Environmental Scientist/Aquatic Resource Biologist. M.S. (in progress), Biological Sciences, California State University, Sacramento, Sacramento, California; 6 years of wildlife biology experience, 7 years of project management experience. Contribution: Preparation of the Jurisdictional Delineation Study.

Damaris Wyatt G.I.T., Engineering Geologist, Hazardous Waste and Paleontology Specialist. M.S. Geosciences, The Pennsylvania State University, B.S. Earth Science-Geology, University of California, Santa Barbara; 3 years of geoprofessional experience in California and Connecticut. Contribution: Supplemental Initial Site Assessment, Paleontological Investigation Report.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2024

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Appendix B Avoidance, Minimization and/or Mitigation Summary

To ensure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as shown in the proposed Environmental Commitments Record that follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates as appropriate. All permits will be obtained before project implementation. During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation, maintenance, and monitoring will take place as applicable. Because the following Environmental Commitments Record is a draft, some fields have not been completed; they will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

2.1.1 Aesthetics

AES-1: Following construction, regrade and recontour any new construction access roads, staging and storage areas, and other temporary uses as necessary to match the surrounding natural topography along State Route 246. Avoid unnatural-appearing remnant landforms where possible.

AES-2: Preserve existing vegetation to the maximum extent feasible.

AES-3: Bridge rail and pedestrian railing shall be an 'open style' to preserve views and deter graffiti. Railing type and treatment will be developed by the Caltrans Department of Bridge Design in conjunction with District 5 Landscape Architecture.

AES-4: Bridge rail shall be aesthetically treated to visually recede or appear consistent with the architectural character and community setting. The aesthetic treatment shall be developed by the Caltrans Department of Bridge Design in conjunction with District 5 Landscape Architecture.

AES-5: Pedestrian railing shall be selected or treated to reduce glare and minimize contrast and noticeability. Style and color should be consistent with local character and aesthetic goals, as well as being compatible with the vehicular railing. Railing type and treatment will be developed by Bridge Design in conjunction with District 5 Landscape Architecture.

AES-6: Rock slope protection shall be backfilled with soil and revegetated if feasible. Staining is appropriate to reduce the glare of visible rock slope protection as an alternative to soil cover.

AES-7: All visible metal components related to down drains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc., should be darkened or colored to blend with the surroundings and reduce reflectivity. The specific color shall be determined by Caltrans District 5 Landscape Architecture.

AES-8: All visible concrete drainage elements, including but not limited to headwalls, drain inlet aprons, etc., should be colored to blend with the surroundings and reduce reflectivity. The specific colors of these concrete elements shall be determined by Caltrans District 5 Landscape Architecture.

AES-9: If feasible, all existing overhead utilities next to the new bridge shall be placed in the bridge structure. If it is not technically possible to locate conduits within the structure, surface-mounted conduits shall be painted to match the bridge structure.

AES-10: Replacement planting shall include aesthetic considerations and inherent biological goals. Revegetation shall include native trees and plants as determined by the project biologist and landscape architect. Revegetation shall occur to the maximum extent horticulturally feasible. Planting should be maintained until established.

2.1.4 Biological Resources

Jurisdictional Aquatic Features

The proposed project will impact the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas within the Area of Potential Impact. The following avoidance and minimization measures will be implemented to reduce the potential impacts to these jurisdictional areas resulting from the project:

BIO-1: Prior to construction, Caltrans shall obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife for activities that impact their respective jurisdictions. All permit terms and conditions will be incorporated into construction plans and implemented during construction.

BIO-2: Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing, flagging, or another boundary marking system shall be used to demarcate (separate) jurisdictional features and the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive

Areas shall be noted on design plans and delineated in the field prior to the start of construction activities.

BIO-3: A temporary trestle may be used instead of, or in addition to, stream diversion and dewatering for bridge replacement activities within the Santa Ynez River to allow year-round work to occur. Pile driving and trestle construction will be limited to June 1 through October 31, when water levels are at a seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies.

BIO-4: If a trestle is not used, in-stream work within the Santa Ynez River shall take place between June 1 and October 31 in any given year when the surface water is likely to be at a seasonal minimum. Construction activities in jurisdictional areas at the culvert locations shall also be timed to occur between June 1 and October 31. Deviations from this work window will only be made with permission from the relevant regulatory agencies. Activities that may be approved outside the typical construction window include tree removal and trimming that does not require grubbing or ground disturbance; restoration seeding, planting, and maintenance of plantings; and stormwater measures that require the use of equipment, subject to prior agency approval. Maintenance of stormwater best management practices (BMPs) using hand tools is permitted year-round.

BIO-5: Other than installation of the temporary diversion system and, if necessary, installation of piles for a temporary work trestle, in-stream construction work will be performed in a dry work environment.

BIO-6: If dewatering or diversion operations are necessary, a detailed dewatering/diversion plan, including water quality monitoring requirements, will be prepared and implemented.

BIO-7: During construction, readily accessible spill prevention and cleanup materials shall always be kept by the contractor on-site during construction. All project-related hazardous material spills within the project site shall be cleaned up immediately.

BIO-8: During construction, sediment and erosion control measures shall be implemented and maintained. Silt fencing, fiber rolls, barriers, and other BMPs shall be installed as needed to stabilize the project site. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.

BIO-9: All equipment must be cleaned and free of weed propagules prior to entry into jurisdictional features.

BIO-10: To the extent feasible, staging, parking, and refueling of equipment and vehicles must occur at least 100 feet from jurisdictional areas. If staging of equipment and materials must occur closer than 100 feet from jurisdictional

areas, the staging areas must have adequate BMPs to prevent discharges from leaving the staging area and entering jurisdictional areas. If fueling must occur in areas less than 100 feet from streams, a refueling plan outlining secondary containment and spill prevention measures must be prepared and approved by Caltrans and agency staff.

BIO-11: At a minimum, all equipment and vehicles shall be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills. Drip pans must be placed under equipment that is stationary for more than 12 hours. Stationary equipment used in jurisdictional areas, such as generators, must be placed in secondary containment. Equipment must be removed from the channel if the National Weather Service predicts a chance of at least 0.1 inch of rain within a 24-hour period for Lompoc, California.

BIO-12: Limited night work is permitted within jurisdictional areas. Lighting must be angled down and pointed toward work areas to minimize illumination of nearby jurisdictional areas outside project limits.

BIO-13: All litter, construction debris, equipment, loose materials, and soil spoils shall be removed from jurisdictional areas at the end of every work shift. Stockpiles of materials, including temporarily stockpiled soils, may not be stored within jurisdictional areas. Stockpiles not actively being used for construction must be covered and surrounded with a linear sediment barrier.

BIO-14: Stream contours shall be restored as close as possible to their original condition.

Mitigation for Jurisdictional Aquatic Features

Mitigation measures **BIO-33** and **BIO-34** discussed in subsequent sections of this document will mitigate impacts to jurisdictional aquatic features.

Red Willow Riparian

The avoidance and minimization measures proposed for jurisdictional areas have been assessed as sufficient to minimize impacts to red willow riparian woodland and forest. Mitigation measures **BIO-33** and **BIO-34** have also been assessed as sufficient for mitigating red willow riparian woodland and forest.

Invasive Species

The following avoidance and minimization measures will be implemented:

BIO-15: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO-16: Only clean fill shall be imported. When practicable, invasive exotic plants on the project site shall be removed and properly disposed of. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If soil from weedy areas must be removed off-site, the top 6 inches containing the seed layer in areas with weedy species shall be disposed of at a landfill. Inclusion of any species that occurs on the Cal-IPC Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project shall be avoided.

BIO-17: To minimize the introduction of invasive plant species, all vehicles, machinery, and equipment shall be in a clean and soil-free condition before entering the project limits. Construction equipment shall be certified as "weed-free" by Caltrans before entering the construction site.

Critical Habitat

Numerous measures in Chapter 4 of the Natural Environment Study (NES) apply to Southern California steelhead, California tiger salamander, southwestern willow flycatcher, and other taxa and are also applicable to federally designated critical habitat. These measures have been assessed as sufficient to minimize impacts to Southern California steelhead, California tiger salamander, and southwestern willow flycatcher critical habitat.

Special-Status Plants

The following avoidance and minimization measures are proposed for special-status plants. No impacts to special-status plant species are proposed, and no mitigation measures are proposed.

BIO-18: All areas (including along the boundary of the right-of-way) containing any listed plant species shall be delineated on the project's plan sheets as Environmentally Sensitive Areas (ESAs). These areas shall be marked with highly visible construction fencing and will be off limits to construction equipment and personnel.

BIO-19: To avoid impacts to any vegetation, all staging and equipment and storage areas shall occur in existing pullouts or at paved locations that have been cleared by Caltrans Environmental.

BIO-20: Preconstruction surveys shall be conducted by a qualified biologist prior to any ground-disturbing activities to confirm the presence or absence of special-status plant species.

Crotch's Bumblebee and Obscure Bumblebee

The following avoidance and minimization measures will be implemented for potential impacts to Crotch's bumblebee and obscure bumblebee resulting from the project:

BIO-21: During the design phase, a focused non-invasive survey will be conducted prior to ground disturbance for Crotch's bumblebee and its nests, following California Department of Fish and Wildlife guidance (2023).

BIO-22: A Worker Environmental Awareness Training course will be provided for all construction personnel prior to the start of any ground disturbance or vegetation removal to discuss Crotch's bumblebee identification, ecology, habitat, and avoidance and minimization measures.

BIO-23: Prior to any ground-disturbing activities, ESA fencing shall be installed, as appropriate, around Crotch's bumblebee feeding and nesting habitat to be avoided. ESAs shall be noted on design plans and delineated in the field prior to the start of construction activities.

BIO-24: If a Crotch's bumblebee is identified in the project area, Caltrans will coordinate with CDFW, and, if necessary, a Section 2081 Incidental Take Permit will be acquired, on-site mitigation may be required, and the following would be implemented:

k. Any blooming flowering plants that are scoped for removal would be inspected immediately prior to work to ensure that no bumblebees are on or near the plant. If a bumblebee is identified on or adjacent to vegetation that is to be removed, work in that area would not proceed until the bumblebee leaves the area of its own accord.

l. No work will occur within 50 feet of an active Crotch's bumblebee nest unless approved by CDFW.

Southern California Steelhead Distinct Population Segment

The project has the potential to result in take of Southern California steelhead; therefore, Caltrans must consult with the National Oceanic and Atmospheric Administration (NOAA) Fisheries under the Federal Endangered Species Act (FESA) Section 7 to obtain a Biological Opinion for the project. The Biological Opinion will include several reasonable and prudent measures and terms and conditions to reduce the effects of the project on steelhead and their habitat. In addition to avoidance and minimization measures listed in Section 4.1.1.3 of the Natural Environment Study for impacts to jurisdictional aquatic resources that provide cover and shade for Southern California steelhead, the following measures will serve to further minimize potential project-related impacts to steelhead:

BIO-25: A temporary trestle may be used instead of, or in addition to, stream diversion and dewatering for bridge replacement activities within the Santa Ynez River to allow year-round work to occur. Pile driving and trestle construction will be limited to June 1 through October 31. This construction window is when water levels are at their lowest to avoid adult spawning

migration and peak smolt emigration times. Deviations from this work window will only be made with permission from the relevant regulatory agencies.

[Measure **BIO-26** has been revised since the draft environmental document was circulated.]

BIO-26: If a trestle is not used, in-stream work within the Santa Ynez River will take place between June 1 and October 31 in any given year when the surface water is likely to be at a seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies. During in-stream work, a qualified biologist will be retained with experience in steelhead biology and ecology, aquatic habitats, biological monitoring (including diversion/dewatering, if used), and capturing, handling, and relocating fish species. No capture, handling, or relocation of Southern California steelhead trout would occur prior to obtaining an incidental take permit from California Department of Fish and Wildlife. During in-stream work, the biological monitor(s) will continuously monitor placement and removal of any required stream diversions and trestle installation or removal, and will capture stranded steelhead and other native fish species and relocate them to suitable habitat, as appropriate. The biologist(s) will capture steelhead stranded as a result of diversion/dewatering and relocate them to the nearest suitable instream habitat. The biologist(s) will note the number of steelhead observed in the affected area, the number of steelhead relocated, and the date and time of the collection and relocation.

BIO-27: During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes will be completely screened with no larger than 3/32-inch (2.38 mm) wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps will release the water so that suspended sediment will not re-enter the stream. The form and function of pumps used during the dewatering activities will be checked daily at a minimum to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.

BIO-28: Caltrans will design replacement bridge structures without scuppers, deck drains, or other facilities that drain stormwater directly into the stream in order to prevent pollutants such as 6PPD-quinone (an oxidation product of 6PPD, an additive intended to prevent damage to tire rubber from ozone) from directly entering waterways.

BIO-29: Before any activities within the Santa Ynez River begin, the approved biologist will conduct a Worker Environmental Awareness Training course (WEAT) for all persons employed or otherwise working on the project site prior to performing any work on-site. The Worker Environmental Awareness Training course will include a discussion of the biology of Southern California steelhead, its protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating the

Federal Endangered Species Act (FESA) and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-30: When the biological monitor is on-site, they shall monitor erosion and sediment controls to identify and correct any conditions that could adversely affect steelhead or steelhead habitat. The biological monitor shall be granted the authority to stop work activity as necessary and to recommend measures to avoid/minimize adverse effects to steelhead and steelhead habitat.

BIO-31: Sound-attenuating devices shall be used during pile driving if any feasible method is available for dry pile driving.

BIO-32: Vibration and oscillation of piles shall be used to the greatest extent feasible to install piles and reduce the need for hammer driving.

Southern California Steelhead Mitigation Measures

The following proposed measures will mitigate the impacts on Southern California steelhead. Final compensatory mitigation will be determined in coordination with the California Department of Fish and Wildlife during the CESA 2081 ITP permitting process.

BIO-33: Caltrans will restore all areas temporarily impacted for access needs on-site at a 1-to-1 ratio and permanently impacted areas at a 3-to-1 ratio. Trees scoped for removal within jurisdictional areas will also be replaced. Trees with a DBH between 6 and 12 inches will be replaced at a 3-to-1 ratio, trees with a DBH between 12 and 24 inches will be replaced at a 5-to-1 ratio, and trees with a DBH greater than 24 inches will be replaced at a 10-to-1 ratio. Replacement plantings will include appropriate native tree and understory species. To ensure success, monitoring and an appropriate plant establishment period will be required, which will include regular inspections, weeding, and replacement. Off-site mitigation may be needed to fulfill the compensatory mitigation requirements for impacts to jurisdictional aquatic features due to limited space available within Caltrans' right-of-way. The exact method of tree replacement and mitigating for permanent impacts (i.e., on-site mitigation, off-site mitigation, root wads, invasive species control, a combination of methods, etc.) will be finalized during permitting to meet mitigation requirements.

BIO-34: In accordance with the replacement planting ratios outlined in **BIO-33**, replacement plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan and the final Mitigation Monitoring Plan. The Mitigation Monitoring Plan will be developed in coordination with the project biologist and will include planting specifications and grading plans to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will detail mitigation commitments and will be consistent with standards and mitigation commitments from the U.S. Army

Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. The Mitigation Monitoring Plan will be prepared when more detailed construction plans are developed and will be finalized through the permit review process with regulatory agencies. Restoration plantings will consist of native riparian species and associated riparian understory and bank species.

Santa Barbara County Distinct Population Segment of California Tiger Salamander

The following avoidance and minimization measures will be implemented for potential impacts to the Santa Barbara County Distinct Population Segment of California Tiger Salamander upland habitat resulting from the project:

BIO-35: Caltrans will evaluate and survey all potentially suitable habitat areas within the API to determine suitability for the California tiger salamander and designate such areas as California Tiger Salamander Special Protection Areas (SPA) in project plans and specifications.

BIO-36: Caltrans will obtain approval from the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife of designated biologist(s) and designated monitor(s) prior to project-related activities that may result in impacts to the California tiger salamander. The designated biologist or designated monitor with the appropriate permits will be present to conduct surveys prior to and monitor all initial ground- or vegetation-disturbing activities in California Tiger Salamander Special Protection Areas to help minimize or avoid impacts. Designated monitors will monitor project activities after initial ground-disturbing activities have been completed, provided the permitted designated biologist is readily available should the need arise to relocate a California tiger salamander.

BIO-37: Caltrans will submit a relocation plan to the Service and the California Department of Fish and Wildlife for approval prior to construction. Designated biologists and/or designated monitors who handle California tiger salamanders will ensure that their activities do not transmit diseases or pathogens harmful to amphibians, such as chytrid fungus (*Batrachochytrium dendrobatidis*), by following the fieldwork code of practice developed by the Declining Amphibians Task Force.

BIO-38: Work activities that could potentially harm the California tiger salamander will be stopped until the designated biologist arrives to relocate the California tiger salamander to the pre-approved location. If the designated biologist or designated monitor recommends that work be stopped, they will notify the resident engineer immediately. The resident engineer will resolve the situation by requiring that all actions that are causing these effects be stopped.

BIO-39: Before any activities begin, the approved biologist will conduct a Worker Environmental Awareness Training course for all persons employed or otherwise working on the project site prior to performing any work on-site. The WEAT course will include a discussion of the biology of the California tiger salamander, its protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating the Federal Endangered Species Act and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-40: Caltrans will limit all project-related vehicle and pedestrian access to established roads and staging areas. Caltrans will locate staging areas within previously disturbed areas to the extent possible, clearly delineate them, and they will contain all project-related parking and storage needs. Caltrans will limit the number of access routes, the size of staging areas, and the total area of activity to the maximum extent feasible to achieve the project.

BIO-41: During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

BIO-42: If work will occur in a California Tiger Salamander Special Protection Area between October 1 and May 31, temporary California Tiger Salamander exclusionary fencing will be installed during dry conditions prior to work within the California Tiger Salamander Special Protection Area to protect California tiger salamander habitat outside of the California Tiger Salamander Special Protection Area and prevent individuals from dispersing into work areas. The designated biologist or monitor will inspect the area regularly when work is scheduled within a California Tiger Salamander Special Protection Area to ensure the integrity of the fence and that workers avoid entering California Tiger Salamander habitat outside of the California Tiger Salamander Special Protection Area.

BIO-43: Caltrans will consult the National Weather Service 24-hour forecast daily. If there is over a 70 percent chance of precipitation forecasted, the designated biologist will survey the work area to ensure that California tiger salamanders have been cleared.

BIO-44: If an unpredicted rainfall event starts while construction activities are in progress, Caltrans will suspend all work activities in a California Tiger Salamander Special Protection Area until the designated biologist surveys the work area to ensure that California tiger salamanders have been cleared.

California Tiger Salamander Mitigation

As part of the California Endangered Species Act and Federal Endangered Species Act consultations, Caltrans expects that compensatory mitigation will

be required to offset habitat impacts resulting from the project. The following mitigation estimates have been made for this project, according to mitigation ratios required by the California Department of Fish and Wildlife for other Caltrans projects with California tiger salamander impacts.

BIO-45: Caltrans will complete a total of up to 5.25 acres of compensatory mitigation for potential impacts to California tiger salamander upland habitat, which includes:

- A 3-to-1 mitigation ratio for permanent impacts (0.05 acre) for a total of 0.15 acre; and
- A 1-to-1 mitigation ratio for temporary impacts (5.1 acres) for a total of 5.1 acres.

Caltrans will determine actual mitigation credits based on an evaluation and survey of all potentially suitable habitat areas within the Area of Potential Impacts and calculation of the value of impacted California Tiger Salamander habitat using the methodology outlined in Searcy and Shaffer (2008). Before starting ground- or vegetation-disturbing project activities, Caltrans will satisfy the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife requirement to provide California Tiger Salamander habitat mitigation by purchasing credits at a California Endangered Species Act-certified and California Department of Fish and Wildlife-approved Conservation Bank (such as La Purisima Bank) authorized to sell credits for California Tiger Salamander. Details regarding the exact amount of mitigation required will be developed during the Federal Endangered Species Act and California Endangered Species Act consultation process.

California Red-Legged Frog

Caltrans anticipates the proposed project will qualify for Federal Endangered Species Act incidental take coverage under the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (United States Fish and Wildlife Service 2011), which includes the following project-specific measures:

BIO-46: Only United States Fish and Wildlife Service-approved biologists shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.

BIO-47: Ground disturbance shall not begin until written approval is received from the United States Fish and Wildlife Service that the biologist is qualified to conduct the work.

BIO-48: A United States Fish and Wildlife Service-approved biologist shall survey the project area no more than 48 hours before the start of work activities. If any life stage of the California red-legged frog is found, and these

individuals are likely to be killed or injured by work activities, the approved biologist shall be allowed sufficient time to move them from the site before work begins. The United States Fish and Wildlife Service-approved biologist shall relocate the California red-legged frogs to the shortest distance possible to a location that contains suitable habitat and will not be affected by project construction. The relocation site shall be in the same drainage to the extent practicable. Caltrans shall coordinate with the United States Fish and Wildlife Service on the relocation site prior to the capture of any California red-legged frogs.

BIO-49: Before any activities begin on a project, a United States Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, with a qualified person on hand to answer any questions. The training will also include descriptions of other special-status species with the potential to occur in the project area.

BIO-50: A United States Fish and Wildlife Service-approved biologist shall be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed. After this time, Caltrans shall designate a person to monitor on-site compliance with all minimization measures. The United States Fish and Wildlife Service-approved biologist shall ensure this monitor receives the training outlined in measure BIO-4 above and in the identification of California red-legged frogs. If the monitor or the United States Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by Caltrans and the United States Fish and Wildlife Service during review of the proposed action, they shall notify the resident engineer immediately. The resident engineer shall resolve the situation by requiring that all actions that are causing these effects be stopped. When work is stopped, the United States Fish and Wildlife Service shall be notified as soon as possible.

BIO-51: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and debris shall be removed from work areas.

[Measure **BIO-52** has been updated since circulation of the draft environmental document]

BIO-52: All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from riparian habitat or water bodies and not in a

location from which a spill would drain directly toward aquatic habitat, unless otherwise preapproved by the necessary agencies. The monitor shall ensure that contamination of the habitat does not occur during operations. Before work starts, Caltrans shall ensure that a plan is in place for a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO-53: Habitat contours shall be returned to a natural configuration at the end of project construction. This measure shall be implemented in all areas disturbed by project construction, unless the United States Fish and Wildlife Service and Caltrans determine that it is not feasible or modification of original contours would benefit the California red-legged frog.

BIO-54: The number of access routes, the size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally Sensitive Areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact on California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

BIO-55: Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between Caltrans and the United States Fish and Wildlife Service during project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.

BIO-56: To control sedimentation during and after project completion, Caltrans shall implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act received for the project. If Best Management Practices are ineffective, Caltrans shall attempt to remedy the situation immediately, in coordination with the United States Fish and Wildlife Service.

[Measure **BIO-57** has been updated since circulation of the draft environmental document]

BIO-57: If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 3/32 inch (2.38 millimeters) to prevent California red-legged frogs from entering the pump

system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the stream bed will be minimized to the maximum extent possible; any imported material will be removed from the stream bed upon project completion.

BIO-58: Unless approved by the Service, water will not be impounded in a manner that may attract California red-legged frogs.

BIO-59: A United States Fish and Wildlife Service-approved biologist shall permanently remove any individuals of exotic species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish (*Pacifastacus leniusculus; Procambarus clarkii*), and centrarchid fishes from the project area to the maximum extent possible. The United States Fish and Wildlife Service-approved biologist shall be responsible for ensuring his or her activities comply with the California Fish and Game Code.

BIO-60: If Caltrans demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

BIO-61: To ensure that diseases are not conveyed between work sites by the Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.

BIO-62: Project sites will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by project construction, unless the Service and Caltrans determine that it is not feasible or practical.

BIO-63: Caltrans will not use herbicides as the primary method to control invasive, exotic plants. However, if Caltrans determines that the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional protective measures for the California red-legged frog:

a. Caltrans will not use herbicides during the breeding season for the California red-legged frog.
b. Caltrans will conduct surveys for the California red-legged frog immediately before the start of any herbicide use. If found, California red-legged frogs will be relocated to suitable habitat far enough from the project area that no direct contact with herbicides will occur.

c. Giant reed and other invasive plants will be cut and hauled out by hand and then painted with glyphosate or glyphosate-based products, such as Aquamaster® or Rodeo®.

d. Licensed and experienced Caltrans staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at an individual project site.

e. All precautions will be taken to ensure that no herbicide is applied to native vegetation.

f. Herbicides will not be applied on or near open water surfaces (no closer than 60 feet from open water).

g. Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.

h. No herbicides will be applied within 24 hours of forecasted rain.

i. Application of all herbicides will be done by qualified Caltrans staff or contractors to ensure that overspray is minimized, that all application is made in accordance with label recommendations, and with the implementation of all required and reasonable safety measures. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program County bulletins.

j. All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Caltrans will ensure that contamination of habitat does not occur during such operations. Before the start of work, Caltrans will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO-64: Upon completion of the project, Caltrans shall ensure that a Project Completion Report is completed and provided to the United States Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion.

California Red-Legged Frog Mitigation

BIO-65: Temporary impacts to upland/dispersal habitat will be mitigated at a 1-to-1 ratio (acreage) and a 3-to-1 ratio (acreage) for permanent impacts to upland/dispersal habitat. The method of mitigation (i.e., on-site mitigation, off-site mitigation, mitigation credits, invasive species control, combination of methods, etc.) will be determined during the design phase of the project.

Additionally, compensatory mitigation measures **BIO-33**, **BIO-34,** and **BIO-42** will mitigate impacts to California red-legged frog upland dispersal habitat.

Western Spadefoot Toad

The following avoidance and minimization measures will be implemented for potential impacts to the western spadefoot toad upland habitat resulting from the project:

Avoidance and minimization measures **BIO-35** through **BIO-44** and **BIO-46** through **BIO-64** apply to the western spadefoot toad. Mitigation Measures **BIO-45** and **BIO-65** also apply.

Southwestern Pond Turtle

The following avoidance and minimization measures will be implemented for potential impacts to the southwestern pond turtle upland habitat resulting from the project:

BIO-66: Preconstruction Survey: No more than 24 hours before the date of initial ground disturbance and vegetation clearing, a United States Fish and Wildlife Service and California Department of Fish and Wildlife-approved biologist with experience in the identification of all life stages of the southwestern pond turtle will conduct a pre-construction survey at the project locations. The survey will consist of walking the project limits and within the project site to determine the possible presence of the species. The approved biologist will investigate all areas (such as small woody debris, refuse, burrows, etc) that could be used by southwestern pond turtles for migration, nesting, sheltering (such as small woody debris, refuse, burrows, etc) and other essential behaviors.

BIO-67: Before any activities begin, the approved biologist will conduct a Worker Environmental Awareness Training course for all persons employed or otherwise working on the project site before performing any work on-site. The WEAT will include a discussion of the biology of the southwestern pond turtle, its protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating the FESA and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-68: Biological Monitoring – The approved biologist will monitor construction activities where pond turtles are present or assumed present. The approved biologist will be present during all initial ground disturbance at locations immediately adjacent to or within habitat that supports populations of southwestern pond turtles.

BIO-69: Relocation – To mitigate potential impacts resulting from project construction, individuals will be relocated by the approved biologist to a nearby location outside of the construction area with suitable habitat.

Avoidance and minimization measures **BIO-1** through **BIO-14**, **BIO-35** through **BIO-44**, and **BIO-46** through **BIO-64** apply.

Southwestern Pond Turtle Mitigation Measures

Mitigation measures **BIO-33**, **BIO-34**, **BIO-45**, and **BIO-65** also apply.

Northern California Legless Lizard and Coast Horned Lizard

BIO-70: If coast horned lizards or Northern California legless lizards are detected in the project limits during preconstruction surveys or construction, individuals will be relocated by a qualified biologist to a nearby location outside of the construction area with suitable habitat.

Additionally, avoidance and minimization measures **BIO-35** through **BIO-44** and **BIO-46** through **BIO-64** apply.

Coast Patch-Nosed Snake and Two-Striped Garter Snake

The following avoidance measures will be implemented to minimize and avoid impacts to the coast patch-nosed snake and two-striped garter snake:

BIO-71: A qualified biologist would conduct a preconstruction survey before the start of ground disturbance at locations with suitable coast patch-nosed snake and two-striped garter snake habitat.

BIO-72: If present, a qualified biologist would relocate individuals to a nearby location outside the construction area with suitable habitat.

Southwestern Willow Flycatcher and Least Bell's Vireo

The following measures will be implemented to minimize and avoid impacts to least Bell's vireo and southwestern willow flycatcher:

BIO-73: Focused surveys following United States Fish and Wildlife Service survey guidelines for least Bell's vireo and southwestern willow flycatcher shall be completed to determine the presence/absence of least Bell's vireo and southwestern willow flycatcher wherever suitable habitat is present within 500 feet of the limits of construction. Surveys shall be conducted within one year before the start of construction activities. If the least Bell's vireo and the southwestern willow flycatcher are detected during these surveys, formal Section 7 consultation will be initiated.

BIO-74: Caltrans will provide the United States Fish and Wildlife Service with a report detailing Least bell's vireo and southwestern willow flycatcher survey efforts for the breeding season before construction.

BIO-75: Before any activities begin, the approved biologist will conduct a Worker Environmental Awareness Training course for all persons employed or otherwise working on the project site before performing any work on-site. The WEAT course will include a discussion of the biology of the least Bell's vireo and the southwestern willow flycatcher, their protected status, proximity to the project site, project-specific avoidance and minimization measures, and the implications of violating FESA and permit conditions. Upon completion of the training course, employees will sign a form stating they attended the course and understand all protection measures.

BIO-76: Before construction, vegetation removal shall be scheduled to occur from October 1 to January 31, outside the typical nesting bird season, if possible, to avoid potential impacts to nesting birds. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 30), a nesting bird survey shall be conducted by a qualified biologist no more than five calendar days before construction.

BIO-77: If least Bell's vireo or southwestern willow flycatcher are observed within 100 feet of the project area during construction or during the preconstruction surveys, all project activities shall stop immediately, and the relevant resource agencies shall be consulted. Development of additional avoidance and minimization measures will occur as necessary in coordination with the pertinent agencies.

Southwestern Willow Flycatcher and Least Bell's Vireo Mitigation

Mitigation measures **BIO-33** and **BIO-34** will mitigate the impacts to least Bell's vireo and southwestern willow flycatcher habitat. Impacts to vegetation would be offset by replacement plantings within the project limits, which will also replace in-kind nesting habitat.

Tri-Colored Blackbird and Nesting Birds

The following avoidance and minimization measures will be implemented to minimize impacts to nesting migratory birds:

BIO-78: Caltrans will schedule vegetation removal between October 1 and January 31, outside the typical nesting bird season, as feasible. If construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 30), a nesting bird survey will be conducted by a qualified biologist no more than three days before construction. Partially built nests may only be removed if they have been monitored by a qualified biologist and determined to be inactive. If an active nest is found, a qualified biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that juveniles have fledged and are no longer dependent on the nest.

BIO-79: During the non-nesting season (October 1 to January 31), methods to deter new nests on the bridge will be implemented to prevent new nests from forming during project activities. Exact methods of deterrence will be determined during the design phase. Removal of nests as they are beginning to form may be conducted as a last resort to further prevent nesting during project activities. There will be no removal of fully formed active nests.

BIO-80: Active bird nests must not be disturbed, and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code must not be killed, destroyed, injured, or harassed at any time.

Tri-Colored Blackbird and Nesting Birds Mitigation

No additional mitigation is proposed beyond the replacement plantings within the project limits, which will also replace in-kind nesting habitat.

Pallid Bat, Western Red Bat, Silver-Haired Bat, Yuma Myotis, and Other Roosting Bats

BIO-81: Tree removal shall be scheduled to occur from September 2 to January 31, outside the typical bat maternity roosting season, if possible, to avoid potential impacts to roosting bats.

BIO-82: If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the bat maternity roosting season (February 1 to September 1), a bat roost survey shall be conducted by a biologist determined qualified by Caltrans within 14 days before construction. The biologist(s) conducting the preconstruction surveys will also identify the nature of the bat utilization (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. If an active day roost is found, a qualified Caltrans biologist shall determine an appropriate buffer based on the habits and needs of the species. The buffer area shall be avoided until a qualified biologist has determined that roosting activity has stopped or exclusionary methods have successfully evicted roosting bats.

BIO-83: If bats are found by a qualified biologist to be maternity roosting, the roost(s) will be designated as an Environmentally Sensitive Area, and all construction activities shall be avoided within 100 feet until the end of the maternity roosting season (beginning of September) or until pups are volant (capable of flight).

Pallid Bat, Western Red Bat, Silver-Haired Bat, Yuma Myotis, and Other Roosting Bats Mitigation

With the above avoidance and minimization efforts specific to roosting bats as well as compensatory mitigation measures **BIO-33** and **BIO-34** for impacts to vegetation, no additional mitigation is proposed for roosting bats.

San Diego Desert Woodrat

BIO-84: Before initial ground disturbance, a preconstruction visual survey will be conducted by a qualified biologist within suitable woodrat habitat to determine the presence of woodrat nests.

BIO-85: If woodrat nests are present within the area of construction activities, an ESA with a 25-foot buffer around each nest will be established to avoid nests.

BIO-86: Construction activities requiring grading or vegetation removal within the 25-foot protective buffer should only occur under the supervision of a qualified biologist.

BIO-87: If project activities cannot avoid removing the nest, then it should be dismantled by hand before grading or vegetation removal activities, under the supervision of a qualified biologist. Dismantling shall occur during the non-breeding season (October 1 through December 31). If young are encountered during nest dismantling, the dismantling activity will stop and nest material will be replaced back on the nest, and the nest should be left alone and rechecked in two to three weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue. Where appropriate, nest material will be relocated to a suitable location nearby.

San Diego Desert Woodrat Mitigation

No mitigation measures are required for this species.

American Badger

The following avoidance and minimization measures are recommended:

BIO-88: No less than 14 days and no more than 30 days before the beginning of ground disturbance and/or construction activities, a qualified biologist shall conduct a survey to determine if any American badger dens are present at the project site. If dens are found, they shall be monitored for badger activity. Potentially active dens will be monitored with tracking medium or infrared cameras for three consecutive days to determine the current use. If no badger activity is observed during this period, then the den will be excavated by hand or carefully with equipment or blocked during the duration of construction under the direction of a qualified biologist to preclude (prevent) subsequent use. If American badger activity is observed at a den, Caltrans will coordinate with the California Department of Fish and Wildlife for suitable buffer implementation or exclusion methods.

BIO-89: Observations of occupied badger dens or American badgers within the project area shall be submitted to the California Natural Diversity Database upon project completion.

BIO-90: No rodent control pesticides shall be used, including anticoagulant rodenticides such as brodifacoum, bromadiolone, difethialone, and difenacoum. This is necessary to minimize the possibility of primary or secondary poisoning of American badgers or other special-status species.

American Badger Mitigation

No mitigation measures are required for the American badger.

2.1.8 Greenhouse Gas Emissions

GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment when not in active operation.

GHG-2: Schedule delivery truck trips outside peak morning and evening commute hours.

GHG-3: For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition.
- Use the right-sized equipment for the job.
- Use equipment with new technologies.

GHG-4: When feasible, use alternative fuels such as renewable diesel for construction equipment.

GHG-5: Supplement existing construction environmental training with information on methods to reduce greenhouse gas emissions related to construction.

GHG-6: When feasible, produce Hot Mix Asphalt using warm mix technology.

GHG-7: Use Rubberized Hot Mix Asphalt to lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.

GHG-8: Use Partial Depth Recycling to recycle existing pavement where feasible.

2.1.10 Hydrology and Water Quality

Temporary Soil Stabilization

WQ-1: Minimize active Disturbed Soil Areas during the rainy season using scheduling techniques.

WQ-2: Preserve existing vegetation to the maximum extent feasible.

WQ-3: Implement temporary protective cover/erosion control on all non-active Disturbed Soil Areas and soil stockpiles.

WQ-4: Control erosive forces of stormwater runoff with effective storm flow management such as temporary concentrated flow conveyance devices, earthen dikes, drainage swales, lined ditches, outlet protection/velocity dissipation devices, and slope drains as determined feasible.

Temporary Sediment Controls

WQ-5: Implement linear sediment controls such as fiber rolls, check dams, or gravel bag berms on all active and non-active Disturbed Soil Areas during the rainy season.

WQ-6: To further help prevent sediment discharge, stabilized construction site entrances, temporary drainage inlet protection, and street sweeping and vacuuming will be necessary.

WQ-7: Implement appropriate wind erosion controls year-round.

Non-Stormwater Management

WQ-8: The appropriate non-stormwater Best Management Practices will be implemented year-round as follows:

WQ-9: Water conservation practices are implemented on all construction sites and wherever water is used.

WQ-10: Paving and grinding procedures are implemented where paving, surfacing, resurfacing, grinding, or saw cutting may pollute stormwater runoff or discharge to the storm drain system or watercourses.

WQ-11: Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the resident engineer.

WQ-12: The following activities must be performed at least 100 feet from concentrated flows of stormwater, drainage courses, and inlets if within the floodplain and at least 50 feet if outside of the floodplain: stockpiling materials, storing equipment and liquid waste containers, washing vehicles or equipment, and fueling and maintaining vehicles and equipment.

WQ-13: Pile driving operations will be part of construction activities.

WQ-14: Concrete curing will be used in the construction of structures such as buildings, sidewalks, and retaining walls. Concrete curing includes the use of both chemical and water methods. Proper procedures will minimize the pollution of runoff during concrete curing.

WQ-15: Since the project involves structure demolition/removal over the Santa Ynez River, proper procedures will be implemented to minimize pollution during these activities.

WQ-16: The following construction site Best Management Practices are anticipated to be bid items for this project:

- Job Site Management

- Prepare Stormwater Pollution Prevention Program
- Rain Event Action Plan
- Stormwater Sampling and Analysis Day
- Stormwater Annual Report
- Move In/Move Out (Temporary Erosion Control)
- Temporary Hydraulic Mulch (Bonded Fiber Matrix)
- Temporary Check Dam
- Temporary Drainage Inlet Protection
- Temporary Fiber Roll
- Temporary Large Sediment Barrier
- Temporary Construction Entrance
- Street Sweeping
- Temporary Concrete Washout
- Temporary Fence (type Environmentally Sensitive Area)

The following project features and standardized measures implemented by the project will minimize any temporary or permanent water quality impacts created by the project:

WQ-17: The project will comply with the provisions of the National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order Number 2022-0033-Division of Water Quality, National Pollutant Discharge Elimination System Number CAS000003, and any subsequent permits in effect at the time of construction.

WQ-18: The project will comply with the provisions of the National Pollutant Discharge Elimination System Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) Order Number 2022-0057-Division of Water Quality, National Pollutant Discharge Elimination System Number CAS000002, and any subsequent permits in effect at the time of construction.

WQ-19: The project will comply with the Construction General Permit by preparing and implementing a Stormwater Pollution Prevention Plan or Water Pollution Control Plan to address all construction-related activities,

equipment, and materials that have the potential to impact water quality for the appropriate risk level. The Stormwater Pollution Prevention Plan or the Water Pollution Control Plan will identify the sources of pollutants that may affect the quality of stormwater and include Best Management Practices to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater Best Management Practices. All work must conform to the Construction Site Best Management Practices requirements specified in the latest edition of the Stormwater Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction-related activities, materials, and pollutants on the watershed. These include but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater Best Management Practices.

WQ-20: Design Pollution Prevention Best Management Practices will be implemented, such as preservation of existing vegetation, slope/surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes, and swales, overside drains, flared end sections, and outlet protection/velocity dissipation devices.

WQ-21: Caltrans-approved treatment Best Management Practices will be implemented consistent with the requirements of the National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order Number 2022-0033-Division of Water Quality, National Pollutant Discharge Elimination System Number CAS000003, and any subsequent permits in effect at the time of construction. Treatment Best Management Practices may include biofiltration strips, biofiltration swales, infiltration basins, detention devices, dry weather flow diversion, Gross Solids Removal Devices, media filters, bioretention, Open Graded Friction Course, wet basins, and other Best Management Practices.

2.1.13 Noise

NOI-1: Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the resident engineer.

NOI-2: Shield loud pieces of stationary construction equipment if complaints are received.

NOI-3: Shield loud pieces of stationary construction equipment with sound barriers if complaints are received.

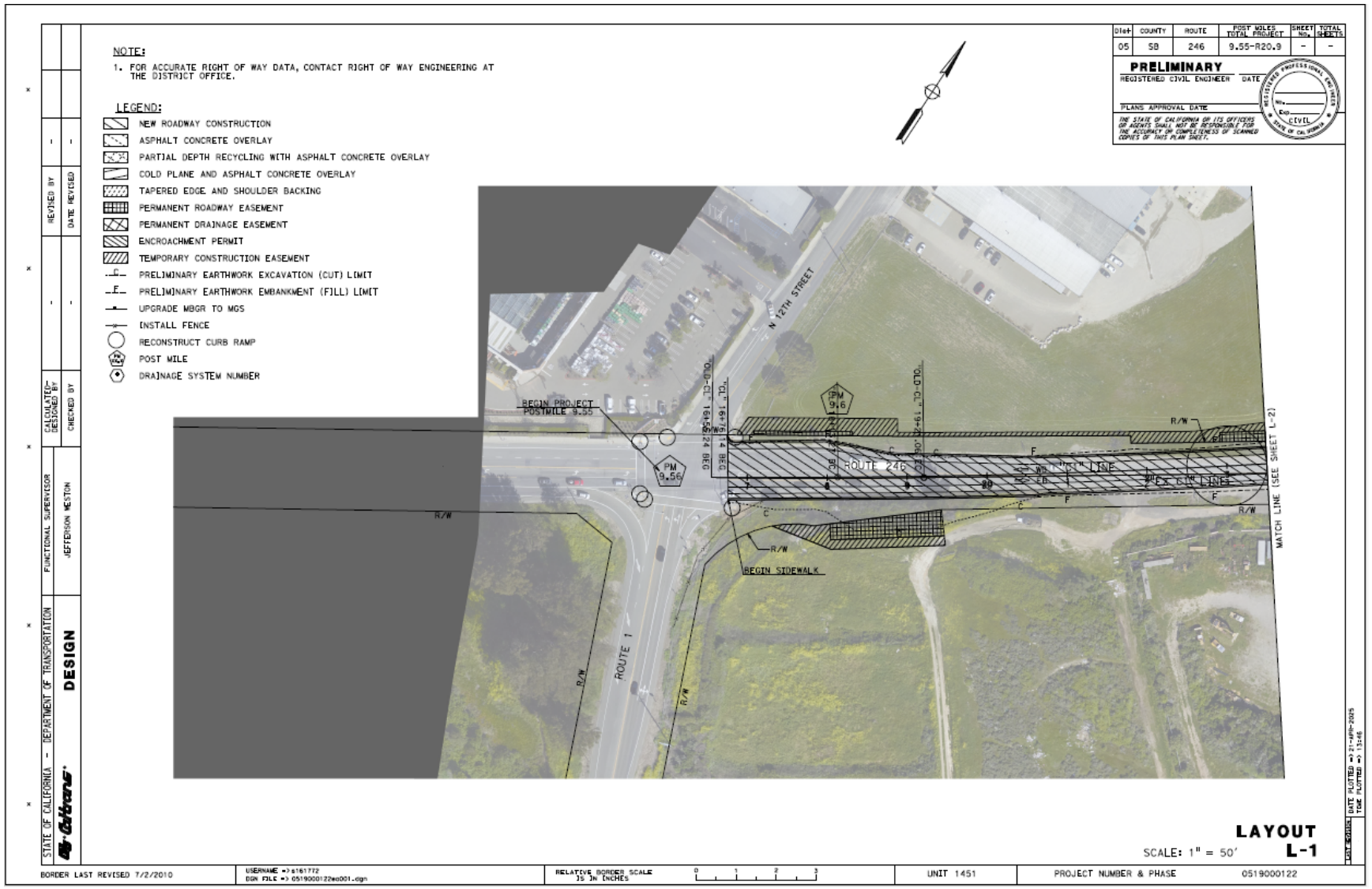
NOI-4: Locate portable generators, air compressors, etc., as far away from sensitive noise receptors as feasible.

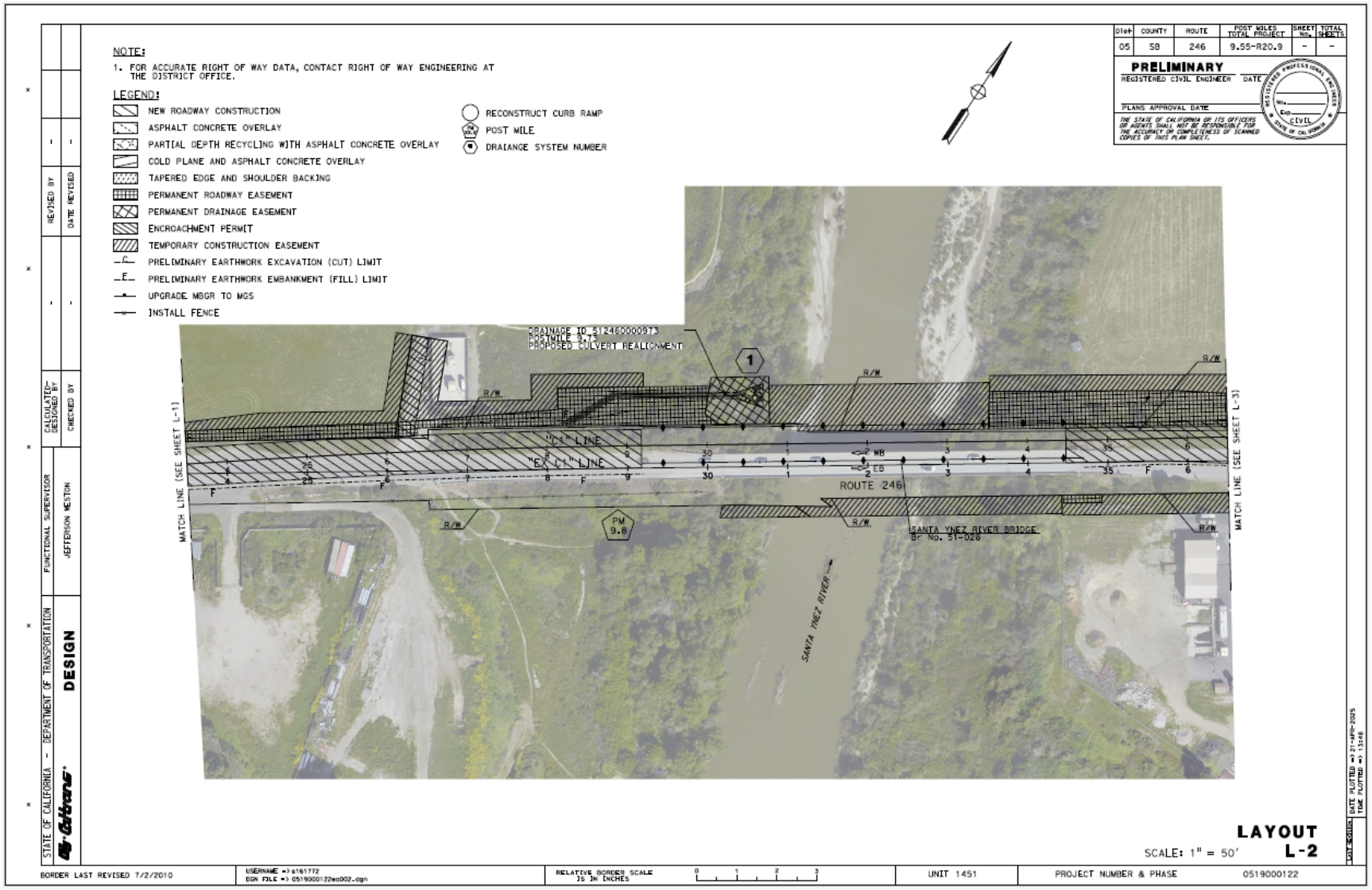
NOI-5: Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

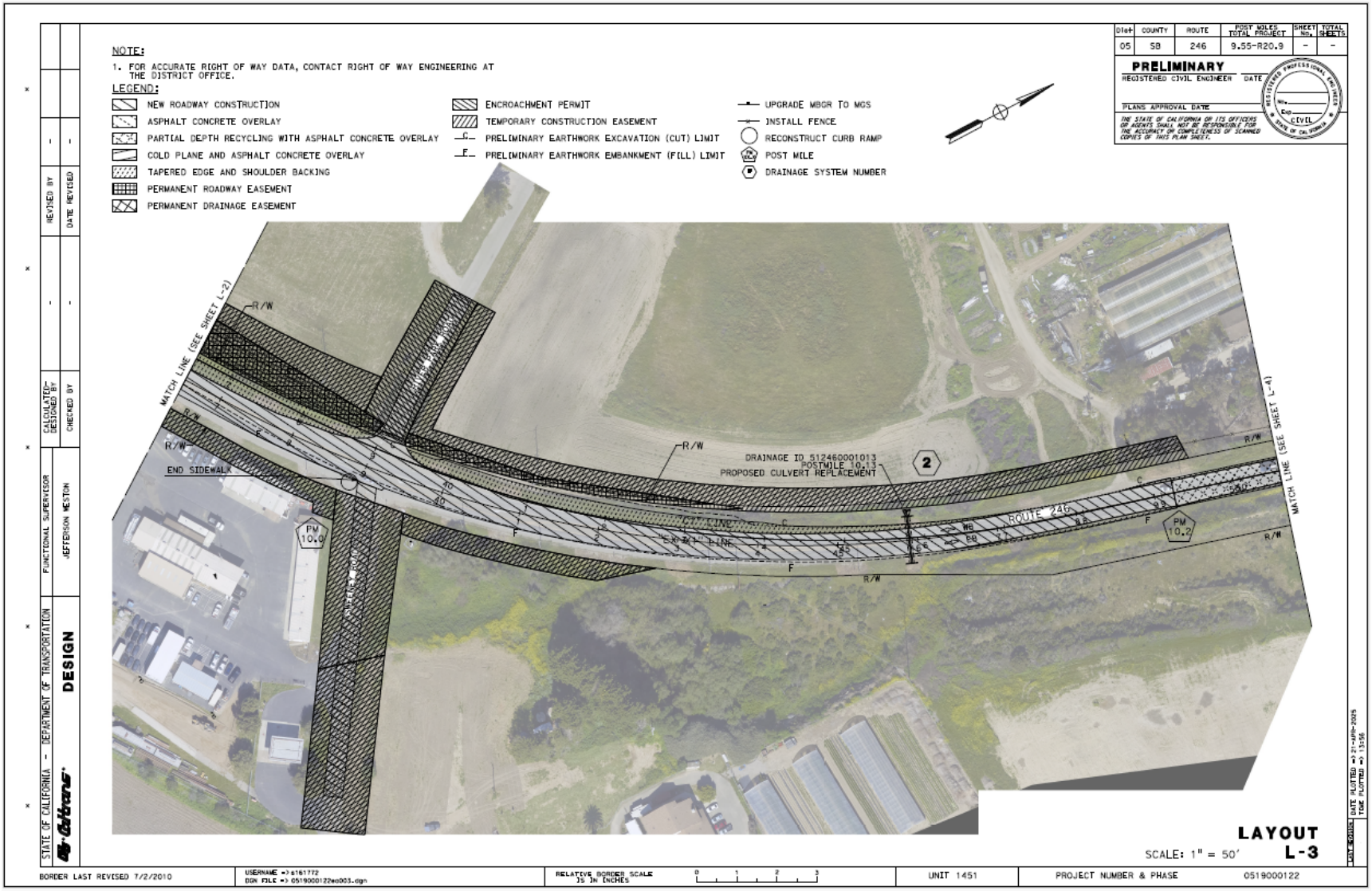
NOI-6: Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.

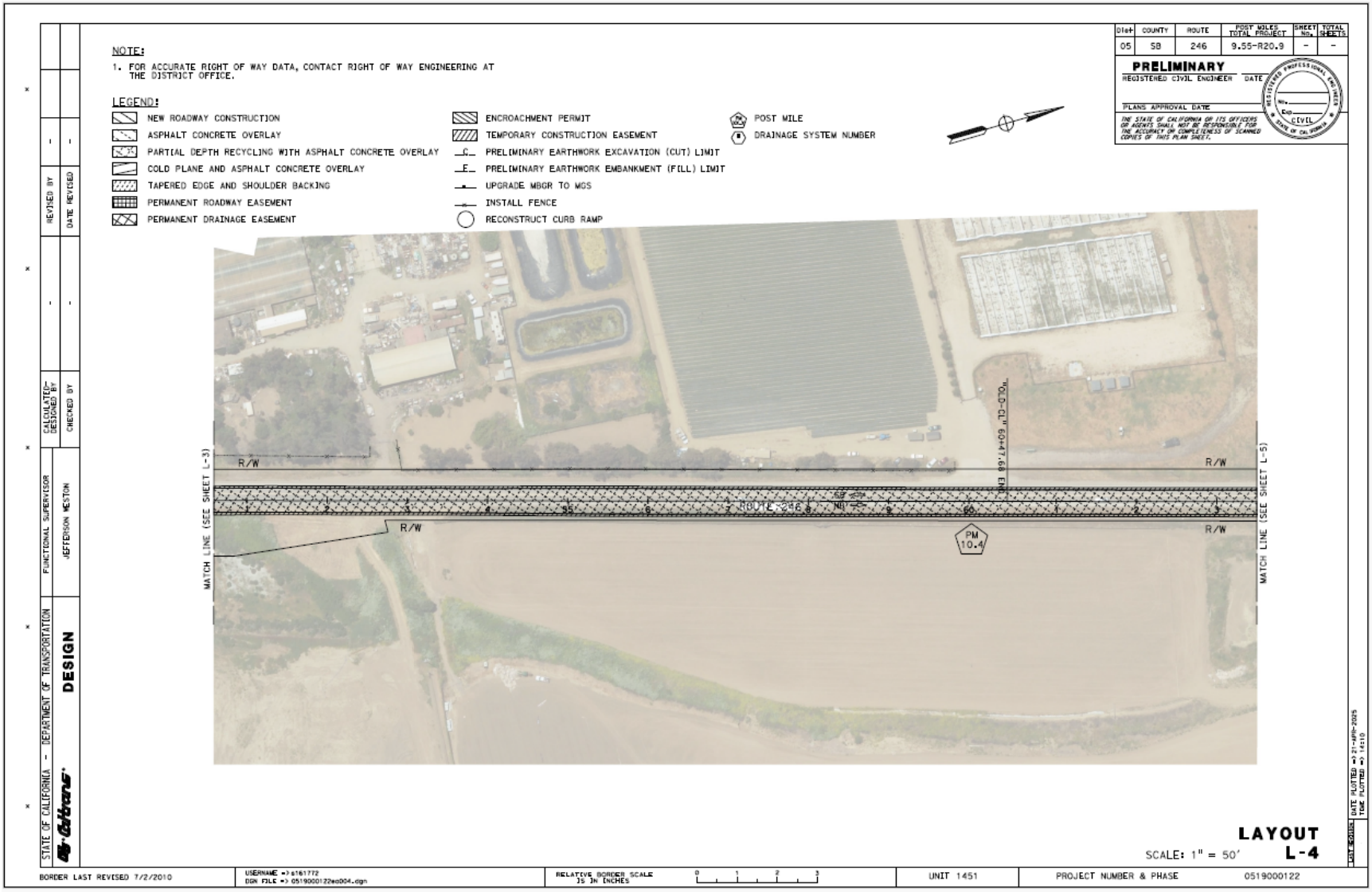
NOI-7: Consult district noise staff if complaints are received during the construction process, and their noise control plan and contractor shall conduct construction noise monitoring.

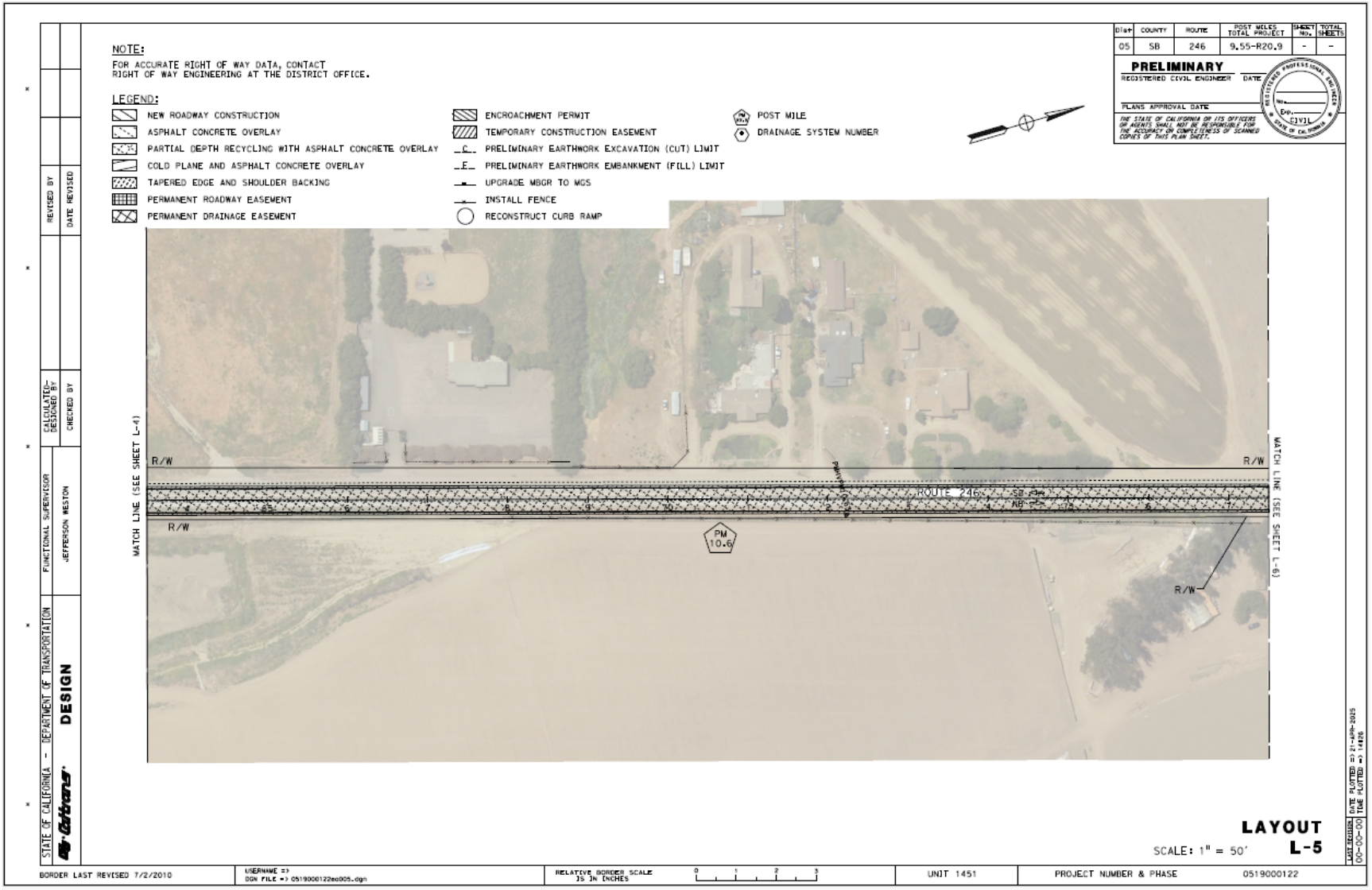
Appendix C Project Design Maps and Visual Simulations

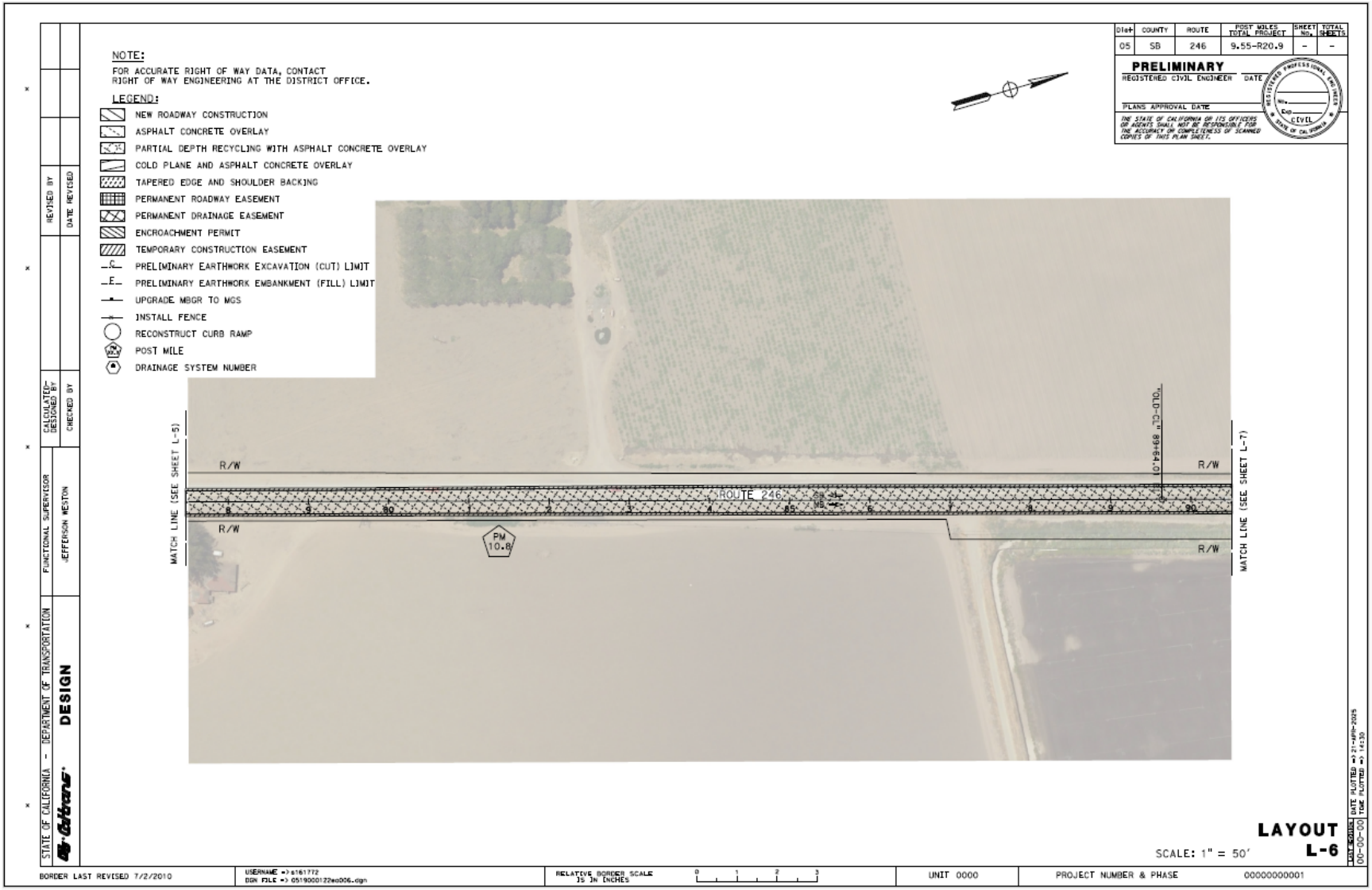

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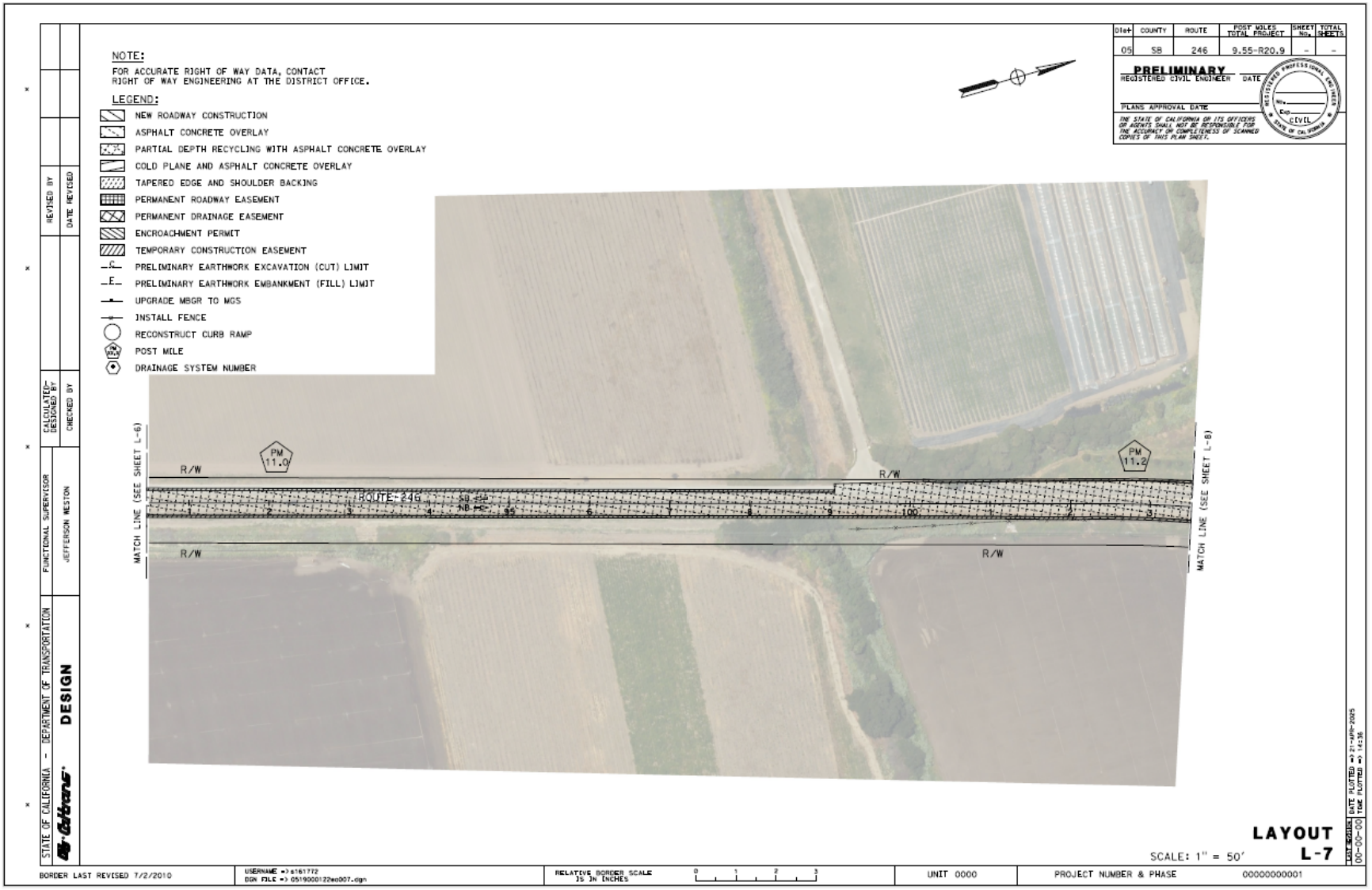

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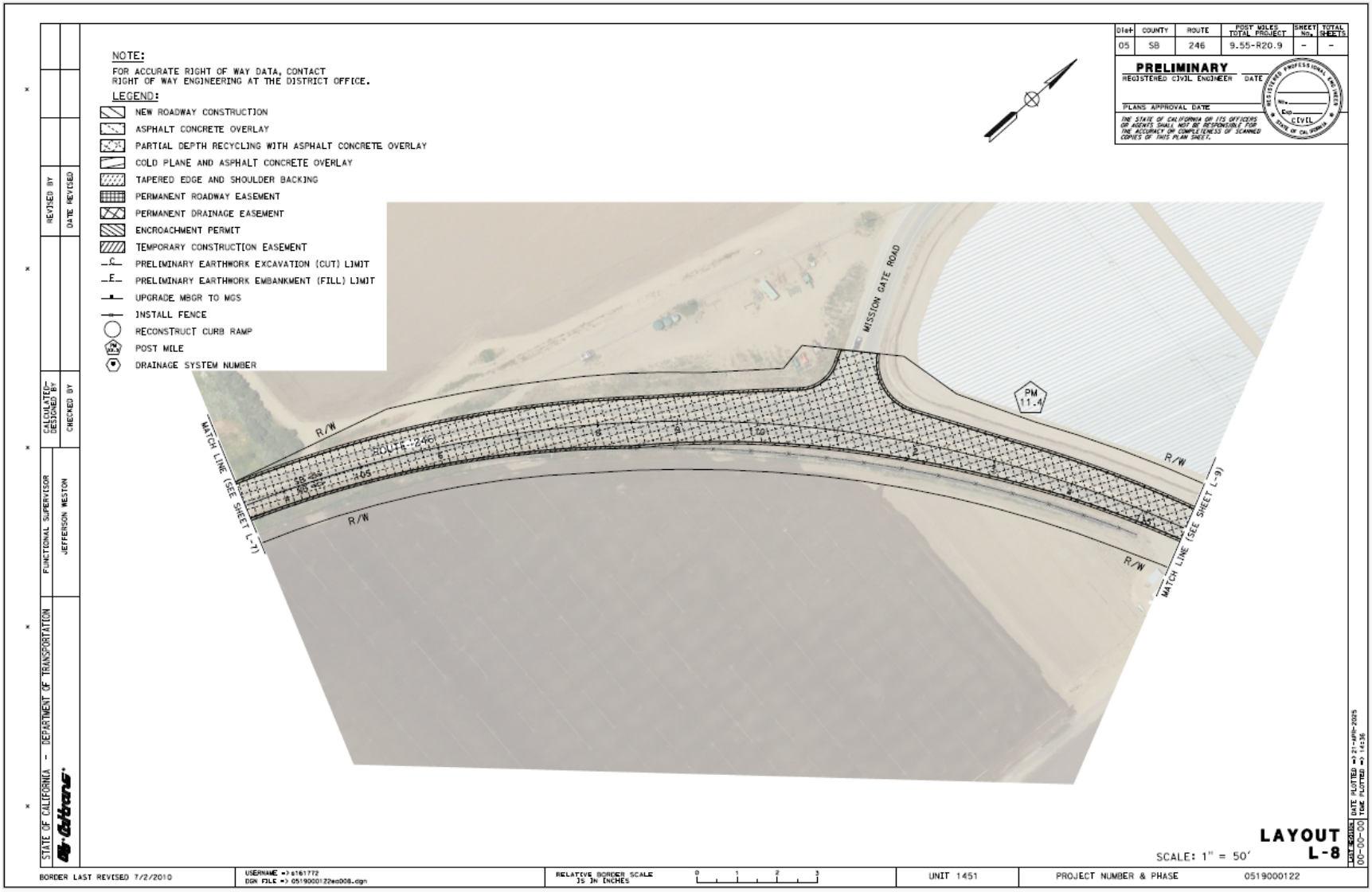

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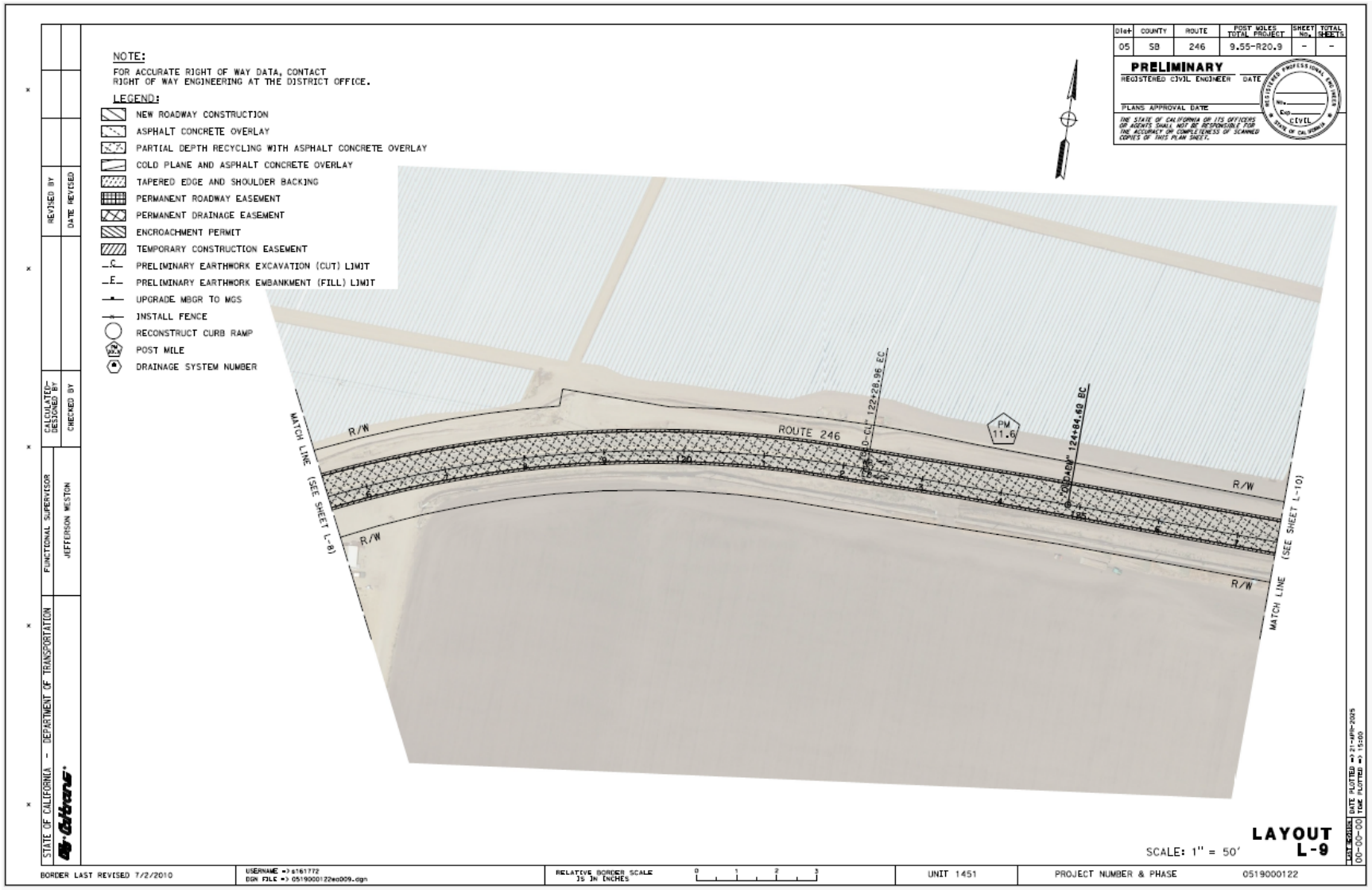

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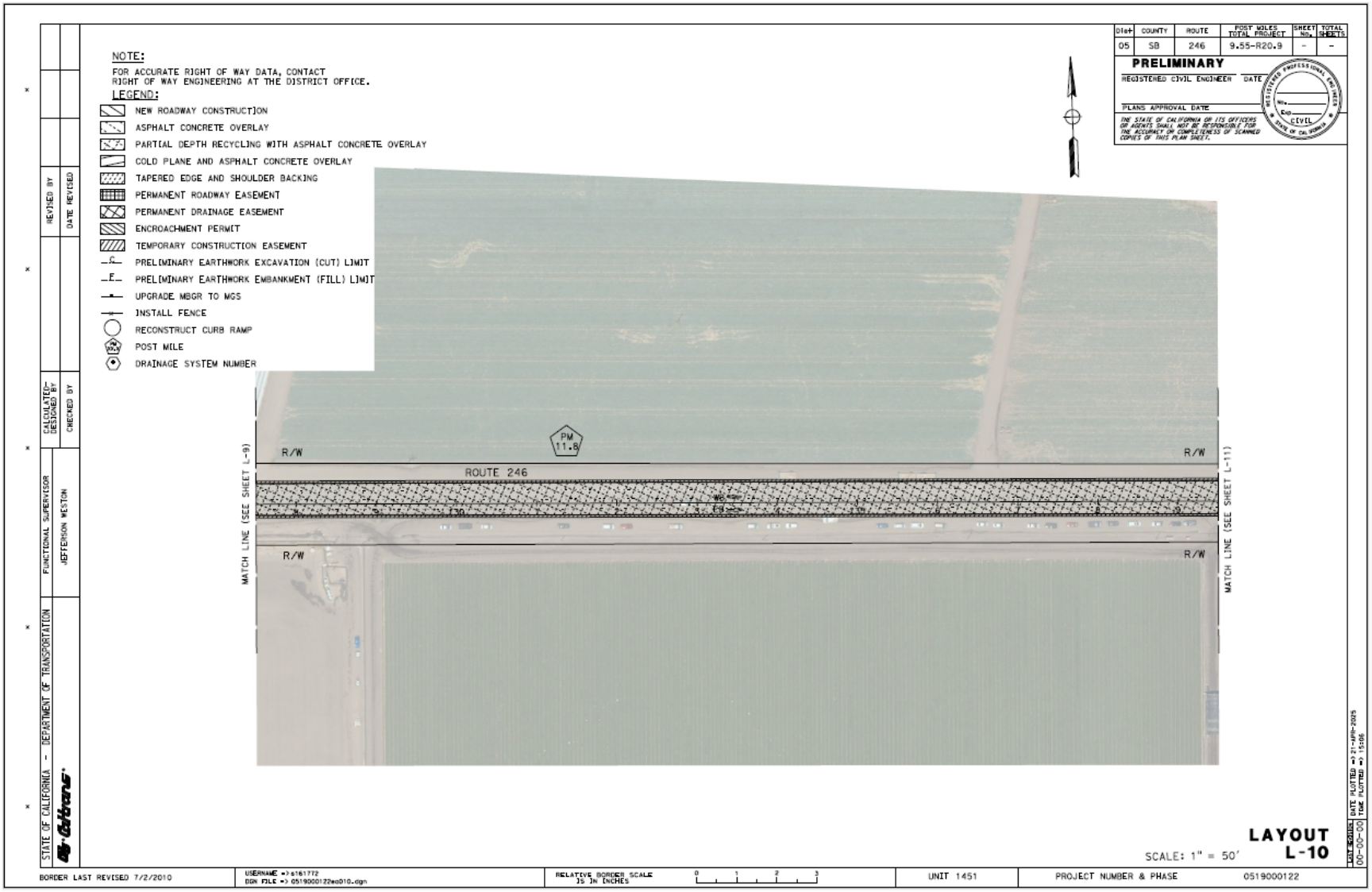

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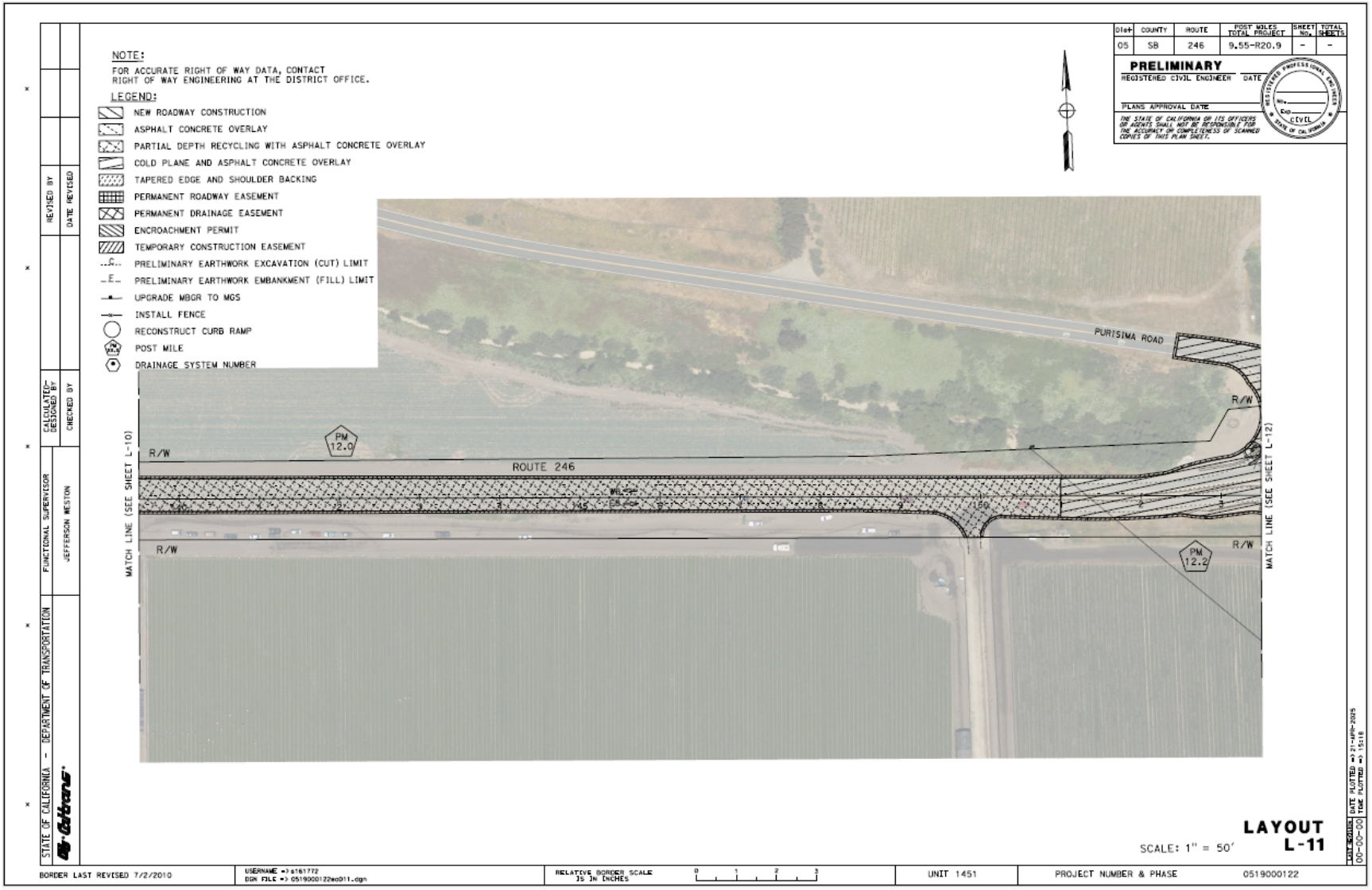

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REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
MATCH LINE (SEE SHEET L-5)
R/W
ROUTE 246
PM 10.8
10+64+68 "D10-CL"
MATCH LINE (SEE SHEET L-7)
LAYOUT
L-6
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 05190000122ea006.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0000
PROJECT NUMBER & PHASE
0000000001
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 14:30

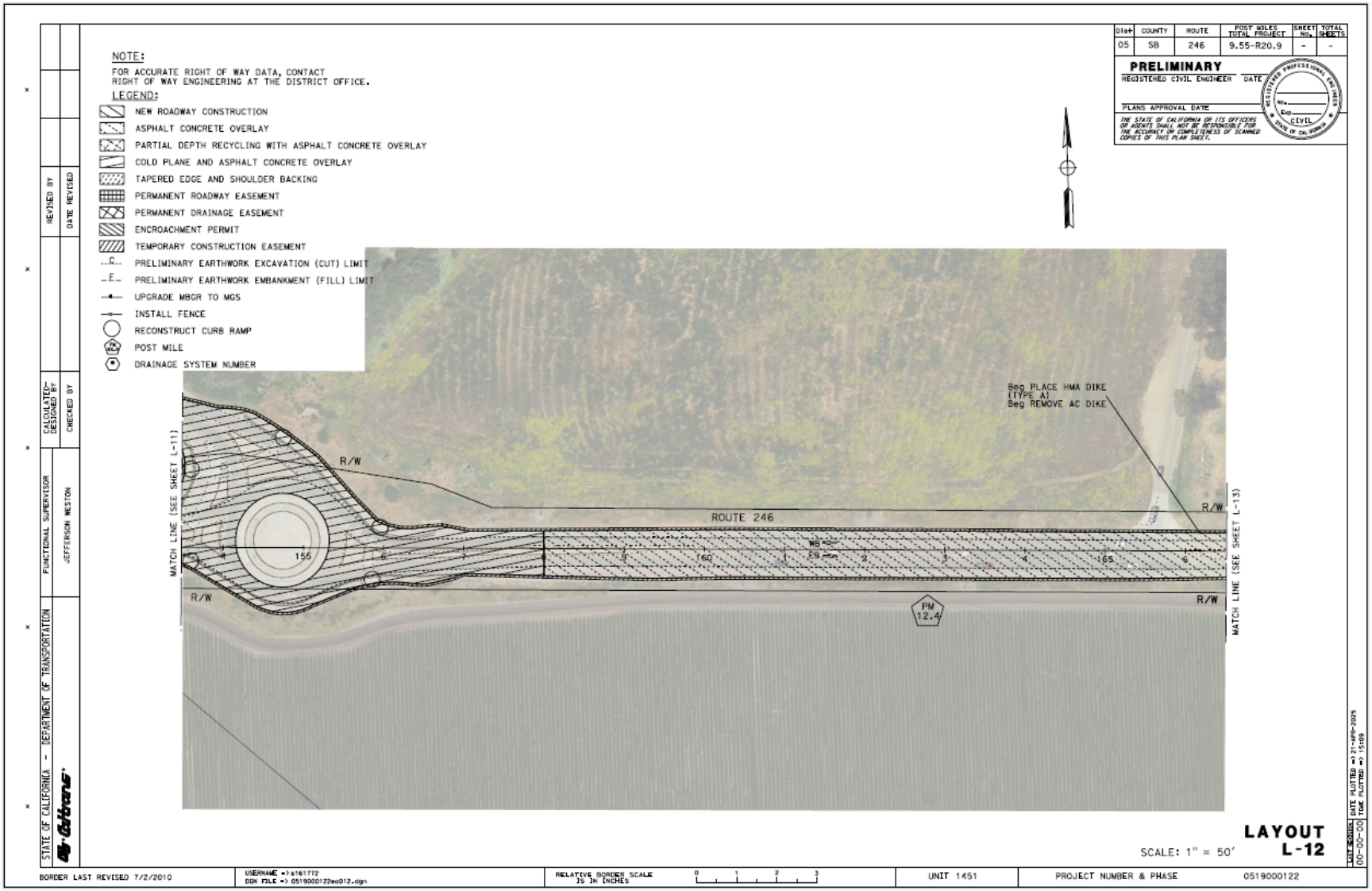

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
MATCH LINE (SEE SHEET L-6)
PM 11.0
R/W
ROUTE 246
SB
NB
PM 11.2
MATCH LINE (SEE SHEET L-6)
LAYOUT
L-7
SCALE: 1" = 50'
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 14:36
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 05190000122es007.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0000
PROJECT NUMBER & PHASE
0000000001

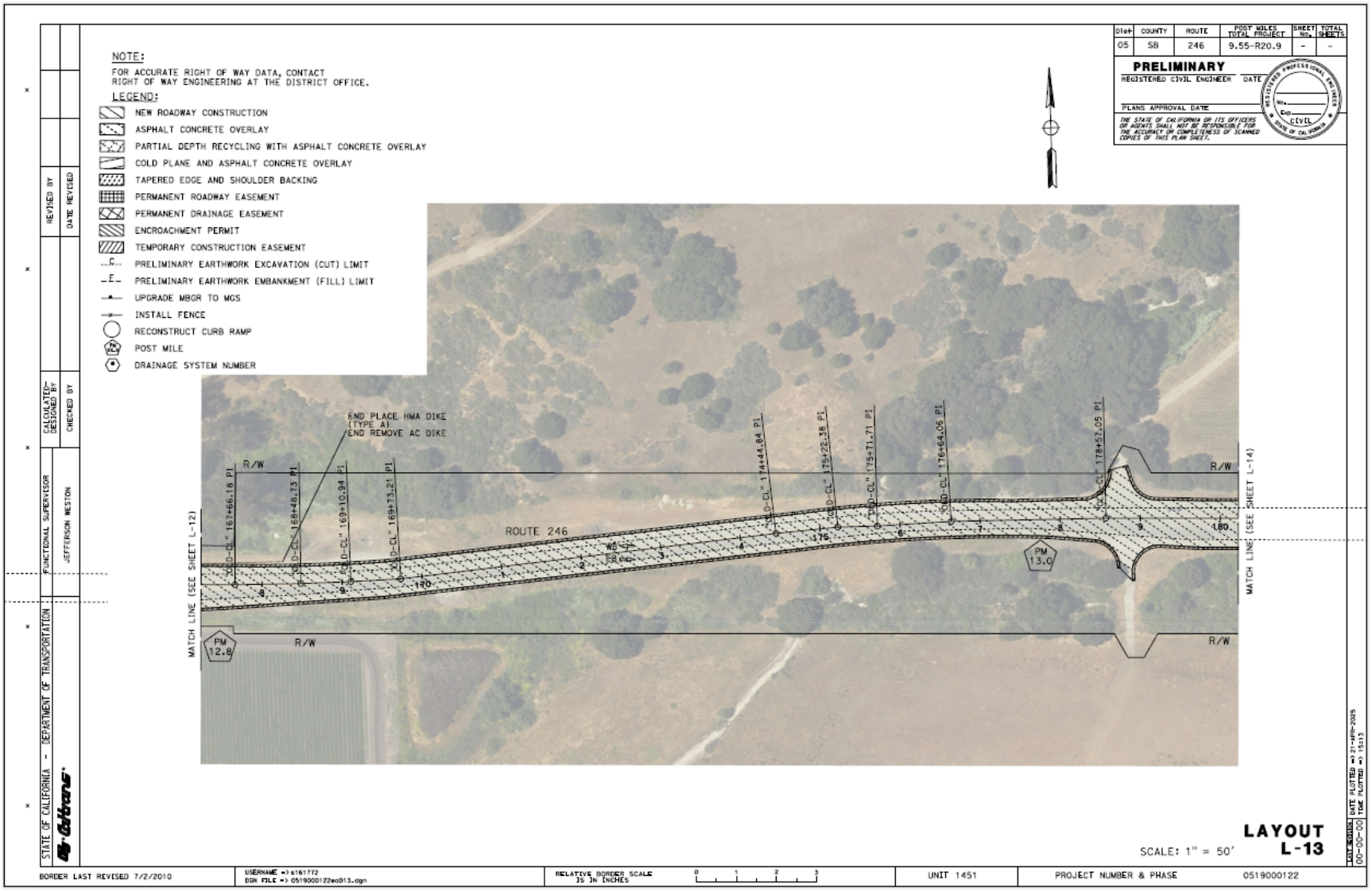

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED/ DESIGNED BY
CHECKED BY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
MISSION GATE ROAD
PM 11.4
ROUTE 246
R/W
MATCH LINE (SEE SHEET L-7)
MATCH LINE (SEE SHEET L-9)
LAYOUT
L-8
SCALE: 1" = 50'
LAST REVISED
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 14:36
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa008.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

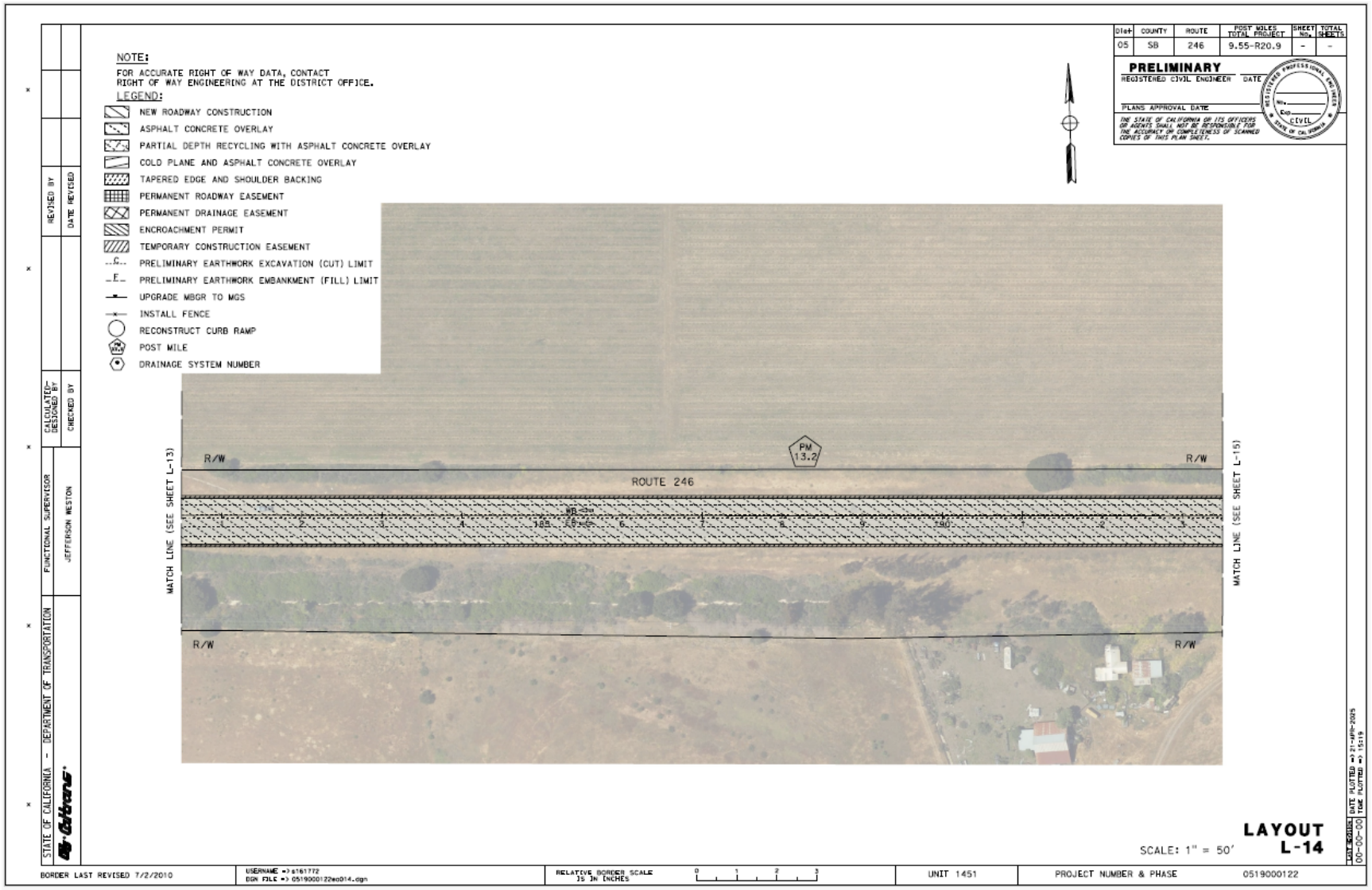

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
ROUTE 246
R/W
MATCH LINE (SEE SHEET L-8)
MATCH LINE (SEE SHEET L-10)
PM 11.6
LAYOUT
L-9
SCALE: 1" = 50'
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
BORDER LAST REVISED 7/2/2010
USERNAME =>s161772
DGN FILE =>0519000122eo009.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
LAST REVISED
DATE PLOTTED =>17-APR-2025
TIME PLOTTED =>15:00
00-00-00

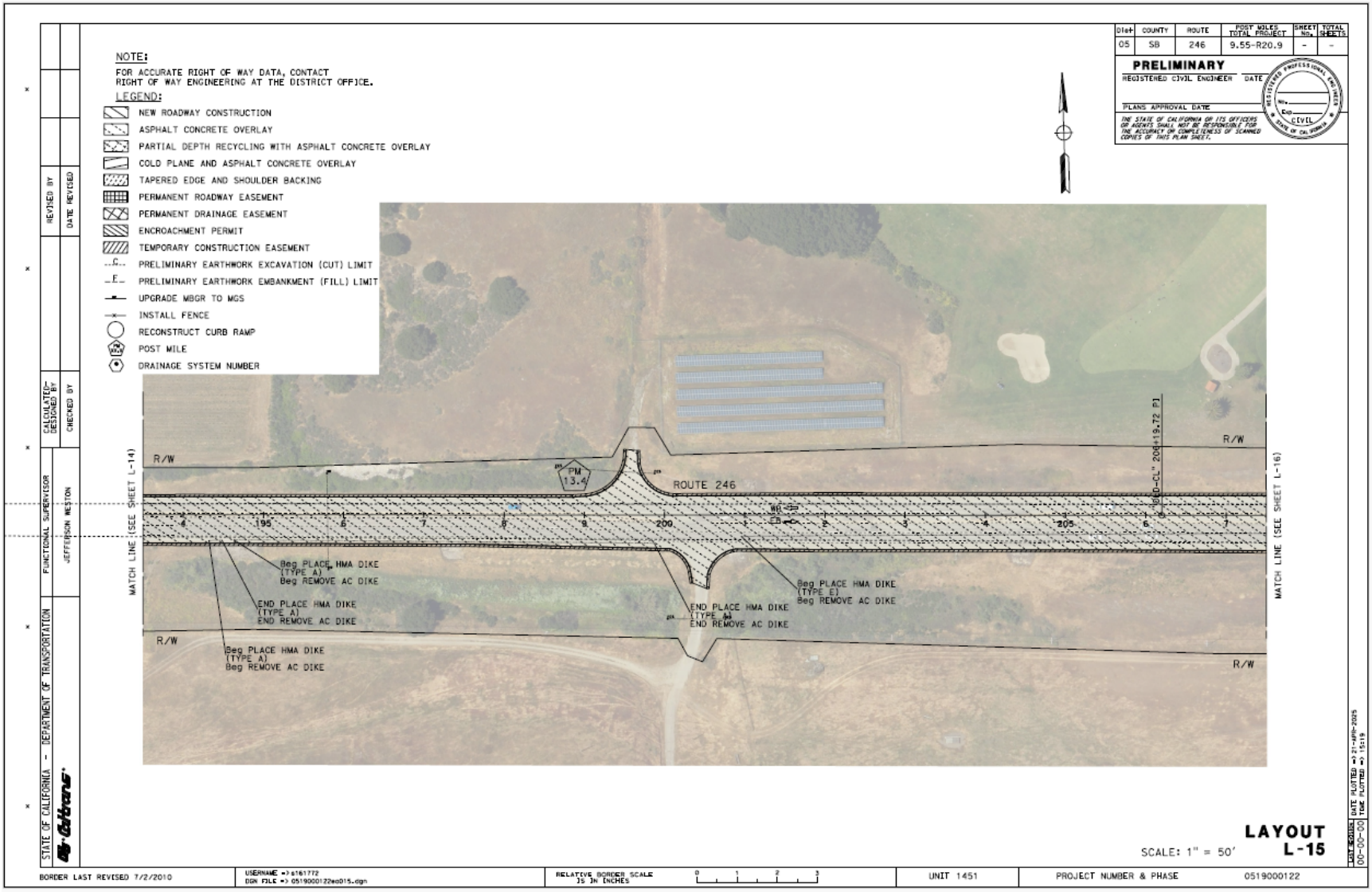

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
PM 11.8
R/W
ROUTE 246
MATCH LINE (SEE SHEET L-9)
MATCH LINE (SEE SHEET L-11)
LAYOUT
L-10
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa010.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 27-APR-2025
TIME PLOTTED => 15:56

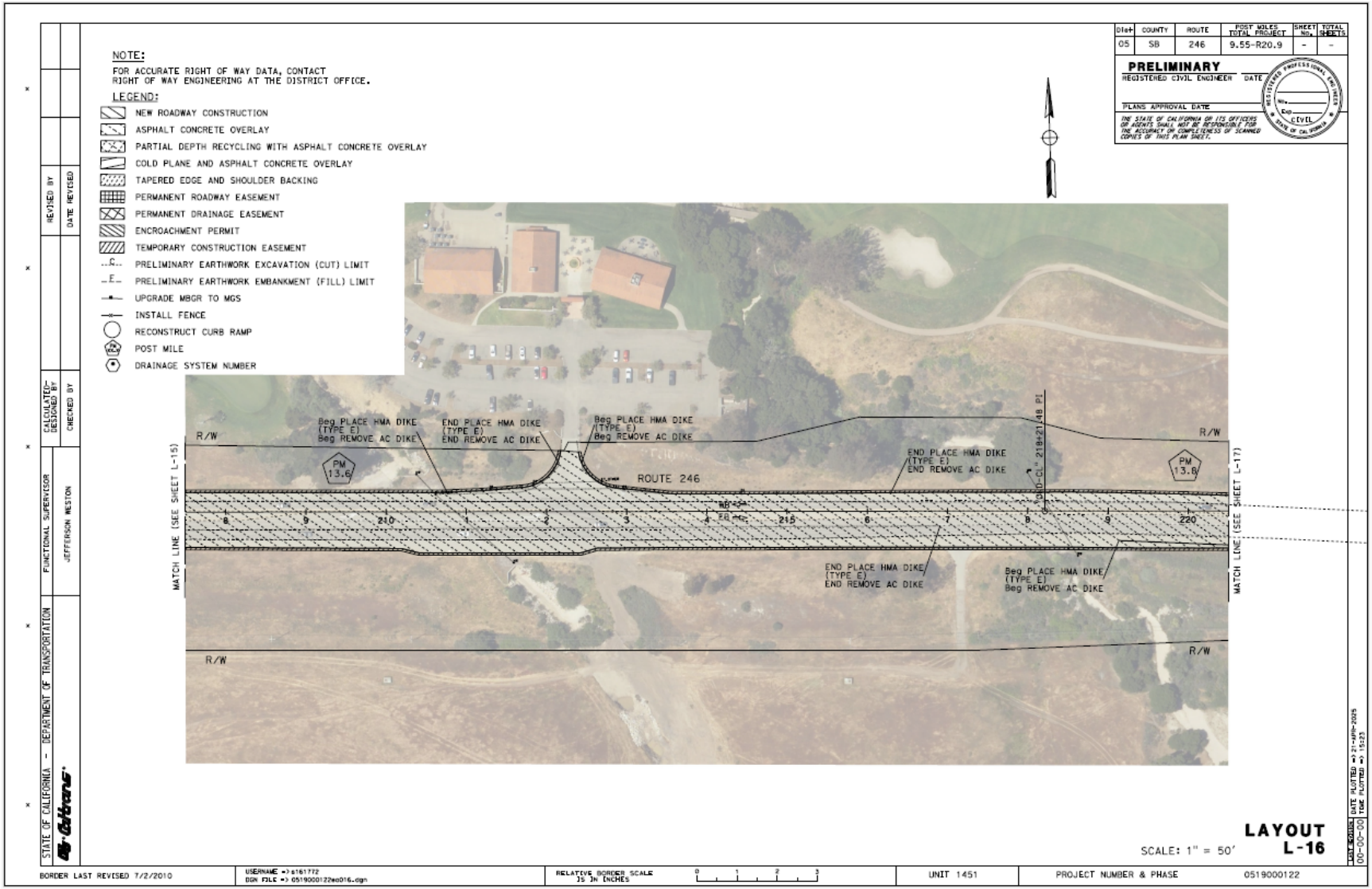

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
-
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
PURISIMA ROAD
R/W
PM 12.0
ROUTE 246
MATCH LINE (SEE SHEET L-10)
MATCH LINE (SEE SHEET L-12)
PM 12.2
LAYOUT
L-11
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo011.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

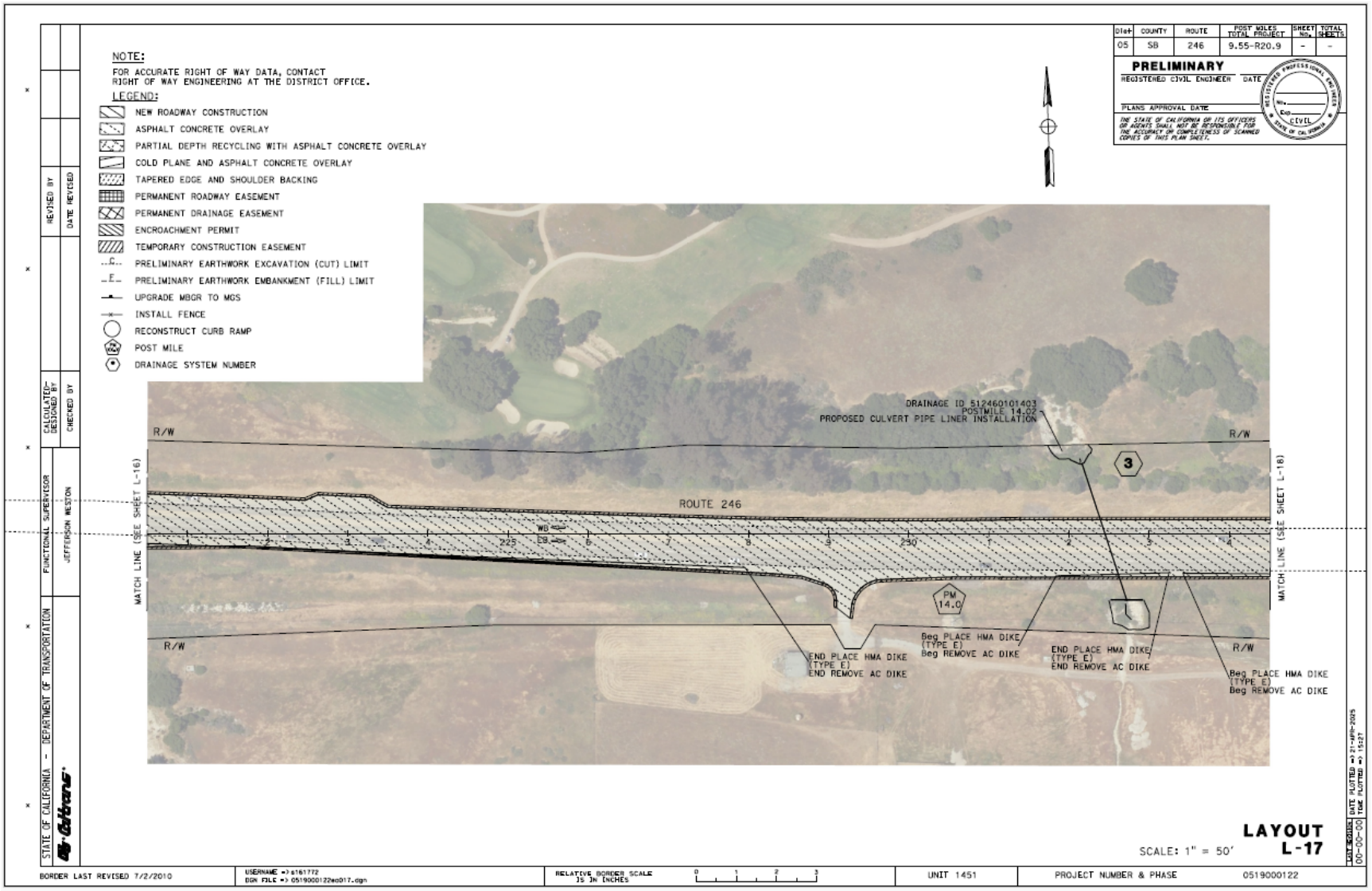

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
R/W
ROUTE 246
MATCH LINE (SEE SHEET L-11)
MATCH LINE (SEE SHEET L-13)
WB
PM 12.4
LAYOUT
L-12
SCALE: 1" = 50'
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo012.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 27-APR-2025
TIME PLOTTED => 15:59

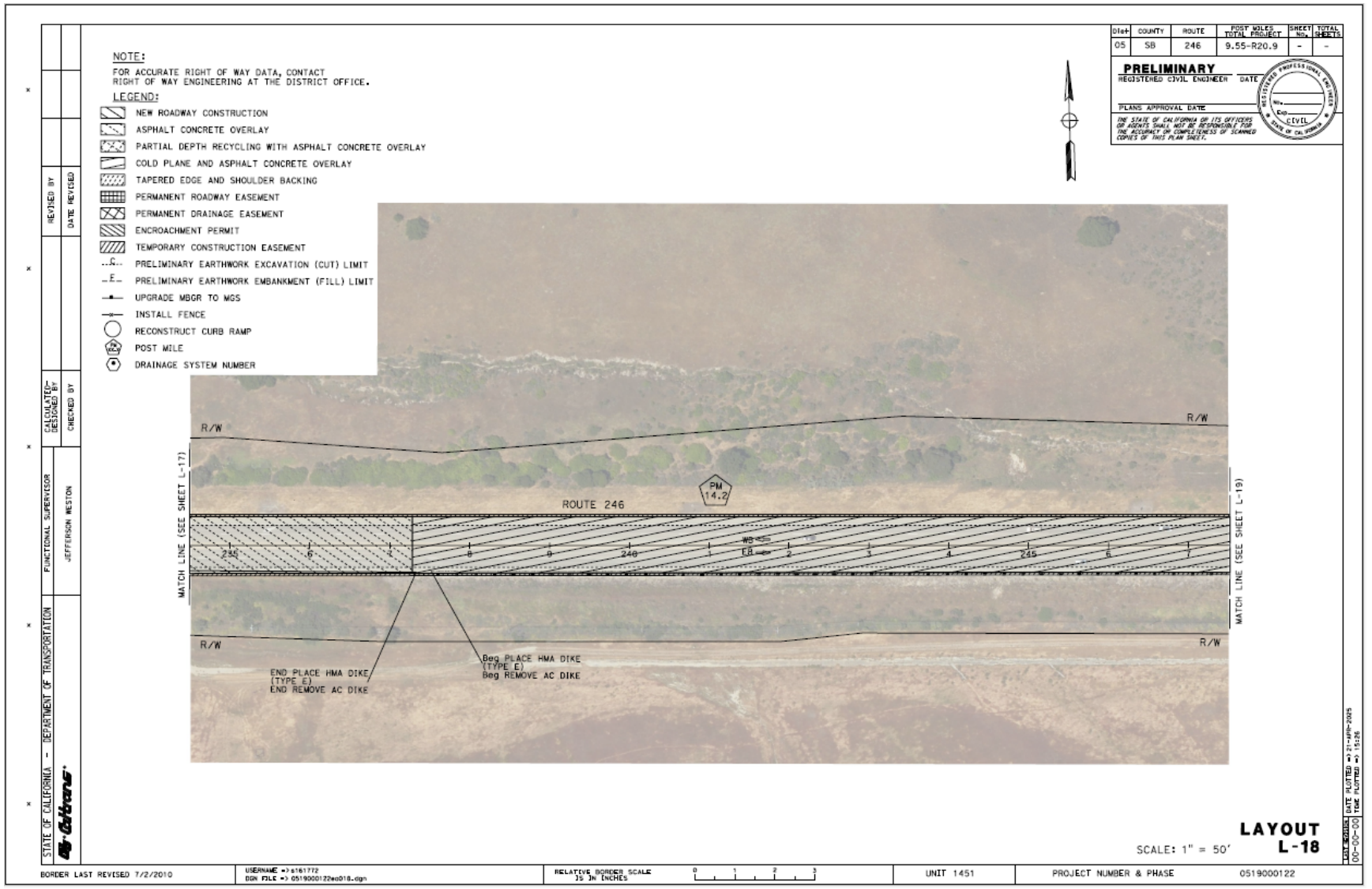

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
R/W
ROUTE 246
MATCH LINE (SEE SHEET L-12)
MATCH LINE (SEE SHEET L-14)
PM 12.8
PM 13.0
LAYOUT
L-13
SCALE: 1" = 50'
BORDER LAST REVISED 7/2/2010
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RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

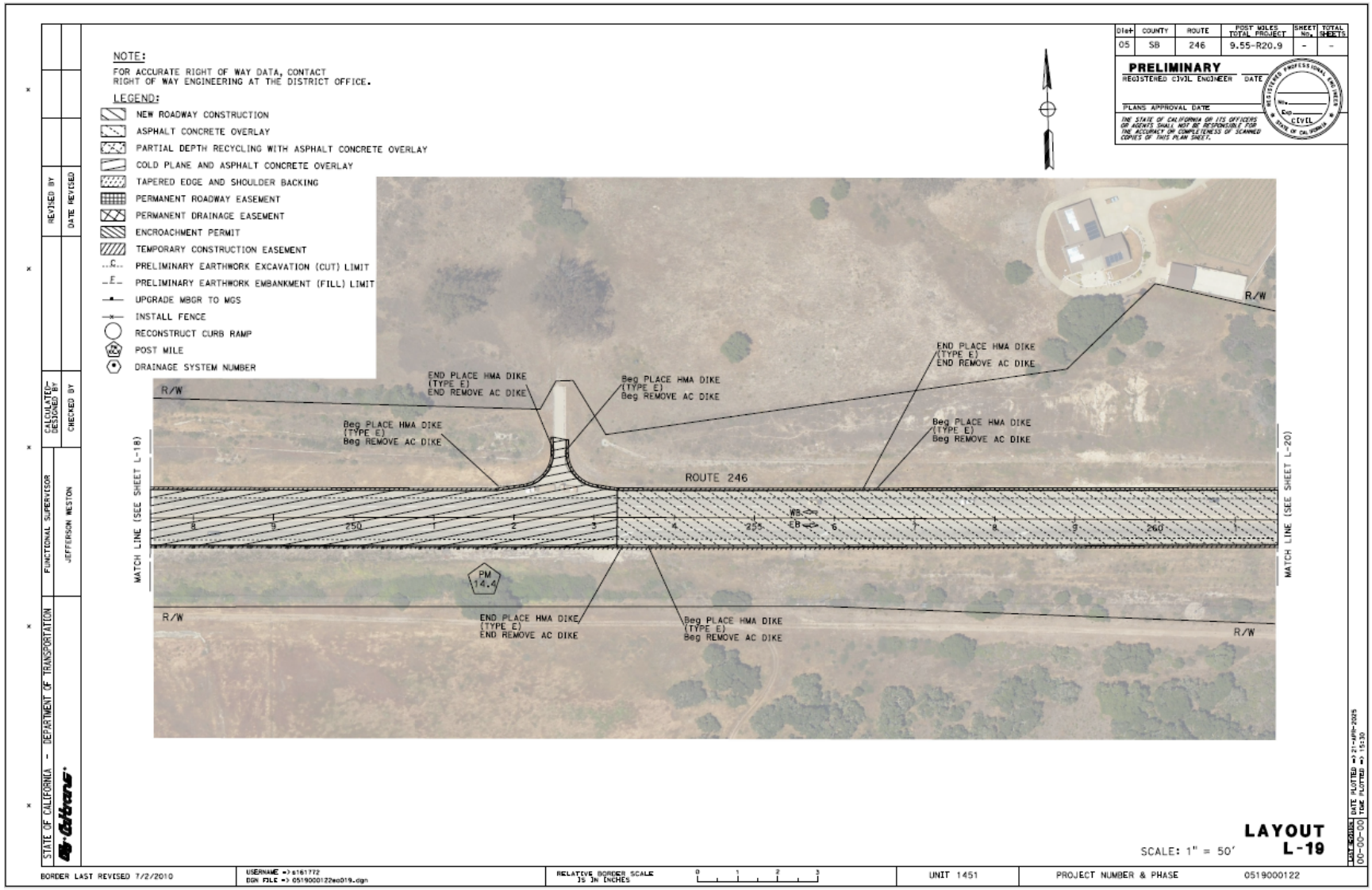

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
05
COUNTY
SB
ROUTE
246
POST MILES TOTAL PROJECT
9.55-R20.9
SHEET No.
-
TOTAL SHEETS
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
R/W
PM 13.2
ROUTE 246
MATCH LINE (SEE SHEET L-13)
MATCH LINE (SEE SHEET L-15)
LAYOUT
L-14
SCALE: 1" = 50'
LAST REVISED
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 15:19
00-00-00
BORDER LAST REVISED 7/2/2010
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RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

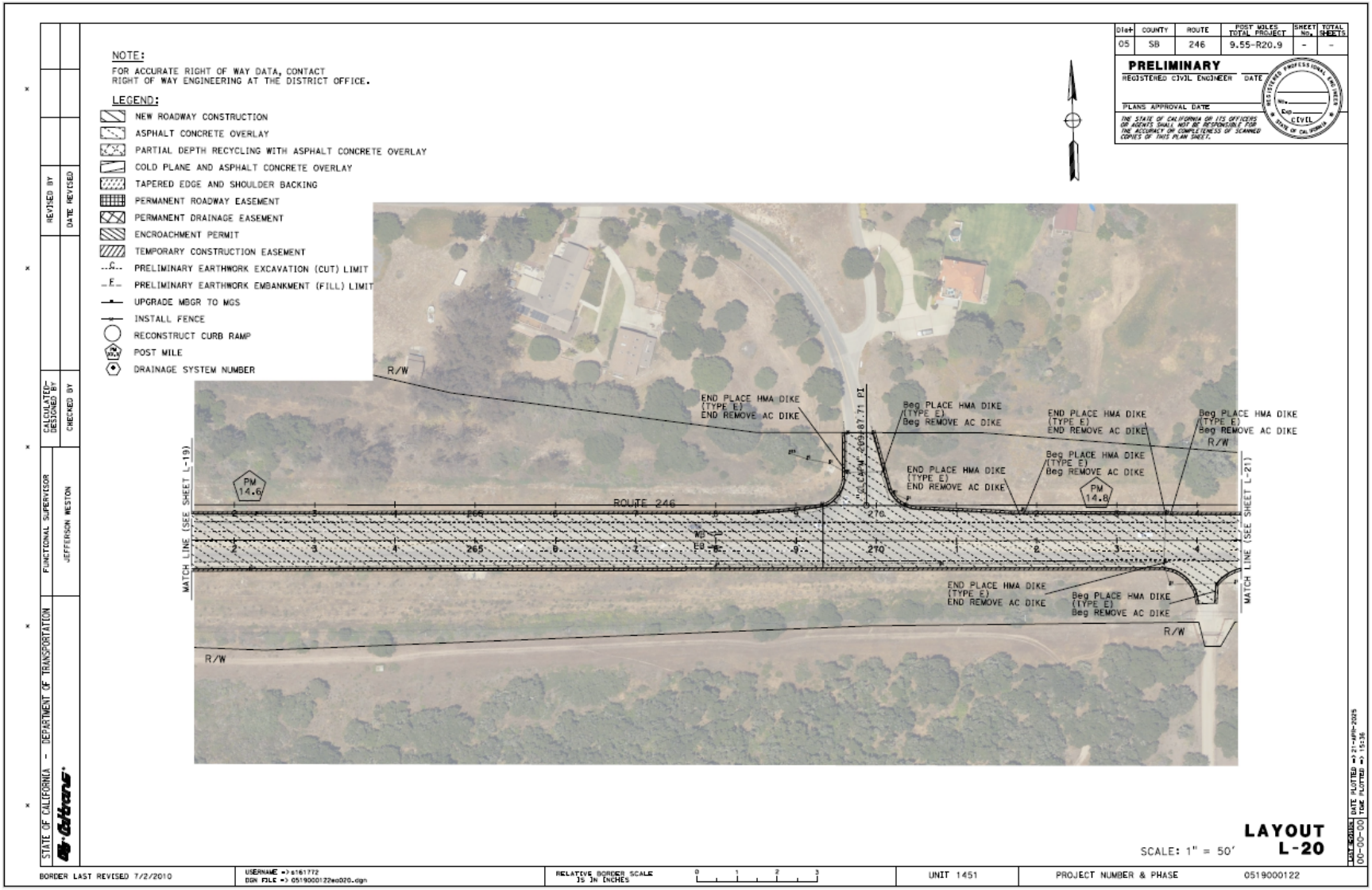

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist 05 | COUNTY SB | ROUTE 246 | POST MILES TOTAL PROJECT 9.55-R20.9 | SHEET No. - | TOTAL SHEETS -
PRELIMINARY
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
R/W
PM 13.4
ROUTE 246
MATCH LINE (SEE SHEET L-14)
MATCH LINE (SEE SHEET L-16)
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
LAYOUT
L-15
SCALE: 1" = 50'
LAST REVISED DATE PLOTTED => 27-APR-2025
TIME PLOTTED => 15:19
00-00-00
BORDER LAST REVISED 7/2/2010
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RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE 0519000122

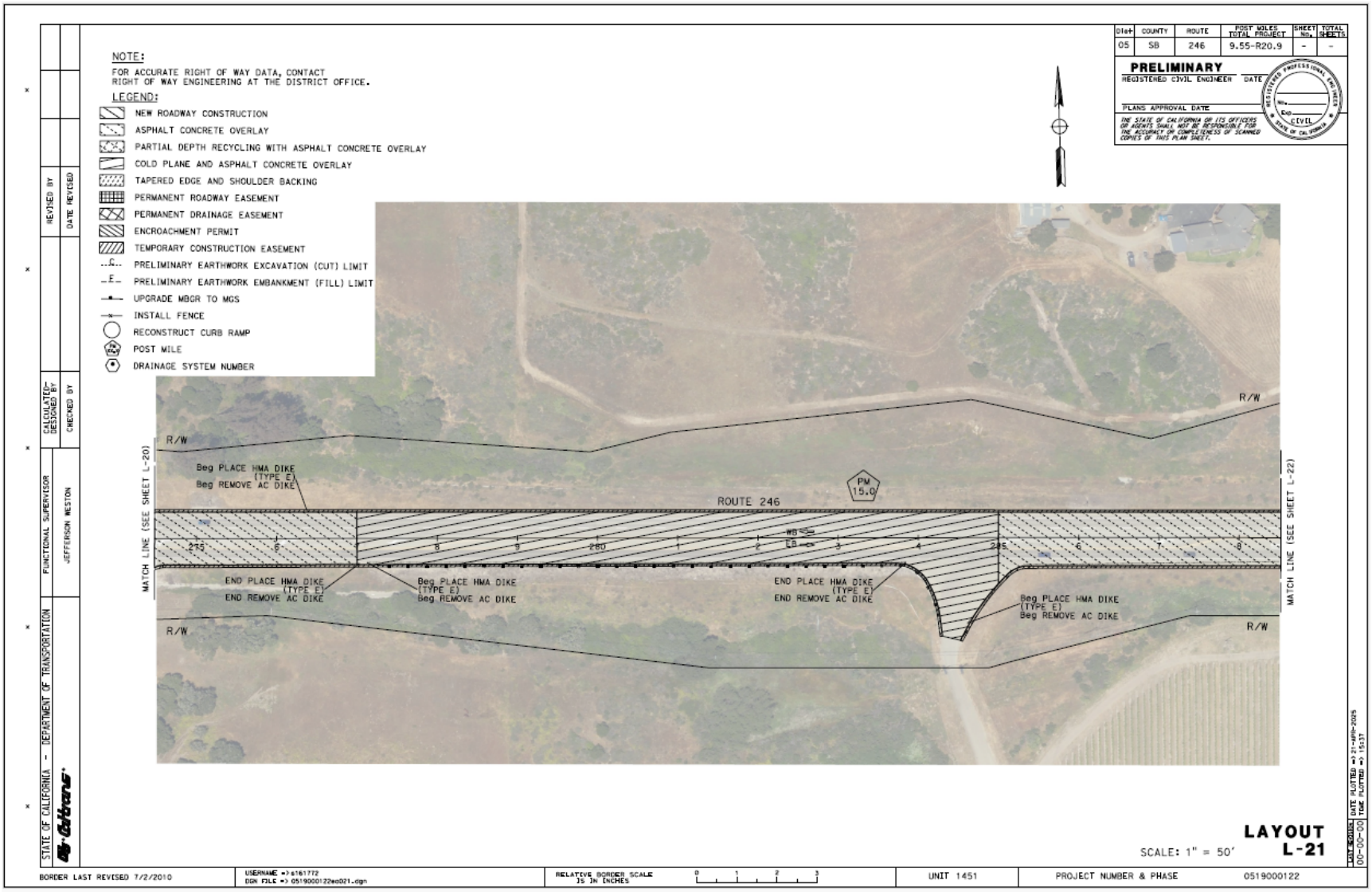

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
05
COUNTY
SB
ROUTE
246
POST MILES TOTAL PROJECT
9.55-R20.9
SHEET No.
-
TOTAL SHEETS
-
PRELIMINARY
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
R/W
PM 13.6
ROUTE 246
MATCH LINE (SEE SHEET L-15)
MATCH LINE (SEE SHEET L-17)
LAYOUT
L-16
SCALE: 1" = 50'
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo016.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
LAST REVISED
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 15:23
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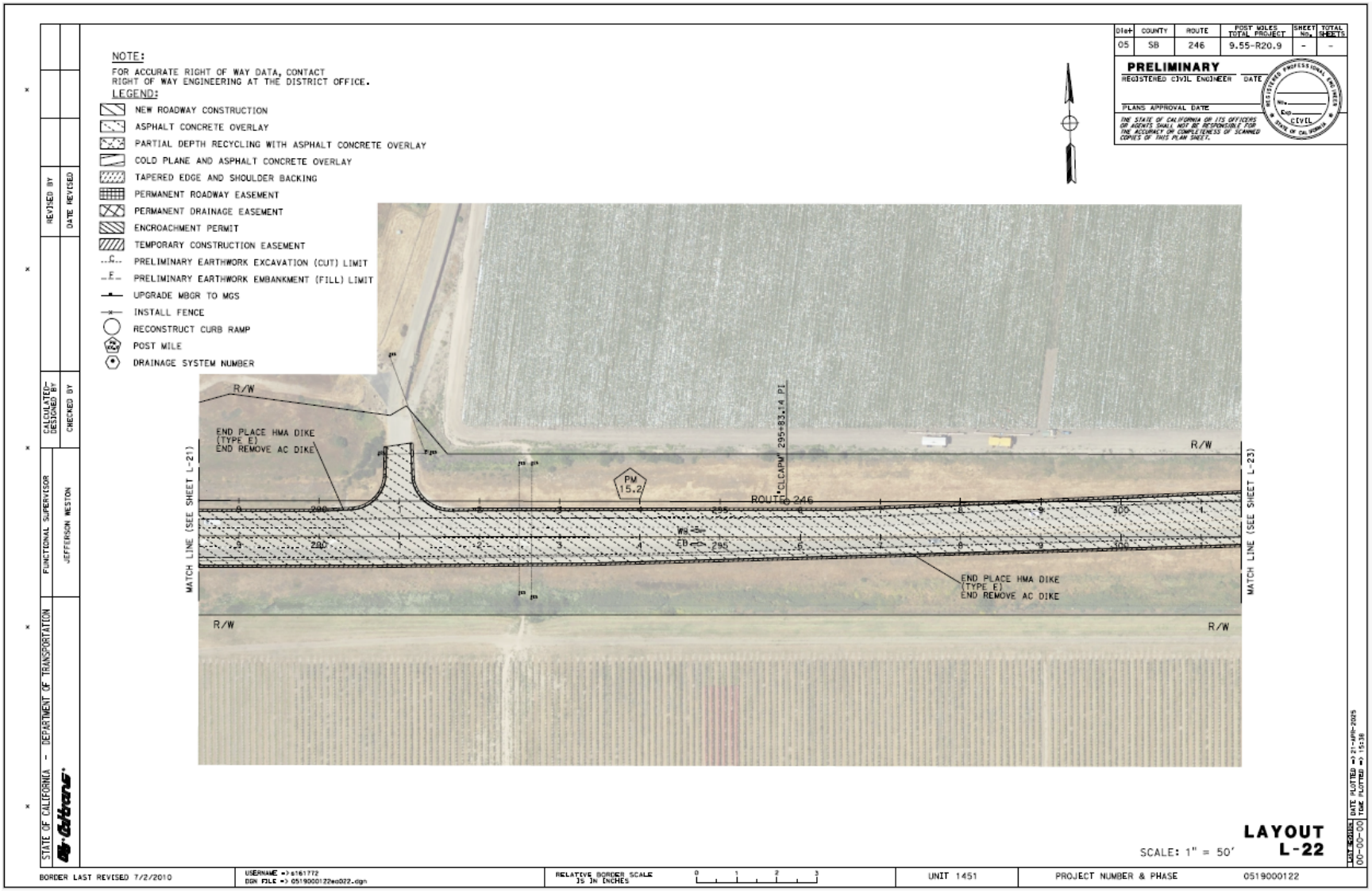

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
DRAINAGE ID 512460101403
POSTMILE 14.02
PROPOSED CULVERT PIPE LINER INSTALLATION
R/W
ROUTE 246
MATCH LINE (SEE SHEET L-16)
MATCH LINE (SEE SHEET L-18)
PM 14.0
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
LAYOUT
L-17
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME =>s161772
DGN FILE =>0519000122eo017.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
LAST REVISED
DATE PLOTTED =>
TIME PLOTTED =>

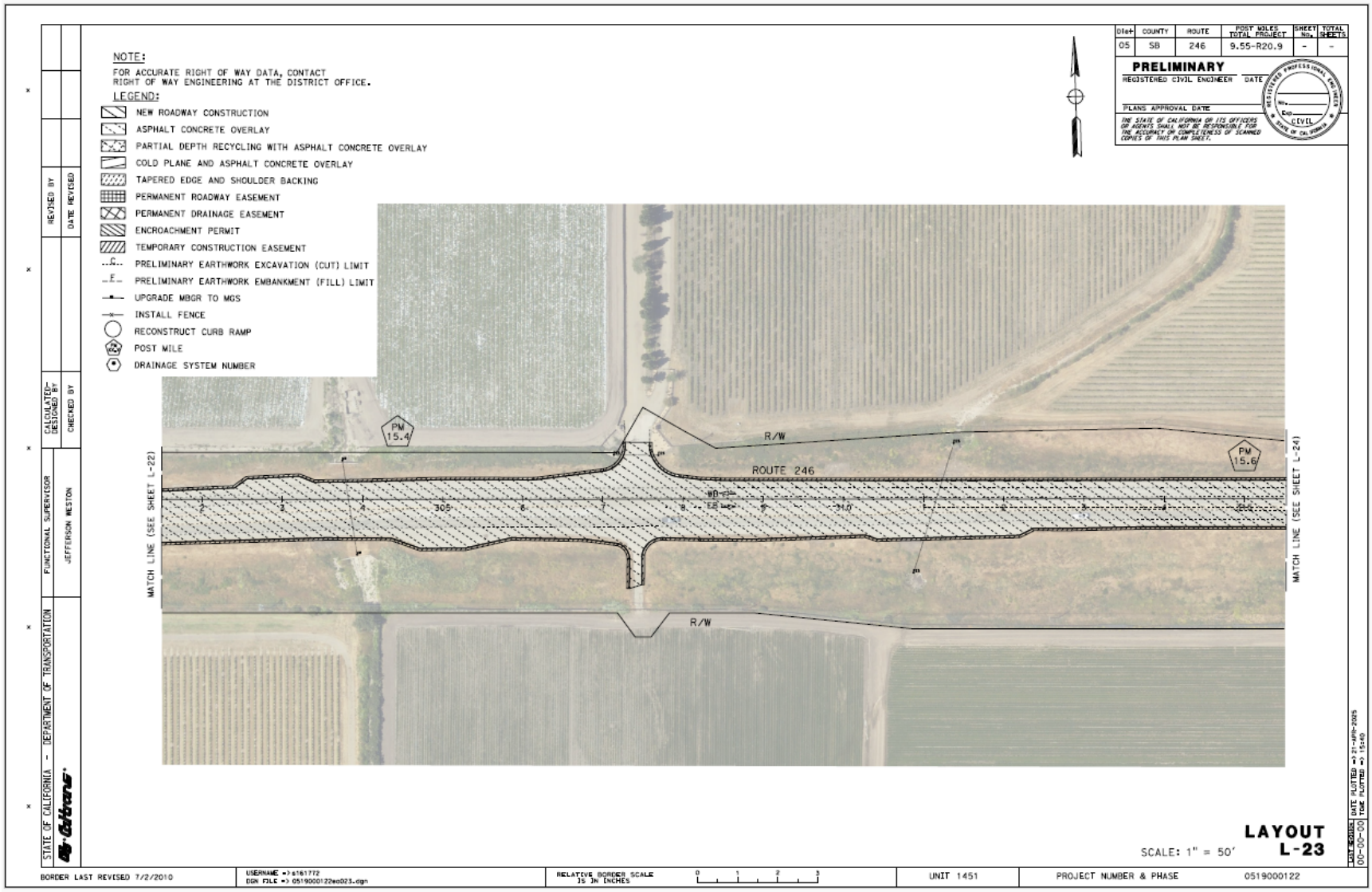

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
-
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
R/W
ROUTE 246
PM 14.2
MATCH LINE (SEE SHEET L-17)
MATCH LINE (SEE SHEET L-19)
WB
EB
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
LAYOUT
L-18
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122ea018.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 27-APR-2025
TIME PLOTTED => 15:26

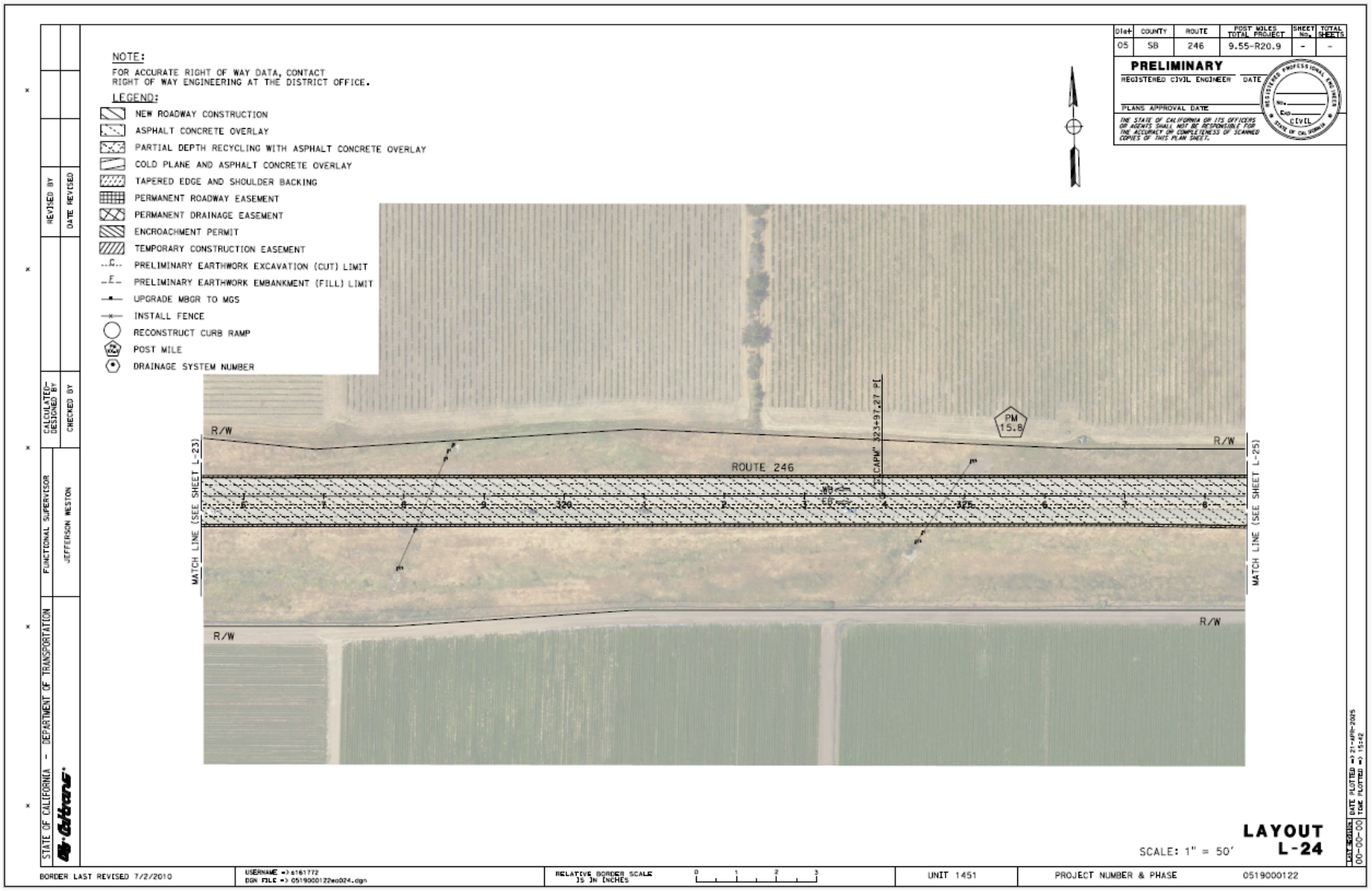

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
-
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
R/W
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
ROUTE 246
WB
EB
PM 14.4
MATCH LINE (SEE SHEET L-18)
MATCH LINE (SEE SHEET L-20)
LAYOUT
SCALE: 1" = 50'
L-19
LAST REVISED
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 15:30
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa019.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

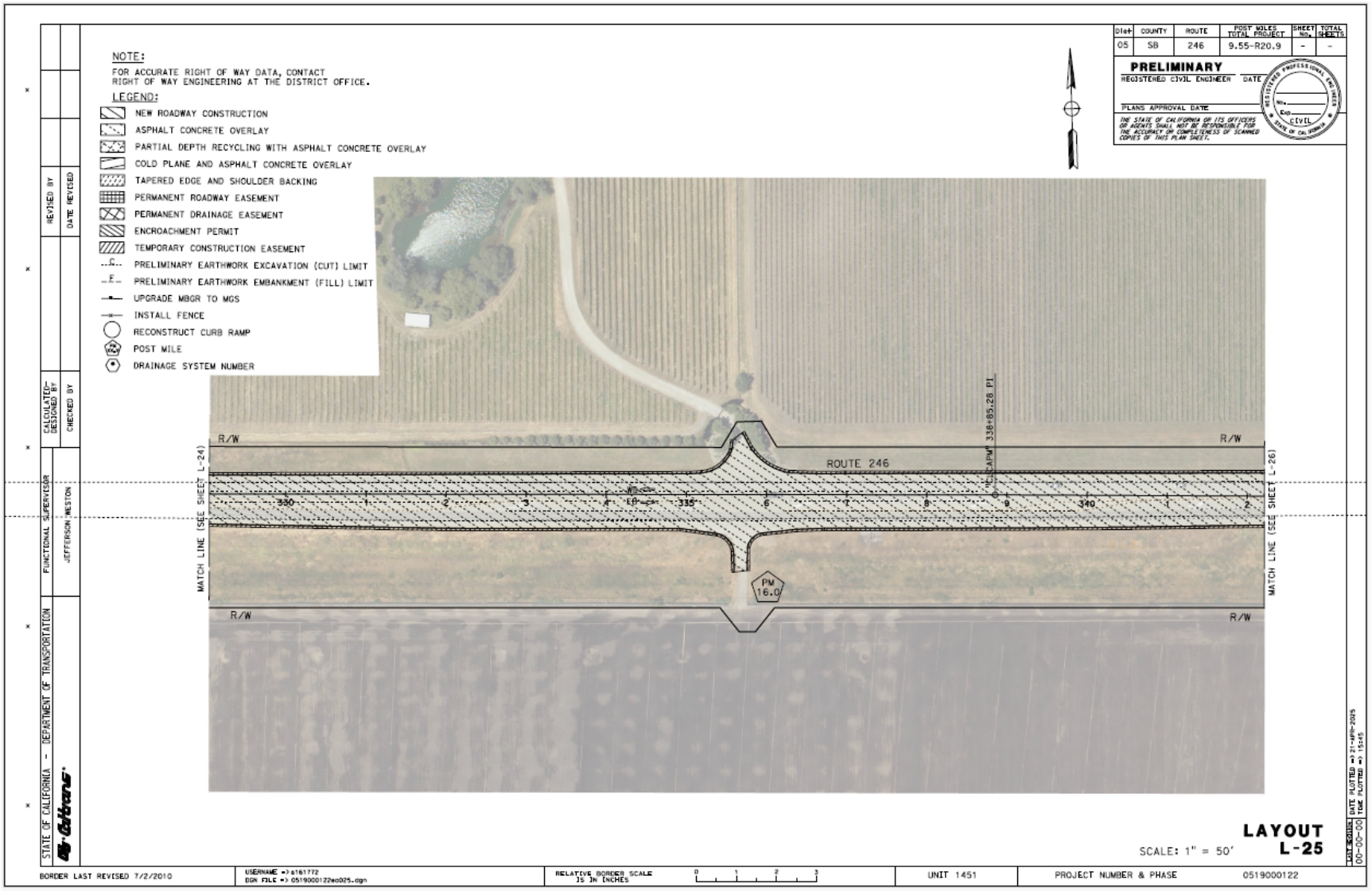

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
R/W
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
87.71 PI
PM 14.6
PM 14.8
ROUTE 246
MATCH LINE (SEE SHEET L-19)
MATCH LINE (SEE SHEET L-21)
LAYOUT
L-20
SCALE: 1" = 50'
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa020.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 15:36

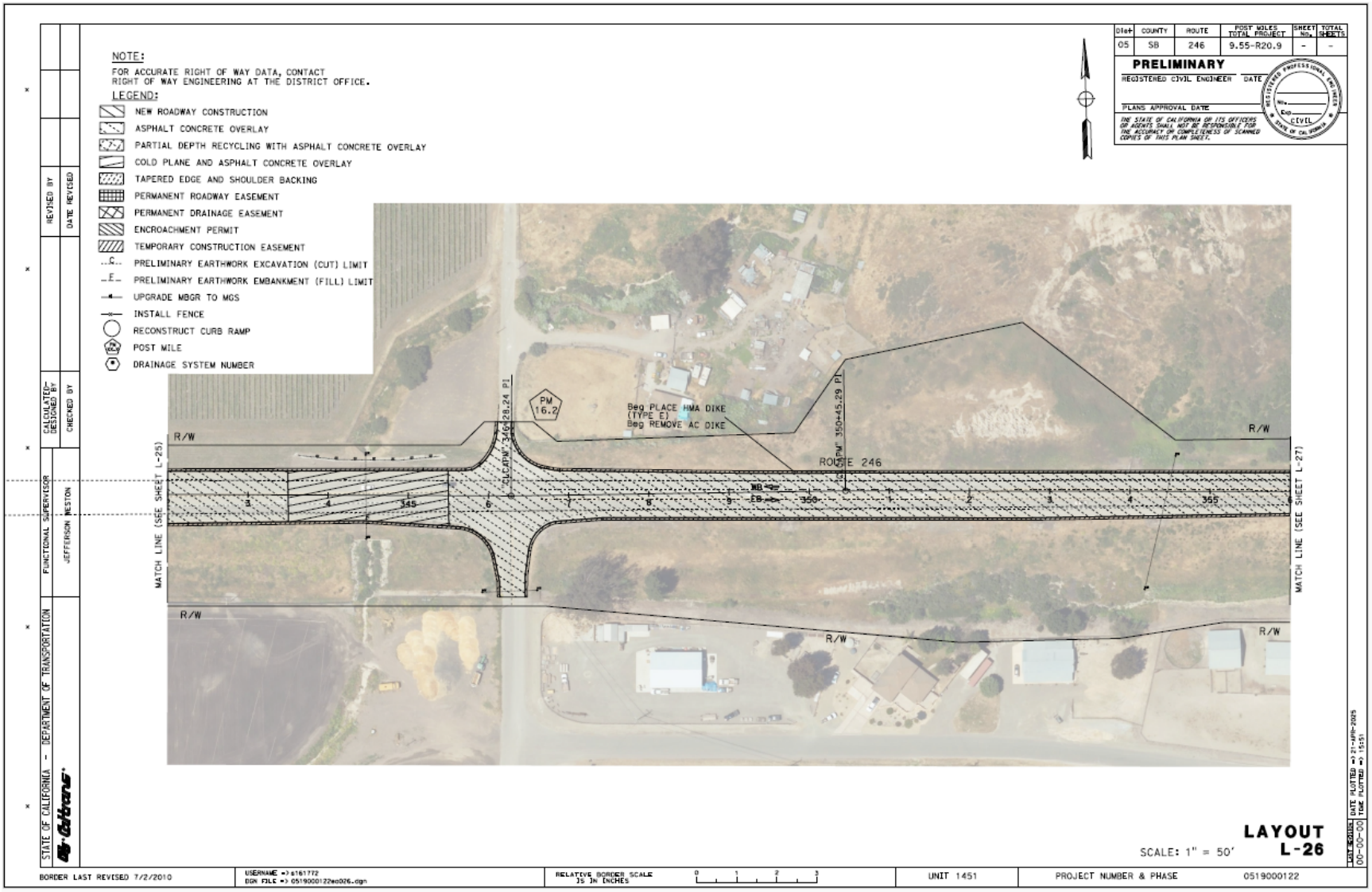

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist 05 | COUNTY SB | ROUTE 246 | POST MILES TOTAL PROJECT 9.55-R20.9 | SHEET No. - | TOTAL SHEETS -
PRELIMINARY
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
R/W
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
ROUTE 246
PM 15.0
WB
EB
MATCH LINE (SEE SHEET L-20)
MATCH LINE (SEE SHEET L-22)
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
LAYOUT
L-21
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa021.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE 0519000122
LAST REVISED DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 15:37

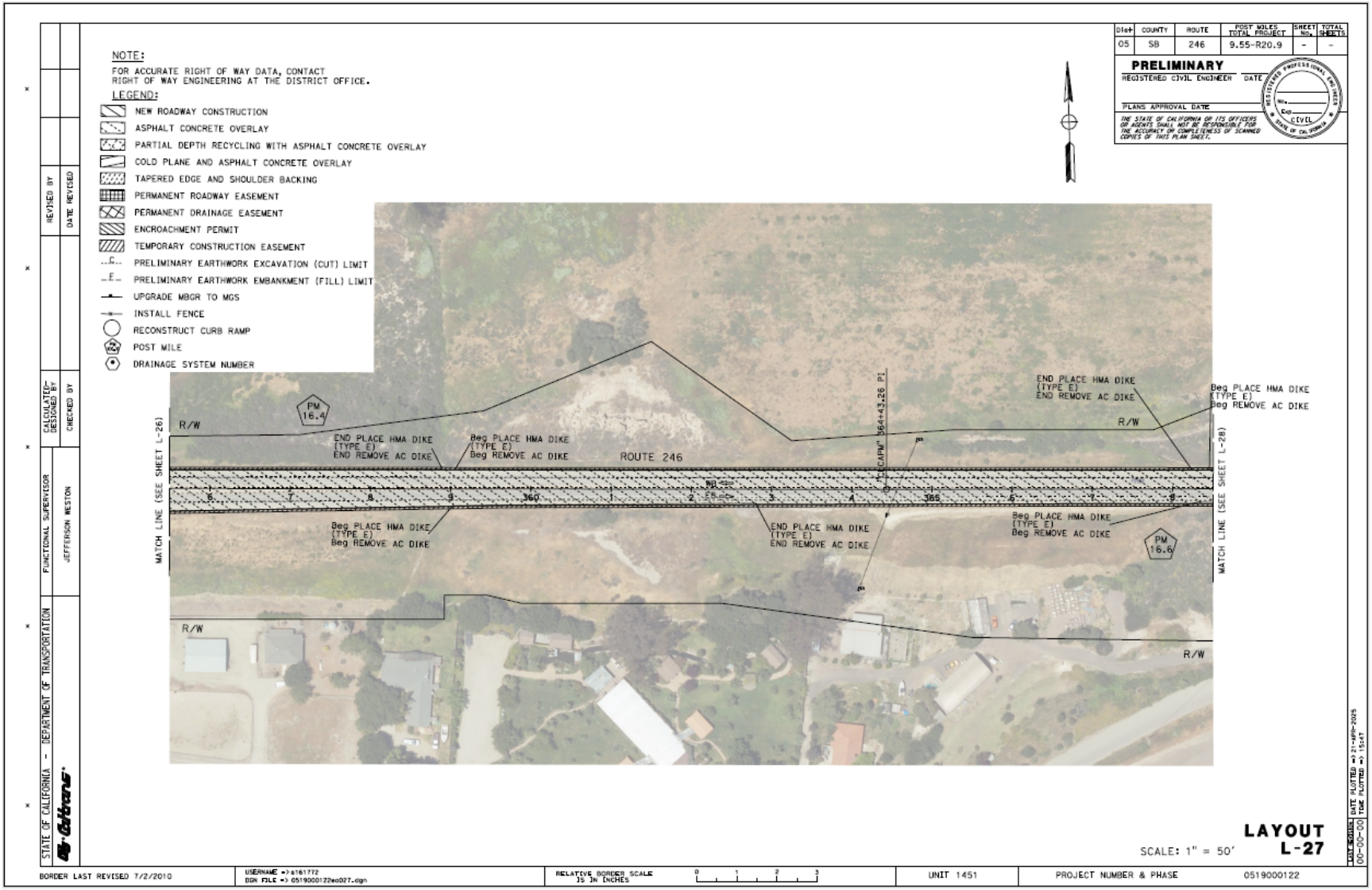

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
R/W
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
PM 15.2
CLCAPM 295+83.14 PL
ROUTE 246
MATCH LINE (SEE SHEET L-21)
MATCH LINE (SEE SHEET L-23)
WS
EB
LAYOUT
L-22
SCALE: 1" = 50'
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo022.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 27-APR-2025
TIME PLOTTED => 15:36

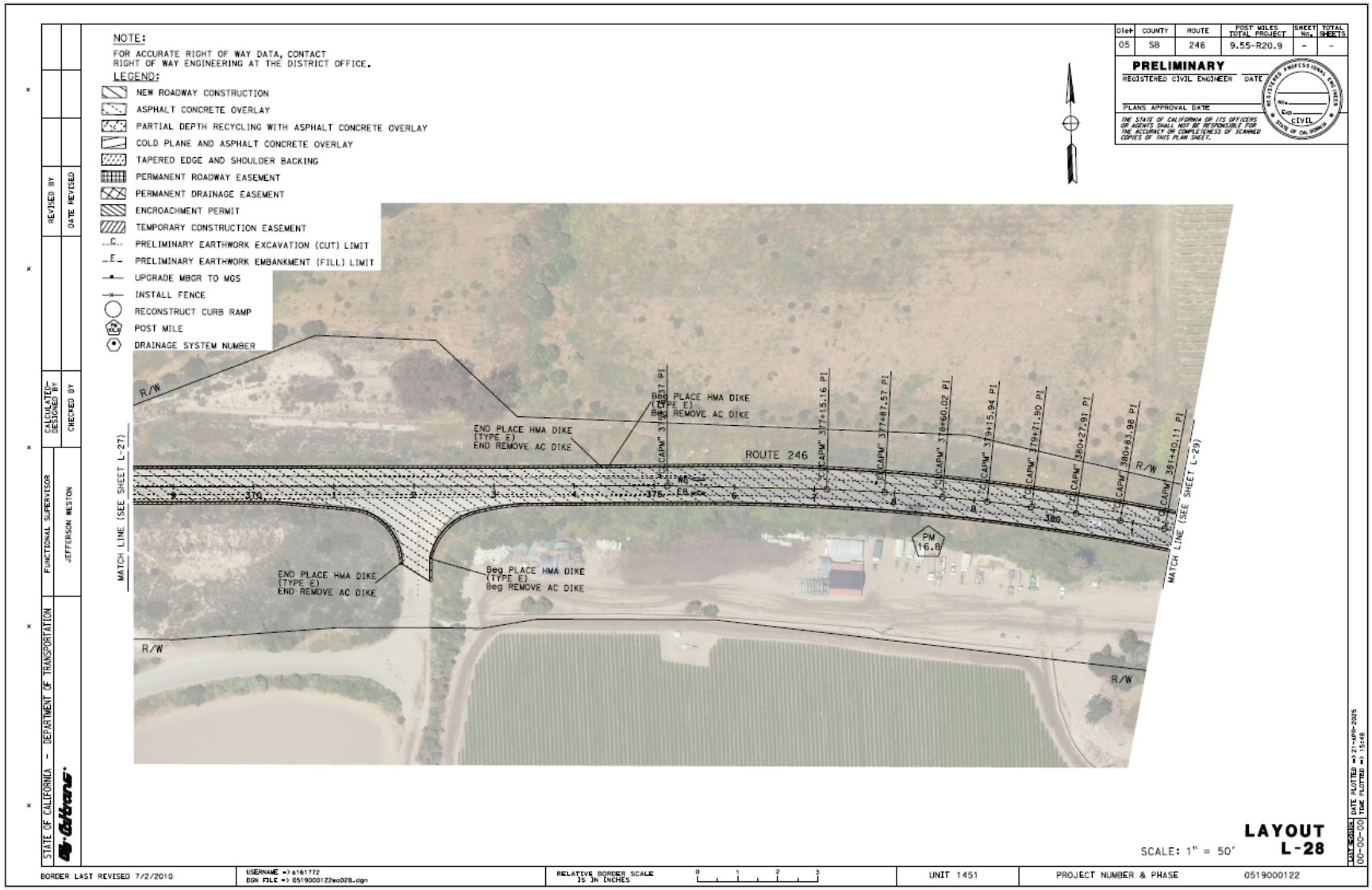

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET Nos.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
CIVIL
PM 15.4
PM 15.6
R/W
ROUTE 246
MATCH LINE (SEE SHEET L-22)
MATCH LINE (SEE SHEET L-24)
305
31.0
LAYOUT
L-23
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME =>s161772
DGN FILE => 0519000122eo023.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

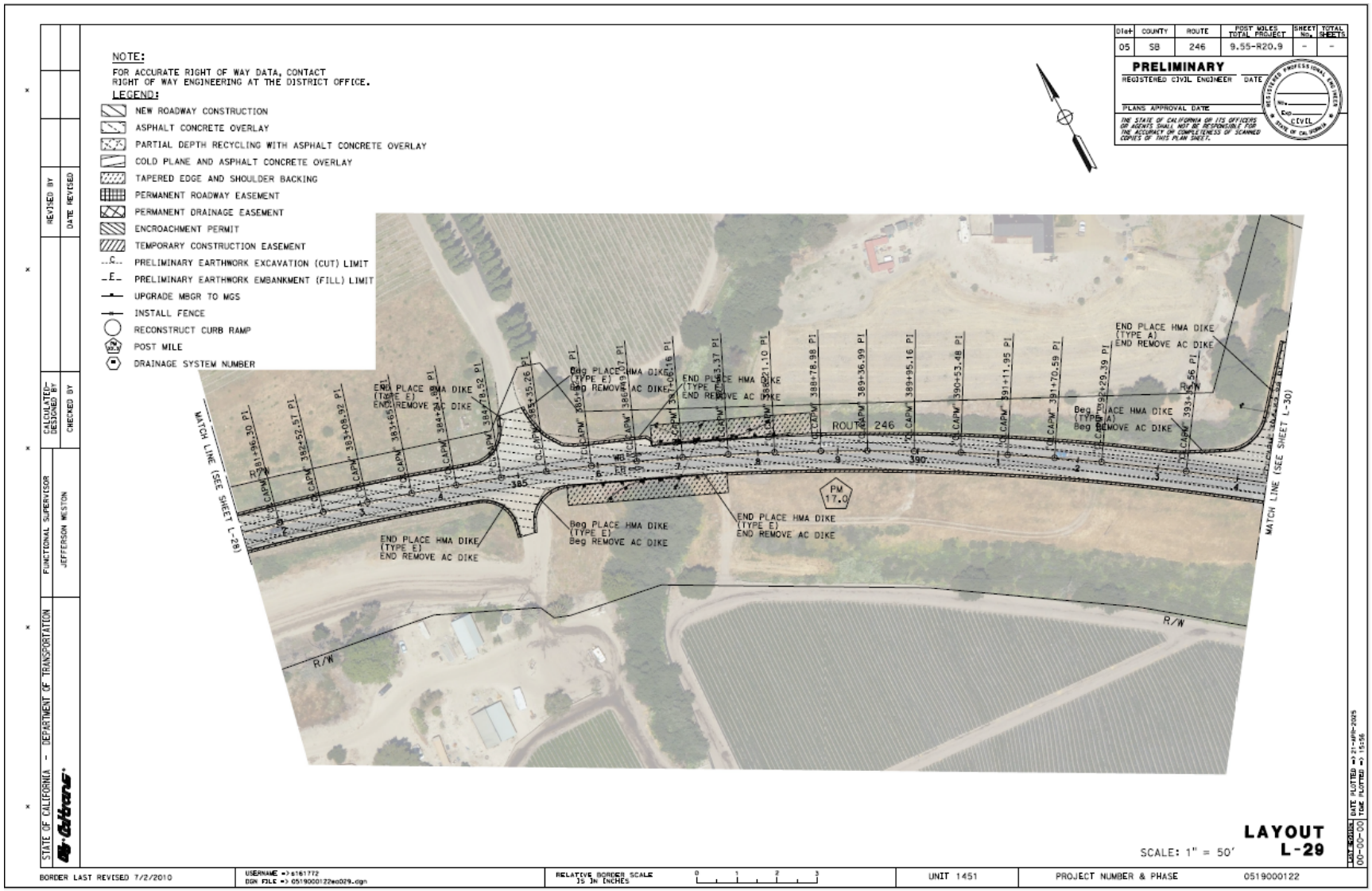

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
05
COUNTY
SB
ROUTE
246
POST MILES TOTAL PROJECT
9.55-R20.9
SHEET No.
-
TOTAL SHEETS
-
PRELIMINARY
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
REV.
EXP.
CIVIL
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
R/W
ROUTE 246
PM 15.8
"CAPM" 423+91.27 PI
MATCH LINE (SEE SHEET L-23)
MATCH LINE (SEE SHEET L-25)
LAYOUT
L-24
SCALE: 1" = 50'
LAST REVISED DATE PLOTTED => 11-APR-2025
TIME PLOTTED => 15:42
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa024.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

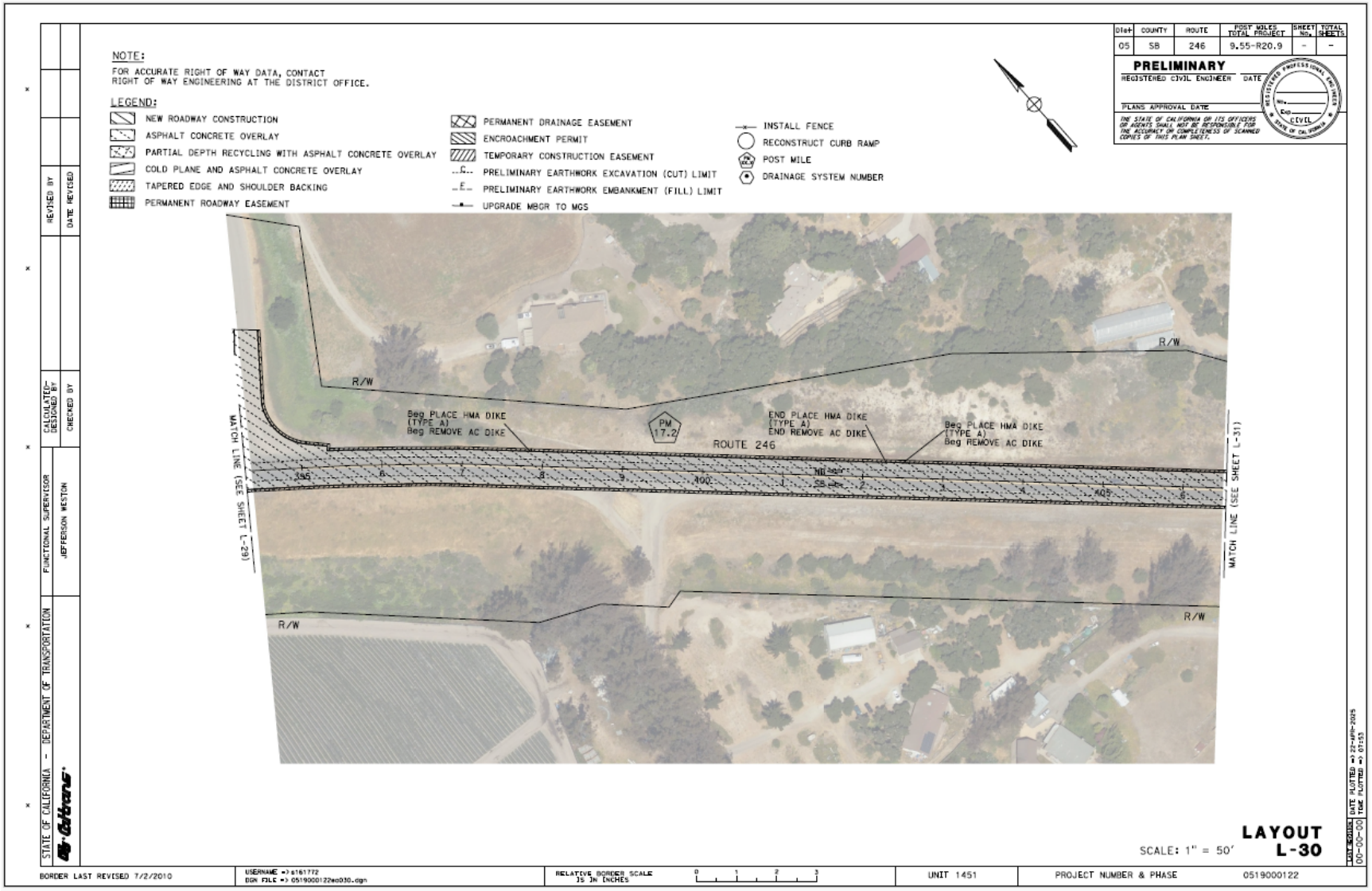

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
R/W
ROUTE 246
CAPM 338+85.28 PI
330
335
340
MATCH LINE (SEE SHEET L-24)
MATCH LINE (SEE SHEET L-26)
PM 16.0
LAYOUT
L-25
SCALE: 1" = 50'
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
BORDER LAST REVISED 7/2/2010
USERNAME =>s161772
DGN FILE =>0519000122eo025.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
LAST REVISED
DATE PLOTTED =>17-APR-2025
TIME PLOTTED =>15:45
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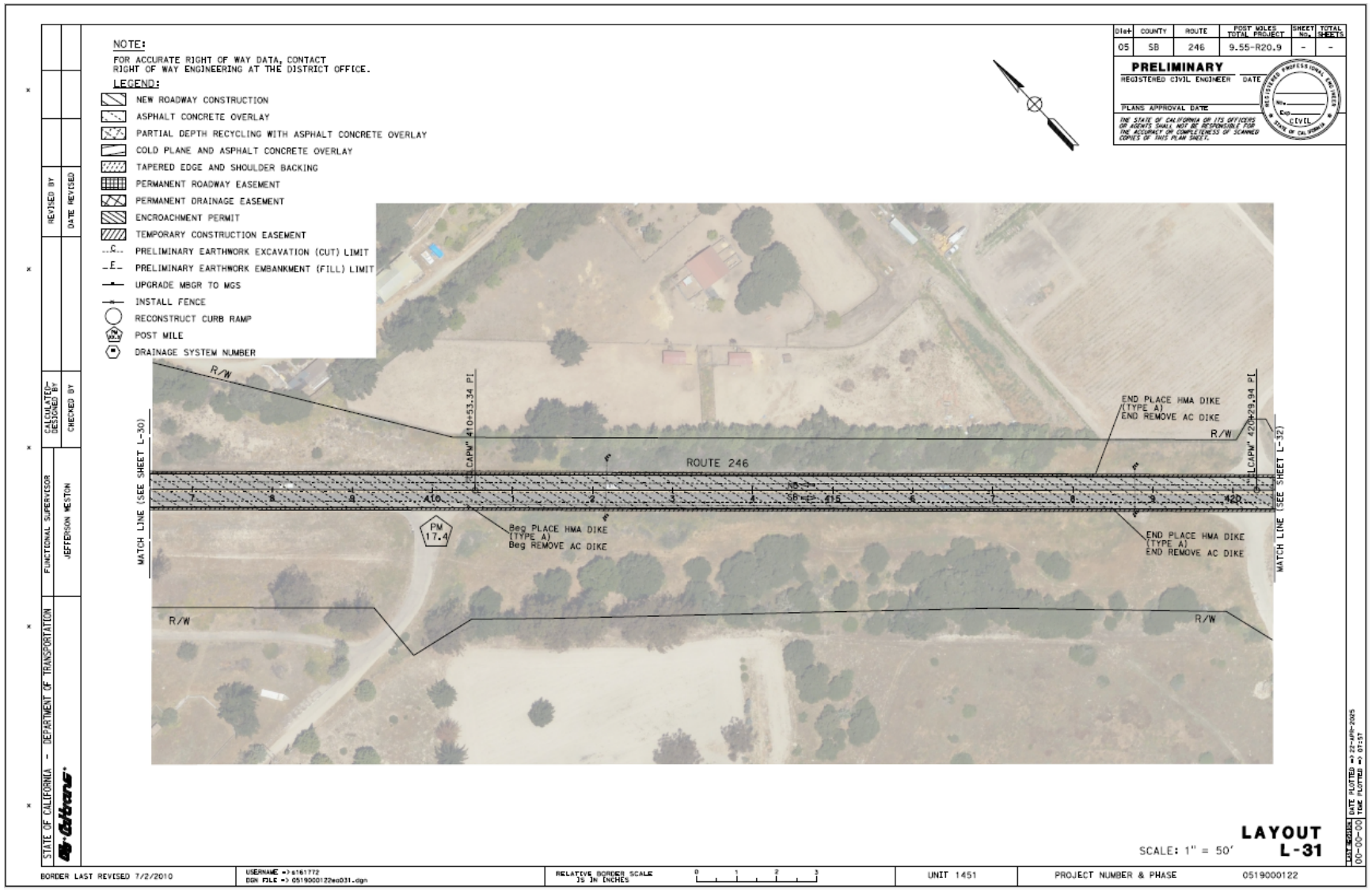

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
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PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
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DRAINAGE SYSTEM NUMBER
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SHEET No.
TOTAL SHEETS
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REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
PM 16.2
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
CL CAPM 346+28.24 PI
CL CAPM 350+45.29 PI
ROUTE 246
R/W
MATCH LINE (SEE SHEET L-25)
MATCH LINE (SEE SHEET L-27)
LAYOUT
L-26
SCALE: 1" = 50'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON NESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa026.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
LAST REVISED
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 15:51
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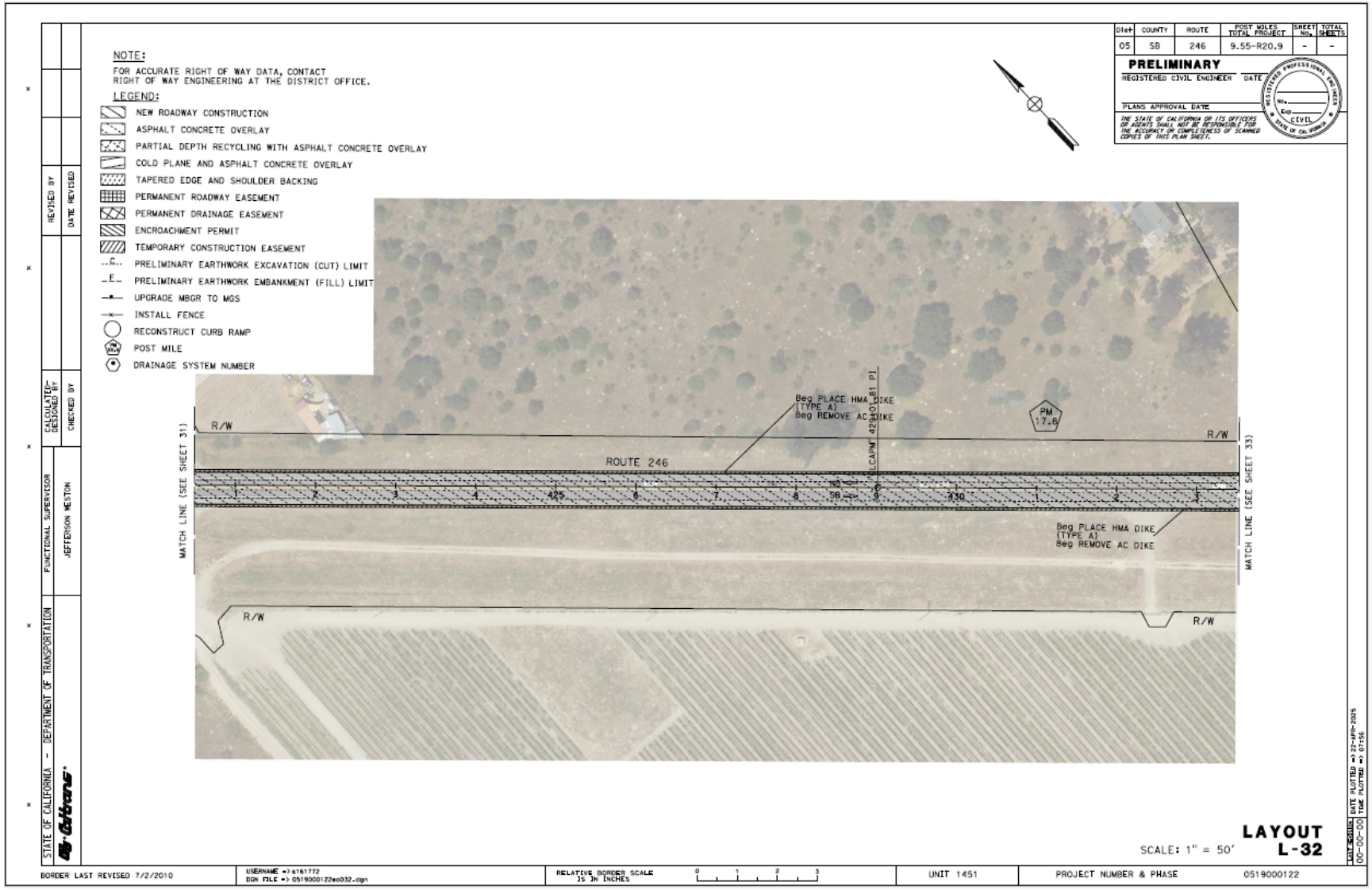

NOTE:
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LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
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REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PM 16.4
R/W
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
ROUTE 246
MATCH LINE (SEE SHEET L-26)
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
PM 16.6
MATCH LINE (SEE SHEET L-28)
LAYOUT
L-27
SCALE: 1" = 50'
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo027.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

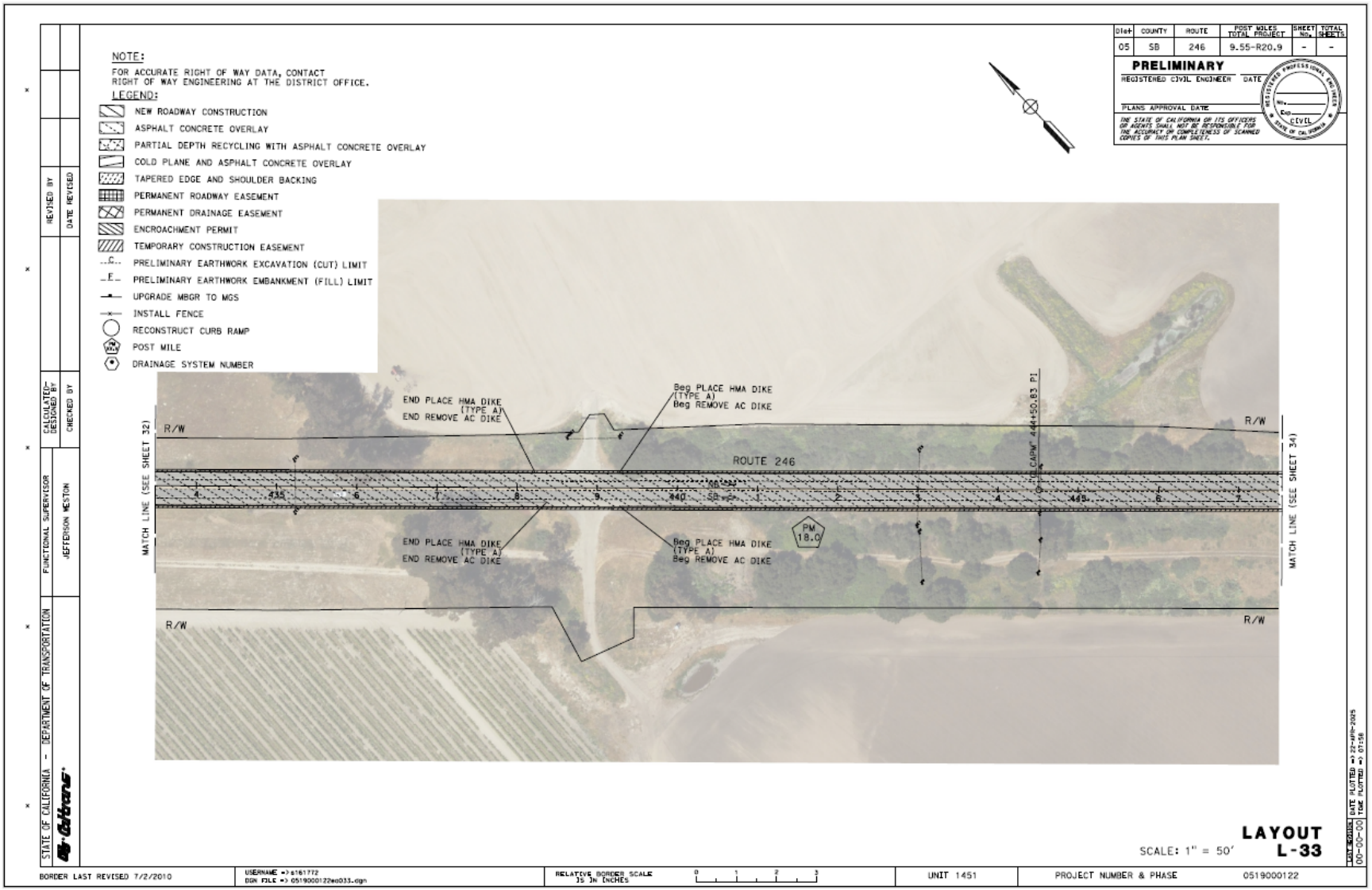

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
R/W
MATCH LINE (SEE SHEET L-27)
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
ROUTE 246
CAPM
PM 16.8
MATCH LINE (SEE SHEET L-29)
LAYOUT
L-28
SCALE: 1" = 50'
LAST REVISED
DATE PLOTTED => 21-APR-2025
TIME PLOTTED => 15:46
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo028.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

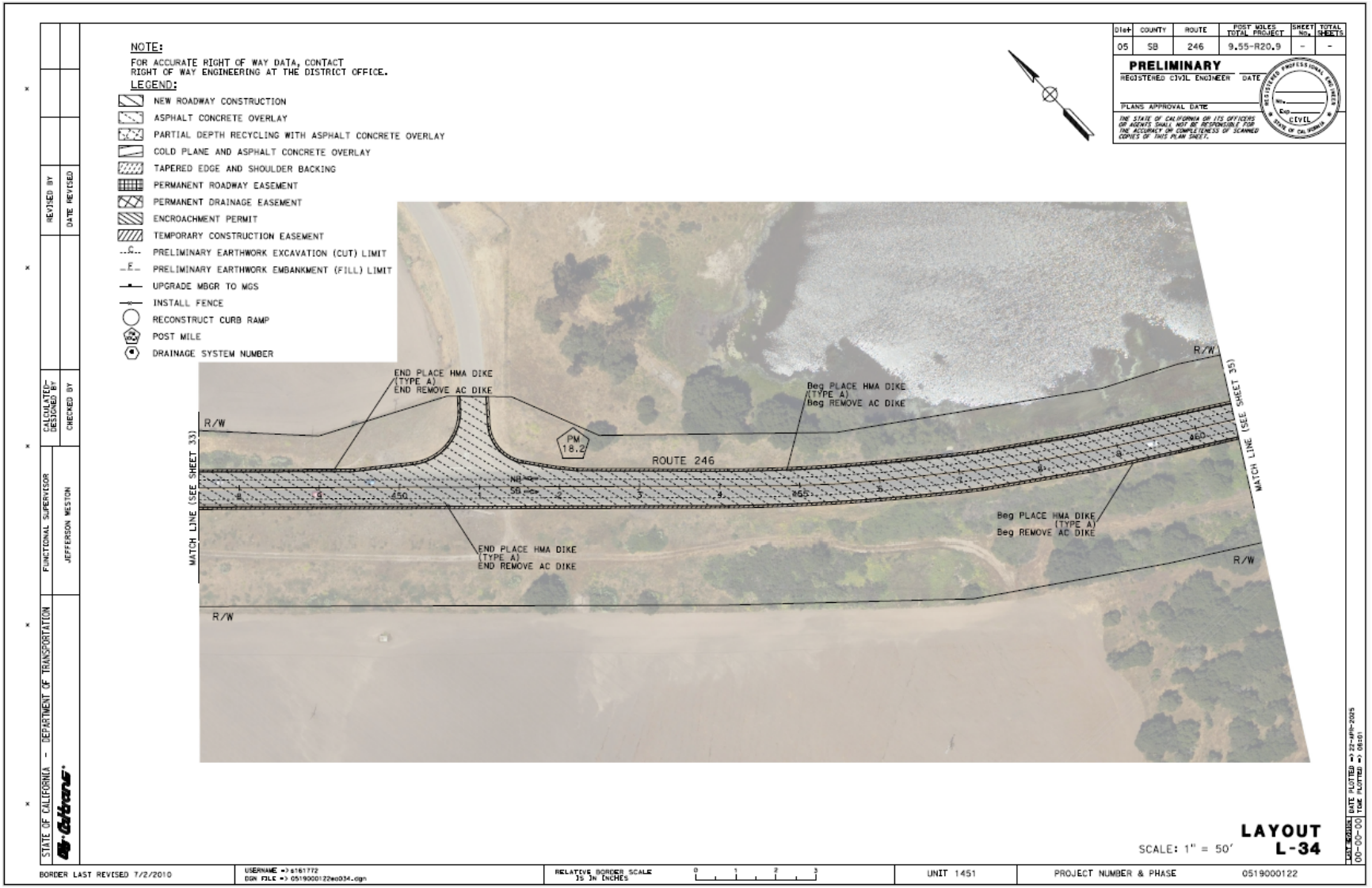

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
MATCH LINE (SEE SHEET L-28)
MATCH LINE (SEE SHEET L-30)
ROUTE 246
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A) Beg REMOVE AC DIKE
PM 17.0
R/W
LAYOUT
L-29
SCALE: 1" = 50'
LAST REVISED
DATE PLOTTED => 31-MAY-2025
TIME PLOTTED => 15:56
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
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RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

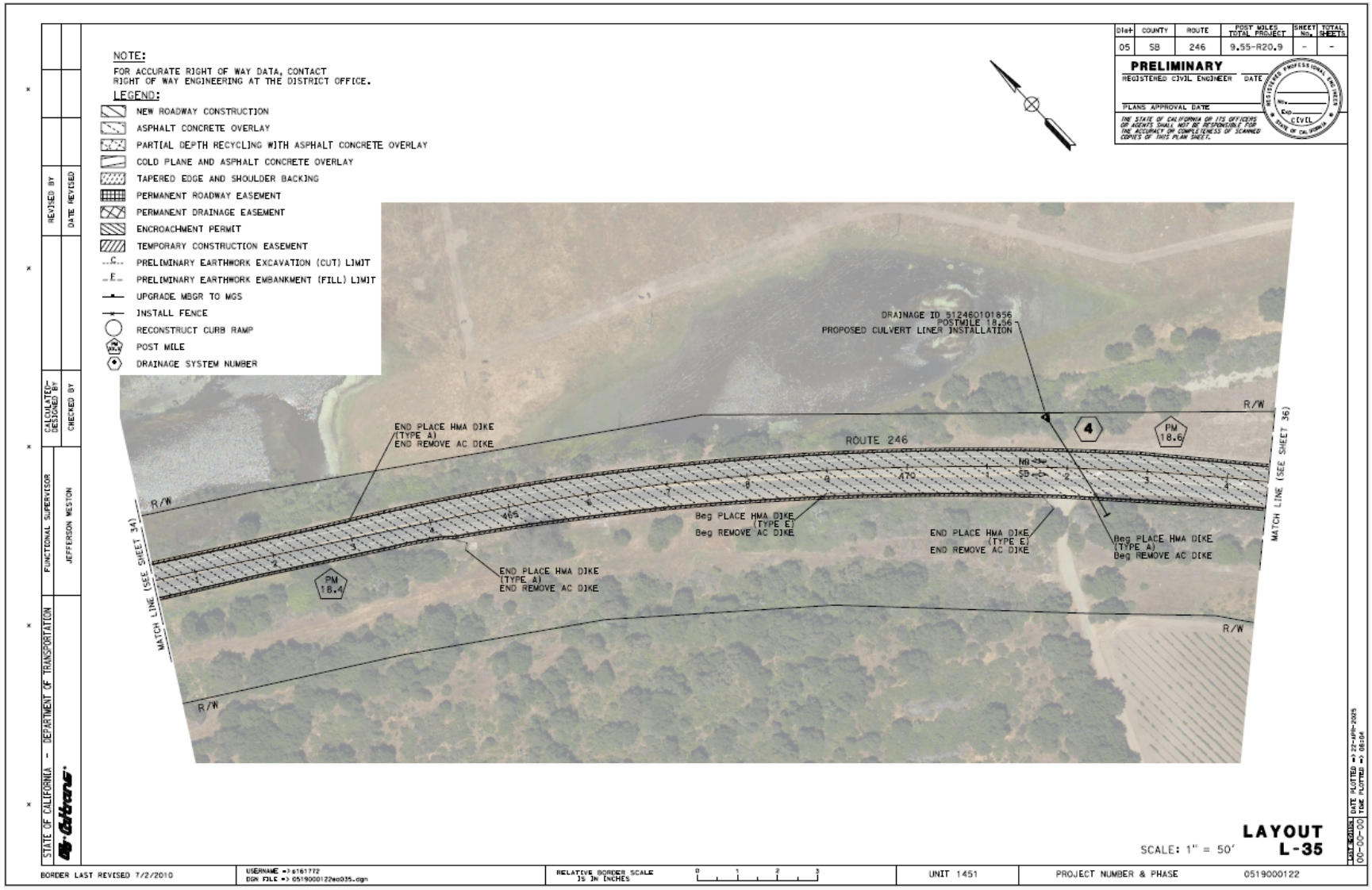

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
R/W
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
PM 17.2
ROUTE 246
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
MATCH LINE (SEE SHEET L-2)
MATCH LINE (SEE SHEET L-31)
395
400
405
LAYOUT
L-30
SCALE: 1" = 50'
LAST REVISED
DATE PLOTTED => 27-APR-2025
TIME PLOTTED => 07:53
00-00-00
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo030.dgn
RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

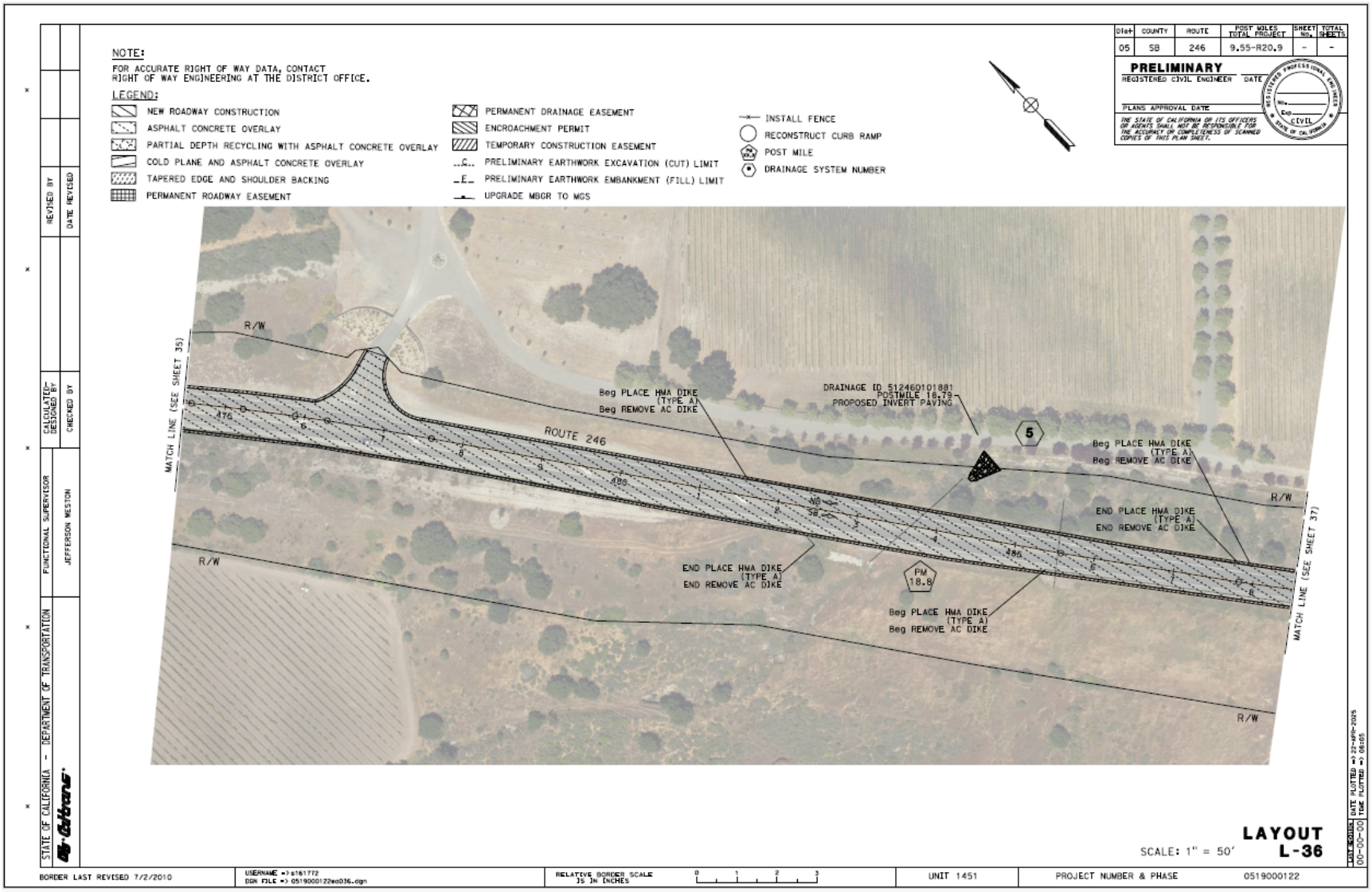

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
-
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
R/W
ROUTE 246
"L" CAPM" 410+53.34 PI
"L" CAPM" 420+29.84 PI
MATCH LINE (SEE SHEET L-30)
MATCH LINE (SEE SHEET L-32)
PM 17.4
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
SB
LAYOUT
SCALE: 1" = 50'
L-31
DATE PLOTTED => 22-APR-2025
TIME PLOTTED => 07:57
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122es031.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122

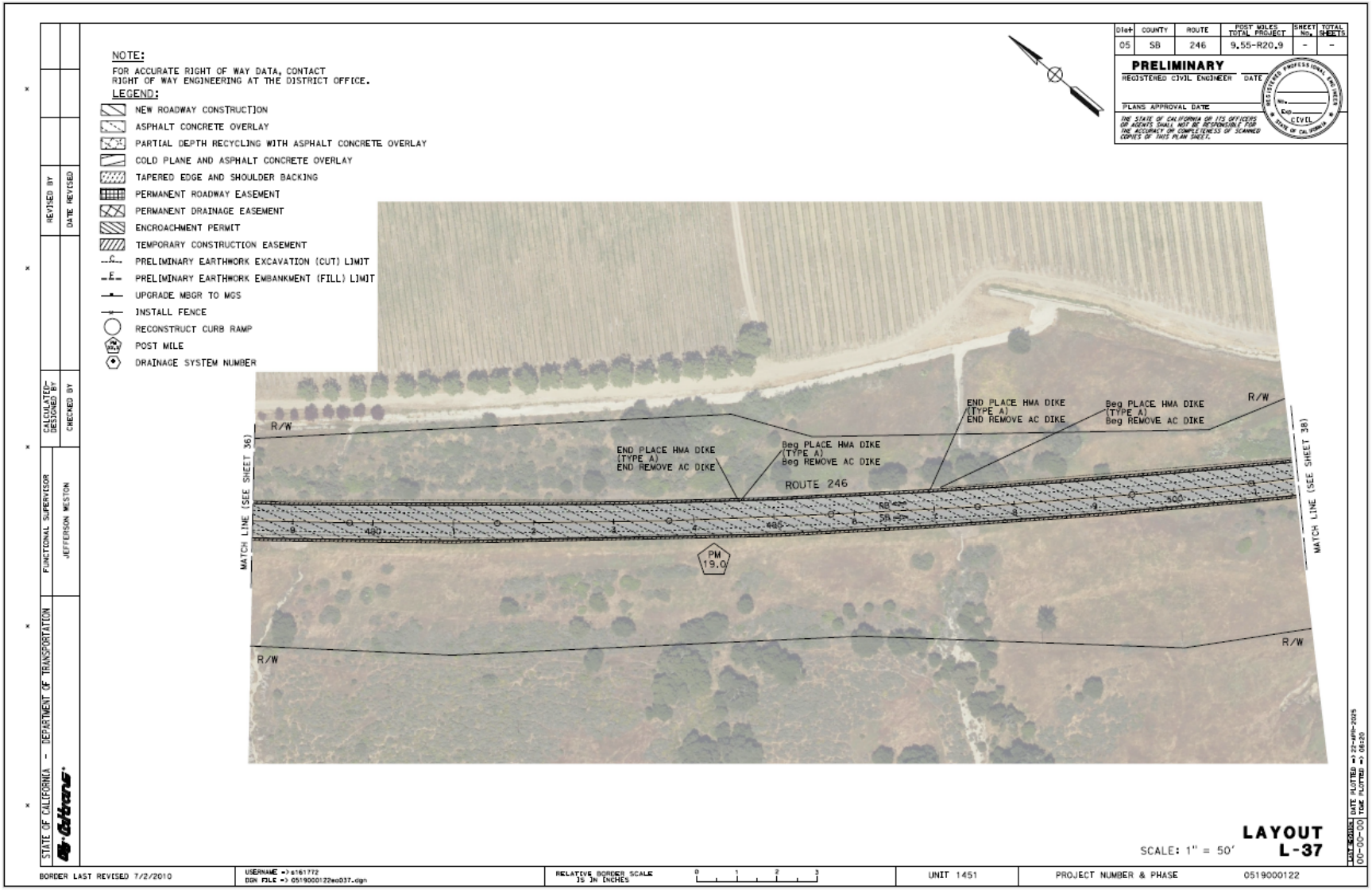

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
-
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
(CAPM 42.0 61 PI)
PM 17.8
R/W
ROUTE 246
MATCH LINE (SEE SHEET 31)
MATCH LINE (SEE SHEET 33)
SB
LAYOUT
L-32
SCALE: 1" = 50'
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122eo032.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
LAST REVISED DATE PLOTTED => 22-APR-2025
TIME PLOTTED => 07:56

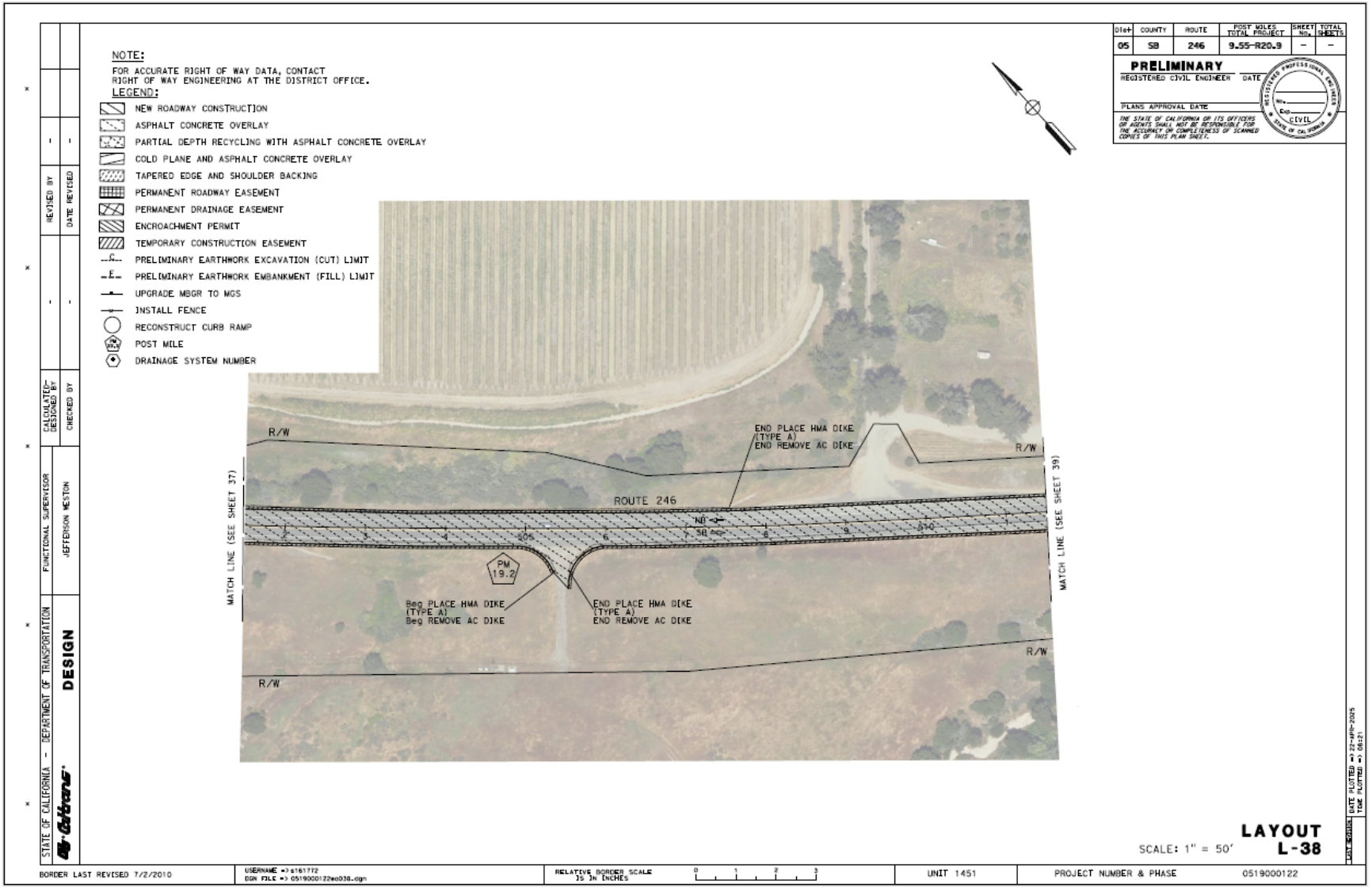

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
05
COUNTY
SB
ROUTE
246
POST MILES TOTAL PROJECT
9.55-R20.9
SHEET No.
-
TOTAL SHEETS
-
PRELIMINARY
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
R/W
ROUTE 246
MATCH LINE (SEE SHEET 32)
MATCH LINE (SEE SHEET 34)
PM 18.0
LAYOUT
SCALE: 1" = 50'
L-33
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => e161772
DGN FILE => 0519000122eo033.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 27-APR-2025
TIME PLOTTED => 07:56

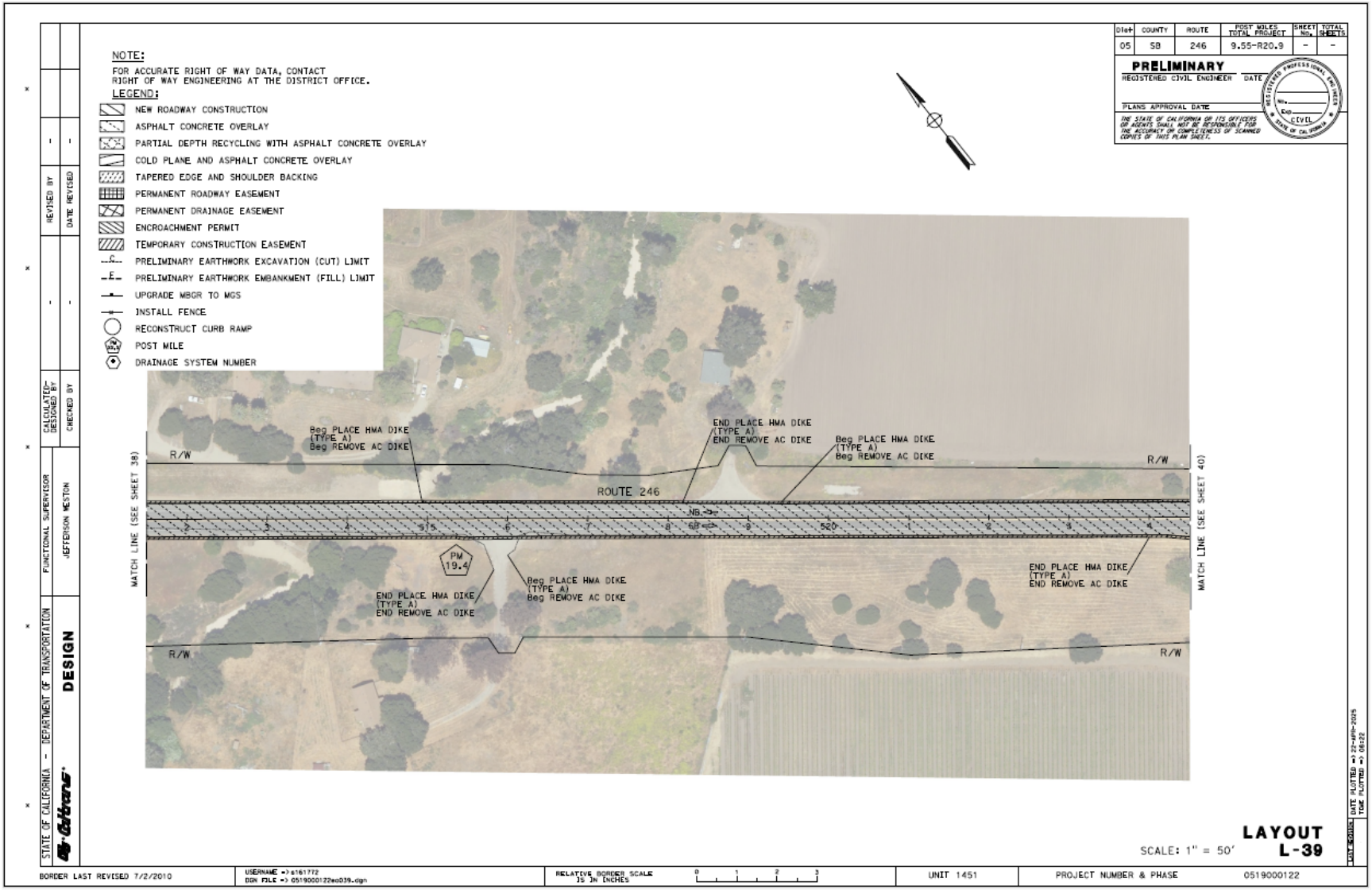

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
R/W
PM 18.2
ROUTE 246
NB
SB
MATCH LINE (SEE SHEET 35)
LAYOUT
SCALE: 1" = 50'
L-34
BORDER LAST REVISED 7/2/2010
USERNAME => e161772
DGN FILE => 0519000122e0034.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 23-APR-2025
TIME PLOTTED => 08:01

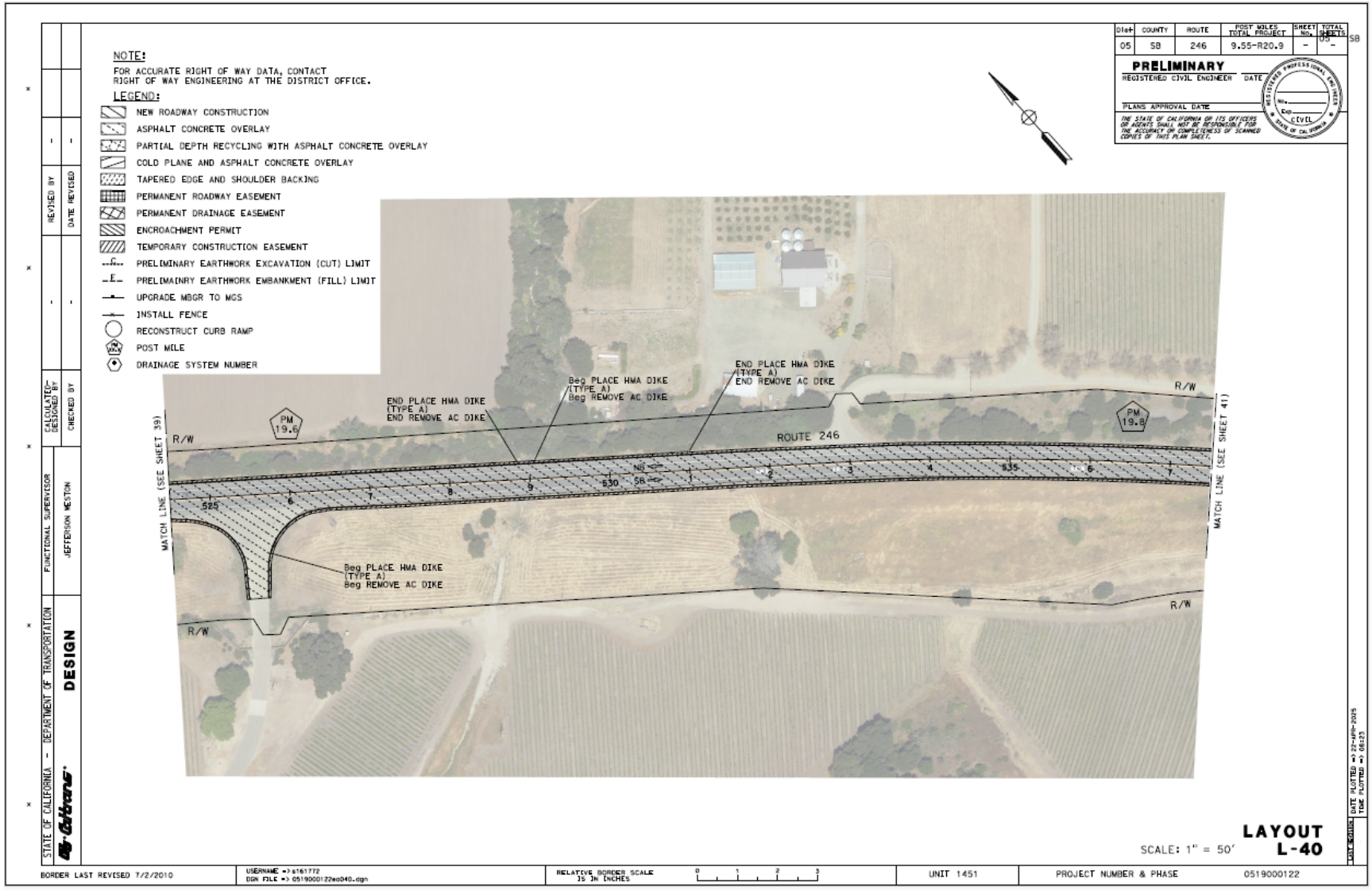

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
-
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
DRAINAGE ID 512460101856
POSTMILE 18.56
PROPOSED CULVERT LINER INSTALLATION
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
ROUTE 246
R/W
PM 18.6
PM 18.4
Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE E)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
MATCH LINE (SEE SHEET 36)
MATCH LINE (SEE SHEET 34)
LAYOUT
SCALE: 1" = 50'
L-35
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => s161772
DGN FILE => 0519000122sa035.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
LAST REVISED
DATE PLOTTED => 22-APR-2025
TIME PLOTTED => 08:04

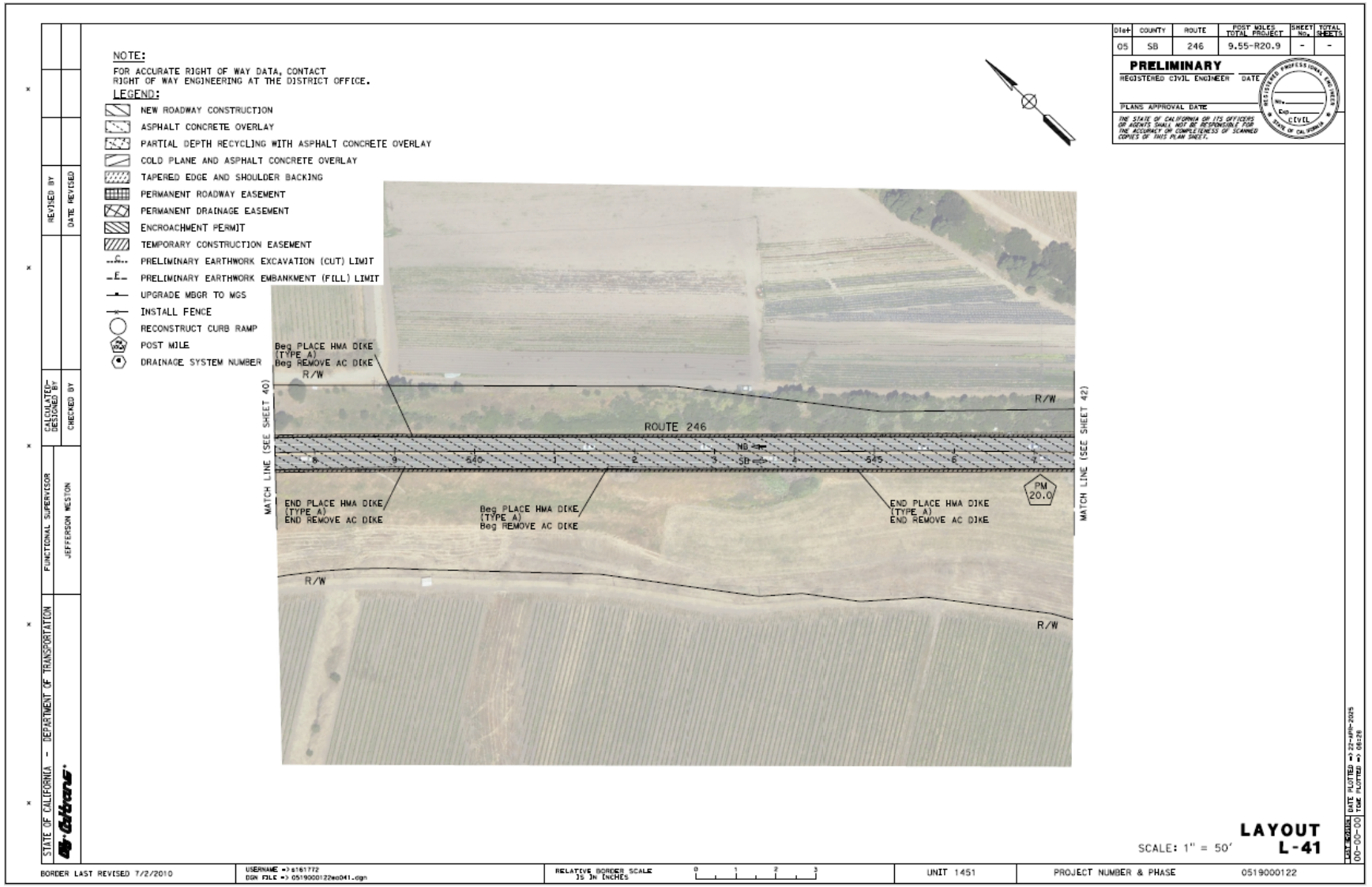

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
R/W
MATCH LINE (SEE SHEET 35)
ROUTE 246
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
DRAINAGE ID 51246010181
POSTMILE 18.79
PROPOSED INVERT PAVING
5
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
PM 18.8
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
MATCH LINE (SEE SHEET 37)
LAYOUT
SCALE: 1" = 50'
L-36
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME =>s161772
DGN FILE => 0519000122ea036.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1451
PROJECT NUMBER & PHASE
0519000122
DATE PLOTTED => 22-APR-2025
TIME PLOTTED => 08:55

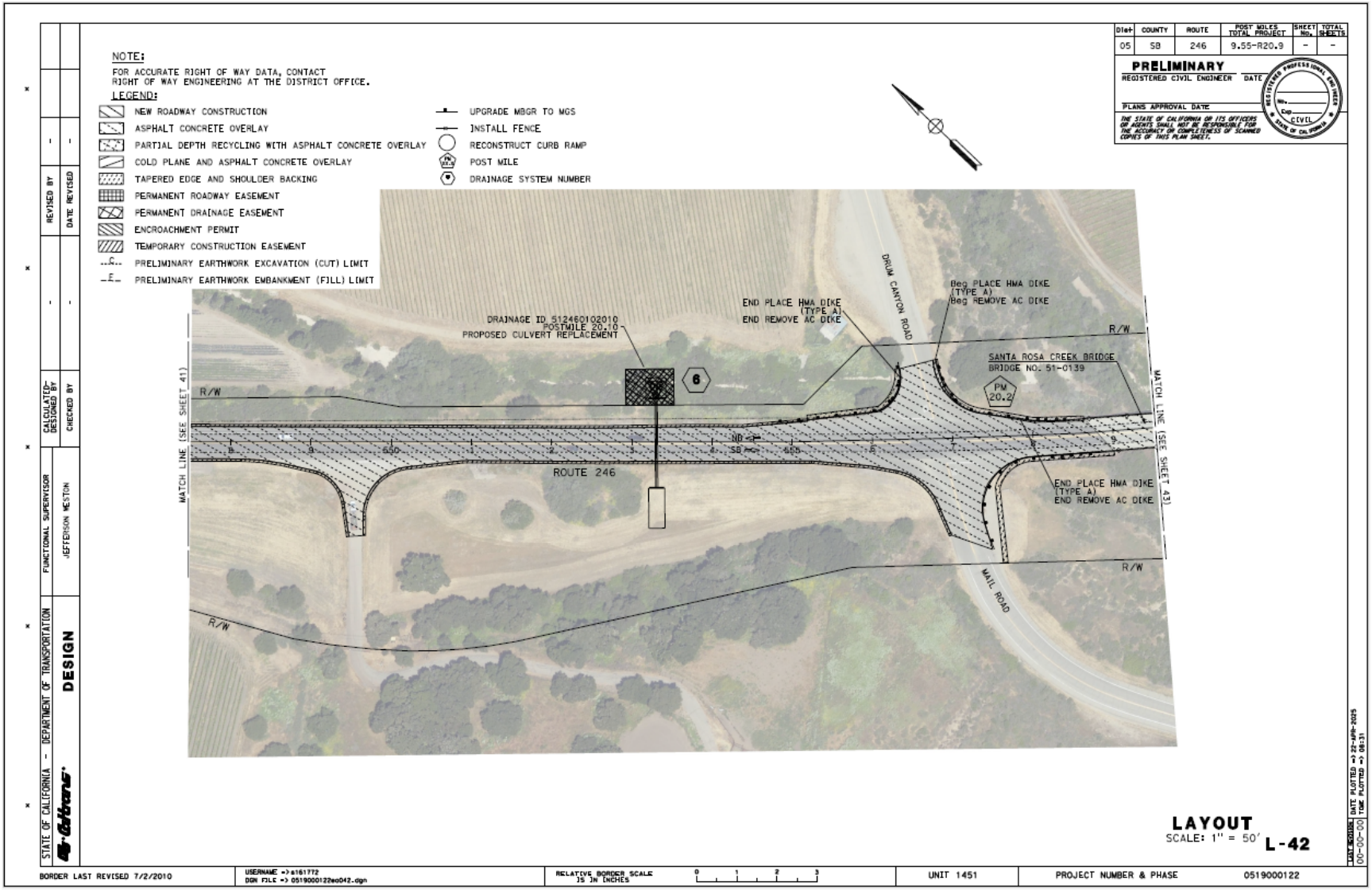

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
NEW ROADWAY CONSTRUCTION
ASPHALT CONCRETE OVERLAY
PARTIAL DEPTH RECYCLING WITH ASPHALT CONCRETE OVERLAY
COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
05
SB
246
9.55-R20.9
-
-
PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
R/W
END PLACE HMA DIKE (TYPE A) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A) Beg REMOVE AC DIKE
ROUTE 246
END PLACE HMA DIKE (TYPE A) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A) Beg REMOVE AC DIKE
R/W
MATCH LINE (SEE SHEET 36)
MATCH LINE (SEE SHEET 38)
PM 19.0
R/W
R/W
LAYOUT
SCALE: 1" = 50'
L-37
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
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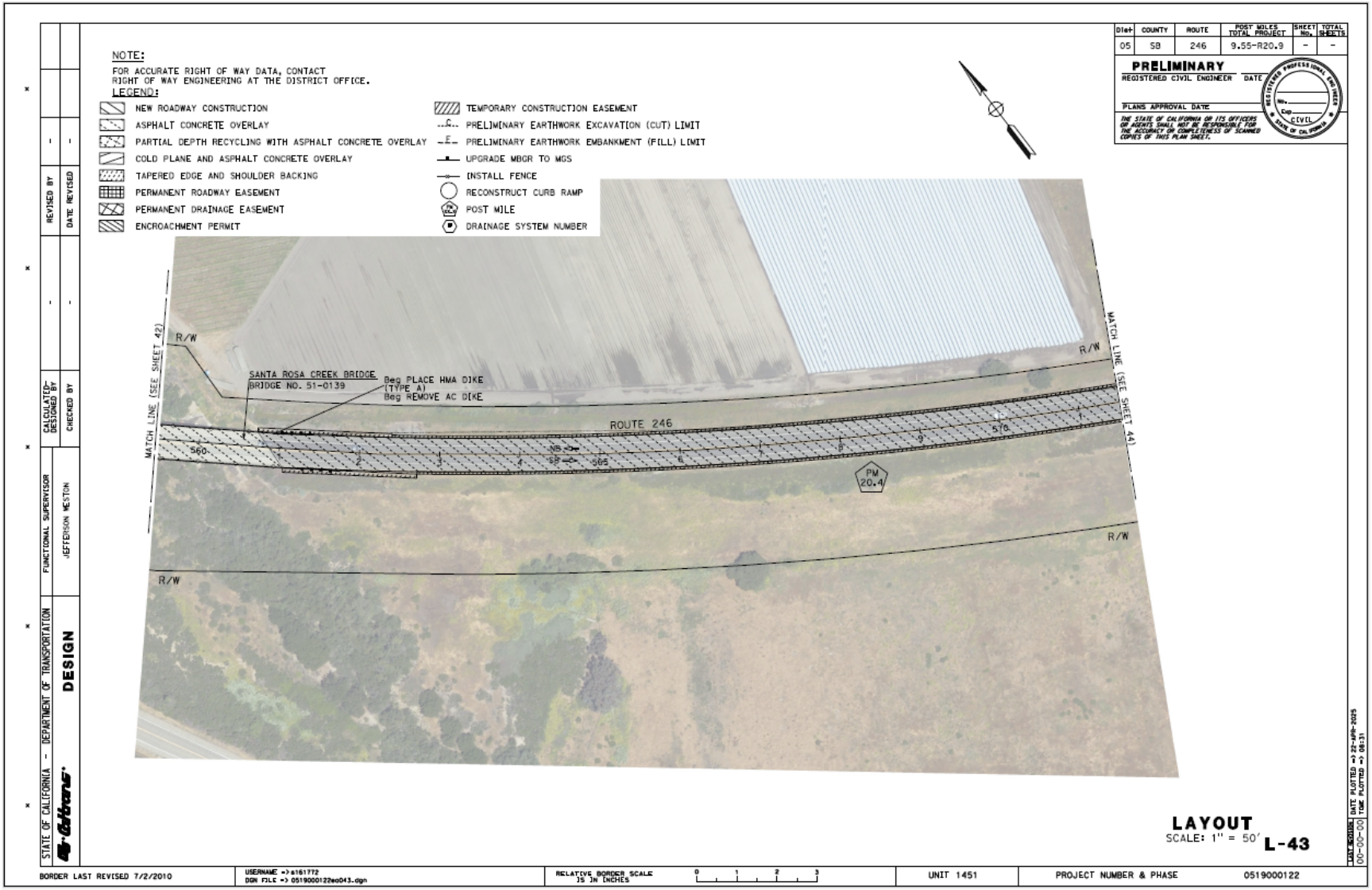

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PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
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PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
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SB
246
9.55-R20.9
PRELIMINARY
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R/W
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ROUTE 246
NB
SB
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MATCH LINE (SEE SHEET 39)
PM 19.2
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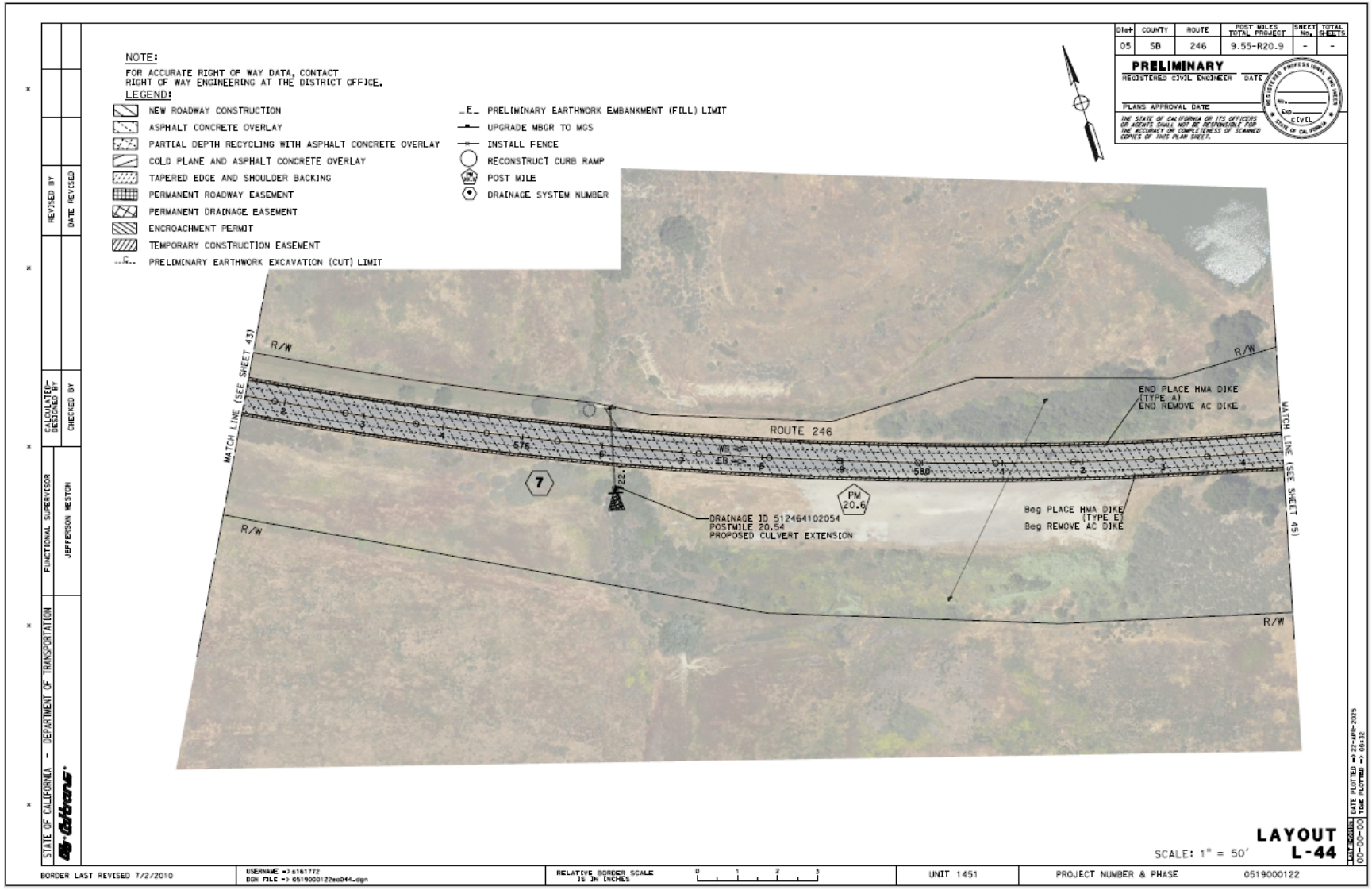

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TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
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TOTAL SHEETS
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9.55-R20.9
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END PLACE HMA DIKE (TYPE A) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A) Beg REMOVE AC DIKE
R/W
ROUTE 246
NB
MATCH LINE (SEE SHEET 38)
MATCH LINE (SEE SHEET 40)
PM 19.4
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Beg PLACE HMA DIKE (TYPE A) Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A) END REMOVE AC DIKE
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PROJECT NUMBER & PHASE
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COLD PLANE AND ASPHALT CONCRETE OVERLAY
TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMAINRY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
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CIVIL
STATE OF CALIFORNIA
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Beg PLACE HMA DIKE (TYPE A) Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A) END REMOVE AC DIKE
R/W
PM 19.6
PM 19.8
ROUTE 246
MATCH LINE (SEE SHEET 39)
MATCH LINE (SEE SHEET 41)
525
530
535
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED/ DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
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TIME PLOTTED => 08:23


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PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
R/W
ROUTE 246
NB
SB
MATCH LINE (SEE SHEET 40)
MATCH LINE (SEE SHEET 42)
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
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Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
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9.55-R20.9
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REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
LAYOUT
L-41
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TAPERED EDGE AND SHOULDER BACKING
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PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
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PROPOSED CULVERT REPLACEMENT
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END REMOVE AC DIKE
DRUM CANYON ROAD
Beg PLACE HMA DIKE (TYPE A)
Beg REMOVE AC DIKE
SANTA ROSA CREEK BRIDGE
BRIDGE NO. 51-0139
PM 20.2
R/W
MATCH LINE (SEE SHEET 41)
ROUTE 246
NB
SB
END PLACE HMA DIKE (TYPE A)
END REMOVE AC DIKE
MAIL ROAD
LAYOUT
SCALE: 1" = 50'
L-42
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
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PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
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Dist
05
COUNTY
SB
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POST MILES TOTAL PROJECT
9.55-R20.9
SHEET No.
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PRELIMINARY
REGISTERED CIVIL ENGINEER
DATE
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REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA
MATCH LINE (SEE SHEET 42)
R/W
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BRIDGE NO. 51-0139
Beg PLACE HMA DIKE (TYPE A)
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NB
SB
560
565
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PM 20.4
MATCH LINE (SEE SHEET 44)
LAYOUT
SCALE: 1" = 50'
L-43
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DESIGN
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
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REVISED BY
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PROJECT NUMBER & PHASE
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TAPERED EDGE AND SHOULDER BACKING
PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
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PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
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CIVIL
STATE OF CALIFORNIA
R/W
MATCH LINE (SEE SHEET 43)
ROUTE 246
WB
EB
575
580
7
PM 20.6
END PLACE HMA DIKE (TYPE A)
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Beg PLACE HMA DIKE (TYPE E)
Beg REMOVE AC DIKE
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POSTMILE 20.54
PROPOSED CULVERT EXTENSION
MATCH LINE (SEE SHEET 45)
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JEFFERSON WESTON
CALCULATED-DESIGNED BY
CHECKED BY
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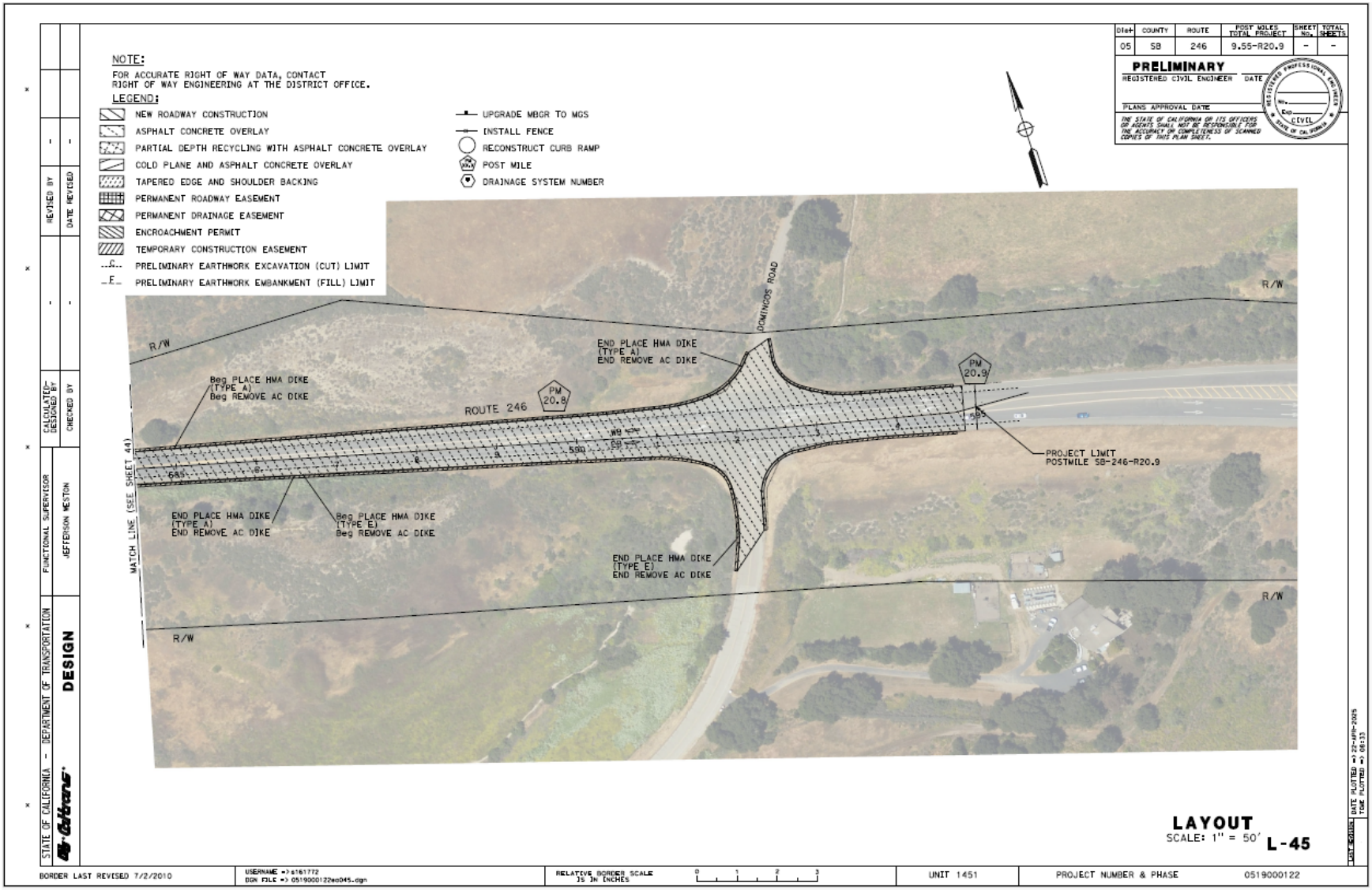
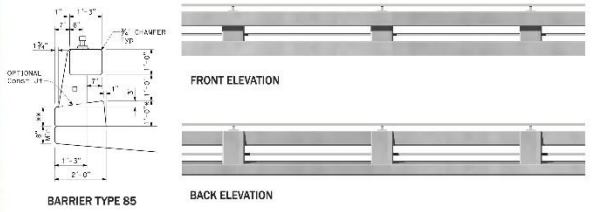

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PERMANENT ROADWAY EASEMENT
PERMANENT DRAINAGE EASEMENT
ENCROACHMENT PERMIT
TEMPORARY CONSTRUCTION EASEMENT
PRELIMINARY EARTHWORK EXCAVATION (CUT) LIMIT
PRELIMINARY EARTHWORK EMBANKMENT (FILL) LIMIT
UPGRADE MBGR TO MGS
INSTALL FENCE
RECONSTRUCT CURB RAMP
POST MILE
DRAINAGE SYSTEM NUMBER
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
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SB
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9.55-R20.9
PRELIMINARY
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CIVIL
STATE OF CALIFORNIA
DOMINICOS ROAD
R/W
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Beg PLACE HMA DIKE (TYPE A) Beg REMOVE AC DIKE
PM 20.8
ROUTE 246
PM 20.9
PROJECT LIMIT POSTMILE SB-246-R20.9
END PLACE HMA DIKE (TYPE A) END REMOVE AC DIKE
Beg PLACE HMA DIKE (TYPE E) Beg REMOVE AC DIKE
END PLACE HMA DIKE (TYPE E) END REMOVE AC DIKE
MATCH LINE (SEE SHEET 44)
LAYOUT
SCALE: 1" = 50'
L-45
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JEFFERSON WESTON
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Figure 3-1. Bridge Design Option 1



DESIGN OPTION 1 PHOTO SIM



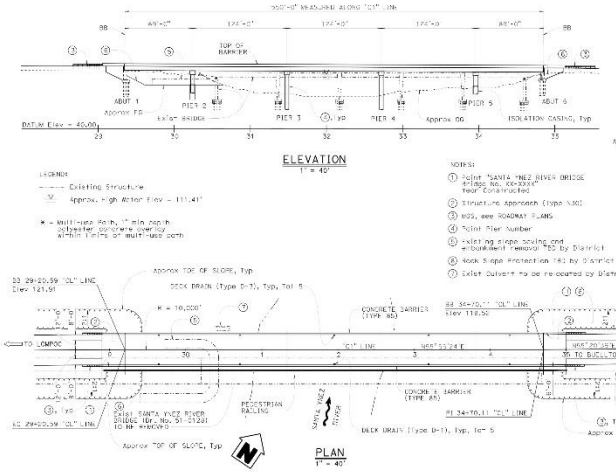


EXISTING BRIDGE BARRIER





PROJECT LOCATION





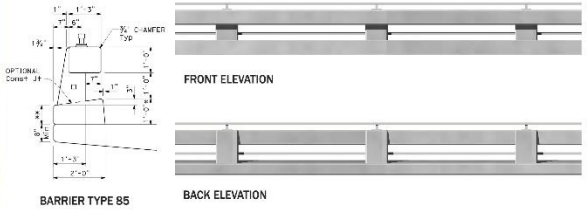
ROBINSON BRIDGE REPLACEMENT PROJECT

DESIGN OPTION 1 Prepared by: DES, Bridge Architecture and Aesthetics

Figure 3-2. Bridge Design Option 2

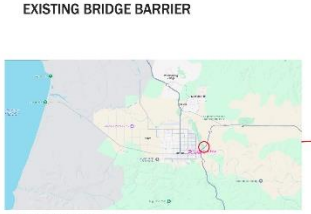


DESIGN OPTION 2 PHOTO SIM



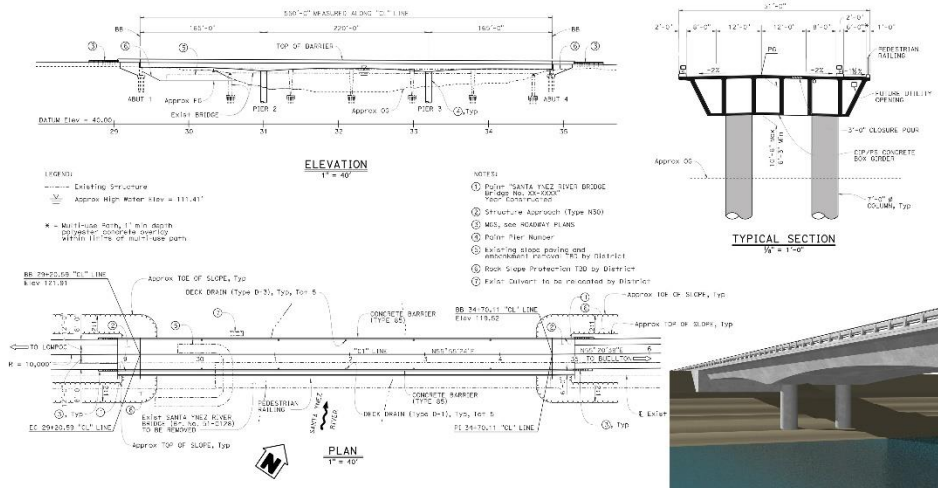


EXISTING BRIDGE BARRIER



PROJECT LOCATION







ROBINSON BRIDGE REPLACEMENT PROJECT
DESIGN OPTION 2 Prepared by: DES, Bridge Architecture and Aesthetics

Figure 3-3. Design Option 3

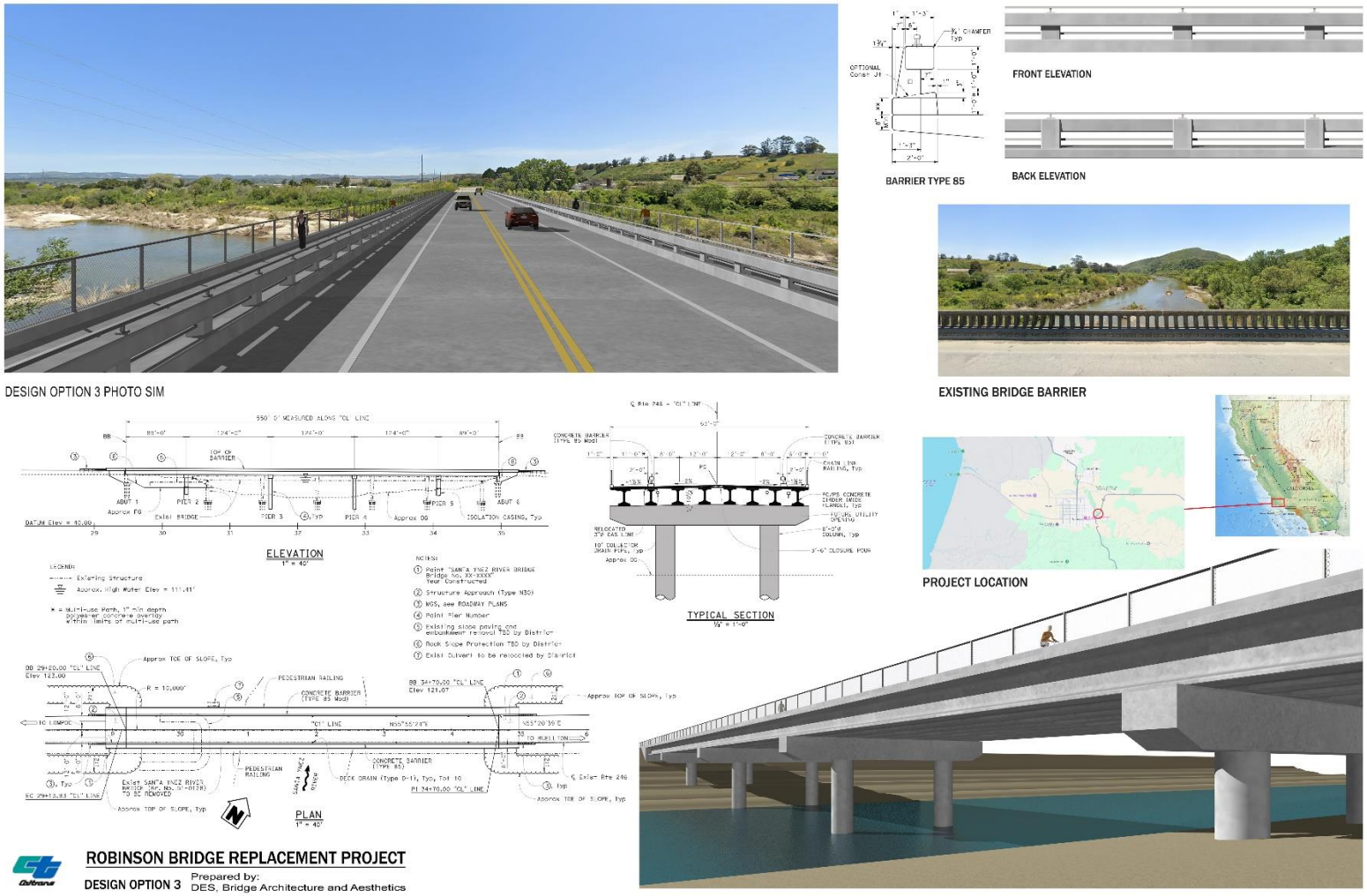
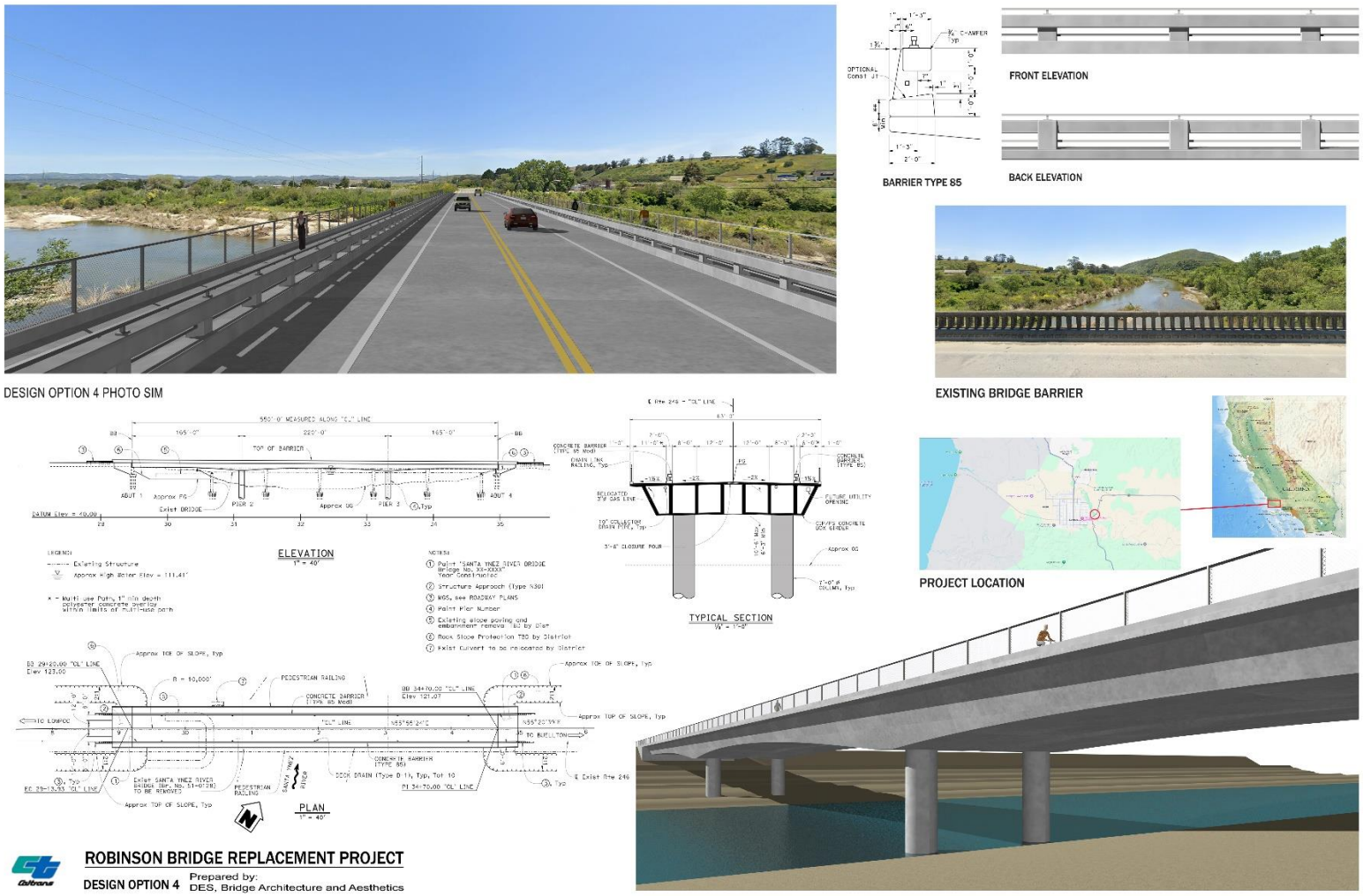


Figure 3-4. Bridge Design Option 4



Appendix D Biological Impact Areas

Detailed maps showing habitat impact areas listed in the tables below are included in Figure 1 of the Natural Environment Study. Acreages have been rounded up to the nearest hundredth of an acre. [Impact areas have been updated since the draft environmental document was circulated, and the biological studies were finalized. Temporary impacts to riparian areas are the only category which has changed since the draft document was circulated.]

Table 3.1 Impacts to Sensitive Natural Communities and Critical Habitat from Design Option 1

Natural Community/ Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Red Willow Riparian Woodland and Forest	1.20	51,934	0.07	3,199	0.05 (0.02 restored)	2,317 (882 restored)
Southern California Steelhead critical habitat	0.60	26,252	0.003	112	none (0.008 restored)	none (327 restored)
Southwestern willow flycatcher critical habitat	2.20	95,710	0.24	10,402	0.13 (0.11 restored)	5,466 (4,936 restored)
Other waters/Streambed (USACE, RWQCB, CDFW jurisdiction)	0.65	28,444	0.008	367	Less than 0.001 (0.008 restored)	40 (327 restored)
Riparian (RWQCB, CDFW, jurisdiction)	Changed from 1.44 to 1.38	Changed from 62,577 to 59,913	0.09	4,107	0.07 (0.02 restored)	3,225 (882 restored)

Natural Community/ Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Agriculture – cultivated crop rows	0.71	30,980	0.006	263	0.006	263
Coastal scrub – California sage	0.20	8,479	none	none	none	none
Coyote brush scrub	0.75	32,608	0.26	11,497	0.26	11,497
Developed	0.15	6,296	0.006	251	0.006	251
Nonnative grassland	1.40	61,556	0.007	326	0.007	326
Ornamental trees	0.05	2,066	Less than 0.001	38	Less than 0.001	38
Paved/gravel	0.49	21,173	0.14	6,067	0.14	6,067
Riverine – mulefat thickets	0.60	26,252	0.003	112	none (0.008 restored)	none (327 restored)

Natural Community/ Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Ruderal	4.3	185,532	0.60	26,312	0.60	26,312

Table 3.2 Impacts to Sensitive Natural Communities and Critical Habitat from Design Option 2

Natural Community/ Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Red Willow Riparian Woodland and Forest	1.20	51,866	0.07	3,239	0.05 (0.02 restored)	2,357 (882 restored)
Southern California Steelhead critical habitat	0.61	26,365	none	none	none (0.008 restored)	none (327 restored)
Southwestern willow flycatcher critical habitat	2.20	95,754	0.24	10,330	0.13 (0.11 restored)	5,394 (4,936 restored)
Other waters/Streambed (USACE, RWQCB, CDFW jurisdiction)	0.66	28,556	0.006	255	none (0.008 restored)	none (327 Restored)
Riparian (RWQCB, CDFW jurisdiction)	changed from 1.44 to 1.37	Changed from 62,509 to 59,845	0.095	4,148	0.075 (0.02 restored)	3,266 (882 restored)
Emergent wetland (USACE, RWQCB, CDFW jurisdiction)	0.002	92	none	none	none	none
Agriculture – Cultivated Row crops	0.71	30,980	0.006	263	0.006	263

Natural Community/ Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Coastal scrub – California sage	0.20	8,479	none	none	none	none
Coyote brush scrub	0.75	32,608	0.26	11,497	0.26	11,497
Developed	0.15	6,295	0.006	251	0.006	251
Nonnative grassland	1.40	61,556	0.007	326	0.007	326
Ornamental trees	0.005	2,066	Less than 0.001	38	Less than 0.001	38
Paved/gravel	0.49	21,173	0.14	6,038	0.14	6,038
Riverine – mulefat thickets	0.63	27,476	none	none	none	none
Ruderal	4.3	185,532	0.60	26,312	0.60	26,312

Table 3.3 Impacts to Sensitive Natural Communities and Critical Habitat from Design Option 3

Natural Community/ Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Red Willow Riparian Woodland and Forest	1.30	56,683	0.07	3,106	0.05 (0.02 restored)	2,224 (882 restored)
Southern California Steelhead critical habitat	0.64	27,774	0.002	102	none (0.008 restored)	none (327 restored)
Southwestern willow flycatcher critical habitat	2.45	106,869	0.19	8,133	0.12 (0.07 restored)	5,257 (2,876 restored)
Other waters/Streambed (USACE, RWQCB, CDFW jurisdiction)	0.69	29,982	0.008	357	less than 0.001 (0.008 restored)	30 (327 restored)
Riparian (RWQCB, CDFW jurisdiction)	Changed from 1.55 to 1.49	Changed from 67,607 to 64,943	0.09	4,014	0.07 (0.02 restored)	3,132 (882 restored)
Emergent wetland (USACE, RWQCB, CDFW jurisdiction)	0.002	92	none	none	none	none
Agriculture – Cultivated/Row Crops	0.73	31,592	Less than 0.001	18	Less than 0.001	18
Coastal scrub – California sage	0.20	8,901	none	none	none	none
Coyote brush scrub	0.90	39,035	0.15	6,335	0.15	6,335
Developed	0.18	7,623	0.006	251	0.006	251
Nonnative grassland	1.40	6,536	none	none	none	none
Ornamental trees	0.05	2,066	Less than 0.001	38	Less than 0.001	38

Natural Community/ Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Paved/gravel	0.55	24,077	0.16	6,863	0.16	6,863
Riverine – mulefat thickets	0.66	28,882	0.003	113	none (0.008 restored)	none (327 restored)
Ruderal	4.70	202,856	0.52	22,696	0.52	22,696

Table 3.4 Impacts to Sensitive Natural Communities and Critical Habitat from Design Option 4

Natural Community / Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
Red Willow Riparian Woodland and Forest	1.30	56,625	0.07	3,136	0.05 (0.02 restored)	2,254 (882 restored)
Southern California Steelhead critical habitat	0.64	27,876	none	none	none (0.008 restored)	none (327 restored)
Southwestern willow flycatcher critical habitat	2.45	106,913	0.19	8,061	0.12 (0.07 restored)	5,185 (2,876 restored)
Other waters/Streambed (USACE, RWQCB, CDFW jurisdiction)	0.69	30,084	0.006	255	none (0.008 restored)	none (327 restored)
Riparian (RWQCB, CDFW jurisdiction)	Changed from 1.55 to 1.49	Changed from 67,549 to 64,884	0.09	4,045	0.07 (0.02 restored)	3,163 (882 restored)
Emergent wetland (USACE, RWQCB, CDFW jurisdiction)	0.002	92	none	none	none	none
Agriculture – Cultivated/Row Crops	0.73	31,592	Less than 0.001	18	Less than 0.001	18
Coastal scrub – California sage	0.20	8,901	none	none	none	none
Coyote brush scrub	0.90	39,035	0.15	6,335	0.15	6,335
Developed	0.18	7,623	0.006	251	0.006	251
Nonnative grassland	1.40	60,536	none	none	none	none
Ornamental trees	0.05	2,066	Less than 0.001	38	Less than 0.001	38
Paved/gravel	0.55	24,077	0.16	6,835	0.16	6,835
Riverine – mulefat thickets	0.67	28,994	none	none	none (0.008 restored)	none (327 restored)
Ruderal	4.70	202,856	0.52	22,696	0.52	22,696

Table 3.5 Features with Identical Impacts Across All 4 Design Options

Natural Community / Sensitive Feature	Temporary Impacts (Acres)	Temporary Impacts (Square Feet)	Permanent Impacts Gross (Acres)	Permanent Impacts Gross (Square Feet)	Permanent Impacts Net (Acres)	Permanent Impacts Net (Square Feet)
California tiger salamander (Santa Barbara County) critical habitat	1.62	70,834	none	none	none	none
Streambank (RWQCB, CDFW jurisdiction)	0.04	1,804	none	none	none	none
Freshwater pond (RWQCB, CDFW jurisdiction)	none	none	none	none	none	none
Vineyard	none	none	none	none	none	none
Coast live oak woodland	0.62	26,926	none	none	none	none
Coastal scrub – mixed	0.04	1,686	none	none	none	none
Eucalyptus	none	none	none	none	none	none
Landscaped	none	none	none	none	none	none
Rural residential	none	none	none	none	none	none
Willow scrub	0.10	4,313	none	none	none	none

Appendix E 4(f) Concurrence Letter

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: CHRISTIE ALARCON
City of Lompoc

Date: March 7, 2025
File: 05-1m360

From: LAURA RICCARDELLI
Environmental Scientist
Caltrans District 5
Division of Environmental Analysis

Subject: **State Route 246 CAPM AND ROBINSON BRIDGE PROJECT; SECTION 4(F) DE MINIMIS CONCURRENCE REQUEST**

Project Description and Background

This project is on State Route 246 in Santa Barbara County in and near the city of Lompoc, from State Route 1 to 0.047 mile east of the Domingos Road intersection. The project proposes to replace the Santa Ynez River Bridge (Bridge Number 51-0128) at post mile 9.8, preserve 21.7 lane miles of flexible Class 2 pavement using Capital Preventive Maintenance strategies, place 0.20 foot of Rubberized Hot Mix Asphalt overlay, rehabilitate culverts, upgrade sign panels, upgrade existing curb ramps to be Americans with Disabilities Act compliant, and upgrade guardrails to Manual for Assessing Safety Hardware standards.

The purpose of this project is to preserve and extend the life of the existing pavement, rehabilitate pavement and culverts, upgrade guardrails to Manual for Assessing Safety Hardware standards, upgrade sign panels, and replace the Santa Ynez River Bridge to accommodate pedestrians, bicyclists, and flooding.

The project is located in along City of Lompoc's River Park and would require acquisition of 39,424 square feet (.910 acres) of temporary construction easement, 36,279 square feet (.833 acers) of permeant roadway easement, 4,492 (.103acers) square feet of permeant drainage easement, and 5,728 square feet (.131 acers) by encroachment permit. The project will also require a temporary detour of the River Park entrance road (Sweeny Road) to River Park for approximately 2 years starting around spring 2029. The areas anticipated to be acquired are summarized below. Figures of these locations are provided in Attachment 2.

Table 1. Temporary and Permeant Property Acquisitions

APN	Size (Square feet)	Description
099-141-030	10,236	Temporary Construction Easement -This easement is for rebuilding the driveway to the City pumping station.
	13,048	Permanent Roadway Easement -this easement will allow the next expanded bridge to reconnect to Highway 246.
099-141-006	4,492	Permanent Drainage Easement -This easement is for the new realigned culvert to outlet into the river to the north of its original position.
	15,970	Temporary Construction Easement
099-141-018	13,218	Temporary Construction Easement -This easement allows for the construction of the new bridge
	23,231	Permanent Roadway Easement -This easement is for the expanded bridge to have space to connect to the current 246 alignment.
Public Roadway	5,728	Encroachment Permit -this section of Sweeny Road will be rerouted to allow full access to River Park during and after construction.

As a publicly owned public park and recreational area, this area would be considered a Section 4(f) property, and therefore require a Section 4(f) analysis by the lead agency of this project. Caltrans seeks concurrence on a *de minimis* impact finding from the City of Lompoc, the agency with jurisdiction over the 4(f) property. This letter outlines the anticipated temporary and permanent impacts of the project to the 4(f) resource and summarizes Caltrans' findings that the project would have a minimal impact on the resource.

Section 4(f) of the Department of Transportation Act of 1966
Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S. Code 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project…requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, a federal transportation reauthorization bill signed into law in 2005, simplified the procedures for projects that would have *de minimis* impacts on Section 4(f) properties. An analysis is not required, and the Section 4(f) evaluation is complete once it is determined that the use of a Section 4(f) property would result in *de minimis* impacts.

The definition of a *de minimis* impact, as set forth is 23 Code of Federal Regulation Section 774.17, specifies that … "For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)."

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 U.S. Code 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Summary of the Section 4(f) Resource and Temporary Impacts from the project.
River Park is a 45-acre city park, located along the Santa Ynez River in Santa Barbra County. The parks main attraction is the five group barbecue areas and picnic areas that are North of Highway 246. The park also has 35 RV hook up campsites, volleyball courts, horseshoe areas, and grassy lawns. The park

maintains the man-made Kiwanis Lake which attracts a variety of wildlife to the park.

In total, the project would require 39,424 square feet (.910 acres) of temporary construction easement in River Park, which will be required to build the new expanded Robinson Bridge. The construction will require grading and earth work. Once the construction is complete the areas that have been disturbed will be replanted to have the least environmental impact possible. Further, 36,279 square feet (.833 acres) of permeant roadway easement will be required for the entrance and exit road to the new expanded bridge. This area will be paved with asphalt. This will not impact the River Park activities as this area of the park has no recreational actives associated with its use. This area has very dense brush and small willow trees. The project will also require 4,492 (.103 acres) square feet of permeant drainage easement within the River Park. This easement is on the western bank on the Santa Ynez River and not within an active recreational area. All the project easements are approximately a quarter of a mile from the closest camping area and main recreational areas within River Park. Temporary construction noise will be minimized to the extent feasible to help lessen sound traveling to people recreating in River Park.

The project will also require a 5,728 square foot (.131 acers) encroachment permit along the entrance of Sweeny Road from Highway 246. The road will be rerouted during the entire construction period of 2 years. A project specific Traffic Management Plan will be prepared, which will ensure that access to the city park is not impeded. This plan includes elements such as:

- Avoiding night work to further lessen any impacts to Park visitors.
- A Public Awareness Campaign to notify the public of the upcoming construction schedule and allow for prior planning.
- At least 1 through traffic lane (not to be less than 11 feet in width) being provided for use by both directions of travel (reversing control).
- Bicycle and Pedestrian Accommodations.

Summary of Caltrans *De Minimis* Findings
Caltrans believes the proposed project would have a minimal impact to the adjacent State Parks Land near and that this impact would not be considered adverse. The Section 4(f) determination is based on the following:

- The project has been designed to avoid and minimize environmental impacts as much as feasible.
- Access to River Park by the public would be maintained at all times and a Traffic Management Plan will be prepared during the project's next phase.

- The property easements will not impact the key activities, features and attributes of the recreational area.

Public Involvement and Coordination with Agencies with Jurisdiction.

- On November 4thth, 2024 Laura Riccardelli reached out to Craig Dierling at the City of Lompoc to inform him that that 4(f) concurrence letter would be coming to the City of Lompoc in the next few months and offered a time to answer any questions if they came up.
- On November 13th, 2024 Christie Alarcon the Lompoc Community Development Director Informed Laura Riccardelli that she would be the contact for further 4(f) concurrence.
- Caltrans shall continue to coordinate with the City of Lompoc as the project's design becomes more refined in the project's next phase.
- Prior to beginning construction of this project, Caltrans Public Information Officers will ensure that the public is made aware of construction activities in advance so that any potential delays can be planned for.

Caltrans *de minimis* impact finding requires concurrence from the agency with jurisdiction over the 4(f) property. Caltrans kindly requests City of Lompoc to provide a signature below as a sign of concurrence or provide a separate written response at your earliest convenience. Unless stated otherwise, your concurrence with Caltrans' Section 4(f) documentation includes concurrence with all Section 4(f) analysis and determinations for which concurrence from your agency is required.

Sincerely,

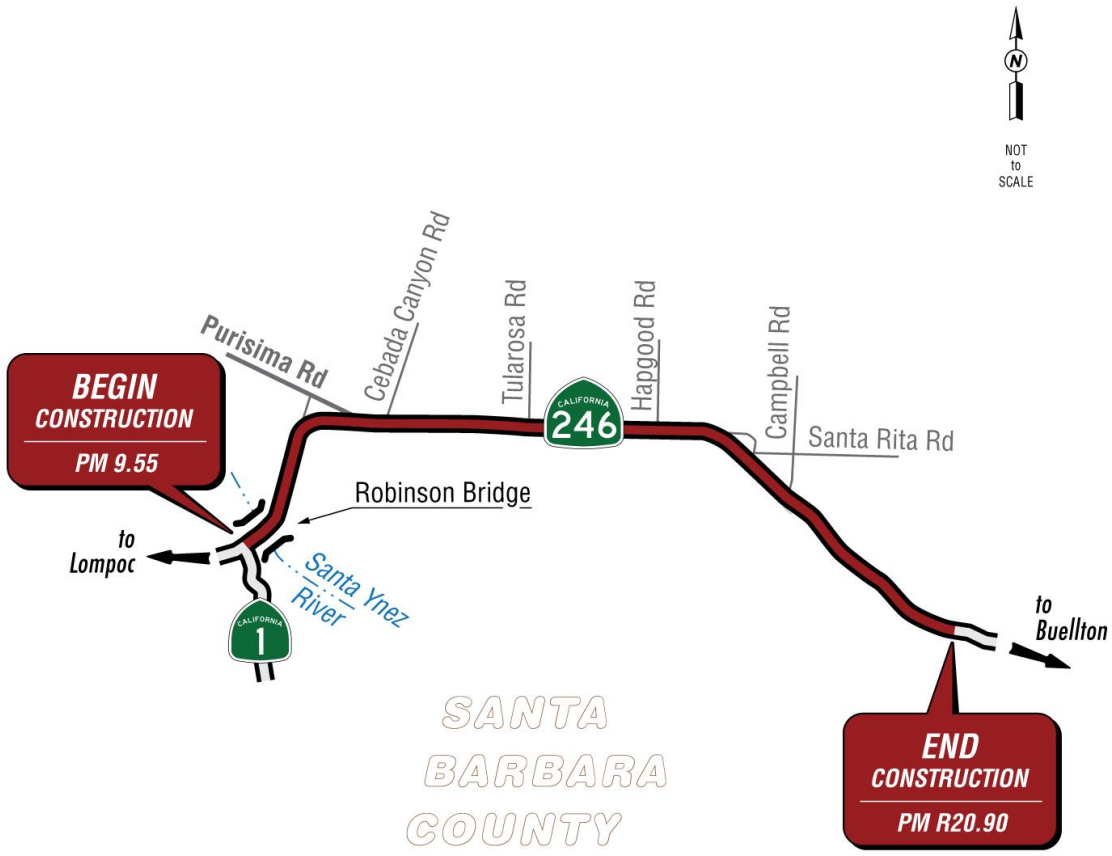
Laura Riccardelli
Environmental Scientist
(805) 319-0163

CONCURRENCE WITH SECTION 4(F) DE MINIMIS FINDING BY CALIFORNIA LOMPOC CITY PARKS REPRESENTATIVE:

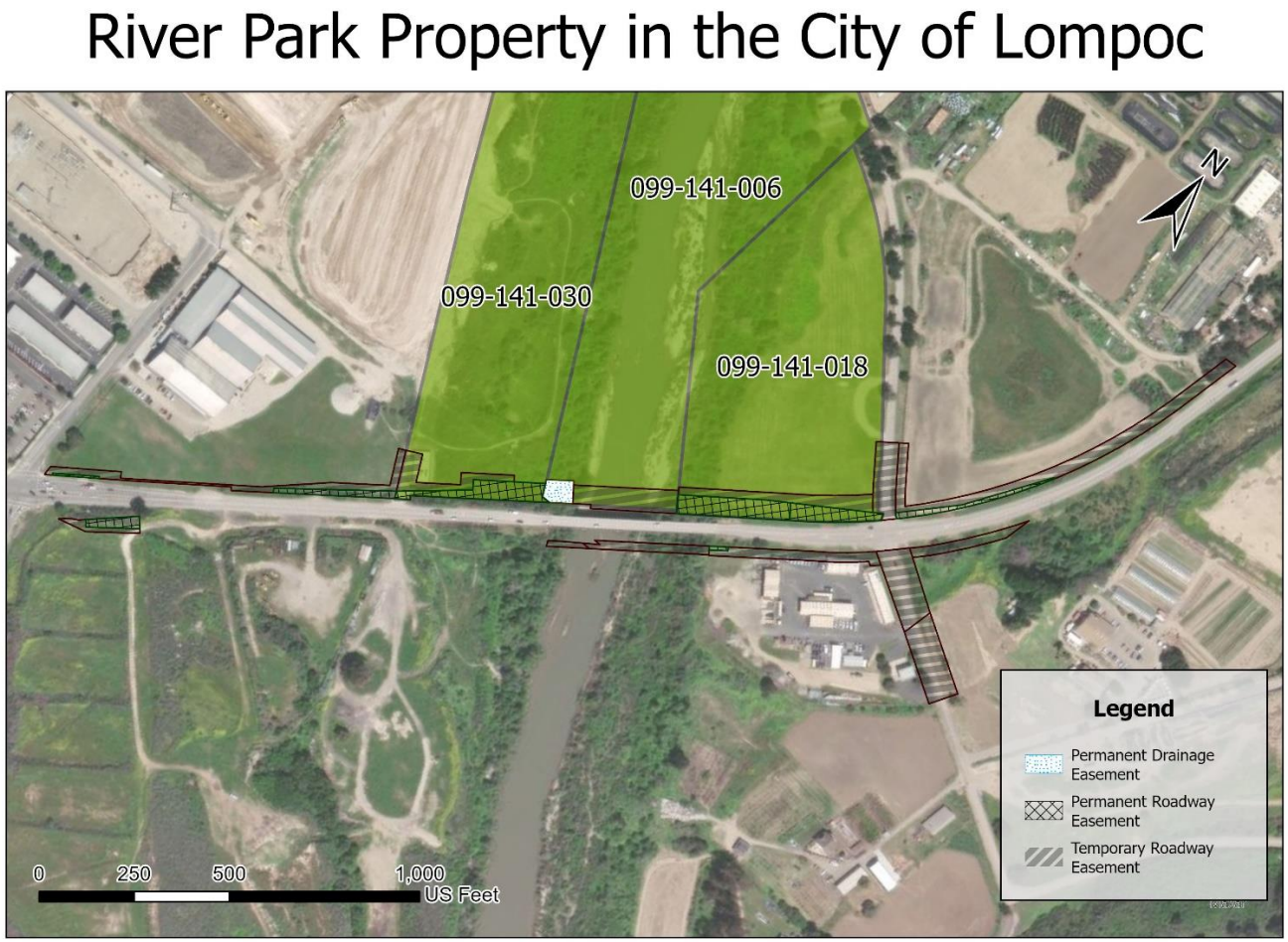
D. Adams — 4/23/25

Name — Date
Title
Area

Attachments
1. Project Location Map
2. Location of Construction Easements Required



4(f) Letter Attachment 1. Project Location Map



4(f) Letter Attachment 2. Location of Required Construction Easements

Appendix F Comment Letters and Responses

This appendix has been added since the draft environmental document was circulated. This appendix contains the comments received during the public circulation and comment period from May 21, 2025, to June 21, 2025, retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented. Copies of the original comment letters and attached documents can be found in Volume 3 of this document.

Comment from Lieutenant Jason Bronson: Buellton CHP

Good morning, CHP Buellton Area has completed review of the proposed project. The project calls for complete replacement of the SR-246 Robinson Bridge. This will have major impact on local traffic, public safety, and emergency services. There are two highways of ingress/egress to the City of Lompoc from the south (SR-1) and east (SR-246). Due to the Santa Ynez River, there are no additional routes for traffic. While not detailed in the current project proposal, replacement of the Robinson Bridge would seemingly necessitate complete closure of SR-246 to traffic for the duration of the project. This will require detour of all traffic south to SR-1, or north to SR-1. There are no other routes.

Traffic Impact: Traffic detoured south will face a 20-mile drive on SR-1 to reach US-101. It is anticipated that many motorists trying to drive east will attempt to shortcut via Santa Rosa Road. Santa Rosa Road is not designed to accommodate commute traffic, and many areas require reduced speed to 25-30 mph. The likely result would be an increase in unsafe speed collisions and potentially vehicle versus bicyclists, which frequently use the road. Traffic detoured north would likely be directed by DOT to travel SR-1 to SR-135, then returning south to US-101 via Los Alamos or continue north to Orcutt. However, traffic will take Purisima Road to access SR-246 east of the construction closure. Purisima road is a two-way, two-lane, narrow county road with private driveways and narrow paved shoulders. Additionally, traffic would encounter a four-way-stop controlled intersection at Rucker Road prior to reaching the SR-246 roundabout. Traffic backup and congestion would be severe along Purisima Road, likely resulting in increased crashes at the signalized intersection of Harris Grade Road, Rucker Road, and the SR-246 roundabout.

Public Safety and Emergency Response: The closure of SR-246 would have significant impact to emergency services response and access. Access to the only major medical center of the Santa Ynez Valley, Lompoc Valley Medical Center, would be restricted for everything east of the Santa Ynez River. Ambulance response, CHP and Sheriff Office response, and anyone seeking ER or medical aid would be subject to the referenced detours. Response times would be increased due to the increased distance, and congestion during peak traffic hours would prohibit emergency vehicles from being able to utilize Purisima Road. These are our immediate considerations regarding the potential impact of this project to local operations and public safety. We remain committed to the safety of our communities and ask to be included in further traffic operations planning as this project continues

Response:

Highway 246 will not be fully closed during bridge construction or roadway repaving and therefore detours to State Route 1 will not be required. As

described in the Environmental Document in Chapter 1, the bridge will be constructed in stages to maintain continual traffic access and temporary pedestrian access.

Please see the description below of the phased bridge construction:

- In stage 1, the existing bridge would be used to maintain traffic while a 30-foot-wide section of the new bridge and approach roads are constructed.

- In stage 1, existing travel lanes on the bridge would remain at the current configuration. In stage 2, the newly constructed section of the new bridge would be used for traffic while the existing bridge is being demolished and the remaining portion of the new bridge is being constructed.

- In stage 2, two 12-foot-wide travel lanes are proposed during construction, with temporary railing along the eastbound direction and a newly constructed open-style Type 85 concrete barrier along the westbound direction.

For the repaving element of the project, one lane will always remain open to traffic with one-way traffic control. While this may impact the speed of traffic throughout the project limits, detours to other State Highways or other local roads are not anticipated to be necessary. The transportation management plan will not show detours to Purisima Road, Harris Grade Road, or other local roads. If deviations from this plan occur at any point during the project's duration, Caltrans Traffic Safety and Design Divisions will coordinate with Santa Barbara County, California Highway Patrol (Buellton area).

Caltrans understands California Highway Patrol's concerns regarding potential traffic impacts and emergency services, but with continual (and controlled) traffic flow through the entire construction area, impacts should be minimized. Caltrans will continue to coordinate with CHP during the project's design phase to evaluate how to further minimize traffic and emergency response impacts.

Comment from Heather Voges, Community Member:

Option 4 as my first choice or Option 3 as second choice

Response:

Caltrans has selected and approved the Build Alternative, with design option 4.

Comment from Rhonda Sanford, Community Member:

I'm a long distance walker and have found it much safer when a bridge has pedestrian access on both sides of the bridge. Please take walkers into consideration on this project.

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans.

Comment from Amber Romero, Community Member:

Good day,

The Robinson Bridge over the Santa Ynez River is overdue for widening. There are many individuals who have to cross that bridge daily to get into town, as well as crossing back over to get back to the homeless shelter. Families with children, as well as handicapped people, are in danger crossing that bridge. It's truly frightening. It's extremely old and that is a concern as well. It's time for an update that encompasses pedestrian access as well as widening the very narrow lanes. This has been brought up in the past but no one ever followed through. This needs to be a priority before a life is lost on it. Thank you for your attention and time.

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans. Caltrans anticipates completing the project design and necessary Right or Way acquisitions by 2028 and construction to begin in 2030.

Comment from Christina Wika, Community Member:

Hi Lucas,

My name is Christina Wika and I work directly across the street from Highway 246 right as you enter Lompoc. I work in the Lompoc wine center located on 300 North 12th Street. I have been here for 10 years working in the Transcendence Tasting Room. Daily since my incept I have seen families and homeless people walking their pets, strollers, runners, walkers, bikers and the like all have harrowing near death experiences on the 246. I have seen the

speed limit decrease due to death on that bridge with the homeless. Drivers still

dangerous and Reckless. I would urge you to please consider Lompoc pedestrian bridge as a top priority in Santa Barbara County. homeless people live at the bridge house must travel this hwy. Currently we have 300 without any transportation in that area. Thank you kindly for reading this email and I pray that this will penetrate your bone and Marrow to make good changes in our area. God bless you all! keep making California the beautiful state I love.

Kindly,

Christina Wika

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans. Caltrans anticipates completing the project design and necessary Right or Way acquisitions by 2028 and construction to begin in 2030.

Additionally, it should be noted that Caltrans cannot influence or change the behavior of dangerous and reckless drivers throughout the project limits. Dangerous or reckless drivers should be reported immediately to the California Department of Motor Vehicles (DMV) California Highway Patrol at 1-800-TELL-CHP or (1-800-835-5247). The Caltrans District 5 Project Development Team will work as efficiently as possible to deliver this project and provide a new bridge that meets the community's needs and current safety standards.

Comment from Betty Hines, Community Member:

I would like that at Robinson Bridge that option 4 be used in project for safety purposes for everyone. Seems more logical.

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans.

Comment from Keith and Kabrina Feickert, Community Members:

Please account for debris flow during heavy rains (trees etc). Inclusion of water/sewer across the bridge for connection of city resources with the County run Bridge House on Sweeney Rd. Options 3 + 4 are outstanding and the preferred option to accomodate Bridge House as well as River Park for recreation. A connection to the Riverview Terrace multiuse trail for the City would excellent if possible - the trail is under construction and should be completed before the bridge is completed. THANK YOU CALTRANS!

Response:

Caltrans District 5 Hydrology and Hydraulic Engineers have produced a Floodplain Evaluation Report Summary, Location Hydraulic Study, and Stormwater Data Report that evaluate the project's location in relation to the 100-year flood plain, and the project's susceptibility to a significant storm event. These reports will be used to inform the project's design and ensure that the bridge will not encroach upon the floodplain, raise water surface elevations, and be able to withstand storm events. Additionally, the new bridge will be designed in consideration of factors such as debris flow to maintain future resistance to scour, which will be accomplished by having fewer piers within the main river channel.

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans.

The project will also include a 6-foot-wide sidewalk between the 12th Street/State Route 1 intersection and Sweeny Road along the shoulder of the eastbound lane on State Route 246. Any other connectivity infrastructure to existing and planned pedestrian and community facilities such as River Park and Bridge House are outside the scope and budget of this project. The purpose of this project is to maintain existing assets and replace Robinson Bridge. However, this project does not preclude future pedestrian connectivity projects by Caltrans or other agencies. Future expansion of pedestrian facilities will be carefully considered and fully evaluated in the project's design phase in relation to the project's budget and schedule.

Comment from Nicholas Gonzalez Jr., Community Member:

A pedestrian bridge is very necessary due to proximity of River Park and Shelter. The same applies to bike path use. Sidewalks from bridge to park and bridge to Sweeney Rd would add significant safety to both uses above.

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans.

The project will include a 6-foot-wide sidewalk between the 12th Street/State Route 1 intersection and Sweeny Road along the shoulder of the eastbound lane on State Route 246. Any other connectivity infrastructure to existing and planned pedestrian and community facilities such as River Park and Bridge House are outside the scope and budget of this project. The purpose of this project is to maintain existing assets and replace Robinson Bridge. However, this project does not preclude future pedestrian connectivity projects by Caltrans or other agencies. Future expansion of pedestrian facilities will be carefully considered and fully evaluated in the project's design phase in relation to the project's budget and schedule.

Comment from Justin Ruhge, Community Member:

Hello Caltrans, Lucas Marsalek

We would like to know when you are going to replace the Robinson Bridge

and widen it to 4 lanes and a bicyle lane. Will you widen the 246 to 4 lanes,

also?

Justin Ruhge, Lompoc, CA 94346

Thank you.

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans. Caltrans anticipates completing the project design and necessary Right or Way acquisitions by 2028 and construction to begin in 2030.

Also, State Route 246 will not be widened from two lanes to four lanes with this project, as it is well beyond the purpose of the project to replace Robinson Bridge. If the widening of State Route 246 were to be initiated and approved, it would be done as a separate and unrelated project.

Comment from Pete Concepcion, Community Member:

First of all, I would like to Thank you all for having this first public meeting regarding the Robinson Bridge Replacement Project. I think that a few of the public comments that were made on 5/29 all have validity to them. Now that I have had time to think about it, I felt I should at least pass on some thoughts/comments, before I forget about them.

For me, I would vote for Option #4 which would exclude the piers being in the middle of the main river channel. With the possibility of the river being in flood stage, a large amount of debris could possibly dam up thus creating erosion to the outer edges and undermining the bridge abutments/wing walls. Also in design engineering, leaving out any horizontal ledges on the abutments thus preventing any encampments from being constructed.

I think that the project should include the construction of the remaining bike path that would connect to the multipurpose path on the westbound side of the new proposed bridge. With the new River Terrace Development, they constructed a new bike path on the eastside of the project and travels south toward Hwy. 246, however it ends at the end of the project site and turns west at E. Laurel Ave.. I am not sure what agency would be responsible for this, City of Lompoc, County of SB,. but I think in collaborating together, it would definitely complete public access to River Park.

This was also brought up during the meeting but I agree that a sidewalk on the westbound side of Hwy. 246 should also be considered starting from the multipurpose pathway to 12th St. I am sure street lighting is under consideration but solar LED lighting on the bridge along the multipurpose pathways? Also mentioned during the meeting, the widening of the shoulders, in both directions from the intersection of Sweeny/River Park Rd. eastbound to the roundabout. Riding a bike from Lompoc to Buellton is very hazardous as trying to get to Buellton via Purisima Rd., no bike path. Buellton via 246 from Hwy 1/12th St., just as hazardous. I know quite a few bicyclists who ride the 246 from Buellton and most say they would not go past the roundabout.

So these are just a few thoughts that came to mind about this project. I look forward to attending any future public meetings or receiving any progressional updates about this project.

Respectfully,

Pete Concepcion

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction

of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans. The project will also include a 6-foot-wide sidewalk between the 12th Street/State Route 1 intersection and Sweeny Road along the shoulder of the eastbound lane on State Route 246. The existing shoulder width of 8 feet will be maintained throughout the project limits. Any other connectivity infrastructure to existing and planned pedestrian and community facilities such as River Park and Bridge House are outside the scope and budget of this project. Also, State Route 246 will not be widened from two lanes to four lanes with this project, as it is well beyond the purpose of the project to replace Robinson Bridge. The purpose of this project is to maintain existing assets and replace Robinson Bridge. However, this project does not preclude future pedestrian connectivity projects by Caltrans or other agencies.

During the project's Design phase, the Design team will coordinate with Caltrans Hydraulics engineers to analyze horizontal embankments for the purposes of discouraging homeless encampments underneath the bridge. The need for lighting along the bridge was evaluated before the project was proposed and was found to not meet the criteria for additional lighting. It was determined that the number of pedestrians using the bridge during hours of darkness was not enough to justify the addition of lighting, according to Chapter 205 Lighting and Sign Illumination Systems Part 1 Roadway Lighting of the Caltrans Traffic Operations Manual (January 2025). Further, highway design criteria states that lighting is of greater value when no barrier between pedestrians and vehicles is present. This project will include barriers on the bridge between the sidewalk and multi-use pathway. While preliminary investigations indicated that lighting was not warranted, Caltrans will continue to carefully consider and evaluate the need for lighting in the project's design phase.

Comment from Zac Appleton, National Environmental Policy Act (NEPA) Reviewer, Environmental Protection Agency (EPA) Transportation Team:

Hi Erin,

Your project turned up during my regular CEQANet check last week, and normally this is not a project EPA would write a comment letter for, particularly at this Mitigated Negative Declaration stage. I did however note that this project commits to Rubberized Hot Mix Asphalt overlay, and wanted to suggest FHWA's Warm Mix Asphalt if practicable. I of course defer to Caltrans' road engineering expertise in this regard.
https://www.fhwa.dot.gov/pavement/asphalt/wma.cfm

Thanks for your consideration,

Response:

The use of Rubberized Hot mix Asphalt or Warm Mix Asphalt is a choice that will be made during the project's design phase. Caltrans will consider the use of Warm Mix Asphalt for the benefits listed by the Federal Highway Administration such as the longer hauling distance capability and extended paving season. If Warm Mix Asphalt is chosen by Caltrans as the preferred paving material, it will be incorporated into the project's construction package for the contractor.

Comment from James I. Mosby, City of Lompoc Mayor:

This request for a map update and re-study is based on the attached "new data" and "conflicting historical data." This information lends support to the theory that the original flood information which is currently on record should be subject for review. If corrected, the new maps would substantially change and effect the properties of the above-mentioned landowners as well as many other properties and homeowners in the area in question. In the attached document prepared by the Bureau of Reclamation (exhibit A pg 74, par 5) the authors state that "no flood has occurred in these topographic areas in at least 2,920 years." In total contradiction, the current maps state that these areas are in a 100 year flood plain.

In the same document (exhibit A, pg 72) the Bureau of Reclamation sites many sources that reflect the Robinson Bridge of the Santa Ynez River did not flood in the 1938 event. Furthermore, the report specifically states that the current records are based on the over-estimation of the events of 1907, 1914, 1915, 1916 discharge. Each of these over-estimations appear to be more than fifty percent inflated based on this more recent report. These over-estimations appear to have been used repeatedly in calculating the current FEMA flood Hazard Maps.

In 1998, the Santa Barbara County Public Works Department prepared a report of "Modified Storm Operations" (exhibit B, pg 13). In this report the Department states "that they can produce substantial reductions in downstream flows." the three operational changes which may be employed individually or in concert, were sited as: 1) pre-storm reservoir drawdown of up to several feet, or "precautionary releases", 2) release of storm inflows up to a calculated maximum flow while holding reservoir below normal operational level, "prereleases", and 3) after lakes reach full condition, hold spillway gates to achieve extra reservoir surcharge, "gate holding."

The significance of this information is that it supports the fact that Santa Barbara County is currently using Bradbury Dam for 'modified flood control purposes.' This information alone may be sufficient to begin a re-evaluation and modification of all flood plane maps downstream. Also in the document prepared by Santa Barbara County Public Works Dept. (Exhibit B, appendix A

pg 2) they discuss the 'example storm conditions.' Here the department specifically states, "At the time (1969) the flood was thought to be a 50-year event, but the subsequent USBR studies (1994) suggest that the flows were the largest in the river between Cachuma and Lompoc in 2,900 years." The document goes on to state that the modifications which they now have in place would have reduced the flow in the 1969 event by as much as 33%. The U.S. Department of the interior, Bureau of Reclamation published a report in February 2000 (exhibit C, pg 8). In their report they give further credit to the 'modified stream operations' by stating in their conclusion that Bradbury Dam is being used for modified operations. The report goes on to state that "The modified storm operations results in reduced out of channel flows downstream of Bradbury Dam, as evidenced by actual implementation of the modified operations for the Feb. 23-24, 1998 event."

This change in our operation further supports our request for re-evaluation. Many discrepancies exist in the documents reflecting the elevation of Robinson Bridge as well as the Santa Ynez stream bed. Two such examples are the County of Santa Barbara, Roads Dept. (exhibit D), and the FEMA Flood Profile Map (exhibit E). In the Roads Dept. map the bridge elevation is approximately 113' while the FEMA document shows the bridge at 117'. The stream bed estimates also vary with the documents, and while one states 82' the other states 84'. In light of these discrepancies the area in and around Robinson Bridge should be reviewed. While the aforementioned reports from all sources of public entities should be enough to prompt a review of this area, there are also many eyewitness accounts, and statements from local officials which show that historically the area has not been subject to flooding near the Robinson Bridge (exhibit F). Here we have gathered articles and quotes, which reflect information from the time of the 1969 flood. The attached current information from the Bureau of Reclamation, Santa Barbara County Public Works Dept., and the U.S. Department of the Interior are all three reliable sources which strongly support a review of the Santa Ynez River and specifically the area around Robinson Bridge.

Response:
The Federal Emergency Management Agency (FEMA) is the entity responsible for administering the National Flood Insurance Program (NFIP), determining base flood elevations, establishing the extent of floodplain boundaries, and publishing Flood Insurance Rate Maps and Flood Insurance Studies. Title 23 CFR Part 650.111(a) is the federal regulation which requires Caltrans to use NFIP maps, if they are available, to determine if a project constitutes a floodplain encroachment.

Caltrans is a transportation agency, not a flood control agency. The purpose of this project is to replace the Robinson Bridge and enhance safety and connectivity. Avoiding the current and documented 100-year floodplain fulfills that purpose. Assessing reservoir operations and reevaluating The Federal Emergency Management Agency's (FEMA) Flood Insurance Study and maps

for the purpose of reducing floodplain extents is beyond the scope of the analysis conducted or required for this project.

Further, the reevaluation of floodplain extents based on reservoir operations would affect multiple communities upstream of the project site that are well beyond the boundaries of the project's limits. The Federal Emergency Management Agency (FEMA) regularly updates Flood Insurance Studies and would be the most appropriate agency to request an update of this scale. The Santa Barbara County Flood Control and Water Conservation District is the local floodplain administrator in this region. Per the Santa Barbara County Flood Control District's website, their operations include coordination with the Federal Emergency Management Agency (FEMA) to revise Special Flood Hazard Areas as appropriate. Caltrans recommends that the City of Lompoc direct all future communication regarding this matter towards Santa Barbara County Flood Control.

Caltrans coordination with the Santa Barbara County Water Agency regarding dam water releases is also outside of the scope of this project and outside of the authority of Caltrans. Caltrans is a transportation agency, and therefore decisions related to regulatory floodways or water releases from upstream dams would not be within our authority. It should also be noted that Robinson Bridge was constructed in 1939, before the construction of Bradbury Dam. Since the dam's construction in 1953, there are water gage records that characterize typical flows on the Santa Ynez River, and Caltrans has designed the new bridge based on the most recent flow data.

Comment from Justin M. Ruhge, Community Member:
Caltrans District 5
Lucas Marsalek, Environmental Branch Chief
EIR for State Route 246 CAPM and Robinson Bridge.
Comments:
As a 32 year resident of Lompoc, I am very interested in any improvements on this route 246 used by thousands of commuters every work day.
After spending an afternoon perusing the subject EIR, It does look complete for the proposed project.
The Robinson Bridge in question was built in 1939 when traffic were Model A Fords, and is now 86 year old. It is amazing that an 18 wheeler Simi has not fallen through it or a person killed by its narrow width. Every effort should be made by Caltrans to replace it soon. I urge Caltrans to start the work now and complete it in 2026. Your Number one choice of bridge models should be used. A new bridge may never be replaced again if we do not get the best now. Just look at the present bridge. 5 years from now to start the project, as stated in the EIR, is way too long, since traffic is increasing monthly as new construction for housing and work is increasing in Lompoc.
As to Caltrans plans for 246 from Robinson Bridge to the East to Santa Rosa Creek, Caltrans is dooming we riders to a two lane road forever. Two lanes,

double yellow strip roads are dangerous. In the 1970 Caltrans planned a parkway to Lompoc from Buellton but has never completed this design. About 8 miles of widening on State rite-of-way would complete this original design and make a safer road for the entrance to Lompoc, and all of its commuters! Thank you for your consideration.
Justin M. Ruhge,91, Lompoc CA 93436, 805-7379536

Response:
Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans. Caltrans anticipates completing the project design and necessary Right or Way acquisitions by 2028 and construction to begin in 2030. The completion of 100% design, acquisition of Right-of-Way and easements, utility relocations, and obtaining l permits and agreements from permitting/partner agencies are complex and lengthy processes that can take multiple years to complete.

Also, State Route 246 will not be widened from two lanes to four lanes with this project, as it is well beyond the purpose of the project which is to replace Robinson Bridge. If the widening of State Route 246 were to be re-initiated and approved, it would be done as a separate and unrelated project.

Comment from Thomas Jenkins, Community Member:

Please include the following comments related to the Replacement of Robinson Bridge:

- Of the Design options provided for consideration, only options 3 or 4 are acceptable.
    - Full-sidewalk development from Hy 1 to Sweeney along the eastbound (E/B side) is necessary, and as we understand the proposal, this is part of all options. If not, full sidewalk development along this segment needs to be a minimum development for the project.
    - Both of these options include the 'Multi-Use path on the westbound/ north side of the bridge. This is a minimum need, and a reasonably foreseeable necessity of the road usage and community needs.
- This section of road is used daily and repeatedly by individuals traveling on foot or via bicycle to services, businesses, and public facilities on Sweeney Road or River ark Road, and beyond. In the last

several years, the pedestrian and bicycle usage has increased dramatically. It is expected that this usage growth will continue and possibly even accelerate in the months ahead.

  - Long term, these options would allow for improved road and park access, along with the common bicycle usage along Hy 246 to Purisima and beyond.

- We highly recommend adding full path development along the westbound portion from River Park Road to Hy 1. Considering the scope of the project, expansion to include this safety and service feature is reasonable and in the best interest of the community, and safety features of the project.

  - Options 1 and 2 do not include the multi-use path on the bridge. If these options are built, it would create a dangerous circumstance for the public non-vehicular use of this roadway.

  - Park users would have to cross Hwy 246 twice to reach the park, one location at the Sweeney crossing, which without traffic controls would continue to be highly dangerous. Or, pedestrians could continue to use the narrow westbound portion of the road to reach the park and return to Lompoc.

  - Utility load usage of the bridge:

- The engineering for the bridge needs to include the eight and scope of the reasonably foreseeable utility pathways from the City of Lompoc to River Park and Sweeney Road businesses that are needed. These would include electrical, sewer, and water pathways. The foreseeable need for these pathway will exceed the current scope and capability of the service pathways.

- Despite the comments indicated by CalTrans staff that the City and County were considering other options; they have been considering other options for a decade at least that I am aware of, with no published plan to achieve those options. It would appear that little progress, if any, has been made towards other options other than along the bridgeway, and that the bridgeway option will be achieved long before significant progress is made.

- Allowance of the bridgeway utilities would reduce ground water usage and septic seepage for many years, to come. Each of these reductions are positive environmental aspects to including this set of features to the project.

- I believe any of the above recommended project features that are not included, will likely be added in short order to SBCAG meetings as current necessary feature, and the near immediate re-cycling of almost the same project into the queue of community transportation needs.

Thank you for allowing me to provide input into the project.

Response:

Caltrans has selected and approved the Build Alternative, with design option 4. Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse pathway and Type 85 Barrier associated with Design Option 4 are contingent on a maintenance agreement between the City of Lompoc, the County of Santa Barbara, and Caltrans. The project will also include a 6-foot-wide sidewalk between the 12th Street/State Route 1 intersection and Sweeny Road along the shoulder of the eastbound lane on State Route 246. Any other connectivity infrastructure to existing and planned pedestrian and community facilities such as River Park and Bridge House are outside the scope and budget of this project. The purpose of this project is to maintain existing assets and replace Robinson Bridge. However, this project does not preclude future pedestrian connectivity projects by Caltrans or other agencies. Future expansion of pedestrian facilities will be carefully considered and fully evaluated in the project's design phase in relation to the project's budget and schedule

The expansion or installation of new utilities throughout the Caltrans Right-of-Way and across Robinson Bridge would be the responsibility of the utility owner and would be accomplished through application for an encroachment permit with Caltrans. Currently, the Santa Barbara County division of Capitol, Energy, and Utilities is designing water and wastewater connections to the Bridge House Homeless Shelter and County Road yard. After early coordination with Caltrans, the County does not plan to place these utilities on the Robinson Bridge.

Lastly, an Intersection Safety and Operational Assessment (ISOAP) traffic evaluation was completed at the Sweeny and River Park Road to evaluate the need for proposed traffic control and design changes. The data gathered does not support the need for additional traffic control (for vehicle or pedestrian/bicycle) beyond the existing one-way stop signs.

Comment from Dean Albro, Lompoc City Manager

Dear Mr. Marsalek:
Thank you for the opportunity to review and comment on the Initial Study with Proposed Mitigated Negative Declaration and Section 4(f) de minimis

Determination for Route 246 Capital Preventive Maintenance (CAPM) and the Robinson Bridge replacement. The City of Lompoc (City) would like to express its sincere appreciation to Caltrans District 5 for the progress on this important east/west connection in and out of the City. The City continues to show support for this project, most recently on April 15, 2025, when the City Council authorized the City Manager or his designee to execute the State Route 246 (CAPM) and Robinson Bridge Project Section 4(F) De Minimis Concurrence, as requested by Caltrans. Through the passage of Measure A in November 2008, Santa Barbara County voters supported investing $8 Million of local transportation sales tax revenue toward widening, elevating, and strengthening the Robinson Bridge and surrounding highway approaches to ensure a continuously useable roadway that is safe for motor vehicles, cyclists, pedestrians, and farm equipment to travel on either side of State Route 246 to or from Lompoc. The City understands that this project requires continued collaboration between Caltrans, the City of Lompoc and the Santa Barbara County Association of Governments (SBCAG) to ensure local and regional needs are met and the best possible outcome for the project. As a responsible Agency, the City has prepared these comments to the Initial Study. It should be noted that both Design Options 2 and 4 call out two piers (eight 7-foot-wide columns) which does not appear to be consistent with Figures 3-2 and 3-4, which show two piers with four 7-foot-wide columns.

Alternative Selection:

The City has reviewed the four alternatives presented in the initial study and with the incorporation of the City's comments herein, it supports Bridge Design Option 4 which includes a 63-foot-wide cast-in-place bridge with three spans supported by two piers (four 7-foot diameter columns) and includes a 6-foot-wide sidewalk in the eastbound direction and an 11-foot-wide multiuse path in the westbound direction. The City believes this alternative most supports the needs and desires of the voters who approved the Measure A funding, as well as the purpose and need statements of the Initial Study which included:

Bridge Scour Effects - Replacement of the bridge with a new bridge that addresses existing deficiencies which identified continued scour leading to bridge pier and deck failure and that a 100-year flood would overtop the current bridge. Design Option 4 would reduce the number of piers within the river by three times from 6 to 2, thereby reducing the impact on flow caused by the piers, eliminating piers located near the center of the channel where flow velocities are highest, and potentially reducing the amount of debris that would be trapped, resulting in reduced the scour effects on the piers. Since 1953 the releases from the Bradbury dam have also added to the amount of debris that is lodged against the piers which continues to add to the scour effects. Although not specifically expressed in the initial study, the City requests Caltrans include the necessary design elements in the new bridge to ensure its reliability and minimize scour effects on its piers. Additionally, the City recommends Caltrans coordinate with the County of Santa Barbara

Water Agency regarding dam water releases to further reduce the impact of scour on the piers. Further, the City requests Caltrans include in its environmental studies an explanation of why the scour problem occurred for the existing Robinson Bridge.

Flood Elevation – The new bridge will raise the vertical profile by 6 feet to provide 2 feet of free board above the 2% probability (50-year) flood event. It appears the new elevation of the bridge roadway (between 123' to 121.07') will not overtop during a 100-year "base flood" event, however the highwater elevation of 111.41' shown on the proposed plans is inconsistent with the base flood elevation of approximately 119' shown on the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Number 06083C0743G revised December 4, 2012 (FIRM 743G). Because State Route 246 east of the City is a critical transportation and evacuation route for those living in this area, it is important that the highway on both sides of the bridge remains open, is adequately drained, and is elevated above the 100-year base flood elevation. The west approach road appears to be sufficiently elevated within the flood hazard area. However, the proposed east approach road at the bridge is about 2 feet lower than the west side and the flood hazard area east extends just east of PM 10.6. FIRM 743G shows existing State Route 246 being under water during a 100-year flood event from approximately the west edge of the existing bridge to approximately 3,500' east of the existing bridge. Additionally, lesser rain events have caused closures of State Route 246 due to localized flooding from poor roadway drainage between the Robinson Bridge and Mission Gate Road. The project should provide sufficient drainage and roadway elevation to facilitate safe travel on State Route 246 east of the City during storms up to and including the 1% probability (100-year frequency) storm event.

Complete Streets – The project area is deficient in Complete Streets elements. There are no pedestrian connections from the City to River Park. Previous studies by both the City and Caltrans identified the need for pedestrian and bicycle facilities over the Robinson Bridge and throughout the project limits. Design Option 4 will increase the width of the bridge to 63 feet and add not only a 6-foot-wide sidewalk on the eastbound side but will also include an 11-foot-wide multiuse path on the westbound side. Additionally, all design options are proposed to include 12-foot-wide vehicle travel lanes and 8-foot-wide paved shoulders in each direction, consistent with Caltrans standards, to accommodate cyclists, farm equipment, and other needs.

Approach Road Realignment/River Park Connection - At the community meeting held on May 29, 2025, at the City Council Chamber in Lompoc, the community expressed a need to connect Hwy 1 to River Park for both pedestrians and bicyclists. The City would like to see the westbound (north side) of State Route 246 have a multiuse path from State Route 1/Twelfth Street to River Park. River Park is a 45-acre city park, located along the Santa Ynez River in Santa Barbara County. The park includes five group

barbecue areas, additional picnic areas, 35 RV hook-up campsites, volleyball courts, horseshoe areas, and grassy lawns. The park maintains the man-made Kiwanis Lake which attracts a variety of wildlife to the park. To help facilitate pedestrian and biking facilities the City is working with the owners of a nearly 10-acre parcel located north of State Route 246 and east of Twelfth Street to dedicate easements necessary for Class 1 bike paths from Twelfth Street to approximately 0.2 miles east along the north side of State Route 246 at post mile 9.75 at the Lompoc utility building, as well as an easement running north-south along the eastern edge of the parcel. Coordination with the

Caltrans design team will be needed to facilitate path connections and address grade changes as a result of elevating the bridge 6 feet. On the west side of the proposed bridge there is less than a 0.1-mile gap between the proposed Class 1 bike path ending at post mile 9.75 and the start of the proposed 11-foot-wide multiuse path on the bridge and on the east side, there is approximately 0.12 miles from the bridge to the entrance to River Park. The plan calls for an 8-foot-wide shoulder for these sections. The City requests that an 11-foot shoulder be constructed on the north side of State Route 246 from post mile 9.75 to the west side of the proposed bridge, and from the east side of the proposed bridge to River Park for continuity between the Class 1 bike path and the 11-foot-wide multi-use path on the bridge. Adding an additional 3 feet to the shoulder will improve safety and continuity for the multi-use path to the park. Because there are no controlled crossings of State Route 246 between Twelfth Street and River Park, widening the shoulder in those two areas is a prudent safety improvement to reduce the need for crossing State Route 246 at River Park/Sweeney Road.

Lighting for Public Safety - Another safety factor the City would like Caltrans to consider is lighting along this section of the sidewalk and multiuse path between Twelfth Street and River Park. With the community wanting to be able to walk or ride bikes from nearby residences to River Park the lighting would improve safety and allow residents an opportunity to use the path after dark if needed. With the advancement of solar lighting, it may be a good option for this section**.**

Pedestrian Barrier - Although the City would support a more aesthetic treatment for the pedestrian railing on the outside of the bridge, the City does not have the resources to maintain facilities outside its jurisdiction as it understands Caltrans would require for such treatment. There are other types of fencing options besides the Caltrans Standard Type 7 chain link fence that may cost a little more up front but would be more aesthetically pleasing and require less maintenance than the chain link fence.

Pavement Rehabilitation Elements - The community expressed safety concerns regarding State Route 246 and this project during the public meeting on May 29, 2025. Consistent with those community concerns, the

City requests that Caltrans consider widening paved shoulders, elevating the roadway, and improving drainage where possible beyond the currently proposed limits of such work near the bridge, to improve the safety of this section of highway. This section of State Route 246 is a critical east/west connection to US Route 101 and the Santa Ynez Valley, and the diverse types of vehicles and users within the narrow existing roadway make it challenging to safely navigate. Adequate paved shoulders would provide space for bicyclists, farm equipment, and other slower-moving users separate from the many other vehicles using the highway.

Traffic Management Plan - The City requests that it is given an opportunity to review the project specific Traffic Management Plan when it is available. This plan should include elements such as:

• Minimizing traffic delays.

• Adequate access to the City's River Park and utility building, as well as to Sweeney Road to be continuously maintained.

• Avoiding night work to further lessen impacts to park visitors.

• A Public Awareness Campaign to notify the public of the upcoming construction schedule

and allow for prior planning.

• Adequate advance warning signs.

• Bicycle and Pedestrian Accommodations.

Congratulations on the progress on this critical project and thank you for this opportunity to comment on the Initial Study with Proposed Mitigated Negative Declaration and Section 4(f) de minimis Determination for Route 246 CAPM and the Robinson Bridge replacement. We look forward to continuing working with you and SBCAG to improve safety. reliability, pedestrian and bicycle access, and resilience to flooding and scour for this section of State Route 246. The City reserves the right to submit additional comments based on responses to this letter. If you should have any questions regarding this letter, please contact Craig Dierling, Interim Public Works Director at (805) 875-8269 or Robin Dickerson, Acting Assistant Public Works Director/ City Engineer (805) 875-8243.

Sincerely,

Dean Albro

Response

Alternative Selection:
Caltrans has selected and approved the Build Alternative, with design option 4. The environmental document has been corrected to explain that Design Options 2 and 4 have two piers with four 7-foot-wide columns in accordance with the visual simulations.

Bridge Scour Effects:
In addition to having less piers than the existing bridge, the new bridge will be supported by columns instead of pier walls. Both these design elements will reduce contraction scour by providing more space for water to flow under the bridge. As illustrated in the City's comment, the piers are also being moved out of the center of the channel where velocities and scour potential are the greatest. Column foundations will be set deep enough to avoid being compromised by scour. Current design standards and the use of modern construction equipment and methods will result in the new bridge being more reliable and resilient than the existing bridge.
Coordinating with the Santa Barbara County Water Agency regarding dam water releases is outside of the scope of this project and outside of the authority of Caltrans. Caltrans is a transportation agency, and therefore decisions related to regulatory floodways or water releases from upstream dams would not be within our authority. It should be noted that Robinson Bridge was constructed in 1939, before the construction of Bradbury Dam. Since the dam's construction in 1953, there are water gage records that characterize typical flows on the Santa Ynez River, and Caltrans has designed the bridge based on this flow data.
An explanation of why bridge scour occurred at this location is beyond the scope and purview of the environmental studies. Bridge scour is a natural and unavoidable phenomenon that occurs gradually over time. It is caused by flow around an obstruction, such as a bridge pier, or some other change in flow such as abutment approaches encroaching into a natural channel. These changes in the natural flow cause vortices and disturbances in the flow of water. These vortices can have the effect of removing material from within the waterway. Natural erosion and degradation (loss of streambed material over time) can also cause scour. In the 86 years since Robinson Bridge was constructed, one or more of these processes occurred and resulted in the scour which is present today. The new bridge will be designed to prevent scour as effectively as possible for the duration of its service life.

Flood Elevation:
While it is true that the APS includes a note about the approximate high-water elevation of 111.41', the approximate high-water elevation is not the same as the base flood elevation shown on the FEMA Flood Insurance Rate Map (FIRM map). The high-water elevation of 111.41' comes from preliminary study that was performed before the bridge design and channel modifications were finalized, and additional flood studies are still underway. Caltrans will consider the concerns raised by the City regarding the eastern approach road, and further analysis will be done during the project's design phase.

Localized flooding issues between Robinson Bridge and Mission Gate have been noted by the Caltrans Project Development Team and were determined to be a byproduct of changes in land use on neighboring agricultural lands. A new culvert at this location was found to be infeasible as it would create flooding issues for neighboring landowners.

Complete Streets:
Design option 4 includes a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The pedestrian features on the bridge including the Type 85 barrier and the multiuse pathway would be contingent upon a maintenance agreement between City of Lompoc, Caltrans, and Santa Barbara County being secured prior to construction. The project will also include a 6-foot-wide sidewalk between the 12th Street/State Route 1 intersection and Sweeny Road along the shoulder of the eastbound lane on State Route 246. Any other connectivity infrastructure to existing and planned pedestrian and community facilities such as River Park and Bridge House are outside the scope and budget of this project. The purpose of this project is to maintain existing assets and replace Robinson Bridge. However, this project does not preclude future pedestrian connectivity projects by Caltrans or other agencies. Future expansion of pedestrian facilities will be carefully considered and fully evaluated in the project's design phase in relation to the project's budget and schedule.

Approach Road Realignment and River Park Connection:
As expressed in previous comment responses and within subsequent sections of this response, the primary purpose and approved use of funds for this project is to perform maintenance on existing project assets. The addition of a multi-use path from State Route 1 and Twelfth Street to River Park on the north side of State Route 246, and the widening of shoulders beyond the existing shoulder widths will not be possible within the scope of this project. Should the City of Lompoc choose to develop a path in this area which connects to the facilities planned for this project, Caltrans would welcome this and assist the city with facilitating an encroachment permit and possible oversight project. Caltrans also welcomes further coordination between the city and the Caltrans Design team regarding path connections and the grade changes to road approaches resulting from this project.

Lighting for Public Safety:
The need for lighting along the bridge was evaluated before this project was approved. It was determined that the number of pedestrians using the bridge during hours of darkness was not enough to justify the addition of lighting according to Chapter 205 Lighting and Sign Illumination Systems Part 1 Roadway Lighting of the Caltrans Traffic Operations Manual (January 2025). Further, highway design criteria states that lighting is of greater value when no barrier between pedestrians and vehicles is present. This project will

include barriers on the bridge between the sidewalk and multi-use pathway. Additionally, adding lighting elements to this project would be outside of the scope and budget of this project. Installing lighting within the project limits could also result in environmental impacts not analyzed within the scope of this project. Lighting can be disruptive to the natural behavioral patterns of nocturnal species such as bats and birds that inhabit bridges, as well as protected fish species within the Santa Ynez River. Potential impacts to these species resulting from permanent lighting would likely not be permittable by resource agencies with jurisdiction over these species. Despite these policies and considerations, Caltrans will continue to evaluate the need for lighting during the project's design phase.

Pedestrian Barrier:
Caltrans accepts and understands that the City of Lompoc would not be able to maintain an aesthetic bridge railing. Because the City is not able to enter into a maintenance agreement for such a project feature, the Caltrans standard Type 7 Chain Link fence will be used. The chain link barrier material is the standard material that is available for replacement and use within District 5. Any deviation from this standard is not something that Caltrans District 5 is able to readily procure or maintain. Therefore, Caltrans will not be evaluating other barrier types for use. In the future, if the City of Lompoc is able to maintain an aesthetic bridge railing, Caltrans would support the City of Lompoc by facilitating a maintenance agreement for the railing.

Pavement Rehabilitation Elements:
This response is in reference to the following comment from the city: "…the city requests that Caltrans consider widening paved shoulders, elevating the roadway, and improving drainage where possible beyond the currently proposed limits of such work near the bridge, to improve the safety of this section of highway." This project is a capital preventative maintenance project, meaning it has been programmed and funded specifically for the maintenance and improvement of existing facilities. Widening the shoulders beyond their current 8-foot width, elevating the roadway, and modifying drainage outside of the currently defined project footprint is outside of the project's scope and budget. The purpose of maintenance has been clearly outlined since the project was programmed as evidenced by the following statement from the Project Initiation Document completed during the scoping phase of the project: "Outside of the realignment limits, this project proposes to maintain the existing geometric features." For these reasons, any modifications to shoulders, roadway, and drainage elements beyond what is outlined in the current project scope will carefully be thoroughly evaluated in the project's design phase in relation to the project's budget and schedule.

Traffic Management Plan:
It should be noted that the specific elements and criteria of the Traffic Management Plan will be set by Caltrans and will fulfill Caltrans district-wide

and state-wide traffic safety standards. Caltrans appreciates the City's concern, however the contents and methods of the Transportation Management Plan will be determined and enforced by Caltrans Traffic Safety and Design divisions. Per the 2015 Deputy Directive DD-60-R2, it is under the responsibility and authority of the Traffic Operations Division to implement Transportation Management Plans in accordance with statewide traffic management policies. Caltrans will share the completed Traffic Management Plan with the City of Lompoc once it is completed and continue to keep the City of Lompoc apprised of construction-related updates**.**

Comment from Elena Jones, Human Services Commission of the City of Lompoc

Of the four design options, I recommend Caltrans adopt option #4. I also highly encourage the project developers to add a sidewalk to the north side of the bridge, not just to an abatement, so pedestrians heading to River Park feel safer. Additionally, pedestrians using the bridge at dusk and nighttime would greatly benefit from lighting on the bridge. This last point has been a major issue for a long time, and I feel it deserves your utmost attention.

Response:

Caltrans has selected Design option 4, which features a 6-foot-wide sidewalk in the eastbound direction of the bridge, and an 11-foot-wide multi-use path in the westbound direction of the bridge. The multiuse path and Type 85 Barrier associated with design option 4 are contingent upon a maintenance agreement being secured between Caltrans, the City of Lompoc, and the County of Santa Barbara. The approach road west of the bridge and east of the bridge up to the Sweeney Road and River Park Road intersection will also include a 6-foot-wide sidewalk in the eastbound direction. The existing shoulder width of 8 feet will be maintained. Design option 4 is a significant improvement upon the existing pedestrian facilities within the project limits. While full connectivity to existing pedestrian and community facilities such as River Park will not be completed within the scope of this project, this project will not preclude future connectivity projects to existing facilities by Caltrans or another agency.

The need for lighting along the bridge was evaluated before this project was approved. It was determined that the number of pedestrians using the bridge during hours of darkness was not enough to justify the addition of lighting according to Chapter 205 Lighting and Sign Illumination Systems Part 1 Roadway Lighting of the Caltrans Traffic Operations Manual (January 2025). Further, highway design criteria states that lighting is of greater value when no barrier between pedestrians and vehicles is present. This project will include barriers between the sidewalk and multi-use pathway, provided a maintenance agreement is secured. New permanent lighting would also create impacts to species such as fish, birds, and bats, that may utilize

Robinson Bridge and other habitat within the project limits. These impacts would likely not be permittable with resource agencies who regulate these species. Despite these policies and considerations, Caltrans will continue to evaluate lighting needs during the project's Design phase.

Comment from Mackenzie Rich, California Department of Fish and Wildlife

Dear Erin Henry:

The California Department of Fish and Wildlife (CDFW) reviewed the Mitigated Negative Declaration (MND) from the California Department of Transportation, District 5 (Caltrans; Lead Agency) for the State Route 246 CAPM and Robinson Bridge Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines1.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law2 of any species protected under the California Endangered Species Act (CESA; Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: Caltrans

Objective: The objective of the Project is to replace the bridge over the Santa Ynez River (Bridge Number 51-0128) and to ensure the safety and connectivity of 21.7 lane miles of roadway. Primary Project activities include using an asphalt overlay to preserve the pavement, rehabilitating culverts, upgrading sign panels, upgrading curb ramps to be compliant with the Americans with Disabilities Act, upgrading guard rails to meet current safety standards, and adding a sidewalk to part of the Project area.

Project Alternatives: Design Options 1 and 2 include a 51-foot-wide bridge and Design Options 3 and 4 include building a 63-foot-wide bridge. Design Option 1 is a five span bridge supported by four piers. Design Option 2 is a three span bridge supported by two piers. Design Option 3 is a five span bridge supported by four piers. Design Option 4 is a three span bridge supported by two piers.

CDFW would prefer to see Design Option 2 selected by Caltrans as the final Project design.

Location: This Project is located in the city of Lompoc in Santa Barbara County along State Route 246 from postmile 9.55 to postmile R20.90. The Project encompasses the following state right of right of ways: 99-141-034, -030, -006, -017, -018, -020, -019, 093-060-017.Biological Setting: The Project area occurs along the length of State Route 154. This area supports agriculture, open space, and development. Caltrans conducted a general wildlife survey in April 2023. In June 2023, August 2023, and April 2024, Caltrans conducted an aquatic resources delineation. In April 2024, Caltrans conducted a bumble bee habitat assessment and in November 2024 Caltrans conducted a fish passage assessment. Focused botanical surveys and land cover mapping were conducted in April and July 2023. Mesa horkelia (Horkelia cuneata var. puberula; California Rare Plant Ranking (CRPR) 1B.1) and black-flowered figwort (Scrophularia atrata; CRPR1B.2) were observed during floristic surveys. Though there are several special status wildlife species that have the potential to occur in the area, the only special-status species observed during these surveys was a deceased American badger (Taxidea taxus; California Species of Special Concern (SSC)). With that said, no focused surveys for special status wildlife species have been conducted at this time, though they are proposed in Caltrans' Mitigation Measures.

Natural communities observed within the Biological Study area include: 2.43 acres of coastal scrub-California sage, 0.48 acre of coastal scrub-mixed, 10.40 acres of coyote brush scrub, 6.30 acres of coast live oak woodland, 9.10 acres of riparian woodland and forest, 1.24 acres of willow scrub, and

5.50 acres of riverine-mulefat thickets. Additionally, 0.02 acre of emergent wetland and a 0.30 acre pond were observed.

Three sensitive natural communities found within the Project area include Central Coast arroyo willow riparian forest, central maritime chaparral, and southern willow scrub. There are anticipated impacts to these communities due to Project activities.

There are several state California Endangered Species Act (CESA) listed and candidate species that may occur in the Project area including: Southern California steelhead trout (Oncorhynchus mykiss irideus; CESA-listed endangered), California tiger salamander (Abystoma californiense; CESA-listed threatened, Endangered Species Act (ESA)-listed endangered), and Crotch's bumble bee (Bombus crotchii; CESA candidate species). Additional special-status species that may occur within the Project area include: California red-legged frog (Rana draytonii; ESA-listed threatened), Western spadefoot toad (Spea hammondii; ESA proposed threatened), northern California legless lizard (Anniella pulchra; SSC), southwestern pond turtle (Actinemys pallida; ESA proposed threatened), coast horned lizard (Phrynosoma blainvillii; SSC), coast patch-nosed snake (Salvadora hexalepis virgultea; SSC), tri-colored blackbird (Agelaius tricolor; CESA-listed threatened), southwestern willow flycatcher (Empidonax traillii extimus; ESA-listed endangered), least Bell's vireo (Vireo bellii pusillus; ESA-listed endangered), pallid bat (Antrozous pallidus; SSC), western red bat (Lasiurus frantzii;SSC), and San Diego desert woodrat (Neotoma lepida intermedia; SSC).

The MND for this Project incorporates 87 avoidance, minimization, and/or mitigation measures, including measures for each special-status species. Project History: CDFW conducted a site visit with Caltrans at the Robinson Bridge Project location on November 6, 2024. Caltrans has coordinated with CDFW regarding the Project since November 2024. COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Additional comments or other suggestions are also included to improve the document.

Impacts to Amphibian and Reptile Connectivity

Issue: The Project may adversely impact connectivity, particularly small amphibians and reptiles, including the California tiger salamander.

Specific impact: The proposed placement of Rock Slope Protection (RSP) at the culvert inlets and outlets presents a significant barrier to wildlife

movement and wildlife connectivity by preventing the movement of smaller amphibians and reptiles through the culvert.

Why impact would occur: The placement of RSP creates a barrier to smaller wildlife species attempting to traverse the area. RSP may result in entrapment, death, or injury to wildlife attempting to travel through the culverts (Langton and Clevenger 2017; Gunson and Huijser, 2019; Kentel, 2023). If culverts are not designed according to Caltrans' Measures to Reduce Road Impacts on Amphibians and Reptiles in California: Best Management Practices and Technical Guidance3 document, then amphibians may not be able to traverse the roadway safely. Moreover, placement of RSP represents a permanent loss of connectivity in the area because it prevents smaller amphibians and reptiles from using the culverts to access suitable habitat. This loss is especially concerning for California tiger salamander as the Project area contains critical habitat for this listed species. Culvert locations 3, 6, and 7 all are within one mile of at least one breeding pond, and culvert locations 4 and 5 are of particular concern because of their proximity to two breeding ponds and because both locations are occur within previously designated critical habitat for the species. California tiger salamanders are capable of traveling up to 2,484 meters or 1.54 miles and thus culverts 3 through 7 may funnel California tiger salamander from one side of the roadway to the other to access breeding and upland habitats (Searcy and Chaffer, 2011). Given the Project impacts to smaller wildlife species and California tiger salamander specifically, the use of RSP at the various culverts within the Project area interferes with the Safe Roads and Wildlife Protection Act (AB2344), which requires Caltrans to prioritize wildlife connectivity when developing transportation projects. Evidence impact may be significant: California wildlife is losing the ability to move as habitat conversion and built infrastructure disrupt species habitat and cut off migration corridors (Fish & G. Code, § 1955, subd. (c).) Changes to culvert design, such as adding RSP to culvert inlets and outlets, can represent direct changes in the environment that may impact wildlife connectivity. In regard to California tiger salamander, the California Fish and Game Commission have listed this species as threatened under CESA (California Code of Regulations, Title 14, Section 670.5(b)(G)). Any take of the California tiger salamander could require a mandatory finding of significance by Caltrans (CEQA Guidelines, section 1565). The described Project activities will result in permanent loss of connectivity for this species in critical habitat.

Recommended Potentially Feasible Mitigation Measure(s)

CDFW requests the following mitigation measure is incorporated into the final CEQA document:

Mitigation Measure #1: Use of Rock Slope Protection and Culvert Design. Culverts and adjacent rock slope protection (RSP) shall be designed and installed to allow safe and effective passage of California tiger salamander

and other wildlife beneath the road. All culverts installed as part of this project shall follow the guidance in Measures to Reduce Road Impacts on Amphibians and Reptiles in California: Best Management Practices and Technical Guidance dated March 20214. Culverts shall be installed partially below grade to allow the accumulation of natural substrate on the culvert floor. The use of RSP at inlet and outlet of the culverts shall be avoided. If RSP is determined to be necessary, it shall be installed in a manner that maintains a flat, unobstructed wildlife movement path of at least 24 inches wide to and from the culvert inlet and outlet. If RSP is used, Caltrans shall contact CDFW who will identify appropriate compensatory mitigation for the additional permanent impacts to California tiger salamander habitat. This mitigation shall also address the loss or reduction of wildlife movement opportunities resulting from impaired connectivity or reduced passage functionality.

ADDITIONAL COMMENTS

Lake and Streambed Alteration Agreement. CDFW acknowledges that Caltrans has indicated it will notify CDFW pursuant to Fish and Game Code section 1602 regarding the Project. CDFW recommends that the notification include all culvert locations associated with this Project, as these may involve activities that substantially alter the bed, bank, or channel of a stream and could require coverage under a Lake and Streambed Alteration Agreement.

Species Specific Surveys. Several special-status species have the potential to be present during Project activities. To avoid Project impacts to these special-status wildlife species, Caltrans should conduct surveys for these during the appropriate seasonal and temporal windows using established, protocol-level survey methods for each species with potential to occur. For example, bat surveys should include emergence/return surveys, acoustic surveys, and roost and maternity habitat surveys to confirm presence or absence of bats at the Project location. If any special-status species are observed during these surveys, Caltrans should immediately contact CDFW for additional guidance on avoidance and minimization measures. These measures should be implemented prior to Project commencement. Additionally, if special-status species are observed, Caltrans should re-evaluate the Project's impact assessment and revise it as necessary for the species detected. CDFW may require additional avoidance, minimization, and/or mitigation beyond those currently proposed in the MND, based on new information regarding species presence.

Fish and Game Code Section 2081, Incidental Take Permits. CDFW appreciates that Caltrans will be seeking an Incidental Take Permit (ITP) for both Southern California steelhead trout and California tiger salamander. CDFW also appreciates that Caltrans may seek an ITP for Crotch's bumble bee if any individuals are observed at the Project location. Refueling, Maintenance, and Staging of Equipment and Vehicles. In Mitigation Measure

BIO-52, Caltrans states that refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies. However, Mitigation Measure BIO-10 states that 'to the extent feasible, staging, parking, and refueling of equipment and vehicles must occur at least 100 feet from jurisdictional areas." To avoid inconsistencies between the two measures, CDFW recommends Caltrans revise Mitigation Measure BIO-52 to require a minimum 100-foot buffer from all waters of the state, including riparian resources.

This recommendation is made to avoid potential violations to Fish and Game Code section 5650, which prohibits the discharge or placement of petroleum products, industrial waste, and other deleterious substances into waters of the state. A reduced buffer of 60 feet may increase the risk of accidental spills or runoff entering aquatic habitats, particularly during storm events or equipment is stationed for extended periods. To ensure compliance with state law and protect sensitive aquatic and riparian habitats, CDFW recommends that all fueling, maintenance, staging, and parking of vehicles and equipment occur at least 100 feet from waters of the state. Southern California Steelhead Trout. Take of any CESA listed species, including Southern California steelhead trout, is prohibited except as authorized by an ITP pursuant to Fish and Game Code section 2081(b). Measure BIO-26, mentions the potential capture, handling, and relocation of Southern California steelhead trout but does not clearly state that such actions constitute take under CESA and require appropriate authorization. Although Caltrans has stated in other sections of the MND that they will be seeking an ITP, CDFW recommends that Mitigation Measure BIO-26 be revised to explicitly state that no capture, handling, and relocation of Southern California steelhead trout would occur prior to obtaining appropriate take authorization from CDFW. Pump Intake Screens. In Mitigation Measure BIO-57 Caltrans states that pump intake screens will be no larger than 0.2 inches to protect California red-legged frog. However, Mitigation Measure BIO-27 states that the pump intake screens will be no larger than 3/32 inch to protect Southern California steelhead trout. CDFW recognizes that these two measures are in reference to two different species, however, the screens should be no larger than 3/32-inch. Smaller screen sizes will still protect California red-legged frog while also protecting smaller Southern California steelhead trout individuals. CDFW recommends revising Mitigation Measure Bio-57 to require pump intake screens no larger than 3/32 inch, to ensure consistency between mitigation measures and ensure adequate protection for all sensitive aquatic species potentially present in the Project area.

Mitigation and Monitoring Reporting Plan. CDFW recommends the Project's environmental document include mitigation measures recommended in this letter. CDFW has provided comments via a mitigation monitoring and reporting plan to assist in the development of feasible, specific, detailed (i.e., responsible party, timing, specific actions, location), and fully enforceable mitigation measures (CEQA Guidelines, § 15097; Pub. Resources Code, §

21081.6). The Lead Agency is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation Monitoring and Reporting Plan (Attachment A).

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB website5 provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms.

In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the Combined Rapid Assessment and Relevé Form6.Caltrans should ensure data collected for the preparation of the MND is properly submitted.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the MND to assist Caltrans in identifying and mitigating Project impacts on biological resources. CDFW requests an opportunity to review and comment on any response that Caltrans has to our comments and to receive notification of any forthcoming hearing date(s) for the Project (CEQA Guidelines, § 15073(e)).

Questions regarding this letter or further coordination should be directed to Mackenzie Rich, Senior Environmental Scientist (Specialist).

Sincerely,

Heather A. Pert

Environmental Program Manager

South Coast Region

Response:

Thank you for providing comments and recommendations on the Initial Study and Proposed Mitigated Negative Declaration. Caltrans recognizes California Department of Fish and Wildlife's role as a trustee agency with jurisdiction over sensitive plant and animal species. We look forward to future coordination with you regarding the permits and mitigation. This response will directly address the "Comment and Recommendation" portion of California Department of Fish and Wildlife's letter to Caltrans.

Project Alternatives:
The California Department of Fish and Wildlife preference for design option 2 is noted. Caltrans has selected design option 4 based on a variety of criteria including project cost, schedule, environmental impacts, engineering considerations, and community needs. Design option 4 is the most optimal choice based on the above criteria. Impacts to sensitive plant and animal species resulting from Design option 4 will be avoided or mitigated as feasible and with ongoing coordination with California Department of Fish and Wildlife.

Impacts to Amphibian and Reptile Connectivity:
California Department of Fish and Wildlife cites concerns over connectivity for small reptiles and amphibians such as California tiger salamander due to the placement of Rock Slope Protection Areas at culvert inlets and outlets which may inhibit movement of these species to breeding and upland habitats. The proposed solution is to add a mitigation measure stating that Caltrans design culverts in accordance with the 2021 Measures to Reduce Road Impacts on Amphibians and Reptiles in California Best Management Practices and Technical Guidance.
Caltrans recognizes this concern for amphibian and reptile connectivity for culvert locations 3 through 7 which pass through critical habitat. It should be noted however that according to the Natural Environment Study, suitable habitat for California Tiger Salamander is not likely to occur directly adjacent to the highway or other areas which are frequently disturbed by vehicles. In response to this concern, Caltrans will examine the feasibility of incorporating the above cited culvert design methodology with the Design team. Caltrans will commit to fully exploring the feasibility of these design methods and to performing ongoing coordination with California Department of Fish and Wildlife on this matter. This request will not be incorporated into a new mitigation measure, as Caltrans cannot commit to a mitigation measure without fully vetting the feasibility of said measure with the Design team.

Lake and Streambed Alteration Agreement:

Caltrans concurs with this recommendation and will notify California Department of Fish and Wildlife regarding the project. All the project's culvert locations will be included within this notification.

Species Specific Surveys:
Caltrans has conducted reconnaissance level surveys for special status wildlife that have the potential to occur within the project area between 2023 and 2025. For species with a high potential to occur within the area, Caltrans will obtain the appropriate permits from regulatory agencies and comply with measures that require protocol-level surveys.
For other species such as Crotch's bumble bee, Caltrans anticipates conducting additional focused surveys in accordance with California Department of Fish and Wildlife guidance during the design phase. Results of these focused surveys will guide the need for additional avoidance and minimization measures if needed, or the need for additional permits. Protocol-level surveys for every special-status species throughout the project limits is not necessary, as focused surveys will determine the need for additional species protections.
Robinson bridge did not show signs of bat use during surveys, and only contains marginal roosting habitat largely due to the lack of crevices and lack of dark, wind, sheltered areas with suitable temperatures. The bridge will be assessed for bird and bat use prior to the project beginning and deterrence or exclusion methods will be implemented as necessary. Additionally, culverts included for repair or replacement in this project are unlikely to house bats due to their size.

Fish and Game Code Section 208, Incidental Take Permits:
Caltrans appreciates California Department of Fish and Wildlife's concurrence with our approach to Incidental Take Permits for this project. Caltrans will continue to perform coordination with California Department of Fish and Wildlife regarding Incidental Take Permits.

Refueling, Maintenance, And Staging of Equipment and Vehicles:
Thank you pointing out this inconsistency. Avoidance measure **BIO-52** has been amended to match the refueling buffer distance of 100-feet from all waters of the state and riparian resources listed in avoidance measure **BIO-10**.

Southern California Steelhead Trout:
Thank you for your feedback. Avoidance and minimization Measure BIO-26 has been amended to state that no capture, handling, and relocation of Southern California steelhead trout would occur prior to obtaining appropriate take authorization from CDFW.

Pump Intake Screens:

Thank you for your feedback. Avoidance and minimization measure **BIO-57** has been amended to match avoidance and minimization measure **BIO-27** and to state that pump intake screens would be no larger than 3/32-inch.

Mitigation and Monitoring Reporting Plan:
Thank you for providing additional context related to the timing and implementation of the measures discussed in your comment. We have indicated which measures we have modified in response to this letter, and all avoidance, minimization, and mitigation measures will be included within our own mitigation and monitoring document which is known as the Environmental Commitments Record. Caltrans will determine the timing and responsibility of all project-related measures and include this information within our Environmental Commitments Record.

Environmental Data:
Special-status plant and animal species detected during project surveys will be appropriately reported within the California Natural Diversity Database (CNDDB) and the Combined Rapid Assessment Releve Form.

Filing Fees:
Payment of the California Environmental Quality Act/ California Department of Fish and Wildlife review fee was made when this final environmental document and notice of determination were released. The State Clearinghouse provided the payment to California Department of Fish and Wildlife when the document was officially published.

Comment from Fred Luna, Santa Barbara County of Association of Governments:

Dear Mr. Marsalek:

As a co-sponsor and partner on the above-mentioned project, SBCAG appreciates the work Caltrans has accomplished to date to advance this project. Back in 2022, SBCAG and Caltrans identified that a Capital Maintenance (CAPM) project on State Route 246 between PM 9.55 and PM 20.90, that was initiated by Caltrans to focus on paving and bridge replacement, had overlapping scope with SBCAG's desire through our Measure A Investment Plan to also replace the State Route 246 Bridge over the Santa Ynez River known as Robinson Bridge.

As such, in May 2022, SBCAG entered into a cooperative agreement (05-0392) that identified a Local Contribution provided by SBCAG from Measure A funds in the amount $9,000,000 to include in the Caltrans CAPM project elements related to the Robinson Bridge replacement and adjacent areas that would provide connectivity between State Route 1 -12th Street in the City of Lompoc, to Sweeney Road where access to the Bridge House Shelter and River Park were located. The Measure A project to improve the Santa Ynez

River Bridge by providing additional width for pedestrians and bicyclists has origins that go back many years and are based on pedestrian and auto conflicts that had been experienced across the bridge. The City of Lompoc, in conjunction with SBCAG, Caltrans and others, completed a feasibility study for addressing these conflicts which was sponsored by Measure A and clearly identified options for providing full connectivity between State Route 1 -12th Street and Sweeney Road. Caltrans ultimately was moved to reduce the speed limit to 50 mph some years ago and add warning signage on either end of the bridge.

In reviewing the Draft Initial Study with Proposed Mitigated Negative Declaration, SBCAG had the following comments.

1. Purpose and Need Statement. We appreciate the statement of complete streets in both Section 1.2.1 “Purpose” and Section 1.2.2 “Need” which outlines the objective to provide new sidewalk between State Route 1-12th Street and Sweeney Road and multiuse path for bicycles and pedestrians. As such, any design option or alternative that does not provide these facilities at a minimum should be discounted. Furthermore, the planning studies that were developed following approval of Measure A also support the pedestrian and bicycle connectivity throughout the project limits, which in this small section of the overall project should be implemented without any gaps in the final project. 2. SBCAG would support Design Option 4 as the alternative that is preferred for the following reasons.

a. Includes both a 6-foot sidewalk along the south side of the Robinson Bridge (eastbound direction of travel) and an 11-foot multi-purpose path along the north side of the bridge (westbound direction of travel).

b. Proposes a bridge that is supported by two piers which seems preferable from the standpoint of reducing or minimizing scour potential by eliminating piers in high water flow areas of the Santa Ynez River.

3. As noted above, SBCAG’s Measure A contribution was intended to address the lack of pedestrian and bicycle connectivity from State Route 1-12th Street in the City of Lompoc to Sweeney Road. The Project proposed by Caltrans as we understand does not completely address this connectivity need. On the north side of State Route 246, it proposes only to build improvements across the Santa Ynez River Bridge but will be relying on third party development for additional connections which may not lead directly to the primary intersection at State Route 1-12th Street. It also would leave a gap in sidewalk and multi-purpose paths in other areas which to some degree perpetuate the deficiencies of the existing condition regarding pedestrian and auto conflicts in this area. The addition of the 8-foot shoulders along the highway east and west of the bridge are not a suitable substitute for a sidewalk and/or pathway.

4. We understand that Caltrans has determined that no added traffic control is needed with this project at the intersection of Sweeney Road and State Route 246. However, this makes full bicycle and pedestrian connections from this area to State Route 1-12th Street intersection even more important.

5. SBCAG would agree with the verbal comments provided at the public meeting regarding the need for improved shoulders between Sweeney Road and Mission Gate Drive. If this improvement is not already part of the project, we would request that it be added to provide a benefit for all modes, including additional recovery for autos and a standard shoulder for bicyclists.

Response:
It is important to clarify the purpose of SBCAG's contribution as it relates to this project and reemphasize that the chosen design option is consistent with the project's programming. Design Alternatives 3 and 4 are both consistent with the Project Initiation Document (PID) completed during the scoping phase of the project. Within the PID, signed on June 25th, 2021, in Section 10, on page 22, Complete Street decisions are discussed.

"*This project includes complete street elements funded through SBCAG by providing pedestrians and bicyclists with a Class I Bikeway on both sides of the bridge. This project does not preclude any future plans for trails or bicycle pathways within the vicinity of the project limits. During PA&ED, the Project Development Team (PDT) will review the existing signage and lighting on SR 246 for pedestrians and bicyclists for safety and visibility."*

According to this statement, Caltrans has remained consistent throughout each project phase and has made decisions aligned with the project's purpose as outlined in the PID and Environmental Document. The funding from SBCAG was designated solely for the multi-modal facilities on the bridge, and complete streets elements included in the project's programming phase were planned accordingly. Lighting was evaluated before the project was approved, and the number of pedestrians using the bridge during hours of darkness did not meet the threshold for the addition of new lighting according to Chapter 205 Lighting and Sign Illumination Systems Part 1 Roadway Lighting of the Caltrans Traffic Operations Manual (January 2025). While the results of the feasibility study may have identified options for fully addressing connectivity between State Route 1 to 12th Street and to Sweeney Road, doing so would be outside of the programmed scope and cost of this project. As such, SBCAG's financial contribution will be used to complete the pedestrian connectivity enhancements as described in Section 1.2.1 of the environmental document.

It should also be noted that separate from SBCAG's contribution is an additional $9 million contribution of Asset Management funding which has allowed for the construction of the 6-foot-wide sidewalk along the eastbound

shoulder, which extends from the State Route 246 and State Route 1 intersection to the State Route 246 and Sweeney Road Intersection.

1) Thank you for indicating support for the selected alternative. The selected design option for this project is design option 4, which satisfies the Complete Streets objectives described in Section 1.2.1 of the environmental document and the objectives of the project as identified in the project's programming phase. The Project Development Team consulted SBCAG during the design option selection meeting.

2) If Caltrans were to add additional pedestrian connectivity improvements beyond those identified in the scope of this project, it would result in additional permanent Right-of-Way acquisitions, additional studies and internal approvals, which would only serve to further delay the replacement of the primary purpose of the project, replacement of Robinson Bridge. As we have demonstrated, replacement of the bridge is critical, and delays to the replacement process should be avoided as much as possible. For these reasons, future expansion of pedestrian facilities will be carefully considered and fully evaluated in the project's design phase in relation to the project's budget and schedule.

3) The Interstation Safety and Operational Assessment (ISOAP) completed in June of 2025, indicated the at grade intersection of Sweeney Road and Highway 246 did not meet the requirements for additional control measures. The project team has incorporated, in coordination with SBCAG and the City of Lompoc Public Works, a fully connected sidewalk from Sweeney Road to Highway 246 to include an 8-foot shoulder.

4) Caltrans' Capital Preventive Maintenance (CAPM) program focuses on extending the life of existing pavement and other highway infrastructure by addressing minor pavement rehabilitation needs before they become major issues. This proactive approach helps maintain a state of good repair, improve ride quality, and enhance overall transportation system functionality. Since the project was initiated and as stated on page 15 section 9 of the Project Initiation Document, Caltrans has remained consistent with the objectives of this program by stating that "outside the realignment limits, the existing geometric features would be maintained." Therefore, the existing 8-foot-wide shoulders throughout the project limits are proposed to be maintained.

5) It should also be noted that the project's design has accounted for the possibility of full future pedestrian connectivity and does not preclude future Caltrans projects or future third-party development. Should the City of Lompoc or other entity choose to expand pedestrian facilities to connect with those planned within the scope of this project, Caltrans welcomes this possibility and would assist the project applicant with initiating an encroachment permit and possible oversight project.

List of Technical Studies Bound Separately Volume 2

Air and Noise Quality and Water Quality Assessment Report

Natural Environment Study

Climate Change Report

Preliminary Geotechnical Design Report

Floodplain Evaluation Report Summary

Stormwater Data Report

Location Hydraulic Study

Historical Property Survey Report (*confidential, not for public distribution*)

- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment

Paleontological Reports

- Paleontological Identification Report

Visual Impact Assessment

Combined Pubic Comments Volume 3

- Compilation of all public and stakeholder comments in the order they were received

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Lucas Marsalek
District 5 Environmental Division
California Department of Transportation
50 Higuera Street, San Luis Obispo, CA 93402

Or send your request via email to: Lucas.marsalek@dot.ca.gov

Or call: (805) 458-5408

Please provide the following information in your request:

Route 246 CAPM and Robinson Bridge
State Route 246 in Santa Barbara County from post miles 9.55 to R20.90
05-SB-246-9.55-R20.90
0519000122