

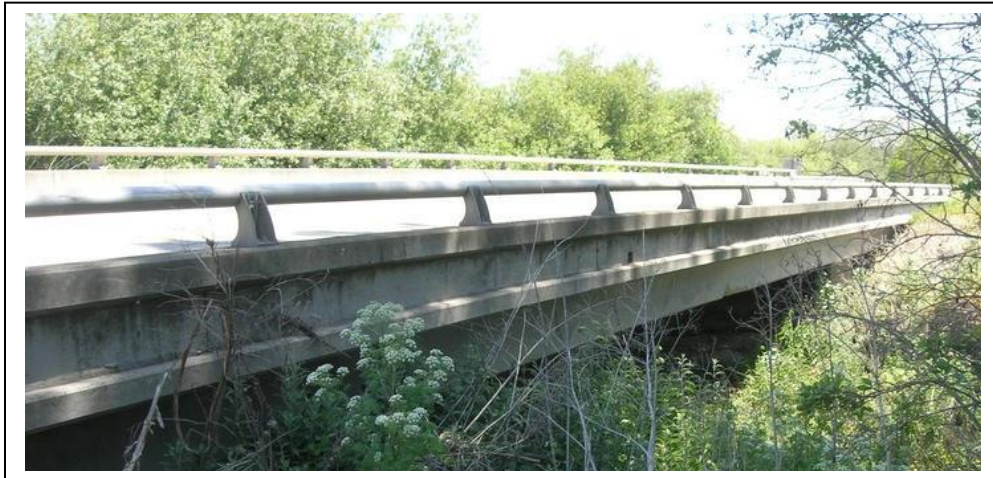
# **San Antonio Creek Bridge Seismic Retrofit**

In Santa Barbara County, on State Route 135, seven miles west of Los Alamos

05-SB-135-R7.2

0514000065/ 05-1F8300

## **Initial Study with Proposed Mitigated Negative Declaration**



Prepared by the  
State of California Department of Transportation

**February 2018**



# General Information About This Document

## *What you should do:*

- Please read this Document.
- Additional copies of this document are available for review at the following locations;
  - Caltrans District Office at 50 Higuera Street, San Luis Obispo, CA 93401
  - Los Alamos Public Library at 405 Helena Street, Los Alamos, CA 93440
  - Orcutt Branch Library at 175 Broadway St., Orcutt, CA 93455
- The document can also be accessed electronically at the following website:  
<http://www.dot.ca.gov/d5/>.
- Attend the Open Forum Public Hearing scheduled for March 28, 2018 from 5.30-7:30 PM at the Los Alamos Senior Center. 690 Bell Street, Los Alamos, CA.
- We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans. Submit comments via U.S. mail or email to:  

Jason Wilkinson, Senior Environmental Planner  
Central Coast Environmental Management Branch  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401  
[Jason.wilkinson@dot.ca.gov](mailto:Jason.wilkinson@dot.ca.gov)
- Submit comments by the deadline: April 12, 2018

After comments are received from the public and reviewing agencies, Caltrans may:

- 1) Give environmental approval to the proposed project.
- 2) Do additional environmental studies.
- 3) Abandon the project.

If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Jason Wilkinson, Central Coast Environmental Analysis Branch, California Department of Transportation, 50 Higuera Street, San Luis Obispo, CA 93401; 805-542-4685 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711

05-SB-135-R7.2  
05-1F830  
0514000065


Seismically retrofit the San Antonio Creek Bridge located in Santa Barbara County, on State Route 135 at post mile R7.2, seven miles west of Los Alamos.

**INITIAL STUDY  
with Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation

2/21/18  
Date of Approval

  
Jason Wilkinson  
Senior Environmental Planner  
California Department of Transportation  
CEQA Lead Agency

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## **Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

### ***Project Description***

The California Department of Transportation (Caltrans) proposes to seismically retrofit the San Antonio Creek Bridge to withstand a future credible seismic event. The bridge is located in Santa Barbara County on State Route (SR) 135 at Post Mile R7.2, seven miles west of Los Alamos. The project does not require acquisition of temporary or permanent right-of-way, as all work will be conducted within the existing state right-of-way.

The bridge retrofit will consist of the following:

- Constructing four Cast-in-Drilled-Hole (CIDH) anchor piles (concrete posts drilled into the ground and affixed to the bridge abutments with steel cables) behind the abutments on both the northbound and southbound lanes of SR-135.
- Reinforcement of the six existing bridge columns by wrapping each column with fiber reinforced polymer (FRP fabric).
- Installation of four 5' diameter Cast-in-Steel Shell (CISS) concrete piles (two on the north side and two on the south side of the bridge). The CISS piles would be installed within the creek channel just beyond the edge of the bridge deck and tied into the 4 outermost bridge columns via a concrete beam constructed near the existing footings or below the bridge deck.
- Upgrade the bridge rail end treatments with the Midwest Guardrail System (MGS) to meet current crash test standards.

### ***Determination***

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: agriculture and forest resources, visual resources or aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazardous waste and materials, hydrology and water quality, land use

and planning, mineral resources, noise, population and housing, transportation and traffic, recreation, tribal cultural resources or utilities and service systems.

In addition, the proposed project would have a less than significant effect on: public services and biological resources through the incorporation of mitigation measures.

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Jason Wilkinson  
Senior Environmental Planner  
California Department of Transportation

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Date

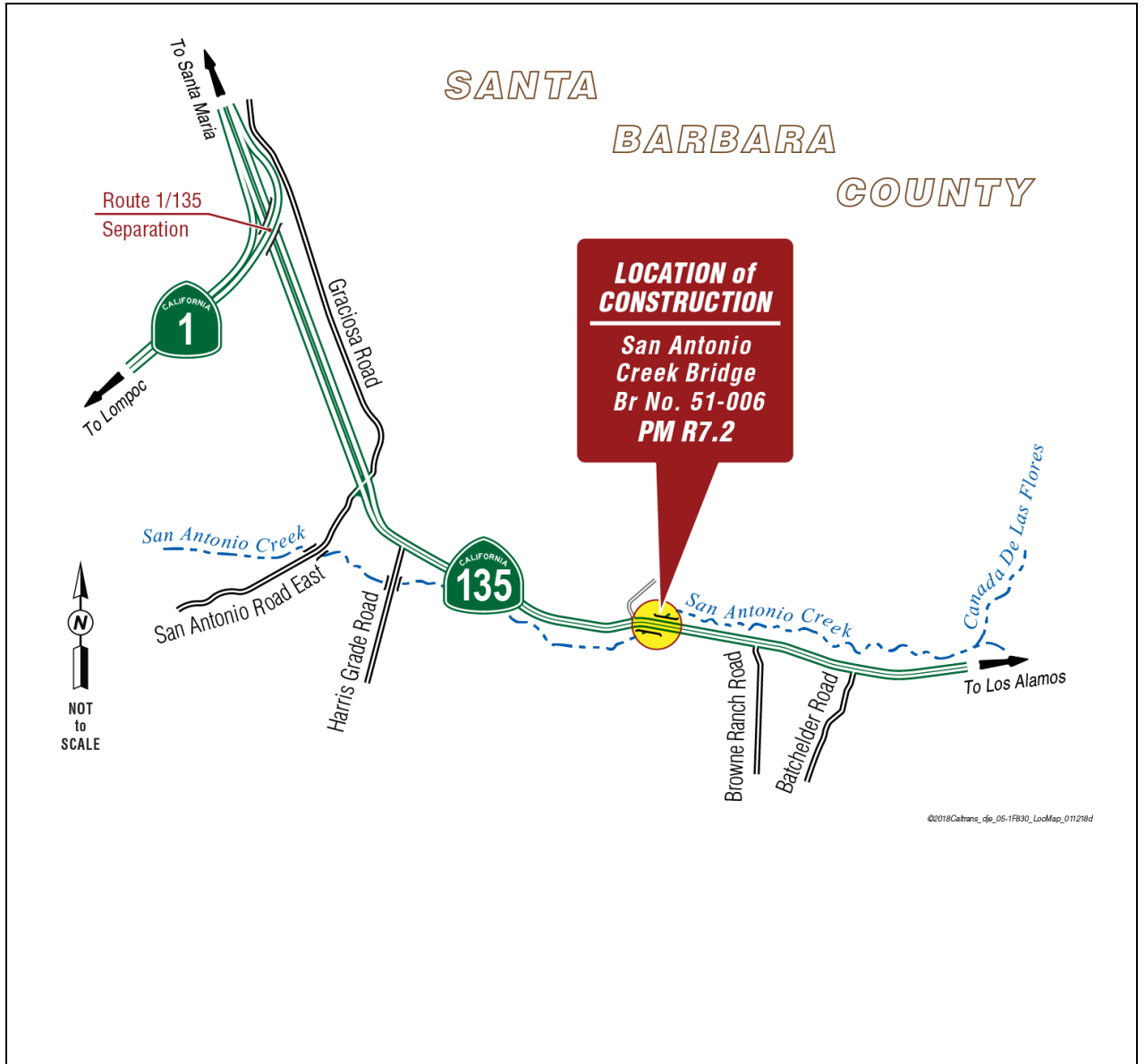
# Project Description and Background

## Project Title

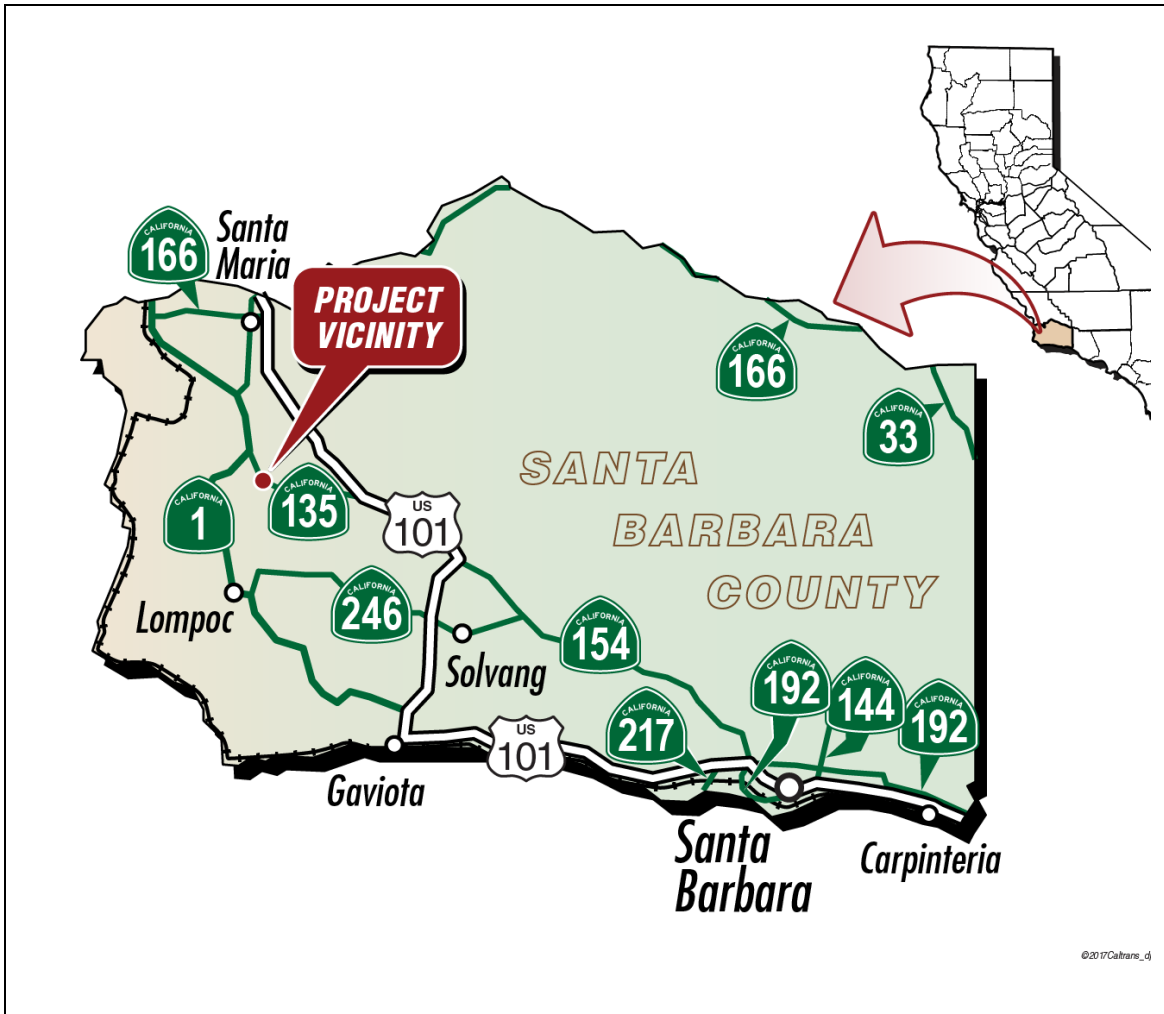
San Antonio Creek Bridge Seismic Retrofit

## Project Location

Santa Barbara County, SR 135, PM R7.2



Project Location Map



## Project Vicinity Map

### ***Description of Project***

The California Department of Transportation (Caltrans) proposes to seismically retrofit the San Antonio Creek Bridge located in Santa Barbara County on SR 135 at Post Mile R7.2, seven miles west of Los Alamos.

The project proposes to improve serviceability and stability of the bridge structure to prevent a bridge collapse during the maximum credible seismic event. The Structure Replacement and Improvement Needs Report (STRAIN) and the Office of Earthquake Engineering Department have identified the need to seismically retrofit the bridge. According to the STRAIN Report, the bridge is seismically deficient and has insufficient capacity to resist earthquake loading.

The proposed work would consist of the following:

- Constructing 4 Cast-in-Drilled-Hole (CIDH) anchor piles (concrete posts drilled into the ground and affixed to the bridge abutments with high strength



steel rods) behind the abutments on both the northbound and southbound lanes of SR-135.

- Reinforcement of the six (6) existing bridge columns by wrapping each column with fiber reinforced polymer (FRP fabric).
- Installation of four 5' diameter Cast-in-Steel Shell (CISS) concrete piles (two on the north side and two on the south side of the bridge). The CISS piles would be installed within the creek channel just beyond the edge of the bridge deck and tied into the 4 outermost bridge columns via a concrete beam constructed near the existing footings or below the bridge deck.
- Upgrade the existing bridge rail end treatments with the Midwest Guardrail System (MGS) to meet current crash test standards.

The project will be conducted entirely within the existing Caltrans right-of-way. A temporary twelve foot access road down to the creek channel will be required for equipment and personnel during project construction. Trimming of willows down to the root stubs will be required to construct the access road.

***Surrounding Land Uses and Setting***

This project is located on San Antonio Creek in Santa Barbara County, California. The creek has been identified by the Central Coast Regional Water Quality Control Board (CCRWQCB) as an impaired water body from pesticides, sedimentation/siltation and is on the 2014-2015 303(d) list Total Maximum Daily Load (TMDL) Priority Schedule of Impaired Waters.

The surrounding land use is predominantly agricultural and open space. Scattered oaks, vineyards, grassland and riparian corridors are the noticeable vegetative cover. An older farmhouse, barns, green houses and other agricultural support buildings exist in the immediate vicinity of the project. Large eucalyptus trees are associated with the farm, and riparian plant species (primarily willows) exist along San Antonio Creek near the bridge.

***Public Agencies Whose Approval is Required***

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
Regional Water Quality Control Board	Section 401 Certification	Permit to be obtained before construction
U.S. Army Corps of Engineers	Section 404 Nationwide Permit	Permit to be obtained before construction
California Department of Fish and Wildlife	Section 1602 Lake or Streambed Alteration Agreement	Permit to be obtained before construction

# CEQA Environmental Checklist

## CEQA Environmental Checklist

05-SB-135

R7.2

05-1F830

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

### I. AESTHETICS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The project would not adversely affect views of any designated scenic resources or damage scenic resources as defined by CEQA statutes or guidelines.*

*Review of the project site and plans indicate that the project retrofit elements would have minimal visibility for travelers on Highway 135. Following construction activities the temporary loss of riparian vegetation near the bridge would be the most noticeable aspect of the project. However, biological resource avoidance, minimization and mitigation measures (see pages 30-31) will be incorporated in order to preserve as much vegetation as possible, revegetate all areas where vegetation is removed and restore all disturbed construction areas back to a natural-looking condition following construction. Source: Scenic Resource Evaluation and Visual Assessment dated August 16, 2017.*

## II. AGRICULTURE AND FOREST RESOURCES

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The project will take place entirely within the existing Caltrans right-of-way and will not encroach or have an impact on adjacent farmland. Farmland will not be converted as a result of the proposed project.*

### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*According to federal standards, Santa Barbara County is classified as in attainment for all pollutants. According to the Transportation Conformity Rule (40 CFR Section 93.127, Table 2), this project is exempt from all emissions analysis – (widening narrow pavements or reconstructing bridges). The proposed project is not a capacity-increasing transportation project and will have no impact on traffic volumes therefore, the project will have no impact on air quality. Source: Air and Noise Study dated June 8, 2017.*

**IV. BIOLOGICAL RESOURCES**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The proposed project would not impact wetlands because there are no wetlands within the limits of disturbance. The proposed project does not have the potential to interfere with the movement of fish or wildlife, as the project would not create barriers to fish or wildlife passage or involve an impediment to wildlife movement. The proposed project does not conflict with any local policies, ordinances, or Habitat Conservation Plans. Source: Natural Environmental Study dated January 25, 2018.*

*For additional information on the “Less than Significant with Mitigation Incorporated” for Biological Resources boxes (a) and (b) please refer to page 27: **Additional Explanations for Questions in the Impacts Checklist.***

## V. CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The project area was previously studied with negative findings for cultural resources (Mikkelsen et al. 2001). The San Antonio Creek Bridge, located at PM R7.2 on Highway 135 (Bridge No. 51-0006), is listed in the Caltrans Historic Bridge Inventory as a Category 5 bridge, meaning it is not eligible for listing in the National Register. The bridge does not serve as a representative or exceptional example of the concrete girder type of bridge, and does not exhibit associations with significant events or individuals in history. The bridge is not considered a historical resource for the purposes of CEQA. There are no other known cultural resources in the project area. Source: Cultural Resources Review Report dated July 14, 2017.*

## VI. GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The purpose of the project is to retrofit the existing bridge so that it can withstand a future credible seismic event. The project does not have the potential to rupture and known earthquake fault, cause strong ground shaking, create liquefaction or seismic related ground failure or result in landslides. There is no potential for substantial soil erosion, as the project will include temporary and permanent treatment Best Management Practices to ensure that all disturbed soil areas are protected from erosion.*

**VII. GREENHOUSE GAS EMISSIONS**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project.			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

*The proposed seismic retrofit project will not add capacity to the roadway or increase vehicle hours travelled, therefore there will be no increase in operational greenhouse gas emissions as a result of the proposed project.*



### VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Aerially Deposited Lead (ADL) will not be an issue on this project since excavation/soil disturbance will occur away from the mainline and below the bridge where columns will be installed. Naturally occurring asbestos (NOA) will not be an issue on this project since NOA does not occur in the project area. Encountering lead containing paint (LCP) on the project is not anticipated. Because the project will involve drilling 4 small borings into the bridge structure to cable to anchor piles into the bridge abutments, the bridge will need to be tested for Asbestos Containing Material (ACM). If the results of the ACM study are positive, measures will be implemented to protect the workers from exposure to asbestos. If Treated Wood*

*Waste (TWW) is disturbed, Caltrans will include a Standard Special Provision (SSP 14-11.09) for proper management and disposal of any TWW encountered during construction. All hazardous waste issues listed above are routine construction issues that are handled in the construction contract through inclusion of Caltrans Standard Special Provisions. The proposed project presents very little risk of hazardous waste impacts. From: Initial Site Assessment dated September 7, 2017.*

**IX. HYDROLOGY AND WATER QUALITY**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Central Coast Regional Water Quality Control Board (CCRWQCB) has identified San Antonio Creek as an impaired water body from pesticides, sedimentation/siltation and the creek is on the 2014-1015 303(d) list TMDL Priority Schedule of impaired waters. However, with implementation of proper and accepted engineering controls and Best Management Practices, this project will not have the potential to impact water quality. From: Water Quality Assessment dated September 7, 2017.

**X. LAND USE AND PLANNING**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project proposes to retrofit the existing bridge and will not involve work outside of the existing state right-of-way. The project does not have the potential to divide an established community and does not conflict with any land use plan, policy or regulation. There is no applicable habitat conservation plan or natural community conservation plan within the vicinity of the proposed project.

**XI. MINERAL RESOURCES**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The project proposes to retrofit the existing bridge and will not involve work outside of the existing state right-of-way. The project does not have the potential to result in the loss of mineral resources.*

**XII. NOISE**

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*This project is located in a rural area, with 1 residential receptor located approximately 1,000 feet south of the existing bridge. Temporary construction noise impacts are not expected to impact this residence. However, Construction activities would conform to Chapter 14-8 "Noise and Vibration" from Caltrans Standard Specifications, 2015- Noise Control: Control and monitor noise resulting from work activities. Source: Air and Noise Study dated June 8, 2017.*

### XIII. POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The project proposes to retrofit the existing bridge and will not involve work outside of the existing state right-of-way. The bridge retrofit project does not have the potential to induce population growth, displace housing, or displace people.*

### XIV. 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Emergency response vehicles will not be allowed access over the bridge during the 2 month closure. In the event of a fire or health emergency the response times would not be delayed due to the closure since the communities of Los Alamos, Orcutt and Santa Maria have established County Fire Departments that could respond to emergency calls without delays due to the closure. In the event of a police emergency, police response to Los Alamos from the Orcutt/Santa Maria area would be via U.S. 101, adding negligible to no additional time to respond. For additional information on the "Less than Significant Impact" for School transportation please*

refer to page 32: **Additional Explanations for Questions in the Impacts Checklist.**

**XV. RECREATION**

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The bridge retrofit project is located within a rural, agriculturally zoned area. There are no existing recreational facilities within the vicinity of the project.*



## XVI. TRANSPORTATION/TRAFFIC

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The proposed seismic retrofit project does not conflict with local plans, ordinances or policies set forth in the Santa Barbara County Circulation Plan for the Los Alamos area, nor does it conflict with a congestion management program or change air traffic patterns. The proposed project will not result in an increase in hazards, as the purpose of the project is to prevent a future bridge failure by retrofitting the bridge to withstand a credible seismic event. The project would not result in inadequate emergency access since the communities of Los Alamos, Orcutt and Santa Maria have established County Fire Departments that could respond to emergency calls without delays due to the closure. In the event of a police emergency, police response from Orcutt/Santa Maria area would use U.S. 101, adding negligible to no additional time to respond.*

**XVII. TRIBAL CULTURAL RESOURCES**

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, 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Previous studies within the project area concluded that the project area does not contain cultural resources. The San Antonio Creek Bridge is listed in the Caltrans Historic Bridge Inventory as a Category 5 bridge, meaning it is not eligible for listing in the National Register. There are no other known cultural resources within the project area.*

*Per AB 52, letters were sent to individuals of the Native American community who are concerned with the general area where the project is proposed. The letters described the project and asked if there were any concerns about the project area. Caltrans received one response from the Santa Ynez Band of Chumash Indians (SYBCI) which indicated that they had no concerns regarding the project. From: Cultural Resources Review Report dated July 14, 2017.*

**XVIII. UTILITIES AND SERVICE SYSTEMS**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The seismic retrofit project will not impact any wastewater treatment facilities, affect water supply, or disrupt any utility or other service systems.*

**XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Permanent biological impacts as a result of the proposed project are minimal (0.001 acres of impact to intermittent stream and 0.001 acres of impacts to Arroyo willow habitat). Please refer to pages 30-31 for information regarding avoidance, minimization and mitigation measures that will be implemented to off-set the Less Than significant Impact associated with box a above.*

*The project will include restoration and planting within the project limits, along areas of the streambank that are currently unvegetated. All areas disturbed by construction will be restored back to pre-construction conditions.*

*Because the proposed project will require drilling into the bridge structure, an ACM survey will be conducted. If ACM is present, will implement measures outlined in Caltrans standard special provision to protect the workers from exposure to asbestos.*

*The proposed project would not individually or cumulatively contribute to an adverse environmental impact when viewed in connection with the effects of past, current and probable future projects.*

## Additional Explanations for Questions in the Impacts Checklist

### IV. BIOLOGICAL RESOURCES

#### Checklist Question (a): Candidate, sensitive, or special status species

##### Affected Environment

➤ **Mammals:**

American Badger: American Badger is a State Species of Special Concern. Marginal habitat (open grassland or sparsely vegetated areas with friable soil) for American badger is present within and adjacent to the project site. However, no badgers, live or dead, or potential badger dens were observed during surveys. The nearest and most recent documentation of an American badger sighting was recorded on the California Natural Diversity Database (CNDDB) in 1990, approximately 2.2 miles northwest of the project site.

Bat species: Several bat species that have the potential to be present within the project vicinity are listed as State Species of Special Concern. There is marginal potential that bat roosts could be present in trees located within the limits of the project. However, no bats or signs of bats were observed in the bridge structure or adjacent vegetation during surveys.

➤ **Fish:**

Unarmored threespine stickleback: The unarmored threespine stickleback is listed as a state and federal endangered species and is also classified as a fully protected species under California Department of Fish and Game Code 5515. The unarmored threespine stickleback prefers shallow, slow moving water along the edge of the streambank with varying substrates. They also prefer areas with adequate cover in the form of aquatic plants or overhanging brush to protect them from predators such as birds or other fish. The main population of unarmored threespine stickleback in the San Antonio Creek watershed ranges from the creeks convergence with the Pacific Ocean to the Barka Slough. The closest known occurrence of unarmored threespine stickleback was documented in 1987 approximately 3.9 miles downstream of the project limits, within the Barka Slough. The stream reach within the project limits is heavily degraded and altered from agriculture and high nutrient loading therefore, there is a low potential for this species to be present within the project limits.

➤ **Nesting Birds**

Nesting Birds: Nesting birds are protected under the Migratory Bird Treaty Act and California Fish and Game Code Section 3503. Marginal habitat for nesting birds is present within and adjacent to the project site. The arroyo willow vegetation growing along the streambank could support nesting birds.

## Environmental Consequences

### ➤ **Mammals:**

American Badger: The project will not result in permanent impacts to badger habitat; however, construction activities could accidentally result in injury or death if individual(s) entered the active construction area. Noise and disturbance associated with construction could adversely affect foraging and dispersal behaviors. However, due to the marginal habitat within the area of the project, the potential for adverse effect to the American badger are estimated to be very low.

Bat species: Indirect impacts could result from construction-related noise which could alter roosting behavior. However, due to the marginal habitat within the area of the project, the potential for adverse effect to bat species are estimated to be very low.

### ➤ **Fish:**

Unarmored threespine stickleback: With incorporation of the avoidance and minimization measures below, the project is not expected to have impacts to the unarmored threespine stickleback.

### ➤ **Nesting Birds**

Nesting Birds: Indirect impacts could result from noise and disturbance associated with construction, which could alter perching, foraging and/or nesting behavior.

## Avoidance and Minimization Measures

### ➤ **Mammals:**

#### American Badger:

1. Prior to performing any work, all employees, subcontractors, and contractor representatives on the project shall receive training on American badger.
2. Pre-construction surveys will be conducted by a qualified biologist within 30 days prior to any ground disturbance activities to determine if American badger or any other sensitive species are present within or adjacent to the project site. If potential dens are discovered they will be flagged and monitored to assure that it is not being used as a natal den. If an active natal den is discovered, no work would be allowed until the den is vacated. If an active den is discovered outside of the pupping season (March-September) work would be required to cease until the badger vacates (typically within 2-3 days). Once vacated, the den would be destroyed to discourage the badger from returning.

3. *Use of pesticides or herbicides must be done in compliance with all federal, state and local regulations. No rodenticides may be used due to risk to American badger and other animal species.*
4. *Any equipment or materials that contain holes with a diameter of 4 inches or greater stored overnight at the project site should be thoroughly inspected for trapped American Badger or any other sensitive species before the subject equipment or materials are subsequently used or moved in any way. If American Badger any other sensitive species are found, work will stop and the Caltrans Project Biologist will be notified. Work can resume once the biologist has received authorization from the appropriate agency.*
5. *Any contractor or employee that inadvertently kills or injures an American badger or finds any such animal either dead, injured or entrapped is required to report the incident immediately to the Caltrans Project Biologist (who will in-turn contact the CDFW).*
6. *No firearms or pets shall be allowed on the project.*
7. *All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in closed containers and removed at least once a week from the project site.*

Bat species:

1. *Construction will be limited to daylight hours between sunrise and sunset, as defined by the U.S. Naval Observatory.*

➤ **Fish:**

Unarmored threespine stickleback:

1. *No construction activities shall be conducted below the top of creek bank during the rainy season (November 1 – May 30).*
2. *Construction activities in jurisdictional areas shall not occur at times with surface water is present. Work may not be conducted when the National Weather Service has predicted a 30% or more chance of rain of at least 0.1 inch in 24 hours. Deviations from this work window will only be made with permission from the relevant regulatory agencies*

➤ **Nesting Birds**

Nesting Birds:

1. *If feasible, potential habitat (arroyo willow thicket) that must be trimmed to provide temporary access to the bridge should be removed during the non-nesting season (October 1 – January 31).*
2. *Caltrans Standard Specifications for Bird Protection will be implanted and included in the contract bid package.*

3. Swallow nesting shall be excluded from the bridge prior to and during construction either by active removal of unfinished nests or through the use of exclusion netting.
4. General bird surveys will be conducted two weeks prior to the onset of construction activities by a qualified biologist.

**Checklist question (b): Riparian habitat or other sensitive natural community:**

**Affected Environment**

*The proposed project will result in permanent and temporary impacts to the intermittent drainage and the riparian streambank. The intermittent drainage includes the dry creek bed and areas up to the ordinary high water marks (OHWMs). The United States Army Corps of Engineers (USACOE), the Regional Water Quality Control Board (RWQCB) and the California Department of Fish and Wildlife (CDFW) all maintain jurisdiction over the intermittent drainage. The riparian streambank is defined by the areas above the OHWM to the top of the bank that lack riparian vegetation. This area is covered under the jurisdiction of both the RWQCB and the CDFW.*

**Environmental Consequences**

*Permanent impacts to the intermittent drainage would result from the addition of the four CISS piles with a diameter of five feet each and the FRP fabric around the existing piers. The CISS piles would be attached to the two ends of each pier and thus would extend the pier's total coverage by 80 square feet (ft<sup>2</sup>). The area covered by the FRP fabric would total 1.2 ft<sup>2</sup>. Total permanent impacts from the placement of the CISS piles and the FRP fabric would be 81.2 ft<sup>2</sup> or .002 acres.*

*Temporary impacts to the riparian streambank and the jurisdictional drainage would result from trimming the vegetation down to the stump to create a temporary access route to the bridge and earth work associated with the placement of the CISS piles and the FRP fabric. The area disturbed is considered temporary because it will be returned to its preconstruction condition once the project is complete. Total temporary impacts would be 17,907 ft<sup>2</sup> or 0.411 acres.*

**Avoidance, Minimization and Mitigation Measures**

1. Temporary impacts will be mitigated at a 1:1 ratio for a total of 0.411 acres. Permanent impacts will be mitigated at a 3:1 ratio for a total of .006 acres. Impacts will be mitigated through on-site enhancement planting along the streambank using native local plant stock and re-contouring the creek back to its natural contours.



2. *Prior to construction, Caltrans shall obtain a Section 404 Nationwide Permit from USACE, a Section 401 Water Quality Certification from RWQCB, and a Section 1602 Lake or Streambed Alteration Agreement from CDFW.*
3. *Prior to construction, Caltrans shall prepare a Mitigation and Monitoring Plan (MMP) which will explain restoration and monitoring commitments following the completion of construction. The MMP shall be consistent with federal and state regulatory requirements and will be amended with any regulatory permit conditions, as required. Caltrans shall implement the MMP as necessary during construction and immediately following project completion.*
4. *Prior to any ground-disturbing activities, ESA fencing shall be installed between the Area of Potential Impact (API) and adjacent jurisdictional areas, and around the dripline of trees to be protected within project limits. Caltrans-defined ESAs shall be noted on design plans and delineated in the field prior to the start of construction activities.*
5. *Construction activities in jurisdictional areas shall not occur at times when surface water is present. Work may not be conducted when the National Weather Service has predicted a 30% or more chance of rain of at least 0.1 inch in 24 hours. Deviations from this work window will only be made with permission from the relevant regulatory agencies.*
6. *All project-related hazardous materials spills within the project site shall be cleaned up immediately. Readily accessible spill prevention and cleanup materials shall be kept by the contractor on-site at all times during construction.*
7. *During construction, erosion control measures shall be implemented. Fiber rolls, and barriers shall be installed as needed. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.*
8. *During construction, the cleaning and refueling of equipment and vehicles shall occur only within a designated staging area and at least 65 feet from jurisdictional areas. The staging areas shall conform to Best Management Practices (BMPs). 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.*
9. *Stream contours shall be restored as close as possible to their original condition.*
10. *During construction, Caltrans shall ensure that the spread or introduction of invasive noxious plant species will be avoided to the maximum extent possible. When practicable, invasive noxious plants in the project site shall be removed and properly disposed.*

11. *In accordance with the State and Federal Clean Water Acts, all areas disturbed during construction will be restored back to pre-project conditions. Enhancement planting will be conducted on-site and in-kind using native local plant stock. Temporary impacts will be restored at a 1:1 ratio requiring replanting of .411 acres. Permanent impacts will be restored at a 3:1 ratio, requiring replanting of .006 acres.*

#### **XIV. PUBLIC SERVICE**

##### **Checklist Question Regarding School Transportation on SR 135**

###### **Affected Environment**

*State Route 135 at the location of the San Antonio Creek Bridge will be closed for approximately 2 months during the installation of the 4 CIDH anchor piles which could impact school bus transportation for children from the community of Los Alamos who attend school in the Orcutt/Santa Maria area.*

###### **Environmental Consequences**

*Some children who live in the community of Los Alamos are transported to schools in the Orcutt/Santa Maria area during the school year and vice versa via SR 135. Orcutt Transportation busses children from kindergarten through 6<sup>th</sup> grade to Pine Grove School in Santa Maria. The Ernest Righetti High School busses children from Los Alamos to Righetti High School. The Orcutt Academy Charter High School busses Kindergarten through 8<sup>th</sup> grade children from the Orcutt/Santa Maria area to the Orcutt Academy Charter K-8 School in Los Alamos. There are also bus stops along SR 135 that are used to pick children up who live off of SR 135.*

###### **Avoidance and Minimization Measures**

1. *Every effort will be made to schedule the 2 month closure during the summer, when school is not in session.*
2. *If the closure must occur when school is in session, or if the closure overlaps with the beginning or end dates of the school year, Caltrans will coordinate with each of the schools effected to ensure that bus transport is not impacted.*