Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: October 17-18, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(3), Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: October 4, 2024

Subject: Approval of Project for Future Consideration of Funding – Limekiln Creek Bridge Replacement, Resolution E-24-105

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency under the California Environmental Quality Act (CEQA), approve the attached Resolution E-24-105 (Attachment A), which accepts the Final Environmental Impact Report for the Limekiln Creek Bridge Replacement Project (Project) in Monterey County; approves the Project for future consideration of funding; makes CEQA Findings (Attachment C); and adopts a Statement of Overriding Considerations (Attachment D).

Issue:

The California Department of Transportation (Caltrans) is the CEQA Lead Agency for the Project. The project is located in Monterey County on State Route 1 near Lucia. The project includes replacing the existing concrete Limekiln Creek Bridge and constructing viaducts on State Route 1. The replacement bridge will be an approximately 900-foot-long, two-span cast-in-place post-tensioned box girder bridge with 12-foot lanes and 4-foot shoulders. There will be one pier and two abutments. The replacement bridge would begin at the existing southern abutment and follow the existing alignment as closely as feasible without needing excessive excavation in the landslide area north of the bridge. The bridge would be approximately 50 feet west of the existing alignment at the furthest point. The northern abutment would be shifted approximately 80 feet northwest. A temporary 200-foot-long retaining wall would be required along the new northern abutment.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future consideration of funding.

Background:

On August 28, 2024, Caltrans certified the Final Environmental Impact Report for the Project. Caltrans found that the Project would have significant and unavoidable impacts on aesthetics and cultural resources. While mitigation measures such as architectural detailing, marine cultural surveys, data recovery, and construction monitoring would be implemented, the impact would remain significant and unavoidable.

Impacts that require mitigation measures in order to be reduced to less than significant levels relate to biological resources, cultural resources (including tribal cultural resources), and noise. Mitigation measures include completing consultation with the National Marine Fisheries Service; if required, implementing a monitoring plan and emergency relocation plan for black abalone; preconstruction surveys for black abalone; worker environmental training; biological construction monitoring for black abalone; removing rock slope protection during negative tides; not working within suitable habitat for black abalone; restoring critical habitat once construction is complete; implementing Best Management Practices; implementing an aquatic resources exclusion/relocation plan; not conducting in-water pile driving; if pile driving is required within 200 feet of the water's edge, conducting a hydroacoustic analysis and implementing measures to reduce potential effects; minimizing impacts on buckwheat, including avoidance, revegetation, and handling; conducting preconstruction surveys and monitoring for Smith's Blue Butterfly; surveying, relocating, and monitoring for California Red-Legged Frogs; avoiding spills into riparian habitat; returning habitat contours to natural configuration; using environmentally sensitive area fencing to limit impacts; scheduling activities to avoid impacts on California Red-Legged Frogs; screening water pumping intakes with wire mesh not larger than 0.2 inch to prevent California Red-Legged Frogs from entering the pump system; not impounding water in a manner that may attract California Red-Legged Frogs; removal of exotic species; implementing fieldwork code of practices developed by the Declining Amphibian Task Force; revegetation with native assemblages; implementing protective measures for California Reg-Legged Frog if herbicides are used; replacing riparian habitat; working instream between June 1 and October 31st (deviations would only be made with concurrence from regulatory resource agencies); cleaning and refueling of equipment would only occur within a designated area at a minimum 100 feet from aquatic resources; upon completing in-channel work, all in-channel structures will be removed in a manner that minimizes disturbance to downstream flows and water quality; implementing a Historic Property Treatment Plan; conducting environmental awareness/cultural sensitivity training; data recovery of archaeological deposits; construction monitoring by an archaeologist and a Native American monitor; writing a Public Information Brochure illustrating cultural lifeways of the Salinan Tribe; writing a Salinan Cultural Resources Sensitivity and Monitoring Training Guide; implementing measures for inadvertent discovery of human remains during construction; and implementing a Marine Mammal Avoidance Plan.

The Commission, in its independent judgment as a CEQA responsible agency, has reviewed and considered the Final Environmental Impact Report prepared by Caltrans. The Commission's Findings and Statement of Overriding Considerations, included in Attachment C and Attachment D respectively, have been prepared pursuant to CEQA.

Attachments:

- Attachment A: Resolution
- Attachment B: Notice of Determination
- Attachment C: California Transportation Commission - Findings
- Attachment D: California Transportation Commission - Statement of Overriding Considerations
- Attachment E: Lead Agency Request for Approval of Project for Future Consideration of Funding Resolution E-24-105
    - Attachment 1: Map
    - Attachment 2: California Department of Transportation -- Findings
    - Attachment 3: California Department of Transportation -- Statement of Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-Mon-1, PM 20.9/21.3
Resolution E-24-105

1.1 **WHEREAS,** the California Department of Transportation (Caltrans) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- The project is located in Monterey County on State Route 1 near Lucia. The project includes replacing the existing concrete Limekiln Creek Bridge and constructing viaducts on State Route 1. The replacement bridge will be an approximately 900-foot-long, two-span cast-in-place post-tensioned box girder bridge with 12-foot lanes and 4-foot shoulders. There will be one pier and two abutments. The replacement bridge would begin at the existing southern abutment and follow the existing alignment as closely as feasible without needing excessive excavation in the landslide area north of the bridge. The bridge would be approximately 50 feet west of the existing alignment at the furthest point. The northern abutment would be shifted approximately 80 feet northwest. A temporary 200-foot-long retaining wall would be required along the new northern abutment. (PPNO 2524)

1.2 **WHEREAS**, Caltrans has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission (Commission), as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

1.4 **WHEREAS,** the project will have a significant effect on the environment.

1.5 **WHEREAS**, the Commission has made findings as required by California Code of Regulations, title 14, section 15096, subdivision (h); and

1.6 **WHEREAS,** the Commission has adopted a Statement of Overriding Considerations pursuant to California Code of Regulations, title 14, section 15093;

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the Commission does hereby approve the above referenced project to allow for consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Limekiln Creek Bridge Replacement

2018091017	Hannah Butler	805-458-2234
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route (SR) 1 from postmile (PM) 20.9 to PM 21.3, in Monterey County.

Project Description: The project is located in Monterey County on State Route 1 near Lucia. The project includes replacing the existing concrete Limekiln Creek Bridge and constructing viaducts on State Route 1. The replacement bridge will be an approximately 900-foot-long, two-span cast-in-place post-tensioned box girder bridge with 12-foot lanes and 4-foot shoulders. There will be one pier and two abutments. The replacement bridge would begin at the existing southern abutment and follow the existing alignment as closely as feasible without needing excessive excavation in the landslide area north of the bridge. The bridge would be approximately 50 feet west of the existing alignment at the furthest point. The northern abutment would be shifted approximately 80 feet northwest. A temporary 200-foot-long retaining wall would be required along the new northern abutment.

This is to advise that the California Transportation Commission has approved the above described
(_ Lead Agency/ **X** Responsible Agency)
project on October 17-18, 2024, and has made the following determinations regarding the above described project:

1. The project (_X_will/ _ will not) have a significant effect on the environment.
2. _X_An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_X were/ _ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (_X was / _ was not) adopted for this project.
5. A Statement of Overriding Considerations (_X was / _ was not) adopted for this project.
6. Findings (_X were/ _ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 5, 50 Higuera Street, San Luis Obispo, CA 93401.

TANISHA TAYLOR — Executive Director, California Transportation Commission

Signature (Public Agency) *Date* *Title*

Date received for filing at OPR:

Project Name: Limekiln Creek Bridge Replacement
DIST-CO-RTE-PM: 05-MON-1-20.9/21.3
EA: 05-1F510
EFIS ID: 0514000004
SCH#: 2018091017

CALIFORNIA TRANSPORTATION COMMISSION
FINDINGS OF FACT

FOR

STATE ROUTE 1 BRIDGE REPLACEMENT IN MONTEREY COUNTY FROM POSTMILE 20.9 TO 21.3 IN LIMEKILN STATE PARK

The project includes replacing the existing concrete Limekiln Creek Bridge, located in Monterey County on State Route 1 near Lucia. The replacement bridge will be an approximately 900-foot-long, two-span cast-in-place post-tensioned box girder bridge with 12-foot lanes and 4-foot shoulders. There will be one pier and two abutments. The replacement bridge would begin at the existing southern abutment and follow the existing alignment as closely as feasible without needing excessive excavation in the landslide area north of the bridge. The bridge would be approximately 50 feet west of the existing alignment at the furthest point. The northern abutment would be shifted approximately 80 feet northwest. A temporary 200-foot-long retaining wall would be required along the new northern abutment.

Some, or all, of the distressed retaining walls between Limekiln Creek Bridge and Rain Rocks Sidehill Viaduct would be replaced to support the highway. Drainage improvements are anticipated to accommodate the new retaining walls. Throughout the project, including along the new bridge, all roadway runoff would be directed to adjacent soils and would not flow directly to open water.

Two viaducts are proposed north of the bridge to replace distressed retaining walls. The first would be a 360-foot, half-width viaduct beginning north of the new bridge with 12-foot lanes and 4-foot shoulders. The second viaduct is proposed north of the first and would be a 185-foot viaduct due to alignment and steep terrain. To prevent the landslide from moving under the viaducts, a 160-foot-long soldier pile wall would be constructed below the highway along the east side of the first viaduct.

The project proposes removing part of the existing revetment on Limekiln Beach once the new bridge is complete. Full removal would be unsafe for the workers and could

expose the beach to unstable slopes. Crib walls would be removed to the extent that is safe for both the workers and the public.

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, title 14, sections 15091 and 15096, and also title 21, section 1501 et seq. Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basic source for the information.

The following effects have been identified in the Final EIR as resulting from the project. Effects found not to be significant have not been included.

Aesthetics

Adverse Environmental Effects:

State Route 1 in Monterey County is classified as an Officially Designated State Scenic Highway. Scenic resources associated with the viewing experience throughout the project area include expansive views of the Pacific Ocean and beaches, dramatic topography and hillsides, rocky outcroppings, native vegetative patterns, and undeveloped landscapes. The project will result in an increase in the roadway for the bridge and viaducts, bridge girder height, and a realignment of structures. This will impact the existing views. These visual resources are considered high quality and have a high value placed on them by the community. Therefore, changes from the project would result in a substantial adverse effect on a scenic vista, scenic resources, and degrade the existing visual character.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Both build alternatives considered for the project would affect views of the ocean and beach. The other alternative, Alternative 4B, would have also involved grading the rocky outcropping near the existing southern abutment which would result in additional significant impacts. Selection of the identified alternative would result in less impacts. The No-Build alternative would avoid impacts but fails to meet the project's purpose and need. Measures Visual (VIS)-1 through VIS-18 will be adopted to avoid, minimize, and mitigate project impacts to the existing visual character and quality. While these measures would be incorporated, given the fact that the bridge would still have a different alignment and be a larger structure, the measures do not reduce the proposed project's impacts to a level of no significant impact or less than significant impact.

Cultural Resources

Adverse Environmental Effects:

Archaeological site CA-MNT-1892 is eligible for listing on the National Register under Criterion D. The project will have an Adverse Effect to this site. Demolition of the existing bridge will impact the entire site. It is likely that the entire site deposit will be removed as a result of project activities.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Demolition of the existing bridge would impact site CA-MNT-1892 regardless of the chosen alternative. The Memorandum of Agreement (MOA) between the California Department of Transportation and the California State Historic Preservation Officer Regarding the Limekiln Creek Bridge Replacement Project was executed on August 19, 2024. The signatory parties are the California State Historic Preservation Officer, Caltrans Division Chief of Environmental Analysis, Caltrans District 5 Director, Salinan Tribe of Monterey and San Luis Obispo Counties Council Lead, and California State Parks Deputy District Superintendent. Measures MOA-1 through MOA-8 will be adopted to mitigate impacts to the site. Though these measures will be incorporated, there will be permanent impacts because of bridge demolition and realignment. These impacts will be considered significant and unavoidable.

DOCUMENT AVAILABILITY

Documents or other material which constitute the record of the proceedings upon which the California Transportation Commission's decision is based are available at Caltrans District 5, 50 Higuera Street, San Luis Obispo, CA 93401.

Tanisha Taylor		
Executive Director	Signature	Date

Project Name: Limekiln Creek Bridge Replacement
DIST-CO-RTE-PM: 05-MON-1-20.9/21.3
EA: 05-1F510
EFIS ID: 0514000004

CALIFORNIA TRANSPORTATION COMMISSION
STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

STATE ROUTE 1 BRIDGE REPLACEMENT IN MONTEREY COUNTY FROM POSTMILE 20.9 TO 21.3 IN LIMEKILN STATE PARK

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, title 14, sections 15091 and 15096, and also title 21, section 1501 et seq. Reference is made to the Final Environmental Impact Report (Final EIR) for the project, which is the basic source for the information.

The California Transportation Commission, in its independent judgment as a CEQA responsible agency, reviewed and considered the Final EIR prepared by the California Department of Transportation and finds that the Final EIR contains a complete, objective, and substantiated reporting of the project's potential impacts.

The following impacts have been identified as significant and not fully mitigable:

- **Aesthetics:** The project will result in an increase in the roadway for the bridge and viaducts, bridge girder height, and a realignment of structures. Visual impacts from the project would result in a substantial adverse effect on a scenic vista, scenic resources, and degrade the existing visual character.
- **Cultural resources:** Demolition of the existing bridge will impact archaeological site CA-MNT-1892. It is likely that the entire site deposit will be removed as a result of project activities.

Overriding considerations that support approval of this recommended project are as follows:

The purpose of this project is to ensure the reliability of State Route 1 for the traveling public, support the movement of essential goods and services, and maintain coastal

access along this section of the Big Sur Coast by addressing chloride intrusion in Limekiln Creek Bridge and slope stability problems.

The project is needed due to chloride intrusion in the concrete of Limekiln Creek Bridge, which was confirmed with concrete core testing and inspections by Caltrans' Structure Maintenance and Investigations Team in 2012. There has been irreversible damage to the superstructure and substructure elements caused by chloride intrusion from pervasive salt-laden fog. This has resulted in frequent concrete cracking and reinforced steel and cable corrosion. There have also been recurring slope stability problems at the north abutment caused by powerful waves. There have been attempts to stabilize this slope; however, it is not possible to permanently stabilize it. There is a permit requirement (Coastal Development Permit 3-09-020) from the California Coastal Commission to remove the existing slope armoring. As a result of these issues, the need for replacing the existing bridge was identified by the Structure Maintenance and Investigations peer review committee in its October 2012 meeting.

Several alignments have been considered and the selected alternative is the closest feasible alignment to the existing bridge. Any shift in alignment would result in an increase in significant visual impacts. Measures have been included in the Environmental Document to reduce impacts. Any demolition of the existing bridge would impact site CA-MNT-1892. These impacts are significant and unavoidable but necessary to meet the project's purpose and need.

Tanisha Taylor		
Executive Director	Signature	Date

Attachment E

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 17-18, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(3), Action Item

Prepared By: Jeremy Ketchum, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF A PROJECT FOR FUTURE CONSIDERATION OF FUNDING RESOLUTION E-24-105**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve attached resolution E-24-105?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve attached resolution E-24-105.

BACKGROUND:

05-Mon-1, PM 20.9/21.3
Resolution E-24-105
The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

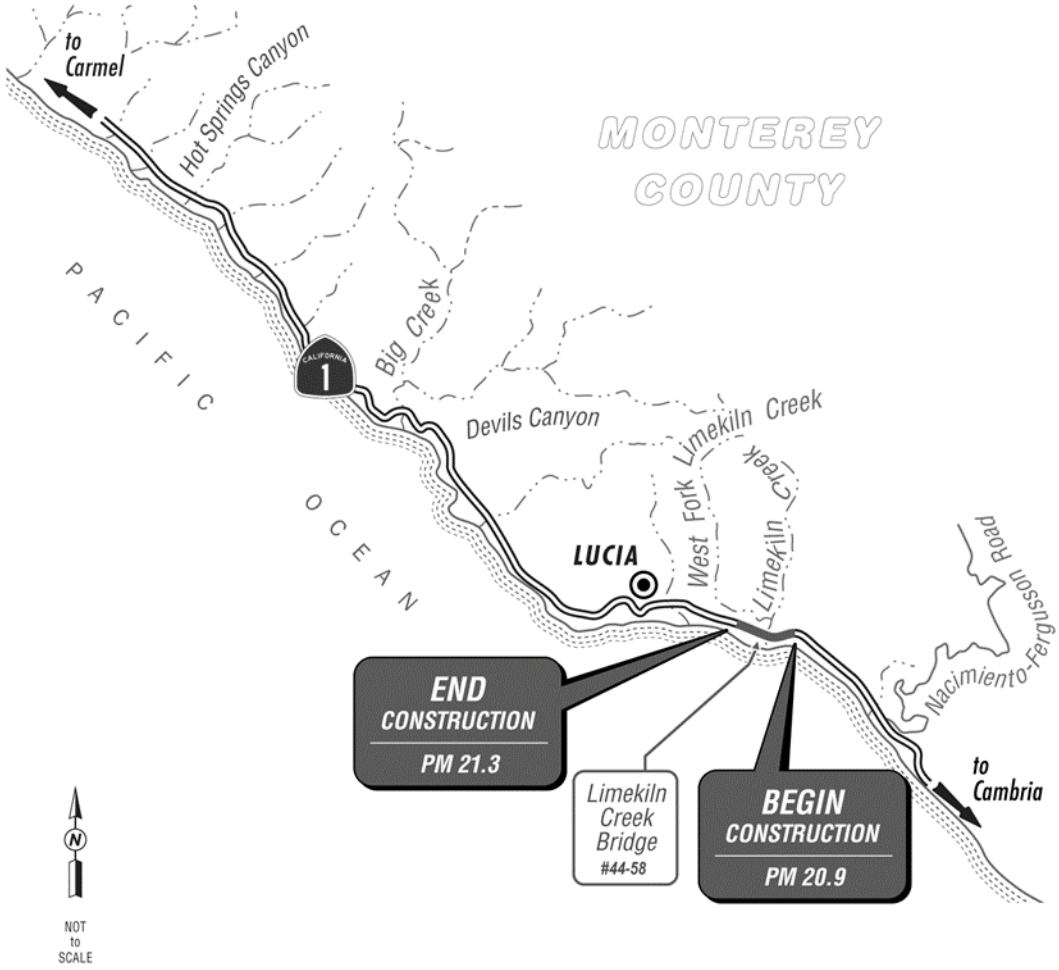
- State Route (SR) 1 in Monterey County. Replace the existing concrete Limekiln Creek Bridge and construct viaducts on SR 1 near Lucia. The replacement bridge will be a 900-foot-long, two-span cast-in-place post-tensioned box girder bridge with 12-foot lanes and 4-foot shoulders. There will be one pier and two abutments. The replacement bridge would begin at the existing southern abutment and follow the existing alignment as closely as feasible without needing excessive excavation in the landslide area north of the bridge. The bridge would be approximately 50 feet west of the existing alignment at the furthest point. The northern abutment would be shifted approximately 80 feet northwest. A temporary 200-foot-long retaining wall would be required along the new northern abutment, in Monterey County. (PPNO 2524)

The project is located on SR 1 from postmile (PM) 20.9 to PM 21.3, in Monterey County. The Department proposes to replace the existing concrete Limekiln Creek Bridge and construct viaducts on SR 1 near Lucia. The replacement bridge will be a 900-foot-long, two-span cast-in-place post-tensioned box girder bridge with 12-foot lanes and 4-foot shoulders. There will be one pier and two abutments. The replacement bridge would begin at the existing southern abutment and follow the existing alignment as closely as feasible without needing excessive excavation in the landslide area north of the bridge. The bridge would be approximately 50 feet west of the existing alignment at the furthest point. The northern abutment would be shifted approximately 80 feet northwest. A temporary 200-foot-long retaining wall would be required along the new northern abutment. The project is currently programmed in the 2024 State Highway Operation and Protection Program (SHOPP). The total programmed amount which includes Right of Way (Support and Capital), and Construction (Support and Capital) is $128,557,000. Construction is estimated to begin in Fiscal Year 2027-28. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 SHOPP.

A copy of the FEIR has been provided to Commission staff. Resources in the project area that may be impacted by the project include aesthetics, biological resources, and cultural resources. Avoidance, minimization, and mitigation measures will reduce any potential effects on the environment. These measures include, but are not limited to, revegetating any disturbed areas to meet aesthetic and biological goals, designing the bridge with the highest quality architectural and engineering practices while acknowledging the existing historic bridges along the Big Sur coast, using an open-style bridge rail to maximize views, using finish, textures, and colors that minimize reflectivity and glare, implementing a Historic Property Treatment Plan, conducting an environmental awareness and cultural sensitivity training for all construction personnel, conducting data recovery on archeological deposits prior to construction, and biological, archeological, and Native American monitoring during construction. A full list of the avoidance, minimization, and mitigation measures for the project can be found in the FEIR. Potential impacts associated with the project can all be mitigated to below significant except for aesthetics and cultural resources, for which a Statement of Overriding Considerations pursuant to the California Environmental Quality Act was prepared. As a result, an FEIR was prepared for the project.

Attachments

Attachment 1



Limekiln Creek Bridge Replacement

Project Name: Limekiln Creek Bridge Replacement
DIST-CO-RTE-PM: 05-MON-1-20.9/21.3
EA: 05-1F510
EFIS ID: 0514000004

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDINGS

FOR

STATE ROUTE 1 BRIDGE REPLACEMENT IN MONTEREY COUNTY FROM POSTMILE 20.9 TO 21.3 IN LIMEKILN STATE PARK

The project includes replacing the existing concrete Limekiln Creek Bridge, located in Monterey County on State Route 1 near Lucia. The replacement bridge will be an approximately 900-foot-long, two-span cast-in-place post-tensioned box girder bridge with 12-foot lanes and 4-foot shoulders. There will be one pier and two abutments. The replacement bridge would begin at the existing southern abutment and follow the existing alignment as closely as feasible without needing excessive excavation in the landslide area north of the bridge. The bridge would be approximately 50 feet west of the existing alignment at the furthest point. The northern abutment would be shifted approximately 80 feet northwest. A temporary 200-foot-long retaining wall would be required along the new northern abutment.

Some, or all, of the distressed retaining walls between Limekiln Creek Bridge and Rain Rocks Sidehill Viaduct would be replaced to support the highway. Drainage improvements are anticipated to accommodate the new retaining walls. Throughout the project, including along the new bridge, all roadway runoff would be directed to adjacent soils and would not flow directly to open water.

Two viaducts are proposed north of the bridge to replace distressed retaining walls. The first would be a 360-foot, half-width viaduct beginning north of the new bridge with 12-foot lanes and 4-foot shoulders. The second viaduct is proposed north of the first and would be a 185-foot viaduct due to alignment and steep terrain. To prevent the landslide from moving under the viaducts, a 160-foot-long soldier pile wall would be constructed below the highway along the east side of the first viaduct.

The project proposes removing part of the existing revetment on Limekiln Beach once the new bridge is complete. Full removal would be unsafe for the workers and could expose the beach to unstable slopes. Crib walls would be removed to the extent that is safe for both the workers and the public.

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental

Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

Aesthetics

Adverse Environmental Effects:

State Route 1 in Monterey County is classified as an Officially Designated State Scenic Highway. Scenic resources associated with the viewing experience throughout the project area include expansive views of the Pacific Ocean and beaches, dramatic topography and hillsides, rocky outcroppings, native vegetative patterns, and undeveloped landscapes. The project will result in an increase in the roadway for the bridge and viaducts, bridge girder height, and a realignment of structures. This will impact the existing views. These visual resources are considered high quality and have a high value placed on them by the community. Therefore, changes from the project would result in a substantial adverse effect on a scenic vista, scenic resources, and degrade the existing visual character.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

Both build alternatives considered for the project would affect views of the ocean and beach. The other alternative, Alternative 4B, would have also involved grading the rocky outcropping near the existing southern abutment which would result in additional significant impacts. Selection of the identified alternative would result in less impacts. The No-Build alternative would avoid impacts but fails to meet the project's purpose and need. Measures VIS-1 through VIS-18 will be adopted to avoid, minimize, and mitigate project impacts to the existing visual character and quality. While these measures would be incorporated, given the fact that the bridge would still have a different alignment and be a larger structure, the measures do not reduce the proposed project's impacts to a level of no significant impact or less than significant impact.

Cultural Resources

Adverse Environmental Effects:

Archaeological site CA-MNT-1892 is eligible for listing on the National Register under Criterion D. The project will have an Adverse Effect to this site. Demolition of the existing bridge will impact the entire site. It is likely that the entire site deposit will be removed as a result of project activities.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:
Demolition of the existing bridge would impact site CA-MNT-1892 regardless of the chosen alternative. The Memorandum of Agreement between the California Department of Transportation and the California State Historic Preservation Officer Regarding the Limekiln Creek Bridge Replacement Project was executed on August 19, 2024. The signatory parties are the California State Historic Preservation Officer, Caltrans Division Chief of Environmental Analysis, Caltrans District 5 Director, Salinan Tribe of Monterey and San Luis Obispo Counties Council Lead, and California State Parks Deputy District Superintendent. Measures MOA-1 through MOA-8 will be adopted to mitigate impacts to the site. Though these measures will be incorporated, there will be permanent impacts because of bridge demolition and realignment. These impacts will be considered significant and unavoidable.

Scott Eades		08/28/2024
District Director (or designee)	Signature	Date

Project Name: Limekiln Creek Bridge Replacement
DIST-CO-RTE-PM: 05-MON-1-20.9/21.3
EA: 05-1F510
EFIS ID: 05140000004

CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

STATE ROUTE 1 BRIDGE REPLACEMENT IN MONTEREY COUNTY FROM POSTMILE 20.9 TO 21.3 IN LIMEKILN STATE PARK

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

- **Aesthetics**: The project will result in an increase in the roadway for the bridge and viaducts, bridge girder height, and a realignment of structures. Visual impacts from the project would result in a substantial adverse effect on a scenic vista, scenic resources, and degrade the existing visual character.
- **Cultural resources:** Demolition of the existing bridge will impact archaeological site CA-MNT-1892. It is likely that the entire site deposit will be removed as a result of project activities.

Overriding considerations that support approval of this recommended project are as follows:

The purpose of this project is to ensure the reliability of State Route 1 for the traveling public, support the movement of essential goods and services, and maintain coastal access along this section of the Big Sur Coast by addressing chloride intrusion in Limekiln Creek Bridge and slope stability problems.

The project is needed due to chloride intrusion in the concrete of Limekiln Creek Bridge, which was confirmed with concrete core testing and inspections by Caltrans' Structure Maintenance and Investigations Team in 2012. There has been irreversible damage to the superstructure and substructure elements caused by chloride intrusion from pervasive salt-laden fog. This has resulted in frequent concrete cracking and reinforced steel and cable corrosion. There have also been recurring slope stability problems at the north abutment caused by powerful waves. There have been attempts to stabilize this slope; however, it is not possible to permanently stabilize it. There is a permit requirement (Coastal Development Permit 3-09-020) from the California Coastal

Commission to remove the existing slope armoring. As a result of these issues, the need for replacing the existing bridge was identified by the Structure Maintenance and Investigations peer review committee in its October 2012 meeting.

Several alignments have been considered and the selected alternative is the closest feasible alignment to the existing bridge. Any shift in alignment would result in an increase in significant visual impacts. Measures have been included in the Environmental Document to reduce impacts. Any demolition of the existing bridge would impact site CA-MNT-1892. These impacts are significant and unavoidable but necessary to meet the project's purpose and need.

Scott Eades		08/28/2024
District Director (or designee)	Signature	Date