ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Dos Pueblos to Gaviota CAPM and Wildlife Crossing (05-1P130)

Resolution SHOPP-P-2526-06B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☑ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on May 14, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 3/20/2026 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the Dos Pueblos to Gaviota CAPM and Wildlife Crossing (05-1P, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ■ Resolution G-26-33, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/20/2026
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Dos Pueblos to Gaviota CAPM and Wildlife Crossing (05-1P130)

Resolution: SHOPP-P-2526-06B

(to be completed by CTC)

03/27/2026
Date

Scott Eades

District Director

Project Applicant

03/27/2026
Date

Scott Eades

District Director

Implementing Agency

03/27/2026
Date

Scott Eades

District Director

California Department of Transportation

Cory Binns (Apr 27, 2026 14:58:36 PDT)

04/22/2026
Date

FOR Dina El-Tawansy

Director

California Department of Transportation

for

05/20/2026
Date

Tanisha Taylor

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	03/25/26 03:50:38 PM

District	EA	Project ID	PPNO	Project Manager
05	1P130	0521000172	3072	HOWARD, JONATHAN W

County	Route	Begin Postmile	End Postmile	Implementing Agency	
SB	101	30.1	R 48.8	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Dos Pueblos to Gaviota CAPM and Wildlife Crossing

Location/Description

Near Santa Barbara, from Dos Pueblos Creek Undercrossing to Route 1. Rehabilitate pavement, replace sign panels, upgrade guardrail, and improve wildlife crossing. Includes federal Wildlife Crossings Pilot Program (WCPP) Grant amount of $8,000,000.

Legislative Districts

Assembly:	37	Senate:	21	Congressional:	24

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Sustainability and Miscellaneous (Locations)	0	0	1		1	Locations
Programmed Condition	Sustainability and Miscellaneous (Locations)	1	0	0	0	1	Locations

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	12/05/25	
Right of Way Certification Milestone		12/04/26
Ready to List for Advertisement Milestone		12/31/26
Begin Construction Milestone (Approve Contract)		01/11/28

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	24/25	2,646					2,646
PS&E	25/26	4,339					4,339
RW Support	25/26	400					400
Const Support	27/28	9,049					9,049
RW Capital	27/28	453					453
Const Capital	27/28	58,129					58,129
Total		75,016					75,016

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: RICH STONE
SHOPP
HQ Financial Programming

Date: March 25, 2026

File: 05-1P130-0521000172-3072
05-SB-101 30.1/R48.8

From: Jonathan Howard
Project Manager
District 5

Subject: **PROJECT STATUS UPDATE**

This memorandum is written to accompany the Baseline Agreement for the referenced project.

The anchor performance objective for the project is 1 Location for Wildlife Connectivity.

Current Funding:

Component	2024 SHOPP Programming	2026 SHOPP Programming	Allocated	PR/Current Estimate
PAED Support	$2,646	$2,646	$2,646	$2,646
PS&E Support	$4,339	$4,339	$4,339	$4,090
RW Support	$375	$375	$400	$400
Const. Support	$7,824	$9,049		$9,140
RW Capital	$453	$453		$4
Const. Capital	$50,924	$58,129		$49,965

cc: Darron Hill, Wes Thompson, Joe Erwin, Lindsay Leichtfuss, D5 Programming

05 - SB - 101 – 30.1/R48.8
05-1P130 – 0521000172 - PPNO 3072-TID 21704
SHOPP – Sustainability and Misc. 201.999
Wildlife Crossing Pilot Program Grant
December 2025

Project Report

For

Project Approval

On Route 101 in Santa Barbara County

From Dos Pueblos Creek Undercrossing

To Route 1/101 Separation

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current, and accurate:

Patrick Mason, Acting Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

Benjamin Jensen, Project Manager

PROJECT APPROVED:

Scott Eades, District Director — 12/05/2025 *Date*

Vicinity Map

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

12/1/2025

JEFFERSON V. WESTON, REGISTERED CIVIL ENGINEER *DATE*

Table of Contents

1. INTRODUCTION

Project Description:

This project aims to preserve pavement and enhance wildlife connectivity along U.S. Route 101 (US-101) in Santa Barbara County, spanning from the Dos Pueblos Creek Undercrossing at postmile (PM) 30.1 to the Route 1/101 Separation at PM R48.8 (*see **Attachment A** for Vicinity Map*). The scope of work includes installation of wildlife exclusion fencing, construction of a wildlife undercrossing, stabilization of two recurring embankment slumping areas, replacement of sign panels, guardrail upgrades, and lighting improvements.

Capital Preventive Maintenance (CAPM) strategies will be applied, including cold planing and placement of a rubberized hot mixed asphalt (RHMA) overlay on US-101 from PM 30.1 to PM 46.4. In bridge areas, the overlay will extend before and after the bridge structures to ensure continuity.

A new wildlife undercrossing will be constructed near Gaviota State Beach Park to improve habitat connectivity, which is currently disrupted by US-101. Approximately 2.5 miles of wildlife exclusion fencing will be installed on both sides of the highway, extending from Gaviota State Beach at PM 46.2 to the Route 1/101 Separation at PM 48.8. This fencing will restrict at-grade wildlife crossings and guide animals toward the undercrossing. In total, approximately 5 miles of fencing will be installed. The undercrossing and fencing are designed to provide safe passage for wildlife, reduce wildlife-vehicle collisions (WVCs), and preserve ecosystem integrity and function.

The new wildlife undercrossing culvert will be located adjacent to a mapped floodplain west of the highway and will be designed in accordance with structures detail XS-17. It is anticipated to measure approximately 94 feet in width, with a 20-foot span and a minimum height of 12 feet to accommodate animal passage. The existing 6' x 7' cattle crossing (Identification (ID): 511010004637) will be removed and replaced with the new culvert, which will be constructed along the existing alignment and profile. Upon completion of construction, the roadway will be restored to its existing condition.

Additional project elements include the replacement of sixteen sign panels on both the northbound (NB) and southbound (SB) shoulders within the project limits. Guardrail segment locations have been evaluated within the project limits. Prioritized locations will be reconstructed to meet Manual for Assessing Safety Hardware (MASH) standards. Lighting rehabilitation is planned at PM 32.71 and PM 32.74.

Furthermore, the District has reinstated previously proposed slope stabilization work at Dos Pueblos (PM 30.1) and Guillermo (PM R41.72) along NB US-101. No additional roadway improvements are anticipated within the project limits.

Project Limits	05-SB-101-30.1/R48.8	
Number of Alternatives	*2*	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support [1]	14,320,000	16,276,000
Capital Outlay Construction [2]	44,108,500	49,965,057
Capital Outlay Right-of-Way [3]	3,455	3,628
Funding Source	SHOPP[4] 201.999 Program – Sustainability and Miscellaneous and WCPP[5] Grant	
Funding Year	2027/28[8]	
Type of Facility	Undercrossing Structure, 4-lane expressway, freeway	
Number of Structures	One	
SHOPP Project Output	*1 Location*	
Environmental Determination or Document	CEQA[6]: Categorical Exemption (CE) NEPA[7]: Categorical Exclusion (CE)	
Legal Description	In Santa Barbara County Near Gaviota From Dos Pueblos Creek Undercrossing to Route 1/101 Separation	
Project Development Category	4B	

1. Support capital is estimated at 3.5% to the midpoint of the component.
2. Construction capital is estimated at 6.19% escalation for fiscal year (FY) 26/27 and 3.3% escalation for future years to the midpoint of construction.
3. Right-of-Way capital is estimated at 5% escalation.
4. State Highway Operation and Protection Program (SHOPP)
5. Wildlife Crossing Pilot Program (WCPP)
6. California Environmental Quality Act (CEQA)
7. National Environmental Policy Act (NEPA)
8. Program intends to deliver in 2026/27 FY

2. RECOMMENDATION

This Project Report (PR) recommends approval to proceed to the Plans, Specifications, and Estimate (PS&E) phase. The affected local agencies and the public have been consulted with respect to the recommended project, their views have been considered, and they are in general accord with the plan as presented.

3. BACKGROUND

Project History

In 2022, the California Department of Transportation (Caltrans) funded a road ecology study conducted by subject-matter experts at Inner City Fund (ICF) Jones and Stokes, Inc. to analyze wildlife movement, roadkill, and habitat connectivity along US-101 at Gaviota Pass, and to identify potential enhancements to promote the safe passage of wildlife. The study results included analyses of wildlife movement within the Gaviota Pass Study Area, particularly target species, and identified opportunities and recommendations for improving wildlife connectivity at US-101 and reducing

WVC.

This project was initiated via Project Initiation Report (PIR) for the Dos Pueblos to Gaviota CAPM project approved June 29, 2023. A supplemental PIR approved January 9, 2024, added an additional $8M in federal discretionary grant funding for the wildlife crossing and exclusion fencing which will be supplemented with SHOPP funds for the standard 20% non-Federal match under 23 U.C.C 120(b). A condition of the Final Gaviota Pass Wildlife Connectivity and Vehicle Collision Reduction Grant Agreement dated September 5, 2024, requires that the project is Ready to List (RTL) by December 2026. District 5 Programming and Project Management split-off the wildlife undercrossing and exclusion fencing to a separate project in September 2024 to meet grant funding schedule constraints. The wildlife crossing and CAPM projects were subsequently recombined in January 2025 due to programming constraints. The project is shown under the project expenditure authorization (EA): 05-1P130.

Community Engagement and Partner Interaction

From 2021 to 2025, Caltrans facilitated and led stakeholder and community meetings for the Gaviota Pass Highway 101 Wildlife Habitat Connectivity Study. These stakeholder meetings informed interested agencies, non-governmental organizations (NGOs), and private landowners within the Gaviota Pass region about the study, including purpose, need, methodology, and progress updates. Meetings provided opportunity for questions and input from the stakeholder group. Caltrans also established a project website to provide information about the study to the stakeholder group and the public. The comments and input from the stakeholders were accounted for in the Federal Highway Administration (FHWA) grant application and featured prominently in the successful award of the FHWA grant.

There were 17 stakeholders invited to the public outreach meeting on October 29, 2024. The invitees included California Coastal Commission, California State Parks, California Department of Fish and Wildlife, California Highway Patrol, Santa Barbara County, Santa Barbara County Association of Governments, Vista Del Mar Union School District, Coastal Band of Chumash Nation, Santa Ynez Band of Chumash Indians, University of California - Santa Barbara, The Nature Conservancy's Dangermond Preserve, Wildlife Conservation Network, The Land Trust for Santa Barbara County's Rancho Las Cruces, Gaviota Coast Conservancy, Coastal Ranches Conservancy, Los Padres Forest Watch, and adjoining private property owners. The purpose of the meeting was to update the stakeholders on the wildlife crossing pilot program and to obtain public input. The Caltrans team provided information on camera monitoring and roadkill monitoring and presented planning design drawings of the proposed structure. The attendees generally expressed excitement about the proposed wildlife crossing at this location. There was interest from the university about partnering with Caltrans and helping with future studies regarding the wildlife crossings.

There were 19 stakeholders invited to the public outreach meeting on March 25, 2025. The invitees included the 17 mentioned above, plus Legacy Works Group and Santa Barbara Biodiversity Group. The purpose of the meeting was to inform the stakeholders on the project update, which included the addition of the CAPM elements to the project. The schedule of the project and structure type was discussed, as well as, opportunities and constraints on areas that could use improvement in the future.

This project will also enhance community engagement by installing informational signage at Gaviota State Park trailheads and Caltrans Safety Roadside Rest Areas (SRRAs) to provide onsite education

and public outreach for the wildlife connectivity improvements. The Gaviota State SRRAs have existing kiosks on both the NB and SB sides at with several display cases that can accommodate the informational signage.

At each public meeting, discussions typically began with an overview of Title VI. During this segment, we emphasized that information of our activities and projects would be accessible to all, including those requiring translation services.

Existing Facility

Within the project limits, US-101 is an Officially Designated State Scenic Highway. The majority of the project, including the proposed wildlife undercrossing, is located within the Gaviota Coast Plan Critical Viewshed Corridor Overlay. The project is within the Gaviota State Parks boundary, the Coastal Zone, and is adjacent to Gaviota Creek. The NB and SB Gaviota SRRAs are within the project limits at approximately PM 46.9 and 46.8, respectively.

US-101 from Los Angeles, California to the Oregon border is designated as a Blue Star Memorial Highway. The southern end of the project, starting at the intersection of US-101 and Gaviota Beach Road, is designated as part of the Pacific Coast Bike Route, and US-101 within the project limits is considered a Secondary Route for the California Coastal Trail. The Las Cruces Trailhead and Gaviota Peak Trailhead are located at the northern end of the project, with various hiking and horseback trails paralleling the highway. Access to the trailheads is on both the NB and SB sides of the highway, adjacent to the State right of way.

Existing cattle crossing ID: 511010004637 is a 6' x 7' concrete box culvert constructed in 1952 under Contract Number (No.) 52-5VC2FA. The structure follows the standard single-span box culvert design with a 6-foot span, as detailed in the general design sheet. It was installed in fill and designed in accordance with the 1944 American Association of State Highway and Transportation Officials (AASHTO) specifications, supplemented by the Bridge Department's 1946 specifications.

The culvert is currently in overall good condition; however, the last recorded inspection was in 2004. During a recent scoping field team visit, sediment accumulation was observed on the SB side, obstructing the passageway. In addition, an exposed water service line runs through the center of the crossing, and a buried fiber optic line is present along the SB side.

Native and non-native trees, shrubs and grassland vegetation persist throughout the project corridor limits. Vegetation communities are predominantly California coast live oak, California sagebrush, riparian mixed hardwood, lower montaine mixed chaparral, and annual grasses and forbes. Rock outcroppings are prevalent adjacent to the highway.

Existing highway planting is located at the Gaviota Safety Roadside Rest Areas. Planting includes native and non-native plants, and was installed, and is maintained by, the Department.

There are existing irrigation facilities at the Gaviota Safety Roadside Rest Areas. The irrigation system is an automated system that connects to an onsite water storage tank. Potable water is supplied from the State Parks Las Cruces Water Treatment Plant located near the US-101 and SR 1 interchange. There is an inactive Caltrans well located between the SB on-ramp and the mainline of US-101 near the SR 1 interchange, however, is not an irrigation water source option. Otherwise, there

are no documented existing State-owned or operated irrigation facilities or water sources within the project limits.

There are several State-owned utilities, including water and wastewater pipes, which cross under US-101 in the vicinity of the NB and SB SRRAs and the NB SRRA leach field parcel.

This route accommodates interregional, truck, and commuter traffic. The lanes and shoulders are surfaced with asphalt concrete (AC) pavement. It has 12-foot lanes, with inside shoulder widths varying from 2 to 10 feet, and outside shoulder widths varying from 2 to 13 feet. Median width varies from 22 to 225 feet. NB and SB traffic are generally separated by concrete barrier. Right-of-way width varies from 150 to 780 feet.
Existing concrete barriers within the project limits are predominantly colored. Architectural treatment is included on concrete barriers adjacent to the SRRAs and the Gaviota Pass tunnel portals. Bridges adjacent to and within the general regional corridor, are a concrete see-through type.

Geometric information for the three existing structures within the project limits are shown in the table below.

Existing Route 101 Geometrics at Structures

Structure	Direction	PM	Outside Shoulder	Travel Way	Inside Shoulder
Dos Pueblos Creek Br & UC No. 51-0033L	SB	30.07	10’	24’	5’
Dos Pueblos Creek Br & UC No. 51-0033R	NB	30.06	10’	24’	5’
Las Llagas UC No. 51-0196L	SB	32.84	10’	32’	6’
Las Llagas UC No. 51-0196R	NB	32.84	13’	35’	5’
El Capitan Park UC No. 51-0197L	SB	33.85	10’	24’	5’
El Capitan Park UC No. 51-0197R	NB	33.85	10’	24’	5’
Refugio Road UC No. 51-0215L	SB	R36.62	10’	24’	15’
Refugio Road UC No. 51-0215R	NB	R36.62	10’	36’	5’
Canada Del Refugio No. 51-0030S	NB-On Ramp	R36.65	7’	12’	3’
Arroyo Quemada No. 51-0028L	SB	39.75	0’	22’	0’
Arroyo Quemada No. 51-0028R	NB	39.79	10’	24’	5’
Arroyo Hondo No. 51-0027	NB	40.98	10’	24’	5’
Beckstead OC No. 51-0234	Overcrossing	44.82	8’	24’	8’
Gaviota Tunnel No. 51-172 *	NB	47.19/47.27	2'	24'	2'
Gaviota Creek Bridge No. 51-24	SB	47.23	5.58'	24'	5'
Gaviota Creek Bridge No. 51-23	SB	47.93	9.25'	24'	5'

*: Vertical clearance = 14.75 feet

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to preserve and extend the service life of the existing pavement; stabilize two areas with recurring embankment slumping; rehabilitate lighting systems to maintain nighttime visibility; replace sign panels to improve visibility in accordance with current FHWA standards; and upgrade guardrail to meet current MASH compliance standards. Additionally, the project includes the removal of an existing culvert and the construction of a new undercrossing at the same location, along with the installation of wildlife exclusion fencing to improve wildlife connectivity. A key objective of the project is to enhance safety for the traveling public by reducing WVC in a documented hotspot area.

The project will promote habitat connectivity between protected State Park lands located on either side of US-101, facilitating wildlife movement to and from high-quality riparian habitat and the adjacent Los Padres National Forest. Enhancing safe passage between large, contiguous areas of protected state and federal lands will benefit a wide range of native species and contribute to the reduction of wildlife mortality along the highway.

Beyond ecological improvements, the project will also provide economic and recreational benefits to Gaviota State Park by strengthening ecosystem function and increasing the resilience of its natural resources and wildlife populations. These enhancements are expected to support continued long-term visitation and improve the overall experience for park visitors.

Need:

The pavement within the project limits is showing significant signs of deterioration. If not addressed, these conditions will continue to worsen, leading to increased maintenance costs over time. Existing guardrail throughout the project area does not comply with current MASH standards. Sixteen sign panels are in poor condition and fail to meet current FHWA reflectivity requirements, reducing their effectiveness and visibility. In addition, the District recommends rehabilitating two lighting poles that are in poor condition and approaching the end of their service life. The District has also reinstated previously proposed slope stabilization work at two locations along NB US-101 at Dos Pueblos (PM 30.1) and Guillermo (PM R41.72).

Within the project limits, this area has experienced a significant rate of WVC. In 2022, Caltrans initiated a study to analyze the spatial and temporal patterns of wildlife movement and roadkill occurrences along a six-mile segment of US-101 at Gaviota Pass. The study identified areas where wildlife mortality has been consistently high for many years, leading to property damage, human injuries, and potential delays for emergency responders. It is also likely that numerous additional, unreported incidents have occurred, contributing further to these impacts.

Between March 2022 and March 2023, a total of 115 wildlife carcasses were documented, underscoring the severity of the issue. Species affected include mountain lion, black bear, mule deer, and other native wildlife. These findings highlight a critical need for a wildlife crossing in this corridor to address the high frequency of wildlife mortality and improve both ecological connectivity and public safety.

The Los Padres National Forest and Gaviota State Park Region are biodiverse areas currently bisected by US-101. This section of the US-101 occurs within a California Department of Fish and Wildlife

identified movement priority barrier area, and wildlife connectivity models identify the location as a priority landscape linkage. These initiatives align with the Department of Transportation's National Roadway Safety Strategy (NRSS), which aims to eliminate roadway deaths and serious injuries through a Safe System Approach, preventing crashes proactively. The four-lane divided highway impedes wildlife movement across these mountain ranges and increases the potential for WVC along US-101 in Santa Barbara County.

4A. Problem, Deficiencies, Justification

Pavement Strategy

This project will improve the pavement by cold planing and placing RHMA overlay on US-101 from PM 30.1 to PM 46.4. On the mainline, overlay will occur before the existing bridges within the project limits and continue after the bridge. The following is the Pavement Condition Summary Report with the most recent survey and predicted construction year conditions.

Pavement Condition Summary Report (PaveM)

Both Directions; All Lanes

District: 5; County: Santa Barbara; Route: 101; From PM 30.100 to PM 46.400

Left (L)-Length: 16.094. Right (R)-Length: 16.094. L-Lane Miles: 32.052. R-Lane Miles: 33.164

	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)				Effectiveness (%)	
Year/ Condition Lane Miles	Green	Yellow	Blue	Orange	Red	Good	Fair	Poor	Total Lane Miles	SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2021	60.109	5.021	0.034	0.000	0.000	62.190	2.974	0.000	65.164	0.00	0.00
2028	0.402	64.588	0.034	0.192	0.000	52.806	12.410	0.000	65.216	0.29	0.00

Pavement distress exists throughout PM 30.1 to PM 46.4, as shown in the following data from the Pavement Condition Report.

Route 101 Flexible Pavement Distress		
Type	**2021**	**2028**
Alligator Type A Cracking (%)	3.60	10.59
Alligator Type B Cracking (%)	1.01	4.77
Rutting (inches)	0.10	0.14
International Roughness Index (IRI, inches/mile)	72	79

Wildlife Strategy

Traffic volume affects wildlife movement across and near roadways and increases the risk and frequency of WVCs (Jacobson et al. 2016; Clevenger and Huijser 2011). Traffic volumes greater than 10,000 Average Daily Traffic (ADT) impose substantial wildlife movement barriers and increase WVC risk for animals who do attempt to cross roads (Clevenger and Huijser 2011). Traffic volume also affects the level of road-based noise and vibration, which may also contribute to barrier effects (Brehme et al. 2013). Although wildlife exhibits a variety of behavioral responses to traffic volume and roadways, an elevated risk of WVCs and barrier effects are assumed to affect wildlife in the project area (Jacobson et al. 2016) to varying degrees. Furthermore, traffic volume has historically increased over most roads in California over time and is expected to continue to increase. Therefore,

areas where animals have experienced difficulty navigating traffic gaps under current conditions will likely be less successful doing so in the future.

In 2022, Caltrans funded a road ecology study conducted by subject-matter experts at ICF Jones and Stokes, Inc. to analyze wildlife movement, roadkill, and habitat connectivity along US-101 at Gaviota Pass, and to identify potential enhancements to promote the safe passage of wildlife. The study included weekly monitoring of roadkill throughout the project area from March 2022 to March 2023. Within the one-year period, 115 carcasses were identified.

Extensive research on the US-101 Gaviota highway corridor reflect that WVCs in the area involve a variety of wildlife species, ranging from small to large animals (CROS 2020; Bradbury et al. 2020; ICF & Caltrans, 2023). Roadkill data obtained from the University of California - Davis California Roadkill Observation System (CROS) and the California Highway Patrol (CHP) indicates that roadkill is occurring throughout the project area (CROS 2020). Combined CHP (2015-2019 dataset) and CROS data (1982-2019 dataset) documented a total of 134 wildlife carcasses. The most common species documented was mule deer (n=27). The CHP has documented 13 motor vehicle collisions throughout the project area caused by wildlife resulting in property damage, with 4 collisions resulting in human injury. Gaviota Pass is a recognized WVC hotspot, with documented incidents involving mountain lions, black bears, and other native species. In addition, wildlife habitat connectivity models identify this area as a priority landscape linkage essential for maintaining regional ecological connectivity.

The following table shows the total number of carcasses by species detected as part of weekly roadkill monitoring during the Gaviota Wildlife Habitat Connectivity Study 2022-2023.

Species	Number of Carcasses
Bobcat	6
Coyote	1
Gray fox	13
Mountain Lion	1
Mule deer	4
Opossum	1
Raccoon	3
Red fox	1
Striped skunk	28
Spotted skunk	1
Birds	25
Other mammal	25
Reptile/amphibian	6
TOTAL	**115**

The FHWA wildlife crossing guidance outlines minimum and recommended dimensions based on crossing types and targeted species. The proposed wildlife crossing is designed primarily for large animals, while also accommodating smaller species. According to FHWA recommendations, the general design guidelines call for a minimum width of 20 feet (with a preferred width of 40 feet) and a minimum height of 10 feet (with a preferred height of 15 feet).

The dimensions currently proposed meet these FHWA criteria and have the support of engineers from the California Department of Fish and Wildlife (CDFW). The existing structure at the proposed location, a 6' x 7' box culvert, does not meet the requirements for the intended wildlife crossing.

4B. Regional and System Planning

Identify Systems

US-101 serves as a critical corridor for interregional, commercial truck, and commuter traffic, and functions as an alternate route for segments of Interstate 5. It is classified as a Federal-Aid Primary Route and is designated as part of California's Freeway and Expressway System. US-101 is also included in the Interregional Road System (IRRS) and is identified as a Strategic Interregional Corridor in the *Interregional Transportation Strategic Plan (2022).*

At the federal level, US-101 is part of the National Highway System and functions as a non-interstate Strategic Highway Corridor Network (STRAHNET) connector. It is designated as a State Highway Extra Legal Load (SHELL) route, meaning it must meet geometric design standards that accommodate larger trucks authorized under the Federal Surface Transportation Assistance Act (STAA). Additionally, US-101 is a Terminal Access Route to the National Truck Network and is part of the State Scenic Highway System. Within the project limits, the route is also designated as part of the Pacific Coast Bike Route.

State Planning

Transportation Concept Reports (TCR) are planning documents developed by a District for any given Route. They evaluate current and future conditions while estimating transportation needs and recommend short- and long-range improvements that address those needs within the context of the community. District Transportation Planning has shifted away from the development of TCRs and is moving towards the development of Corridor Plans. The TCR for Route 101 is referenced because a Corridor Plan does not exist for this location.

The vision for US-101 as outlined in the *Caltrans District 5 2014 Route 101 TCR* is to:

- Optimize system efficiency by improvements that encourage mode-shifts and a reduction of single-occupancy vehicles. This includes support for transportation demand management strategies, including ridesharing, park and ride facilities, increased efficiency and transitions between transit systems, online real-time traffic information programs, and other commuter programs. It also includes implementation of transportation system management strategies including ramp metering, high occupancy vehicle lanes, changeable message signs, and other intelligent transportation system features.

- Increase opportunities for multimodal integration to and along US-101 through transit, rail, and bike improvements, and support the development of parallel road networks as alternative travel options.

- Improve safety and operations by managing access and reducing conflict points through continuing cooperative planning with local entities on parallel and local route development.

• Support reliable travel. Options for expansion should remain viable where demand exceeds capacity.

The proposed project is consistent with the route concept envisioned in the *Route 101 TCR*. No reduction to the bike lanes or other alignment changes are planned. This project is a pavement preservation and wildlife habitat and connectivity project, which will provide for a sustainable transportation system.

Regional Planning

The Santa Barbara County Association of Governments (SBCAG) is the Metropolitan Planning organization (MPO) and Regional Transportation Planning Agency for Santa Barbara County. It develops a Regional Transportation Plan (RTP) that allocates state and federal transportation funds within the county. Although this project is not identified in the current list of highway projects identified by SBCAG, this project is consistent with their goal to create better communities through partnership and address regional and multi-jurisdictional issues. *Connected 2050: Regional Transportation Plan and Sustainable Communities Strategy*, accounts for demographic growth on the region's land use and travel patterns. The goals outlined in this document are:

- Foster patterns of growth, development, and transportation that protect natural resources and lead to a healthy environment.

- Optimize the transportation system to improve accessibility, jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.

- Ensure that the transportation and housing needs of all socio-economic groups are adequately served.

- Improve public health and ensure the safety of the regional transportation system.

- Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

The proposed project is consistent with SBCAG's RTP Connected 2050. The addition of a wildlife crossing at this section of US-101 will protect special status wildlife species and habitats, and lead to a healthy environment. Safety of the regional transportation system will be ensured by not only reducing WVC, but also reduce roadkill of special species.

The Gaviota Pass Wildlife Connectivity and Vehicle Collision Reduction Project is consistent with wildlife connectivity goals in *Caltrans 2023 US-101 Business Plan*, which promotes efficient inter-regional goods movement and informs statewide priorities for investment on US-101. The project is also aligned with conservation and wildlife habitat connectivity measures in the *2018 County of Santa Barbara Gaviota Coast Plan.*

Local Planning

The Gaviota Coast Plan designates and regulates land uses in the Gaviota Coast Plan area. It provides a framework for the general public, landowners, and decision makers for planning future development. Transportation policies in the Gaviota Coast Plan pertinent to this project are summarized as follows:

- Preserve the rural scenic characteristics of US-101 when considering future improvements.
- Limit new at-grade crossings of US-101.
- Enhance the Pacific Coast Bike Route by establishing separated paths and connecting existing bikeways.

The proposed project is consistent with the Gaviota Coast Plan because it will improve terrestrial and aquatic habitat connectivity, which contribute to the area's high biotic diversity. The addition of the wildlife crossing will not alter the existing geometry of the roadway and will promote the preservation of the rural scenic characteristics of US-101.

4C. Traffic

Current and Forecasted Traffic

Additional travel lanes will not be feasible in the 20-year planning timeframe or the likely long-term future due to geometric and environmental limitations of the US-101 corridor. Therefore, this project is compatible with the future concept of this route. The design designation for PM 30.1 to PM R48.8 is shown in the tables below. The design period is from 2024 to 2067.

SB-101-PM 30.1-R48.8
Mainline Traffic Data Information
Data Sources: Caltrans Census Program (Year 2022) & Travel Demand Model(s) Growth Rates

Description	Year 2024	Year 2027	Year 2037	Year 2047	Year 2067
Annual Average Daily Traffic (AADT)	27,900	28,600	31,400	32,300	33,900
Design Hourly Volume (DHV)	2,550	2,580	2,720	2,800	2,940
Directional Split (D)	76%	75%	74%	74%	74%
Directional Design Hourly Volume (DDHV)	1,920	1,940	2,020	2,070	2,180
Truck % in AADT	15%	15%	15%	15%	15%
Truck % in DHV (T)	8%	8%	8%	8%	8%

Mainline Traffic Indices (TI) Construction Completion Acceptance (CCA) year 2027		
Traffic Index Year	**Shoulder***	**Mainline**
10 Year (ESAL)	188,897	9,444,873
10 Year TI	**7.5**	**12.0**
20 Year (ESAL)	387,941	19,397,029
20 Year TI	**8.0**	**13.0**
40 Year (ESAL)	816,464	40,823,194
40 Year TI	**9.0**	**14.0**

* Per HDM 613.4(2)(b):" Not to exceed a TI of 9.0 for flexible surfaced shoulders, or a first year AADTT for rigid surfaces shoulders of 77 for 20-year designs and 31 for 40 Year designs."

Traffic Collisions/Collisions Rates

A Traffic Accident Surveillance and Analysis System (TASAS) Selected Accident Retrieval (TSAR) Summary was queried to report the most recent three years of collisions in this section of US-101. The reported collisions are from PM 30.100 to R48.800 over the range of July 2021 thru June 2024. There was a total of 365 collisions within the project limits, 8 of which was fatal.

Collision History from 07/01/2021 to 06/30/2024

PM	Description	Number of Collisions			Actual Rate (Collisions/MVM[5])			Average Rate (Collisions/MVM[5])		
		F[1]	I[2]	Tot[4]	F[1]	F+I[3]	Tot[4]	F[1]	F+I[3]	Tot[4]
30.1 To R48.8	SB-101	8	127	365	0.015	0.25	0.68	0.012	0.25	0.70

1. Fatal collisions
2. Injury collisions
3. Fatal collisions plus injury collisions
4. All reported collisions (Fatal, Injury, and PDO) are included in the values shown
5. Million vehicle miles

The actual total collision rate is lower than the statewide average. The project is not expected to contribute to the frequency or severity of collisions. Safety recommendations are incorporated into the project (such as lighting rehabilitation, sign panel replacement, and upgrading guardrail to current MASH standards).

5. ALTERNATIVES

Two viable alternatives were evaluated for the preparation of this report, 1 build and 1 no-build.

5A. Selected Alternative

Structure

The selected alternative would remove the existing culvert/cattle crossing (ID: 511010004637) at PM

46.37 and replace it with a new structure. The chosen structure would be a culvert with a natural bottom with a minimum 12-foot vertical clearance that would provide a safe crossing opportunity for large mammals in an area that is prone to WVC.

The undercrossing structure will consist of a cast-in-place (CIP) bottomless culvert, designed in accordance with structures detail XS-17. It is anticipated to have a width of 94-feet and a span of 20-feet. The vertical clearance is expected to be approximately 12.5 feet on the SB side and 13.5 feet on the NB side, incorporating a 1% longitudinal slope to facilitate drainage through the culvert. This design will help minimize sediment buildup and maintain a clear passage for wildlife movement. The bottomless culvert will be shielded with Midwest Guardrail System (MGS).

Permanent highway and temporary construction easements would not be required . Build alternative would be constructed along the existing alignment and similar profile to existing culvert (ID: 511010004643) and existing culvert/cattle crossing (ID: 511010004637). The culvert is estimated to cost $3,988,452.

CAPM Strategy

The selected alternative proposes to preserve the pavement on US-101 in Santa Barbara County from PM 30.100 to PM 46.400. Pavement conditions have triggered the need for pavement preservation. This project will maintain the facility in a serviceable and safe condition for the traveling public, correct ride and minor structural defects in the pavement, and reduce roadway worker exposure to traffic by minimizing their need to repeatedly visit deteriorating pavement locations.

Overlay on the mainline and shoulders is proposed to extend the service life of the pavement. Heavily distressed pavement will be repaired with dig outs. The anticipated performance life of the pavement is 10 years. The following pavement strategy does not create any deviations from design standards and no design exceptions are expected for this project.

1. Mainline
    - From PM 30.1 to PM R46.4 overlay 65.306 Lane Miles of 0.15' RHMA.
    - Cold Plane 0.2’ of pavement beginning and ending of bridge joint where concrete pavement and barriers are present.
2. Striping
    - Replace the existing traffic stripe and pavement markings.
3. Rumble Strip
    - Replace the existing rumble strips with traffic safety concurrence and requires District 5 Traffic Safety Engineer approval.
4. Guardrail
    - Reconstruct up to 33,500 Linear Feet (LF) of existing guardrail, including transition

railing, terminal end systems, and crash cushions to MASH standards.

- Construct concrete barrier transitions for guardrail connections at bridge at structure approaches.

5. Sign Replacement

   - 16 signs will be replaced.

6. Dike

   - 134,000 LF of Asphalt Concrete (AC Dike).

7. Shoulder Backing

   - Place shoulder backing to account for erosion or weathering at the edge of pavement. Proposed 3' of shoulder backing from edge of pavement.

8. Slope Stabilization

   - Project has the potential to resolve slope stability issue at locations Dos Pueblos PM 30.1 and Guillermo PM R41.72 both on the NB US-101.

   - At both locations, five rows of polyurethane will be injected using a 5-foot by 5-foot horizontal grid pattern. Injection depths and length will be determined during the PS&E phase.

   - This work has been requested by the maintenance team and is subject to budget availability.

Drainage Strategy

The overlay will conform to the existing inlets, with final details to be determined during the PS&E phase.

Lighting Strategy

The selected alternative proposed to rehabilitate lighting at the following locations:

Location	PM	Pole No	Location Description
1	32.71	05SB101 -0P3271	US-101 at EL CAPITAN RANCH RD NB OFF (1ST LIGHT) SP @ TOP OF N/B ON RAMP
2	32.71	05SB101 -0P3274	US-101 at EL CAPITAN RANCH RD NB OFF (2ND LIGHT) SP @ TOP OF N/B ON RAMP

Stage Construction

The construction of the undercrossing culvert will be completed in two stages. Traffic handling for stage 1 will include closing the left lane and shoulder in both directions of travel and shifting traffic to the right lane and shoulder to construct the middle section of the culvert. Stage 2 will shift both directions of traffic to the left lane and shoulder to construct the outer sections of the culvert. Traffic handling will include removal of existing striping and rumble strip and placement of temporary barrier, signing, and striping. The highway will be restriped with paint and reflective devices upon the completion of construction to its original configuration. This includes resurfacing the pavement wearing course and install thermoplastic striping, reflectors, and rumble strips.

Wildlife Exclusion Fencing

2.5 miles of wildlife fencing would be installed on both sides of the highway within the existing right of way to direct wildlife to the newly constructed crossing and keep them out of the roadway, totaling 5 miles of new wildlife fencing. Fencing posts are expected to be driven 3-5’ deep, 10’ apart.

Aesthetics

Aesthetics are considered in the planning and design process of all transportation projects to address visual quality, respond to community goals, and integrate transportation facilities into their context. Aesthetic treatments will be integrated into the design consistent with the State Scenic Highway Program, County planning documents, community goals, and visual impact analysis recommendations, with specific types of aesthetic treatments being developed during the project design phase. Inclusion of aesthetic treatments is in accordance with the Santa Barbara County General Plan, Gaviota Coast Plan, Caltrans Highway Design Manual (HDM) chapter 80, as well as Directors Policy (DP) 22 for Context Sensitive Solutions (CSS). At this time, the following aesthetic measures are anticipated for project inclusion:

- Concrete vehicle barriers will be integrally colored and/or stained to be consistent with existing colored and textured concrete barriers within the project limits.

- As feasible, and without compromising project goals, wildlife fencing and jump-outs should be context appropriate, with high see-through quality and orientated in the landscape to limit views of the fence and jump-outs to the public.

- Wildlife fence posts will be dark in color or stained where visible to the public.

- New guardrail rail element, post, and end treatments will be stained.

- Vegetation control will be crushed shale/inert material that blends in with the surrounding natural environment.

- Grading measures will include slope rounding and contour grading strategies.

It is anticipated that a high level of aesthetic consideration will be required on this project since the project is within the Coastal Zone, is on an Officially Designated Scenic Highway, and is within the Gaviota Coast Plan Critical Viewshed Corridor Overlay.

As the project design is refined, additional aesthetic treatments may be identified for inclusion. Proposed aesthetics will be reviewed by project stakeholders, including the local community, County, and State Parks as part of the project's community engagement strategy. The Project Landscape Architect will approve all aesthetic treatments prior to final design.

Landscape

Landscape features are scoped for incorporation into the project to promote use of the wildlife crossing structure by wildlife. Features include use of woody debris (logs, branches, rootwads, etc.) harvested from the site from material removed for construction access, as well as boulders, gravel mulch and contour grading. These features would be located in, and leading to, the crossing structure to create a more naturalized landscape and promote a higher sense of comfort and direction for wildlife.

Inert materials, including a combination of duff and wood mulch, will be placed to create more defined wildlife paths to promote easier and uninterrupted travel of wildlife.

Railroad Involvement

There are railroads within the project limits. Union Pacific Railroad travels adjacent to US-101 throughout the project limits; however, all work will be completed outside of the railroad right-of-way. There is no railroad involvement anticipated.

Highway Planting and Irrigation

Replacement planting, including a one-year plant establishment period (250 working days), is currently scoped to be constructed as a part of the roadway contract. There is a high soil erosivity at the project site, and trees and vegetation will be removed, therefore planting will be required for erosion control purposes. Additionally, planting will improve wildlife connectivity to the undercrossing by providing a more natural vegetative transition to the undercrossing that will increase wildlife comfort and assist in directing wildlife. Planting may include riparian and upland habitat species and will include removal of noxious and invasive plants to increase native planting success.

Planting will be watered manually during dry periods for the duration for the plant establishment period using a temporary irrigation system supplied by a water tanker truck or other similar temporary means.

Final scope and locations of work will be refined in coordination with the Visual Specialist, Project Biologist, and Landscape Architect. It is not currently anticipated that there will be planting requirements associated with the various regulatory agencies, therefore a seed collection outgrow contract and/or a split-off planting contract is not scoped for inclusion. If planting requirements change due to unanticipated regulatory agency input, work associated with a split-off planting contract will have to be reassessed.

Tree Removal

It is anticipated that tree removal and pruning will be required for construction access at the wildlife undercrossing. Tree removal locations will be refined through project development and pruning will

be in accordance with arboricultural practices. Tree removal will be avoided to the greatest extent possible.

Maintenance and Worker Safety

Roadside worker safety features such as access gates in the wildlife fencing and maintenance vehicle pullouts or roads must be considered for easy and safe access to maintain the wildlife undercrossing. Considerations for type and location of maintenance access will be based on which entities may be charged with maintaining the facility.

In coordination with field maintenance, it was determined that vegetation control under guardrail will be installed to reduce long-term maintenance and pesticide use. Maintenance has requested that vegetation control be crushed shale/inert material.

Additional maintenance worker safety features will be identified in future project phases in coordination with field maintenance personnel to minimize maintenance worker exposure to traffic and to promote safe access.

For the construction phase, major work activities were evaluated for duration, worker proximity to traffic, and site hazards to determine the appropriate level of work zone protection. Bottomless culvert installation is considered a long-term activity (three to six months per stage) and classified as high risk due to worker proximity to traffic which requires positive protection measures. These items will include work zone speed reduction, temporary barriers, lane closures, and Construction Zone Enhanced Enforcement Program (COZEEP). Paving and striping are considered moderate risk and exposure to traffic will be mitigated with impact attenuator vehicles, speed reduction, traffic handling strategies, and accelerated construction. The lighting improvements included with this project are considered low risk, lane and ramp closures will be utilized for workers' safety. Sign panel replacement, guardrail replacement, and slope stabilization work is considered moderate risk, which will include COZEEP and accelerated construction. Costs for all the proposed worker protection measures is detailed in ***Attachment L***.

Environmental

Preservation of existing vegetation, especially mature trees, is a priority. Protection of existing vegetation must adhere to various policies and laws such as the National Pollutant Discharge Elimination System, and other regulatory permits and should strive to meet Caltrans strategic goals for climate action and sustainability.

Wildlife fence installation will be laid out to avoid trees, cultural resources, and rocky outcrops.

Environmentally Sensitive Areas (ESA) will be shown on the plans to minimize disturbance and removal of native vegetation during construction activities. The physical boundary of each ESA will be clearly marked with Temporary High-Visibility Fence (THVF) and coordinated with the environmental branch. If it is not feasible to install THVF, or environmental determines that there would be excessive disturbance caused by THVF installation, then temporary boundary posts or other temporary marker approved by environmental will be used.

Hydraulics

The Flood Insurance Rate Map (FIRM) 06083C1280H, effective date 09/28/18, designates a small portion of the project as Zone A *(see **Attachment G** for FEMA Flood Insurance Rate Map).* Zone A is defined as "areas with a 1% annual chance of flooding," and since "detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones."

The wildlife crossing to be added in the roadway along at PM 46.37 lies outside the extents of the Zone A designation and is not anticipated to result in additional fill in the roadway. The 2.5 miles of wildlife fencing located partially in the floodplain will not alter the existing flow pattern nor obstruct any flow.

There is a minor floodplain encroachment at PM 43.74 where a small portion of the roadway pavement preservation is located in Zone A. However, the project is not proposing any additional widening, fill or obstructions and therefore, the encroachment is not significant.

The proposed project does not alter flood source or expose residences, buildings or crops to flooding and risk to life or property remains unchanged. The conclusion is that the proposed project will have no significant effect on the existing floodplain as per 23 CFR, Section 650.105(q).

Geotechnical Considerations

Site observations, subsurface investigations, and review of Log of Test Borings (LOTB) of nearby projects indicate the site subsurface may consist of shallow fills and native alluvium consisting of Silty, Clayey Sand with fine Gravels. Regional geologic mapping indicates that the site is situated on valley alluvium from the Canada de la Gaviota and an easterly side drainage from above the NB highway. Underlying the alluvium is Rincon Shale (Tr), a poorly bedded gray clay shale or claystone (Dibblee 1988). Figure 2 in the District Preliminary Geotechnical Report (DPGR) prepared for this project depicts the geologic units of the surrounding area *(see **Attachment F** for District Preliminary Geotechnical Report).*

Two borings were completed, one at each abutment location, in April 2025. Fill was encountered from the surface (45.7' elevation) to approximately 32' elevation at Location 1 and 36' elevation at Location 2 *(see **Attachment F** for Boring Reports).*

Lean clays with interbedded sands were found at Location 1 from 32' elevation to -44' elevation and from 36' elevation to -29 elevation at Location 2. Sedimentary rock with claystone was encountered below the lean clays at both locations.

The bridge planning study prepared for this project includes 2H:1V embankment slopes from the abutments to the wildlife path below the highway. From the site visit, the Office of Geotechnical Design West (OGDW) determined the proposed 2H:1V slopes should be sufficient and stable given that the adjacent existing crossing slopes of 2H:1V or steeper were found. Evidence of surficial deposits found in the existing wildlife crossing indicates that surface flow during storm events may erode the cut slopes over time and protective mitigation is recommended.

Stormwater

The disturbed soil area for the selected alternative is estimated to exceed 1 acre, therefore the proposed project would require a Storm Water Pollution Prevention Plan (SWPPP) and coverage under the Construction General Permit. Effective combinations of temporary and permanent erosion and sediment controls will be utilized during construction *(see **Attachment E** for Storm Water Data Report).*

A preliminary project risk level assessment has determined this project to be a risk level 3. See the attached risk level assessment for more information. The sediment risk is High (183.25 tons/acre).

Erosion Control

Disturbed areas must be treated with permanent erosion control. It is anticipated that erosion control will be needed for construction of the wildlife crossing and disturbance and access caused by installation of guardrail. Erosion control materials will be selected to best address the various conditions within the project site. Areas that are steep and exposed to concentrated flows will require aggressive erosion control techniques that may include planting, bioengineering measures, application of duff, netting, fiber rolls, compost berms, compost socks, and hydroseed to control erosion and establish vegetation for long term protection. Duff and/or topsoil embankment will need to be collected prior to grading work at the wildlife undercrossing location and stockpiled for use later during revegetation. Incorporation of erosion control materials and/or decompaction of compacted soils to promote better vegetation establishment will be required.

Needed Roadway Rehabilitation and Upgrading

This project will be upgrading the existing US-101 surfacing from PM 30.1 to PM 46.4. Pavement conditions are discussed under Section 4A "Problem, Deficiencies, Justification" elsewhere in this report.

Needed Structure Rehabilitation and Upgrading

Structure rehabilitation and upgrades are not included in the scope of this project.

High-Occupancy Vehicle (Bus and Carpool) Lanes

No High-Occupancy Vehicle Lanes are proposed; therefore, this section is not applicable.

Ramp Metering

Ramp metering is not proposed; therefore, this section is not applicable.

Park-and-Ride Facilities

No park-and-ride facilities are proposed; therefore, this section is not applicable.

Nonstandard Features

There are no known nonstandard features created or maintained by this project.

No-Build Alternative

The "No-Build" alternative proposes to maintain existing conditions without implementing any improvements. Under this alternative, a wildlife undercrossing would not be constructed, resulting in continued fragmentation of native habitat in the Santa Ynez Mountains by US-101. As a consequence, safe wildlife passage would not be provided, and opportunities to reduce WVC and enhance motorist safety would be lost. The freeway would continue to act as a barrier to wildlife movement in this critical corridor, threatening the long-term viability of species that rely on habitat connectivity.

Additionally, the pavement within the project limits would not be preserved or improved, leading to anticipated deterioration in ride quality and increased pavement preservation costs over time. The absence of planned roadway improvements would also mean that key deficiencies—such as deteriorated pavement, inadequate lighting, slope failures, aging or damaged sign panels, frequent WVC, and non-compliant guardrail systems—would remain unaddressed.

This alternative does not align with the goals outlined in *Caltrans District 5's Route 101 Transportation Concept Report* and fails to meet the project's purpose and need. Given the unacceptable conditions and long-term cost implications, the "No-Build" alternative is not recommended.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

The following section describes contaminants and waste streams that are frequently encountered or produced by Caltrans projects. Investigation of these routine issues (when required) is typically conducted during the project design phase. Standard Special Provisions (SSPs) have been developed for the proper handling, treatment, and disposal of these routine hazardous materials/wastes during construction to protect the health of workers, the public, and the environment.

Aerially Deposited Lead (ADL)

The historic use of leaded gasoline in automobiles has led to soils along roadways throughout California containing elevated concentrations of lead. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement outlines which soils can be safely reused within the project limits, and which soils must be exported and disposed of as hazardous waste.

ADL may be present in regulated quantities within the project limits. There have not been ADL studies within the project limits within the last 10 years. A study to capture current state of soil and potential presence of ADL may be needed.

A site-specific ADL assessment that includes soil sampling and analysis with a handheld X-Ray

Fluorescence (XRF) machine performed by Environmental Engineering staff to document lead concentrations in the soil may be performed. If soils with elevated concentrations of lead are documented by XRF analysis, then a task order to have a consultant perform laboratory analyses of soil samples will be required.

If soil is excavated and disposed of outside of the highway right of way, then a task order must be written to have site-specific soil sampling performed. This must be done to document the site-specific lead concentrations so this material can be properly handled, reused, or disposed of. The ADL study would be completed during the project design phase once the limits of excavation are known and would take 4-6 months to complete. The appropriate SSPs for ADL soil management will be determined during the project design phase, if required.

Yellow Thermoplastic or Traffic Stripe

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

Older hazardous yellow traffic stripe within the project limits was removed under EA 05-1J730 in 2018. The residue from removal of the existing traffic paint and thermoplastic within the project limits will be a non-hazardous waste. The appropriate SSPs for removal of traffic stripe and pavement markings will be determined during the project design phase once the removal method is known (e.g., separate removal of the paint/stripe, or cold planing or grinding).

In addition, a Lead Compliance Plan will need to be developed and implemented by the construction contractor and should be included as a bid item.

Naturally Occurring Asbestos (NOA)

Naturally occurring asbestos refers to silicate minerals that occur as asbestiform fibers and are found as a natural component of soils or rocks. Disturbance of rocks containing NOA can release asbestos fibers into the air, which pose a human health risk when inhaled. In District 5, NOA can be found within serpentine and ultramafic rocks of the Coast Ranges, and within fault zones.
A review of geologic mapping and mineral hazard maps indicates that NOA is not present within the project limits.

Lead-containing paint (LCP) and Asbestos containing materials (ACM)

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

Because no structures would be affected by the project, ACM or LCP materials are not anticipated to be disturbed, removed, or disposed of.

Treated Wood Waste (TWW)

Caltrans guardrail supports and signposts are frequently wood that has been treated with chemical preservatives to prevent rot or insect attack. Treated wood waste is considered to be a California

hazardous waste.

Treated wood waste may be generated by the project via guardrail replacement. If TWW will be disposed of as part of the project, SSP 14-11.14 should be included in the construction contract for proper management and disposal of TWW.

Electrical Items

Replacement of Transportation Management System elements may generate hazardous waste. Electrical equipment includes mercury containing switches, sensors, timers, ballasts with polychlorinated biphenyl (PCB), and other electronic components. All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility. Potentially hazardous electrical waste may be generated during construction due to lighting rehabilitation being included as part of the project scope. The Standard Specification 14-11.15 contains the requirements for management of the electrical equipment.

Other Considerations

Injectable polyurethane foam is considered to be inert and non-hazardous once it has set. When handling and applying injectables polyurethane foam, the construction contractor must follow the manufacturer's safety protocols for workers and observe cleanup protocols in the event of an accidental spill.

6B. Value Analysis

Value Analysis (VA) Studies are a functional-oriented, structured, multi-disciplinary team approach used to analyze and improve value in a project. The objective of a VA study is to develop a proposal to maximize quality and performance while minimizing cost. Federal law requires that all Federal aid projects on the National Highway System (NHS) with a total project cost of $50 million or more, or bridge projects over $40 million, are required to have a VA study completed. In addition to Federal requirements, the State requires a VA study for all projects over $25 million, excluding oversight projects.

A VA study is required for this project and was sponsored by Caltrans District 5. The study was initiated on December 10, 2024, and carried out by Value Management Services, Inc. The virtual VA study took place from June 23 to June 26, 2025, with results and findings finalized in August 2025.

The PDT chose to implement three of the five proposed VA alternatives. This decision results in an approximate project cost increase of $126,000 and extends the project schedule by 14 days. However, these changes yield a performance improvement of 5.2% and an overall project value increase of 2.6%.

Implemented VA Alternatives:

1. Revise Construction Staging:
   Incorporating interior and exterior stages led to a cost increase of $16,000 but extended the schedule by 14 days. This alternative improved project performance by 8.1% and increased

project value by 6.4%.

2. Use Aesthetically Matching Fencing Materials:
   Selecting fencing materials that complement the surrounding environment resulted in cost increase of $108,000 with no schedule impact. Performance and value improvements were 0.2% and 0.1%, respectively.

3. Install Sinusoidal (Mumble) Rumble Strips Near Wildlife Crossings:
   This measure increased $2,000 in costs without affecting the schedule and provided a 5.7% improvement in both performance and project value.

6C. Resource Conservation

The opportunities for resource conservation are limited due to the nature of the proposed construction. Pavement grindings may be able to be used as shoulder backing. Excess soil resulting from roadway excavation may be utilized for construction of wildlife jump out escape ramps where possible.

6D. Right-of-Way

The current right-of-way (R/W) Data Sheet *(see **Attachment K**)* dated November 10, 2025, is escalated throughout construction and accurately reflects the right-of-way needs of this project. An updated R/W data sheet will be requested if needed to reflect any changes to the project.

All culvert, roadway work, and wildlife exclusion fencing will be completed within the existing right-of-way. Additional right-of-way will not be required. There are multiple known utilities within Caltrans R/W.

The R/W data sheet accounts for the fiber optic line that runs through the undercrossing proposed location. See section 7 – Utilities for more information.

6E. Environmental Compliance

Environmental Planning has determined the proposed construction will not have a significant impact on the environment and this project is Categorically Exempt under Class 1 and 33 of the State CEQA Guidelines and Categorically Excluded under NEPA. A CEQA Categorical Exemption / NEPA Categorical Exclusion Determination Form (CE/CE Form) *(see **Attachment M**)* has been completed and signed. The CE/CE form lists the project's environmental commitments.

6F. Air Quality Conformity

<u>Regulatory Framework</u>

The proposed project is in the South-Central Coast Air Basin (SCCAB). The SCCAB consists of San Luis Obispo, Santa Barbara, and Ventura Counties. The Santa Barbara Air Pollution Control District (SBAPCD) regulates air quality in SB County. The County is non-attainment for the State Ambient Air Quality Standards for Particulate Matter (PM_{10}). It is in attainment for the State Ozone, Particulate Matter ($PM_{2.5}$) and Carbon Monoxide standards. The County is in attainment for all federal air quality standards.

The FHWA first issued air quality conformity guidelines in 1993, which have been amended throughout the years. Since the project is in attainment for all federal ambient air quality standards, conformity requirements do not apply for this project.

Permanent (Long-Term) Impacts

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

Temporary (Construction) Impacts

With almost every construction project, there will be a short-term temporary increase in air emissions and fugitive dust during the construction period. Use of equipment during project construction can generate fugitive dust that may have substantial temporary impacts on local air quality if large amounts of excavation, soil transport, and subsequent fill operations are necessary. Earthwork would be required for the undercrossing and structure construction with this project. Minor dust generation would be expected from the earthwork component of this project.

While the SBAPCD has no adopted short-term construction emission thresholds in place for fugitive dust, the SBAPCD's standard dust control measures must be applied to all projects because of the non-attainment status for the State Ambient Air Quality Standards for PM_{10}. The County's adopted thresholds state that all construction equipment exhaust emissions of (Nitrous Oxides) NOx and Reactive Organic Gasses (ROG) are insignificant. However, if the grading and construction emissions are associated with a stationary source for which an SBAPCD permit is required, then SBAPCD Rules and Regulations will apply. Since this is not a stationary project, no permits would be required from the SBAPCD, therefore, no emission thresholds apply.

The APCD uses 25 tons per year of ROG or NOx as a general rule of thumb for determining significance of construction exhaust emissions. Since diesel particulate matter is the number one airborne carcinogen in the State, if the activity involves the use of diesel-powered equipment within a quarter mile of a sensitive receptor such as a school, residence, daycare or eldercare facility, the APCD may consider the impact significant. As shown in Table 1, the annual average for ROG and NOx is well below the SBAPCD threshold.

This project presents minimal potential to subject surrounding sensitive receptors to inhalable construction emissions that would be considered significant. Due to use of standard construction dust and emission minimization practices and procedures, project emissions of particulate matter (dust) and equipment emissions will be minimized to the maximum extent practical. Further, climate warming emissions are calculated and discussed in the GHG analysis.

Table 6F.1: Project Related Pollutant Emission Estimates

	TOG	ROG	CO	NOx	PM_{10}	$PM_{2.5}$	BC
Daily Average (lbs/day)	4.713	4.425	21.429	31.050	18.701	3.813	1.303
Max Daily Average (lbs/day)	7.721	7.249	48.322	49.152	56.331	8.915	2.209
Annual Average (tons/years)	0.389	0.365	1.768	2.562	1.543	0.315	0.107

Estimated using Caltrans Construction Emissions Tool, 2021

Minimization

To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2022 Standard Specifications states that the contractor is responsible for complying with all local air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including those provided in Govt Code § 11017 (Pub Cont Code § 10231). By incorporating appropriate engineering design and stormwater Best Management Practices during construction, minimal short-term air quality impacts are anticipated.

6G. Water Quality

The project is located within the South Coast Hydrologic Unit, the Arguello Hydrologic Area, and an undefined Hydrologic Sub-Area (HAS #315.10). The receiving waters are from the Cañada de la Gaviota in the Jalama Creek-Frontal Santa Barbara Channel watershed.

Review of the project's location with respect to adjacent receiving waters indicate that the Cañada de la Gaviota is listed in the 2020/2022 Clear Water Act Section 303(d) list for toxicity, arsenic, boron, chloride, copper, nickel, selenium, and sodium. There is no change in pollutant load to the watershed as a result of this project, therefore no specific treatment is required regardless of total maximum daily loads status. There are not any drinking water reservoirs and/or recharge facilities within project limits. There are no groundwater basins located in the project vicinity. The project will not impact any Temporary Best Management Practices (TBMPs); however, if any existing TBMPs are impacted during construction they will be reconstructed.

The proposed project does not anticipate any long-term Water Quality impacts. Short-term water quality impacts may occur during construction leading to increase in sediment-laden water while earthwork is conducted. No work in any waterbody or drainage is currently anticipated or will be kept to a minimum. By incorporating appropriate engineering design and robust storm water BMPs during construction, minimal short-term water quality impacts are anticipated. The project would not result in significant long-term impacts to water quality.

6H. Noise Abatement Decision Report

Regulatory Setting

Noise analysis under the California Environmental Quality Act (CEQA) may be required regardless of whether or not the project is a Type I project. The CEQA noise analysis is completely independent

of the 23 CFR 772 analysis done for NEPA. Under CEQA, the baseline noise level is compared to the build noise level. The assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level. The significance of noise impacts under CEQA are addressed in the environmental document rather than the New Source Review (NSR). Even though the NSR (or noise technical memorandum) does not specifically evaluate the significance of noise impacts under CEQA, it must contain the technical information that is needed to make that determination in the environmental document.

Under 23 CFR 772.7, projects are categorized as Type I, Type II, or Type III projects. FHWA defines a Type I project as a proposed Federal or Federal-aid highway project for the construction of a highway on a new location, the physical alteration of an existing highway where there is either a substantial horizontal or substantial vertical alteration. A Type II project involves construction of noise abatement on an existing highway with no changes to highway capacity or alignment. A Type III project is a project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis. This project would be considered Type III and hence no further analysis would be required.

Affected Environment

The project location along the US-101 is surrounded by gently sloping hills, relatively flat unpopulated field, and riparian vegetation.

Permanent (Long-term) Impacts

Since no capacity will be added to the highway, and because the highway will not be realigned, this is considered a Type III project. Local noise levels will be the same after completion of the project as they were before. Long-term noise abatement measures will not be recommended with this project.

Temporary (Construction) Impacts

It is inevitable that local noise levels in the vicinity of the construction will experience a short-term increase due to construction activities. The amount of construction noise will vary with the particular activities and associated models and types of equipment used by the contractor. Caltrans policy states that normal construction equipment should not emit noise levels greater than 86-dBA at 50-feet from the source.

Minimization

Adverse noise impacts from construction are not anticipated because construction would be temporary and intermittent, conducted in accordance with Caltrans Standard Specifications, and because local noise levels are significantly influenced by local traffic noise. To minimize impacts on resident's normal nighttime sleep activities, it is recommended that whenever possible construction work be done during the day. If nighttime construction is necessary, the noisiest construction activities should be done as early in the evening as possible. Caltrans Standard Specifications (Section 14-8.02) requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Include the following general measures in the Resident Engineer (RE) binder and implement as appropriate to further minimize temporary construction-noise impacts.

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

- Shield loud pieces of stationary construction equipment if complaints are received;

- Locate portable generators, air compressors, etc. away from sensitive noise receptors as feasible;

    - Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;

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

    - Consult District noise staff if complaints are received during the construction process.

    - If nighttime work occurs, then a Noise Control Plan (NCP) will be implemented to ensure construction activities do not exceed standard during construction.

6I. Life-Cycle Cost Analysis

No proposed construction improvements. A life-cycle cost analysis is not applicable.

6J. Reversible Lanes

This project is not a capacity increasing project; therefore, this section is not applicable.

6K. Paleontology

No adverse effects to paleontological resources are expected because it is not expected to disturb any native high paleontological potential sediments. Earthwork would mostly be limited to artificial fill/previously disturbed deposits, with possible disturbance of Holocene alluvial fan deposits, which have no paleontological potential, and portions of the Rincon Formation that are locally assigned a low paleontological potential.

The diameter of the drilling apparatus used for subsurface geotechnical investigations would likely obliterate any fossil remains encountered during the investigation, and the use of drilling mud to bring cuttings to the surface diminishes the stratigraphic contextual value of any spoils.

In the event that fossils are unearthed during project construction, Standard Specification 14-7.03

provides protocols to follow for the evaluation and treatment of unanticipated discoveries.

6L. Title VI Considerations

There are no Title VI considerations associated with this project.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

Stakeholder meetings for the Gaviota Pass Highway 101 Wildlife Habitat Connectivity Study were previously conducted from 2021-2025 via an online video conferencing system. These stakeholder meetings informed interested agencies, NGOs, and private landowners within the Gaviota Pass region about the study, including purpose, need, methodology, and progress updates. The meeting provided an opportunity for questions and input from the stakeholder group. A project website was created to provide information about the study and this project to the stakeholder group. The Plan for public engagement will be to continue Wildlife Connectivity stakeholder group meetings, create a fact sheet to inform the public about the project, and to expand online resources informing the public about this and other Caltrans projects in the Gaviota area.

Permits

The project is located within the coastal zone and will require a Coastal Development Permit (CDP). It is anticipated that the project is in both Santa Barbara County coastal jurisdiction and California Coastal Commission (CCC) coastal jurisdiction. Additional coordination with Santa Barbara County and CCC will be required during PS&E Phase to determine appropriate coastal jurisdiction and the CDP process. The CDP application would be processed during PS&E Phase. It is anticipated that a Coastal Habitat Monitoring and Mitigation Plan (CHMMP) could be required for the CDP process.

Maintenance Agreements

Whether or not a Maintenance Agreement will be needed is yet to be determined.

Transportation Management Plan

Traffic control during construction will be handled by changeable message signs, construction area signs, and lane closures. A public awareness campaign will be conducted. Lane closure charts will be provided during the PS&E phase. Additional information can be found on the attached Transportation Management Plan (TMP) (*see **Attachment D***).

Stage Construction

The construction of the bottomless culvert will be executed in two stages. Stage 1 will involve the closure of the left lane in both directions, with traffic shifted to the right lanes to facilitate culvert construction. Stage 2 will involve the closure of the right lanes in both directions, with traffic redirected onto the newly constructed undercrossing.

Bicycle travel will utilize the 4-foot minimum shoulder that will be provided throughout construction.

Utilities

State Parks Water Service Line

A 2" and 3" HDPE water service line will be relocated to the NB side of the structure that services CA State Parks, Caltrans, and Vista Del Mar School. Water runs south at the project location and will temporarily impact CA State Parks during relocation. Current length for both water service lines needing to be relocated is 136'. Relocating the water service lines to the edge of the bridge will bring the length up to approximately 236' *(see **Attachment L** for Cost Estimate)*.

AT&T Fiber Optic Line

An AT&T fiber optic line that runs down the SB side on US-101 will need to be relocated or protected in place. The length of fiber within the structure construction zone is approximately 191'. Right-of-Way Lead Time will be a minimum of twelve (12) months after Right-of-Way Utilities receives Certified Appraisal Maps and/or final Utility Conflict Plans, obtains necessary environmental clearance, and approves applicable freeway agreements.

Right of Way Utilities has initiated contact with Lumen and AT&T. Lumen and AT&T have begun preparing plans through a sub-contractor. Additional details will be provided during the PS&E phase.

Accommodation of Oversized Loads

Oversized loads will be accommodated during the construction of this project. Any restrictions to permitted loads will be coordinated with construction activities to ensure goods movement is minimally disrupted.

Asset Management

The District Program Advisor and Asset Manager identified Sustainability/Climate Change as the anchor asset.

Table 7.1: Programmed Performance Objectives – Summary of Assets

Activity Detail	Performance Objective	Unit of Measure	Quantity	Assets in Good Cond	Assets in Fair Cond	Assets in Poor Cond	New Assets Added
Asphalt Pavement Minor Rehab (CAPM)	Pavement Class I	LM	65.306	1.691	63.615		
Replace/Install Culverts (201.151)	No Performance Objective in the SHSMP	EA	2.000	2.000			
Replace/Install Culverts (201.151)	Drainage Restoration	LF	121.060	121.060			
Lighting - Rehabilitation (201.170)	Lighting Rehabilitation	EA	3.000			3.000	
Guard Rail	No Performance Objective in the SHSMP	Linear Feet	32,736.000			32,736.000	32,736.000
Sign Panel Replacement	Sign Panel Replacement	EA	16.000			16.000	
Bicycle and Pedestrian Signage	No Performance Objective in SHSMP	EA	20.000				20.000
Other Sustainability/ Climate Change Activity	No Performance Objective in SHSMP	-	1.000				1.000

Changes in Performance Objectives:

1. Bridge Replacement/New Construction - New bridge will be constructed and mitigate wildlife connectivity.
2. Proactive Safety Vehicles - Performance added to is related to new bridge rail.
3. Drainage Restoration - Culverts 51-101-00-04637 and 51-101-00-04643 removed from this project.
4. Lighting Rehabilitation – Pole No. 05SB101-0P3291 removed from project.

Table 7.2: Updated Performance Objectives – Summary of Assets

Activity Detail	Performance Objective	Unit of Measure	Quantity	Assets in Good Cond	Assets in Fair Cond	Assets in Poor Cond	New Assets Added	New Asset Good Cond.
Bridge Rail (201.112)	Bridge Rail Replacement and Upgrade	Linear Feet	400.000				400.000	
Number of Bridges	No Performance Objective in the SHSMP	Each	1.000				1.000	
Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury	0.060			0.060		0.060
Other Sustainability/ Climate Change Activity	No Performance Objective is the SHSMP	Locations	1.000				1.000	

Complete Streets

The Dos Pueblos to Gaviota CAPM identified the need for 20 Bicycle Signs to be included in the PID phase. There are no changes to the scope of the complete street elements included with the Complete Streets Decision Document (CSDD) prepared for this project during project initiation. The CSDD has been revalidated for PA&ED *(see **Attachment B** for Complete Streets Decision Document).*

Climate Change Considerations

The project will improve climate adaptation and resiliency by supporting native wildlife species' ability to migrate to more enduring, sustainable, and climate-resilient habitats. Habitat permeability is important for long term sustainability of California's wildlife populations, allowing dispersal and movement in response to changes in the environment such as natural disasters or climate change. Lack of habitat connectivity can limit species' ability to disperse as the climate changes. The anticipated impacts of climate change are expected to greatly influence habitat availability and quality for all of California's native wildlife. Larger, but fewer storm events, could result in declining aquifer levels and thus the loss of freshwater wetlands and ponds supported by groundwater and could also result in the lowering or loss of creek levels and flow at the coast and other watersheds. Improved landscape permeability, such as the wildlife crossing proposed, will help offset these impacts, as well as buffer impacts of sea level rise on species in coastal areas.

Climate Change / Greenhouse Gas (GHG) Emissions

Greenhouse gas emission evaluation has been included in the Air Quality (AQ) technical memo prepared for this project utilizing the "Interim guidance: determining CEQA significance for Greenhouse gas emissions for projects on the State Highway System". No modeling of operational related GHG emissions was conducted for this project consistent with the above referenced guidance.

Construction emissions are the inevitable result of construction processes such as operation of construction equipment, worker travel, and materials transport and processing. All projects requiring analysis for CEQA involve some level of construction emissions. Projects that do not add motor vehicle capacity will generally not increase operational GHG emissions. However, these projects will generate construction emissions. Construction emissions must be quantified using the SMAQMD RCEM, CALEEMod, CAL-CET, or equivalent.

Construction Climate Change emissions were estimated using the CAL-CET modeling tool utilizing default settings for a Pavement Preservation project. Note that these estimates are based on assumptions made during the environmental planning phase of the project and is considered a “ballpark” of energy usage.

Table 7.3: Project Related Construction Emission Estimates

	CO_2	CH_4	N_2O	HFC
Daily Average (lbs/day)	7731	0.172	0.416	0.219
Max Dailt Average (lbs/day)	12144	0.313	0.829	0.484
Annual Average (tons/year)	638	0.014	0.034	0.018

Estimated using Caltrans Construction Emissions Tool, 2021

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The proposed project is programmed in the 2024 SHOPP with funding from the Sustainability and Miscellaneous Program (201.999) for delivery in the 2026/2027 fiscal year. The project is using the funding year 2027/2028. It has been determined that this project is eligible for Federal-aid funding.

Federal Discretionary Grant Funding granted $8 million in Wildlife Crossings Pilot Grant Program funds. Under 23 U.C.C 120(b), standard 20% non-federal matched grant with $2 million in Caltrans State Highway Operation and Protection Program (SHOPP) funds.

Programming

Fund Source	Fiscal Year Estimate								
20.XX.201.999	Prior	24/25	25/26	26/27	27/28	28/29	29/30	Future	Total
Component	(SHOPP) In thousands of dollars ($1,000)								
PA&ED Support		392							392
PS&E Support			1,500						1,500
Right-of-Way Support			0						0
Construction Support					0				0
Right-of-Way					0				0
Construction					6,108				6,108
Total		392	1,500		6,108				8,000
Component	(Non-SHOPP) In thousands of dollars ($1,000)								
PA&ED Support		2,254							2,254
PS&E Support			2,590						2,590
Right-of-Way Support			400						400
Construction Support					9,140				9,140
Right-of-Way					4				4
Construction					43,857				43,857
Total		2,254	2,990		53,001				58,245
Component	(Combined) In thousands of dollars ($1,000)								
PA&ED Support		2,646							2,646
PS&E Support			4,090						4,090
Right-of-Way Support			400						400
Construction Support					9,140				9,140
Right-of-Way					4				4
Construction					49,965				49,965
Total		2,646	4,490		59,109				66,245

The programming table reflects current programmed funding. The Support-to-Capital cost ratio is 32.6% (all support cost divided by the sum of the escalated Construction and R/W capital). The PDT will further refine the estimate during the PS&E phase.

Estimate

The current estimated cost for roadway items is $44,108,500 and $3,455 for R/W items for a total cost of $44,112,000. The escalated estimated cost for roadway and structure items is $49,965,057 and $3,628 for R/W items for a total escalated cost of $49,969,000. *(see **Attachment L** for Cost Estimate).*

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	05/17/2024	Actual
BEGIN ENVIRONMENTAL	M020	07/16/2024	Actual
PA & ED	M200	12/05/2025	Target
BEGIN DESIGN	M210	12/05/2025	Target
PS&E TO DOE	M377	07/27/2026	Target
RIGHT OF WAY CERTIFICATION	M410	12/04/2026	Target
READY TO LIST	M460	12/31/2026	Target
HEADQUARTERS ADVERTISE	M480	10/07/2027	Target
AWARD	M495	12/21/2027	Target
APPROVE CONTRACT	M500	01/11/2028	Target
CONTRACT ACCEPTANCE	M600	08/16/2030	Target
END PROJECT EXPENDITURES	M800	01/13/2032	Target
FINAL PROJECT CLOSEOUT	M900	12/14/2032	Target

10. RISKS

Risk management is applied to this capital project in conformance with Project Delivery Directive PD-09 and Project Risk Management Handbook: A Scalable Approach. For projects such as this, with estimated cost between $5 million and $100 million, the risk management minimum requirements include a risk register with a qualitative analysis. A Risk Register has been developed by the PDT to assess, respond to, and monitor identified project risks that may occur throughout the life of the project *(see **Attachment J** for Risk Register).* The Risk Register is a living document – a tool to help the PDT take the appropriate measures to minimize adverse impacts to the project scope, schedule, or cost; however, the Risk Register cannot identify all risks in advance of occurrence for a project, as some risks are unknown.

Qualitative risk analysis includes methods for prioritizing the identified risks for further action, such as risk response. Each identified project risk has been assigned probability and impact ratings. The product of these ratings qualifies a risk priority as either high (red), medium (yellow), or low (green) importance.

Risks which may impact project schedule and cost include encountering protected species, discovery of culturally sensitive resources, and increased structure lengths identified after field survey, hydraulic analysis, and geotechnical explorations are completed.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

FHWA grant agreement number WCPP-23-0016-CA was executed on September 11, 2024, and is in effect until June 30, 2030. Regular coordination with FHWA is warranted to ensure the project schedule and funding are consistent with the terms established in the grant agreement.

The project requires the following coordination:

California Coastal Commission and/or Local Coastal Program

California Public Resources Code Division 20 (California Coastal Act)
Coastal Development Permit

12. PROJECT REVIEWS

Scoping team field review	L. Clark, M. Robertson, J. Weston, K. Gillies	Date	09/13/2024
District Program Advisor	*Victor Devens*	Date	
Headquarters SHOPP Program Advisor	*Melinda Molnar*	Date	
District Maintenance	*Chris Chalk*	Date	
Headquarters Project Delivery Coordinator	*Robert Effinger*	Date	
Project Manager	*Benjamin Jensen*	Date	
District Safety Review	Safety Committee	Date	01/07/2025
Constructability Review	PDT	Date	11/15/2024

13. PROJECT PERSONNEL

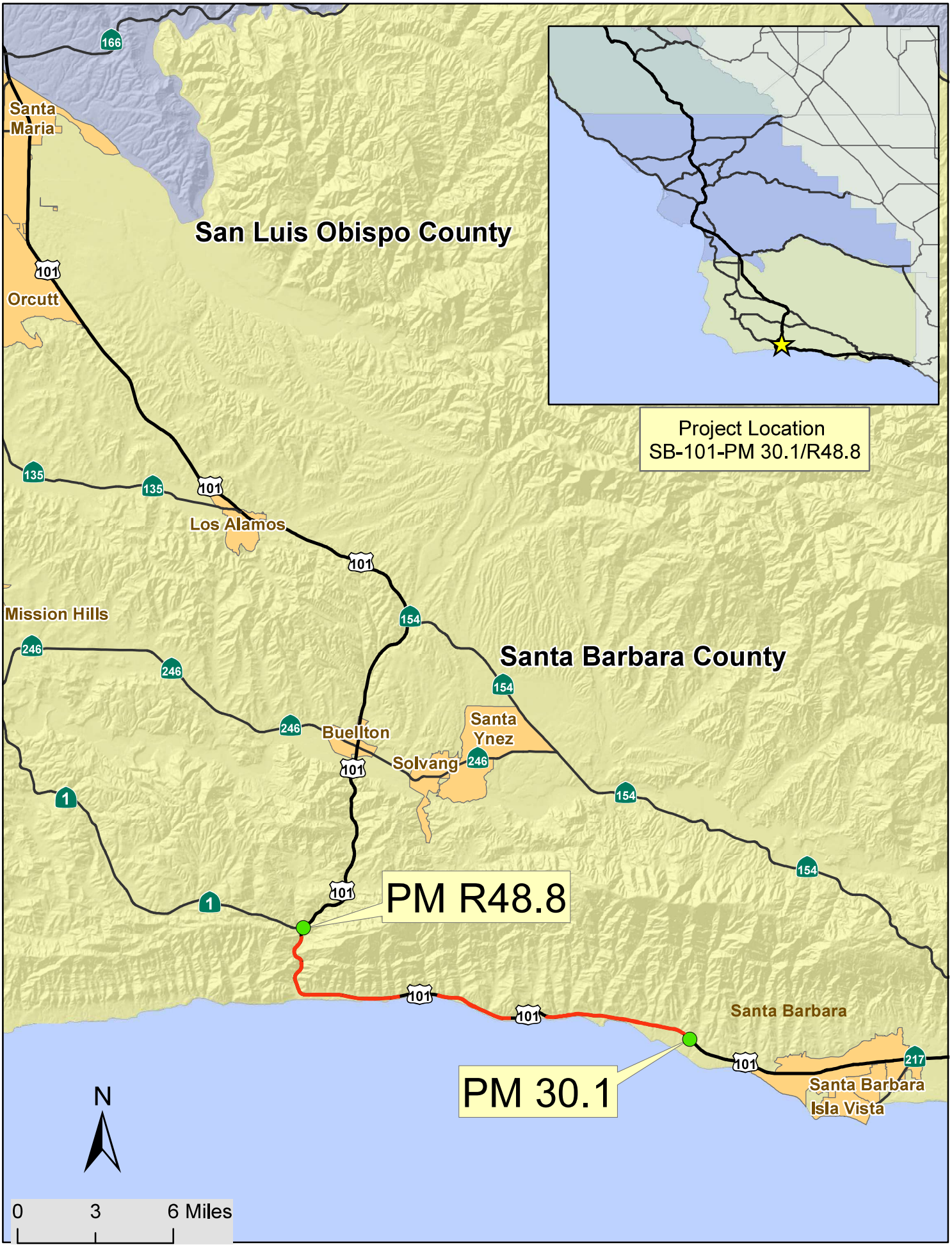
Name, Title	Division/Office	Phone Number
Benjamin Jensen, Sr Transportation Engineer	Project Manager	(805) 788-8978
Jefferson Weston, Sr Transportation Engineer	Design Manager	(805) 534-3051
Katlyn Gillies, Transportation Engineer	Design	(805) 888-9693
Kevin Murdock, Sr Transportation Engineer	Construction	(805) 441-8439
Raymond Barajas, Sr. Bridge Engineer	Engineering Services (Const)	(805) 441-6932
Justin Anderson, Sr Transportation Engineer	Engineering Services (Geo)	(510) 414-9122
Henry Humbarger, Transporation Engineer	Engineering Services (Geo)	(916) 279-0130
Josue Garcia, Transportation Engineer	Engineering Services (Geo)	(510) 468-5104
Troy Carson, Engineering Geologist	Engineering Services (Geo)	(858) 210-9753
Paul Peterson, Sr Bridge Engineer	Engineering Services (Struc)	(805) 550-0861
Mike Campbell, Transportation Engineer	Engineering Services (Struc)	(360) 904-9038
Catherine Yim, Environmental Manager	Environmental	(805) 383-5674
Morgan Robertson, Env. Program Manager	Environmental	(559) 908-4107
Chris Hamma, Environmental Coordinator	Environmental	(805) 503-5598
Larissa Clarke, Environmental Scientist (Spec.)	Environmental	(805) 458-9566
Geramaldi Geramaldi, Sr Enviro. Scientist	Environmental	(805) 441-0561
Matt Fowler, Sr. Environmental Planner	Environmental	(805) 779-0793
Haley Aumiller, Environmental Scientist	Environmental	(805) 305-9781
Damaris Wyatt, Engineering Geologist	Environmental Engineering	(805) 459-0207
Ben Erchul, Sr Hydraulics Engineer	Hydraulics	(805) 721-2724
Corby Kilmer, Sr Landscape Architect	Landscape	(805) 721-2805
Phlora Barbash, Landscape Architect	Landscape	(805) 779-0027
Kristen Langager, Landscape Associate	Landscape	(805) 534-3618
Martin Miller, Sr. R/W Agent	R/W	(805) 549-3577
Patrick Mason, R/W Agent	R/W Acquisitions	(805) 549-3473
Ginger Allison, R/W Agent	R/W Plan. & Mgmt	(805) 556-2244
David Smotherman, R/W Agent	R/W Utilities	(805) 779-0558
Michael Jurasius, Stormwater Coordinator	Stormwater	(805) 305-3636
Quay Chester, Sr. Transportation Engineer	Traffic Design	(805) 556-5740
Ruben Atilano, Transportation Engineer	Traffic Design	(805) 748-9797
Bing Yu, Traffic Ops. Branch Che.	Traffic Operations	(805) 903-3596
Juan Lezo, TMP Coordinator	Traffic Operations	(805) 363-1379
Veronica Lezama, Sr Transportation Planner	Transportation Planning	(805) 748-4216
John Olejnik, Sr. Transportation Planner	Transportation Planning	(805) 748-1787
Finn James, Transportation Planner	Transportation Planning	(805) 721-2667
Joseph Londono, Aso. Trans. Planner	Transportation Planning	(805) 835-6586
Catilina Foster, Environmental Planner	Transportation Planning	(805) 858-8483
Anthony Deanda, Transportation Engineer	Traffic Safety	(805) 549-3636
Diane Dostalek, Transportation Engineer	Traffic Safety	(805) 835-6285
Thomas Peterson, Sr Transportation Engineer	UEW	(805) 721-2957
Thomas Bessermin, Trans. Eng. Tech.	UEW	(805) 858-0015

14. ATTACHMENTS

A. Vicinity Map (1)
B. Complete Streets Decision Document (CSDD) (6)
C. SHOPP Performance Report (1)
D. Transportation Management Plan (TMP) Data Sheet (1)
E. Storm Water Data Report (SWDR) (14)
F. District Preliminary Geotechnical Report (DPGR) and Boring Report (43)
G. Location Hydraulic Study (LHS) (3)
H. Distribution List (1)
I. Mitigation and Compliance Cost Estimate (MCCE) (2)
J. Risk Register (4)
K. Right of Way Data Sheet (4)
L. Cost Estimate (10)
M. CEQA Categorical Exemption/NEPA Categorical Exemption (12)
N. Dos Pueblos to Gaviota CAPM - Transportation Planning Scoping Information Sheet (TPSIS) (14)

Attachment – A

Vicinity Map


Santa Maria
San Luis Obispo County
Orcutt
Los Alamos
Mission Hills
Santa Barbara County
Buellton
Santa Ynez
Solvang
PM R48.8
PM 30.1
Santa Barbara
Santa Barbara Isla Vista
Project Location
SB-101-PM 30.1/R48.8
N
0 3 6 Miles

Attachment – B

Complete Streets Decision Document (CSDD)

Memorandum

To: Andres Figueroa
District Complete Street Coordinator

Date: February 05, 2025

From: Katlyn Gillies
Transportation Engineer
Design I, Branch E
District 5, San Luis Obispo

File: 05-SB-101-30.1-R48.8
EA 05-1P130
ID: 0521000172

Subject: **REVISED DOS PUEBLOS TO GAVIOTA CAPM AND WILDLIFE CROSSING COMPLETE STREET DESIGN DOCUMENT (CSDD) REVALIDATION**

Design is currently preparing a Project Report (PR) for the Dos Pueblos to Gaviota CAPM and Wildlife Crossing. The proposed Gaviota Capital Preventive Maintenance (CAPM) project is in Santa Barbara County on US-101 from the Dos Pueblo Creek undercrossing at postmile (PM) 30.1 to Route 1/101 Separation at PM R48.8. This project would include the preservation of 65.3 lane miles of Class 2 pavement using CAPM pavement strategies, lighting rehabilitation, replacement of sign panels, and upgrading guardrail to Manual for Assessing Safety Hardware (MASH) standards. It may also include embankment reconstruction at two locations north the Dos Pueblo Creek Undercrossing. A supplemental project initiation report expanded the scope of this project to include construction of a wildlife undercrossing structure near PM 46.45 between the Gaviota State Beach entrance road and the Gaviota tunnel. Wildlife exclusion fencing would be added on either side of the highway from PM 46.2 to PM R48.8 to direct wildlife away from the highway and to the undercrossing.

District 5 Programming and Project Management split-off the wildlife undercrossing and exclusion fence to a separate project in September 2024 to meet grant funding schedule constraints. The wildlife crossing and CAPM projects were subsequently recombined in January 2025 due to programming constraints.

There is no change from the approved CSDD attached to the project initiation document (PID).

If you have any questions, please contact Design Engineer, Katlyn Gillies at Katlyn.gillies@dot.ca.gov or Design Manager Jeff Weston at Jefferson.weston@dot.ca.gov to discuss the details.

Key preliminary project milestone dates are shown below and subject to refinement during the PA&ED process.

M200 PA&ED:	5/27/2025
M377 PS&E to DOE:	1/15/2026
M460 RTL:	6/25/2026

CC: **Jeff Weston, Design Manager**
Ben Jensen, Project Manager

Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

___X__ NO - Proceed to Question 2
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

__X___ NO - Continue to Question 3
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
___X__ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

_____ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
____X_ YES – Describe them here and proceed to Question 6: _Approximately 20 bicycle signage
_____
_____
_____

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
Bicycle Signage	*EA*	*20*	*$7,414*

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

___X__ NO
_____ YES – Describe the opposition position here: _____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

_____ NO - Proceed to Question 9
__X___ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
_____ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

_____ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.). _____

Prepared by:

Jeff Payne 6/20/2023
Jeffrey Payne
Branch B Design Manager

Concurred by:

Ayla-Louise Mateo 06-20-2023
Ayla-Louise Mateo Date
District Complete Streets Coordinator

6/20/23
Kelly McClendon Date
Deputy District Director, Planning

6/21/23
Tim Campbell Date
Deputy District Director, Design

06/29/2023
Scott Eades Date
District Director

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
__X___ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ 02/05/2025
Jefferson Weston, Project Engineer / Design Manager — Date
Project Development – Design I / Branch E

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Andres Figueroa — Date
District Complete Streets Coordinator

_____ _____
Brandy Rider — Date
Deputy District Director, Planning

_____ _____
Tim Campbell — Date
Deputy District Director
Project Development and Construction

_____ _____
Scott Eades — Date
District Director

Attachment – C

SHOPP Performance Report

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 05 **Tool ID:** 21704 **Project ID:** 0521000172 **EA:** 1P130 **Co-Rte-PM:** SB-101-30.1/R48.8 (Primary Location)

Res In PID WP: 05/12/22 **Project Manager:** Ben Jensen

Save to Excel

☑ Bridge ☑ Pavement ☐ Drainage ☐ Facilities ☑ Signs and Lighting ☐ Mobility ☐ Roadside ☑ Bicycle and Pedestrian Infrastructure ☑ Sustainability /Climate Change ☐ Advance Mitigation /Mitigation ☐ Major Damage & Betterments ☑ Green-house Gases ☐ Relinquishment

Performance & Accomplishments (PPC)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	A03	Bridge Rail	Bridge Rail Replacement and Upgrade	Linear Feet	400.000				400.000								
2	A08	Number of Bridges	No Performance Objective in the SHSMP	Each	1.000												
3	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	65.306	1.691	63.615			65.306			Yes		11/03/21		
4	E07	Guard Rail	No Performance Objective in the SHSMP	Linear Feet	32736.000			32,736.000		32,736.000							
5	E24	Lighting - Rehabilitation	Lighting Rehabilitation	Each	2.000			2.000		2.000							
6	E26	Sign Panel Replacement	Sign Panel Replacement	Each	16.000			16.000		16.000			Yes	Per Completed PID Section 6 Asset Management	07/23/23		
7	E55	Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.060			0.060		0.060							
8	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes												
9	H42	Bicycle and Pedestrian Signage	No Performance Objective in the SHSMP	Each	20.000				20.000								
10	H55	Justification for Bicycle and Pedestrian Infrastructure Not Applicable	Exist CS is suff/good condition	1,2,3													
11	I99	Other Sustainability/Climate Change Activity	No Performance Objective in the SHSMP	-	1.000				1.000								wildlife fencing (SHOPP), and extra Grant of 8M
12	N04	Defer	No Performance Objective in the SHSMP	-													not CE/CE

Attachment – D

Transportation Management Plan (TMP) Data Sheet

DISTRICT 5
TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA / EFIS: 05-1P130 0521000172
Project Engineer: Jefferson Weston
Date Prepared: 2/11/2025

Co.-Rte-PM: SB-101-PM 30.1/48.8
Description: SB County from Dos Pueblos Creek undercrossing
Working Days: 294 days with Traffic Control; 330 days total

Check each box and reference your attachments to the item(s) number(s) shown on the list.

	Required	Recommended	Not required	COMMENTS
1.0 Public Information				
1.1 Public Awareness Campaign	X			Include $33,000 ($100 Per Day)
1.2 Other Strategies		X		Contact Schools via Mailers
2.0 Motorist Information Strategies				
2.1 Changeable Message Signs - Portable Info Only	x			Include $142,000 for 3 PCMS ($160 Per PCMS Per Day)
2.2 Construction Area Signs	x			
2.3 Highway Advisory Radio (fixed and mobile)			x	
2.4 Planned Lane Closure Web Site	x			Construction to provide information to TMC
2.5 Caltrans Highway Information Network (CHIN)			x	Construction to provide information to TMC
3.0 Incident Management				
3.1 COZEEP (during k-rail moving & work in live traffic)	X			Include $1,295,000 for COZEEP ($4400 Per Shift)
3.2 Freeway Service Patrol			X	
4.0 Construction Strategies				
4.1 Lane/Ramp Closures Charts	X Yes		No	Please See Attached Lane Closure Charts
4.1.1 Daytime or extended hours requested	X Yes		No	
4.2 Reversing Traffic Control - AFAD Required	Yes	X	No	Not requested at this time
4.3 Total Facility Closure Requested	Yes	X	No	
4.3.1 24 hour Lane Closure/No# of Calendar Days				Not requested at this time
4.3.2 24 hour Ramp Closure/No# of Calendar Days				Not requested at this time
4.4 Median Crossover				Not requested at this time
4.5 Coordination with adjacent construction	X			Add coincident or adjacent projects to Section 5-1.20A of the Special Provisions
4.6 Contingency Plan	X			Standard SSP
4.6.1 Material/Equipment Standby		X		Construction/Contractor to provide
4.6.2 Emergency Detour Plan	X			Construction/Contractor to provide
4.6.3 Emergency Notification Plan		X		Construction/Contractor to provide
4.7 Construction Work Zone Speed Limit	X			Design Engineer to complete CEM 1301 Form
4.8 Penalties - Late Pick-up or Reopening			X	Not at this location
4.9 Special Days:	X			Martin Luther King Jr. Day, Cesar Chavez Day, and Special Day List
4.10 Bicycle and Pedestrian Accommodations	X			Confirm with the district traffic safety branch what bicycle & pedestrian facilities accommodations are necessary through the project area. Bicycles will need to have adequate space and time to flow with traffic. Pedestrians will also need accomodation.
4.11 Positive Work Zone Protection	X			Include $294,000 for Stationary Impact Attenuator Vehicle ($1000 Per Day) - Design Engineer to complete CEM 1302 Form
5.0 Anticipated Delays				
5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)				Not anticipated at this time
5.2 Planned full freeway closures				Not anticipated at this time
5.3 Minimal delay anticipated - If yes, further action is not required	x Yes		No	
6.0 Placement of CMS	x			Per Resident Engineer
7.0 TMP Certification	x			TMP Certification must be requested via email to Bing Yu (DTM) two (2) weeks in advance of due date.

Juan Lezo - (805) 363-1379
District 5 TMP Reviewer

Attachment – E

Storm Water Data Report

Dist-County-Route: 05- SB-101
Post Mile Limits: R30.1/R48.8
Project Type: Dos Pueblos to Gaviota CAPM and Wildlife Crossing
Project ID (EA): 05-2100-0172-0 (05-1P130-0)
Program Identification: XXXXXX
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Central Coast, Region 3

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs (STGA, TMDL, AC)?	Yes ☐	No ☒
4.	Does the project impact existing stormwater BMPs?	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Storm Water Data Report.

Total Disturbed Soil Area: > 2.72 acres New Impervious Surface: 6,098 SF
Applicable Caltrans Permit: 2012 ☐ 2022 ☒
Estimated Construction Start Date: 6/15/2027 Est Const. Completion Date: 4/10/2028
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☒ WPCP ☐ NA ☐
Is MWELO applicable? Yes ☐ No ☒

This Short Form – Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

3/20/2025
Jefferson Weston, Registered Project Engineer *Date*

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

for 9/22/2025
[Stamp Required for PS&E only] *Jennifer Ronnenberg, SW Coordinator or Designee* *Date*

1. Project Description

- The Dos Pueblos to Gaviota Capital Preventative Maintenance (CAPM) and Wildlife Crossing project is located in Santa Barbara County, on Highway 101 from the Dos Pueblo Creek Undercrossing at post-mile (PM) 30.1 to Route 1/101 Separation at PM R48.8. Under the CAPM strategy, the project proposes to preserve 65.3 lane miles of Class 2 pavement, including lighting rehabilitation, replacement of sign panels, and upgrading of guardrail to Manual for Assessing Safety Hardware (MASH) Standards.
- Part of the CAPM paving preservation will include embankment stabilization at PM 30.1 and PM 41.77 in the northbound #2 lane and shoulder using geofoam injection. The Polyurethane foam would be injected on a 5-ft by 5ft grid within the subsidence zone to depths of up to 16-ft below roadway elevation within the fill prism. This work produces no New Impervious Surface (NIS), and negligible Replaced Impervious Surface (RIS).
- The new wildlife undercrossing located near PM 46.37 (station 99+93.57) where an existing cattle crossing exists. This old crossing would be increased in size, utilizing a bottomless culvert system at this location.
- 2.5 miles of wildlife fencing on each side of the highway will be installed to direct wildlife to the newly constructed crossing, totaling 5 miles of wildlife exclusion fencing. No other roadway improvements are anticipated on US 101.
- The total Disturbed Soil Area (DSA) for the CAPM portion of this project is estimated to be 1.72 Acres. The DSA was estimated using available data and includes area of soils disturbed during contractor staging, slope stabilization, and metal beam guard rail upgrades.
- The total DSA for the wildlife undercrossing is estimated to be 1.18 acres including the excavated highway fill prism for replaced culvert location (0.27 ac), wildlife fence construction and jump-outs, access roads for construction, equipment staging areas, and work areas.
- The New Impervious Surface (NIS) for the CAPM paving is estimated from the addition of new concrete barrier in the extended shoulder.
- NNI was calculated from the total (Post project Impervious Area) – (Pre project Impervious Area) or (96.62 acres) – (96.53 acres) = 0.09 acres or 3,920 SF.
- The RIS was estimated from the proposed footprint of the undercrossing which will remove existing roadway along with excavated fill and subgrade materials beneath it. Six feet was subtracted off the bridge width for the delineation of a bike path using Type 60MA concrete barrier which is exempt from impervious surfaces. The resulting RIS is 0.13 acres or 5,808 SF.
- The estimated hydraulic areas above are summarized in table E-1 below.

- Table E-1. Summary of Project Areas

Area Type (ACRES)	CAPM Area	WL Xing Area	Total Area
Disturbed Soil Area	1.72	1.18	2.90
Pre-project Impervious Area	—	—	96.54
Post-project Impervious Area	—	—	96.62
Net New Impervious Area (NNI)	0.081	0.01	0.09
Amount of Replaced Impervious (RIS) surfaces	0.00	0.133	0.13
Total New Impervious Surfaces (NNI + RIS – EIA*)	0.00	0.14	0.14

*EIS – Excluded Impervious Area which is the area of the bike lanes

- This project is covered under the 2022 Caltrans NPDES Permit (WQO 2022-0033-DWQ).
- The receiving water bodies for this project are: Dos Pueblos Canyon Creek, Las Varas Canyon Creek, Las Liegas Canyon Creek, Canada de la Desiladera, Canada del Capitan, Canada del Corral, Canada del Venadito, Canada del Refugio, Tajiguas Creek, Arroyo Quemado, Arroyo Honda, Canada del Molino, Canada San Onofre, and Canada De La Gaviota.
- The project is in the South Coast Hydrologic Unit and Hydrologic Sub Area (HSA # 315.10)
- Several of the receiving water bodies for this project are listed on the current Clean Water Act Section 303(d) list as impaired by pollutants. The chart below details the pollutants of concern for each receiving water body listed on the 303(d) list.

Receiving Water Body	Pollutants of Concern
Dos Pueblos Canyon Creek	Sodium
Canada del Capitan	Toxicity
Canada del Refugio	Chloride, Sodium
Canada de la Gaviota	Arsenic, Boron, Chloride, Copper, Nickel, Selenium, Sodium

- This project is not located in a Significant Trash Generating Area, STGA per the Caltrans DRAFT 2024 trash generation ratings, District 5.
- A Coastal Development permit is required for this project.
- There are no Drinking Water Reservoirs and/or Recharge Facilities within the project limits.
- There are no existing Treatment BMPs within the project limits.
- There are no existing permanent Maintenance facilities (stockpile/decanting) within the project limits.

2. Construction Site BMPs

- This project proposes to create >1 ac of DSA. Therefore, this project will require a Storm Water Pollution Prevention Plan (SWPPP) and coverage under the Construction General Permit.

- A preliminary project risk level assessment has determined this project to be a risk level 3. See the attached risk level assessment for more information.
    - The R-Factor is- 73.95
    - The K-Factor is- 0.20
    - The LS Factor is- 12.39
    - The sediment risk is High (183.25 tons/acre)
- The Latitude/Longitude for this project is 34.4789/-120.2289
- The cost of construction site BMPs is estimated at 1.5% of the total construction cost.
- 3 acres will be used in the calculation to determine Construction General Permit (CGP) NOI/NOT fees.

    2 Number of FYs of construction schedule

    1 Additional years for vegetation period or other NOT requirements

    3 Total years

    $652.00 Storm Water Construction Annual Fees for 1 ac

    $1,956.00 Total NOI/NOT Stormwater CGP fees

- During construction, effective combinations of temporary and permanent erosion and sediment controls will be used. Storm water management for the site will be coordinated through the contractor with Caltrans construction personnel to effectively manage erosion from the DSA's by implementing a Storm Water Pollution Prevention Plan (SWPPP). Selected BMP's that will be included but not limited to the SWPPP for the project are defined as follows:

Temporary Soil Stabilization

- Minimize active DSA's during the rainy season utilizing scheduling techniques.
- Preserve existing vegetation to the maximum extent feasible.
- Implement temporary protective cover/erosion control on all non-active DSA's and soil stockpiles.
- Control erosive forces of storm water runoff with effective storm flow management such as temporary concentrated flow conveyance devices, earthen dikes, drainage swales, lined ditches, outlet protection/velocity dissipation devices, and slope drains as determined feasible.

Temporary Sediment Controls

- Implement linear sediment controls such as fiber rolls, check dams, or gravel bag berms on all active and non-active DSA's during the rainy season.
- To further help prevent sediment discharge stabilized construction site entrances, temporary drainage inlet protection, and street sweeping and vacuuming will be necessary.
- Implement appropriate wind erosion controls year round.

Non Storm Water Management

- The appropriate non-storm water BMP's will be implemented year-round as follows:
- Water conservation practices are implemented on all construction sites and wherever water is used.

- Paving and Grinding procedures are implemented where paving, surfacing, resurfacing, grinding, or saw cutting may pollute storm water runoff or discharge to the storm drain system or watercourses.
- Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the Resident Engineer.
- The following activities must be performed at least 100 feet from concentrated flows of storm water, drainage courses, and inlets if within the floodplain and at least 50 feet if outside of the floodplain; stockpiling materials, storing equipment and liquid waste containers, washing vehicles or equipment, fueling and maintaining vehicles and equipment.
- Concrete curing will be used in the construction of structures such as bridges and retaining walls. Concrete curing includes the use of both chemical and water methods. Proper procedures will minimize pollution of runoff during concrete curing.
- The following construction site BMPs are anticipated to be bid items for this project:
    - Job Site Management
    - Prepare Stormwater Pollution Prevention Program
    - Storm Water Sampling and Analysis Day
    - Stormwater Annual Report
    - Move In/Move Out (Temporary Erosion Control)
    - Temporary Hydraulic Mulch (Bonded Fiber Matrix)
    - Temporary Check Dam
    - Temporary Drainage Inlet Protection
    - Temporary Fiber Roll
    - Temporary Large Sediment Barrier
    - Temporary Construction Entrance
    - Street Sweeping
    - Temporary Concrete Washout
    - Temporary Fence (type ESA)
    - Drainage Inlet Marker

Supplemental Items

- Water Pollution Control Maintenance Sharing
- Additional Water Pollution Control

State Furnished Items

- Annual Construction General Permit Fee

- Concurrence from Construction regarding the temporary Construction Site BMP implementation strategy and associated quantities will be obtained at PS&E.

4. Maintenance BMPs

Coordination will be ongoing.

- Maintenance BMPs may include maintenance vehicle pullouts, access gates and roads, and maintenance worker safety features. Briefly describe type and locations.

3. Required Attachments[1]

- Vicinity Map
- Evaluation Documentation Form

[1] Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

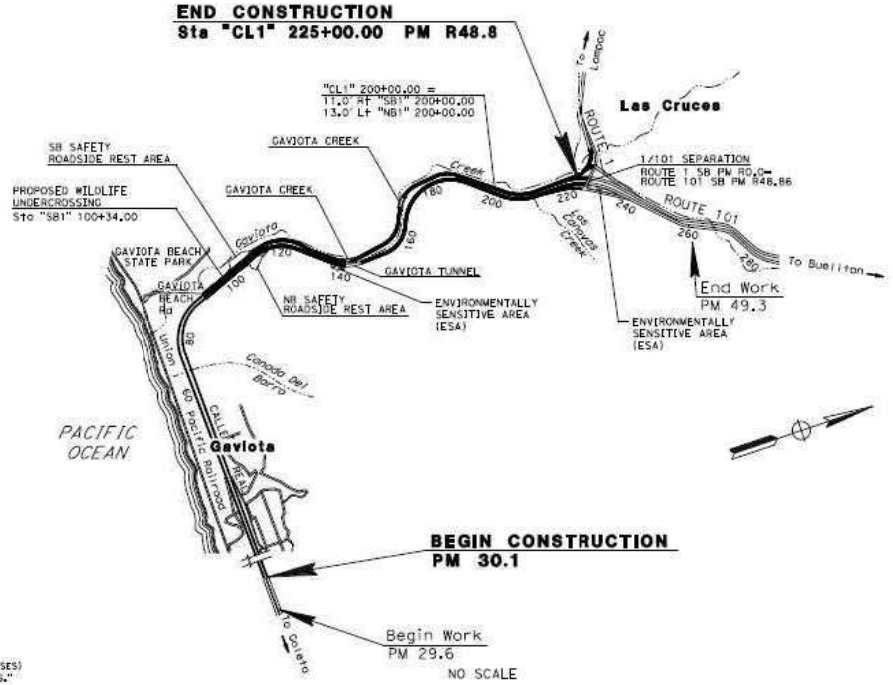
INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SANTA BARBARA COUNTY
NEAR GAVIOTA
FROM DOS PUEBLO CREEK UNDERCROSSING
TO ROUTE 1/101 SEPERATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2024

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	30.1/R48.8	1	-



PROJECT ENGINEER
REGISTERED CIVIL ENGINEER — DATE
JEFFERSON V. WESTON 53761 Exp. 6/30/25 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	05-1P130
PROJECT ID	0521000172

DESIGN MANAGER: JEFFERSON WESTON
PROJECT MANAGER: BENJAMIN JENSEN

DATE PLOTTED => 20-MAR-2025
TIME PLOTTED => 15:31
LAST REVISED 01-28-25

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 9/17/2018 | CALTRANS WEB SITE (S: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => DGN FILE => 0521000172b0001.dgn | UNIT 1451 | PROJECT NUMBER & PHASE 0521000172

Vicinity Map

APPENDIX E

DATE: 10/3/2024

Project ID (EA): _05-2100-00172-0 (05-1P133-0)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance, TMDL, or Trash Amendment Compliance)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR, does the Project have: 1. Areas of Special Biological Significance (ASBS), 2. A TMDL area where Caltrans is named stakeholder, or 3. Other Pollution Control Requirements for surface waters within the project limits?	 ✓	✓ ✓ 	If **Yes to any**, contact the District/Regional Stormwater Coordinator to discuss the Department's obligations, go to 8 or 5. _____*(Dist./Reg. SW Coordinator initials)* Canada De La Gaviota is 303(d) listed. As per the DNC, go to question #5 If **No**, continue to 5.
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, See PPDG Section 4.4.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, continue to 9. If **No**, go to 7.
7.	Does the project result in 10,000 SF of new impervious surface (NIS)?		✓	If **Yes**, go to 8. _***6,100 sqft NIS*** *(NIS=NNI+ RIS)* If **No**, continue to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. 05/ *M J* *(Dist. /Reg. SW Coord. Initials)* _____*(Project Engineer Initials)* _____ *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

Rainfall Erosivity Factor – R

Facility Information

Start Date: 06/15/2027	**Latitude:** 34.4789
End Date: 04/10/2028	**Longitude:** -120.2289

Calculation Results

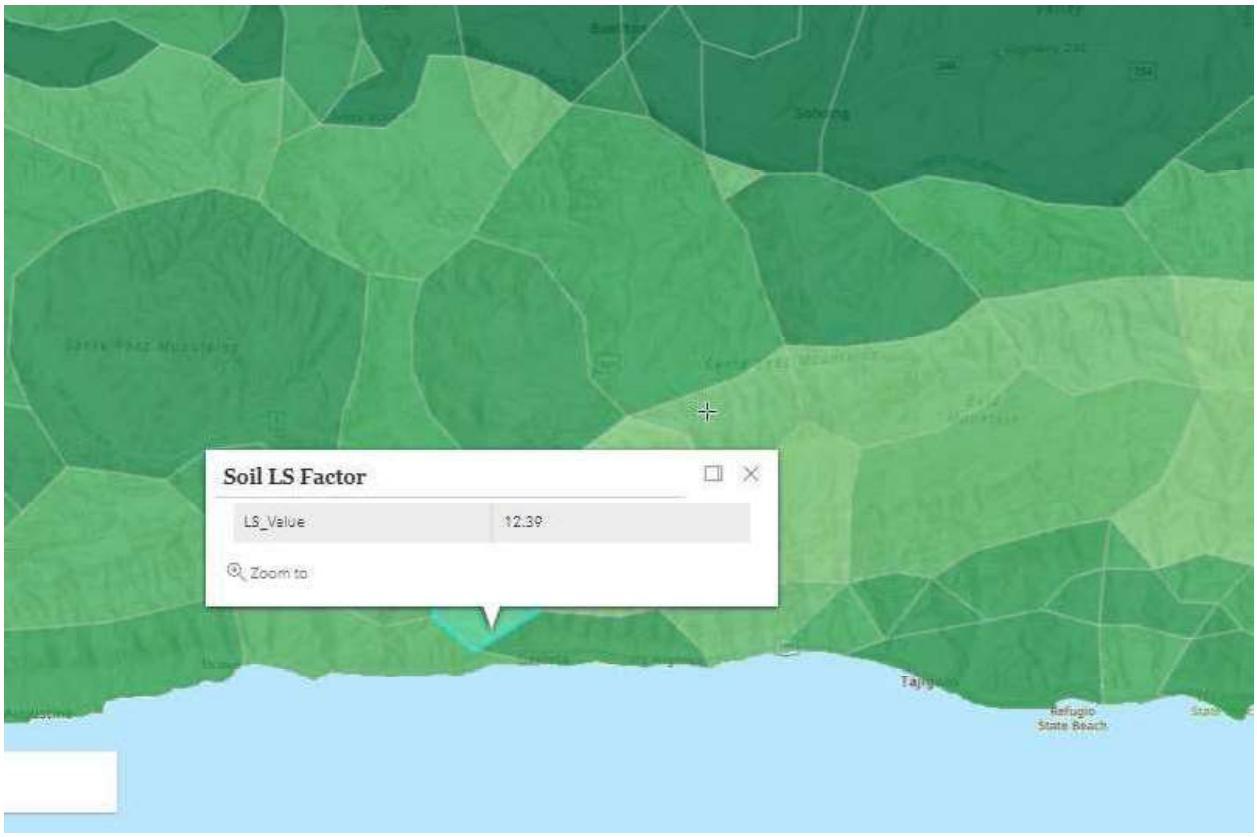
Rainfall erosivity factor (R Factor) = 73.95

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

Soil Erodibility Factor - K

Soil LS Factor



Risk Level Determination – Fact Sheet

PROJECT FACT SHEET

RISK LEVEL DETERMINATION			Information Source
Project Identifier/EA :	05-2100-0172-0 (05-1P130-0)		
Project Description:	Convert to 4 Lane Expressway		
Dist-County-Route:	05-SLO-101		
Regional Water Board:	Region 3, Central Coast		
MS4 Area:	N/A		
Begin PM:	R30.1		
End PM:	R48.8		
Mid Project Latitude:	34.4702		
Mid Project Longitude:	-120.1142		
Mid Project Postmile:	47.5		
Begin Construction:	4/15/2027		
End Construction:	3/10/2028		
DSA (Acres):	1.18		
Total Project Area (Acres):			
Total Imperv Before Const(Acres):	28		
Total Imperv After Const(Acres):	53		
Slope Ratio/Percent Grade:			
Average Length of Slopes:			
Project Engineer:	Katlyn Gillies		
Project Landscape Architect:	Kristen Langager		

Risk Level Components	w/GIS Map Method for Sediment Risk (A)	w/Individual Method for Sediment Risk (B)	
R factor	73.95	0.00	EPA/NPDES Calculator
K factor & soil category	0.37	0.00	NRCS website for online soil surveys
LS factor	4.41	0.00	SWRCB Risk Determination Worksheet
Soil loss(ton/acre)	183.25	0.00	SWRCB Risk Determination Worksheet
Sediment Risk (low, med, or High	High	Low	SWRCB Risk Determination Worksheet
Receiving Water	Canada De La Gaviota		
303(d) listed for sediment	No		
Beneficial uses for:			
Cold	Yes		
Spawn	Yes		
Migratory	Yes		
Receiving Water Risk (low or high)	High	Low	
Combined Risk Level (1, 2, or 3)	Level 3	Level 1	
Prepared By: Michael Jurasius		Date: 03/20/2025	
Checked By:		Date:	

Sediment Risk Worksheet

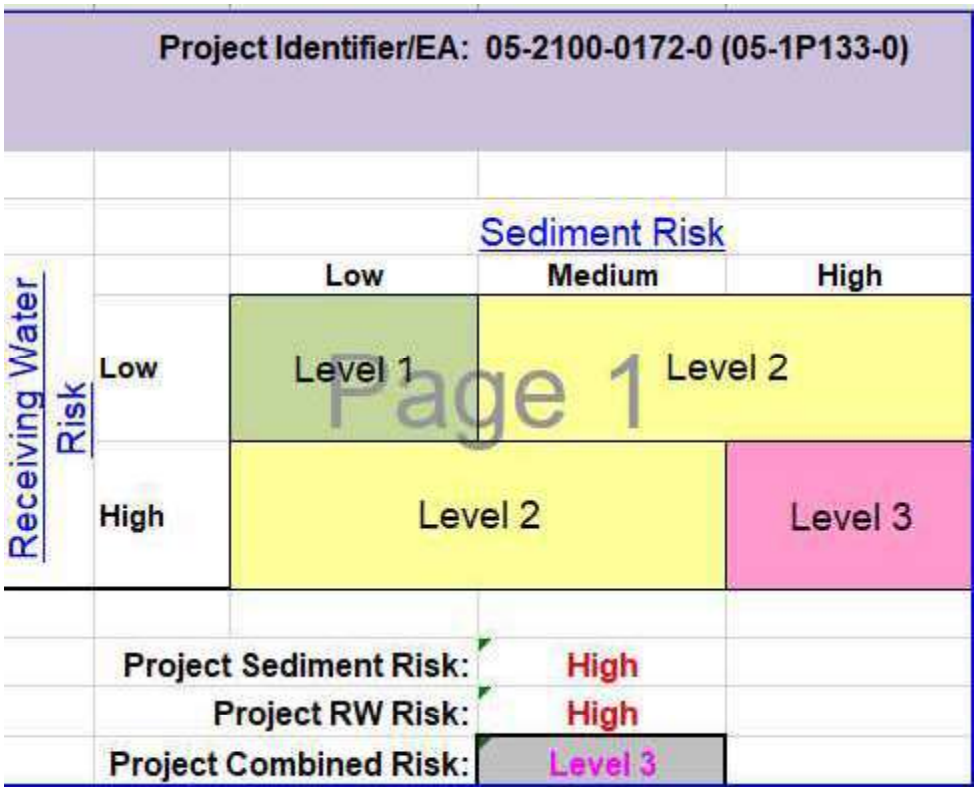
SEDIMENT RISK WORKSHEET (A)

Project Identifier/ EA:	05-1400-0028-1 (05-3307C1)
	Entry
A) R Factor	
Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.	
https://lew.epa.gov/	
R Factor Value	73.95
B) K Factor (weighted average, by area, for all site soils)	
The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.	
Site-specific K factor guidance	
K Factor Value	0.2
C) LS Factor (weighted average, by area, for all slopes)	
The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.	
LS Table	
LS Factor Value	12.39
Watershed Erosion Estimate (=RxKxLS) in tons/acre	183.2481
Site Sediment Risk Factor Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre	**High**
Prepared By: M. Jurasius 10-2-2024	
Checked By:	

Receiving Water Risk

Project Identifier/EA:	05-2100-0172-0 (05-1P133-0)	
	Entry	Score
A. Watershed Characteristics	yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a 303(d)-listed water body impaired by sediment? For help with impaired water bodies please check the attached worksheet or visit the link below: 2006 Approved Sediment-impaired WBs Worksheet http://www.waterboards.ca.gov/water_issues/programs/tmdl/303d_lists2006_epa.shtml OR	Yes	High
A.2. Does the disturbed area discharge to a water body with designated beneficial uses of SPAWN & COLD & MIGRATORY? http://www.ice.ucdavis.edu/geowbs/asp/wbquse.asp		

Combined Risk



Attachment – F

District Preliminary Geotechnical Report (DPGR)
Boring Report

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: JEFFERSON WESTON
Design Manager, Branch E
Design I

Date: November 21, 2024

File: 05-SB-101-PM 46.45
EA: 05-1P130
EFIS: 0521000172
Gaviota Wildlife
Crossing

Attn: Katlyn Gillies

From: GEOTECHNICAL SERVICES
Office of Geotechnical Design West
Branch E

Subject: **DISTRICT PRELIMINARY GEOTECHNICAL REPORT FOR THE GAVIOTA WILDLIFE CROSSING**

INTRODUCTION

This District Preliminary Geotechnical Report (DPGR) is prepared in response to the DPGR Request Memorandum dated September 19, 2024. The purpose of this report is to provide preliminary geotechnical recommendations for the proposed wildlife undercrossing and associated wildlife fencing in Santa Barbara County. The general area of this project is on Highway 101 between Post Mile (PM) 46.2 and PM R48.8, approximately 400 feet North of Gaviota Beach Road, as shown in Figure 1. The recommendations presented in this report are based on the layout and profile plans dated September 18, 2024, historical records, and geotechnical and geologic data relevant to the subject site.

Project Description

The project proposes two superstructure alternatives for the installation of a new wildlife undercrossing at Highway 101 PM 46.45 approximately 150 feet north of a box culvert (system #511010004637) and construct 2.5 miles of wildlife fencing on either side of the highway. The proposed wildlife undercrossing and fencing are necessary to reduce wildlife vehicle collisions, improve wildlife habitat connectivity and improve safety for the traveling public. A precast structure, either a reinforced concrete box or pre-cast/pre-stressed I girders, with seat-type abutments will be installed for the construction of the undercrossing. Based on the work request, the undercrossing is proposed to be approximately 66 feet in length.

All elevations referenced within this report are based on the National Geodetic Vertical Datum of 1988 (NGVD88).

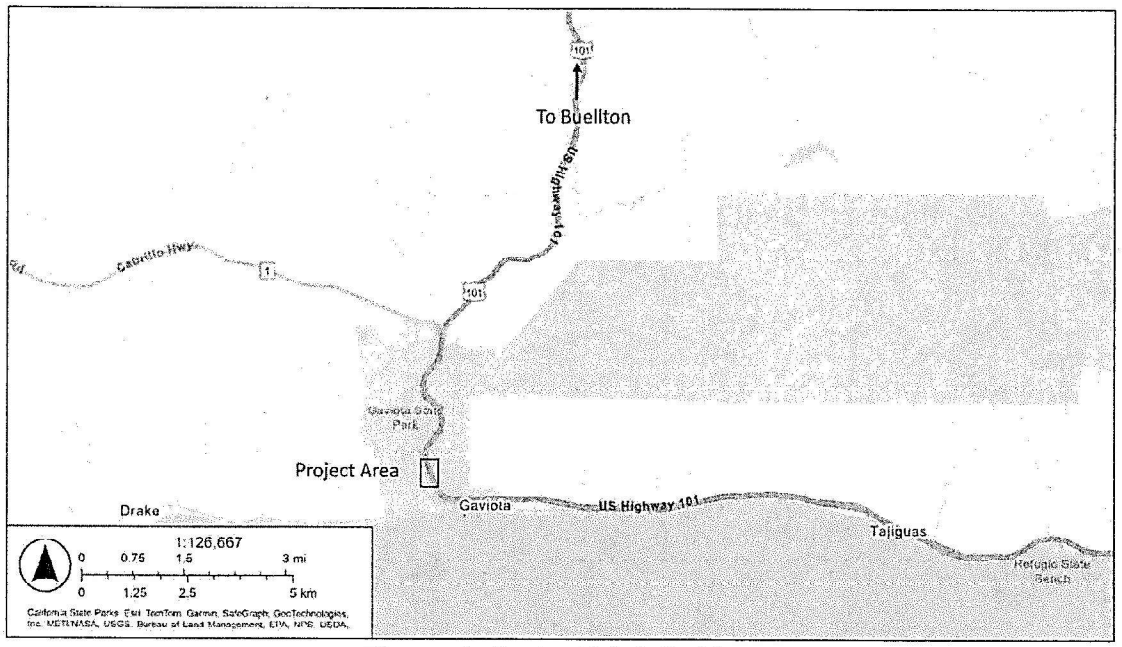


Figure 1: Project Vicinity Map

GEOTECHNICAL INVESTIGATION

No site-specific subsurface investigation was performed for the Gaviota Wildlife Crossing. Geotechnical personnel performed a site visit on September 27, 2024 to assess the composition of the slopes and area surrounding the proposed undercrossing. An existing box culvert approximately 150 feet to the south (culvert system #511010004637) was also observed.

A desktop study was performed to review subsurface data and Log of Test Borings (LOTB) from two projects in the proposed vicinity of the Gaviota Wildlife Crossing. These projects included a 2018 subsurface investigation for the Gaviota Safety Roadside Rest Area (SRRA), approximately 0.45 miles north of the proposed site and a 2005 geotechnical evaluation for the California Coastal Trail Gaviota Segment, about 0.1 miles south.

For the Gaviota SRRA, located in Santa Barbara County at PM 46.9 of Highway 101, two (2) 4-inch diameter hand augers were performed to a maximum depth of five (5) feet below ground surface (bgs) on March 8, 2018. Ground surfaces for this subsurface investigation ranged from 70 feet to 81 feet. An LOTB was produced as a result of the subsurface investigations.

The 2004 subsurface investigation, performed by Ninyo & Moore, for the California Coastal Trails Gaviota Segment Project at PM 46.36 of Highway 101 in Santa Barbara County, advanced four (4) 4-inch diameter solid stem auger borings to a maximum depth

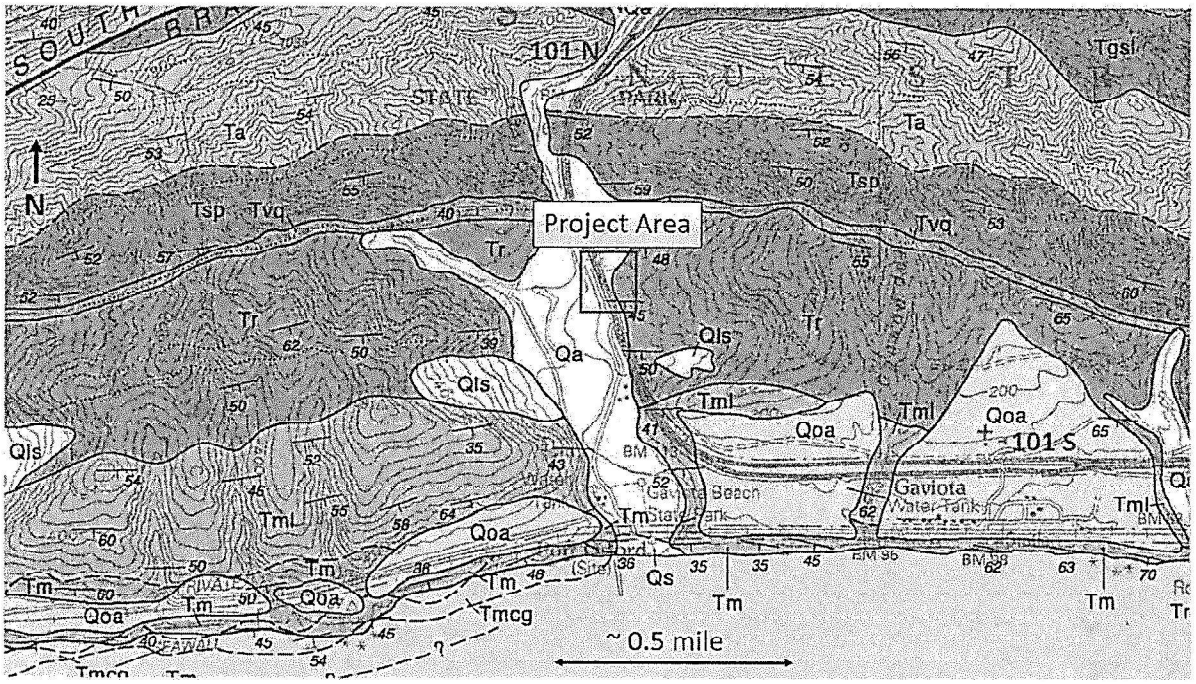
of 24 feet bgs (Elev. -3 feet), four (4) 8-inch diameter hollow stem auger borings to a maximum depth of 59 feet bgs (Elev. 65 feet), and two (2) test pits to a maximum depth of five (5) feet bgs (Elev. 55 feet).

GEOTECHNICAL CONDITIONS

Geology

The site is situated within the western portion of the Transverse Ranges Geomorphic Province. The Transverse Ranges are generally characterized as an east to west trending systems of mountains and valleys controlled by folding and faulting. Mapped geologic units and formations within the project area include local embankment fills, valley alluvial deposits, and Neogene or Paleogene Claystone, Siltstone, and Sandstone.

As mapped on the Geologic Map of the Solvang and Gaviota quadrangles, Santa Barbara County (Dibblee, 1988) the valley alluvium (Qa) consists of discontinuous high-energy deposits of unconsolidated Silt, Sand, and Gravel and is underlain by Rincon Shale, a poorly bedded gray clay shale or claystone (Dibblee 1988). Refer to Figure 1 for a portion of the Geologic Map.



Qa	Valley and floodplain deposits of silt, sand and gravel
Qls	Landslide Debris
Tml	Monterey Shale – Lower, shale
Tr	Rincon Shale, Poorly bedded gray clay shale or claystone
Tvq	Vaqueros Sandstone, calcareous sandstone

Source: Geologic map of the Solvang and Gaviota quadrangles, California
Dibblee, T.W., and Ehrenspeck, H.E., ed.
1988
Dibblee Foundation Map DF-16

Figure 2: Geologic Map of the Solvang and Gaviota Quadrangles

Topsoil – Soil Survey Review

According to the USDA Soil Survey Report, the project site has soils that are described as fine sandy loam of the Ayar clay. The complete USDA Soil Survey Report can be found in Appendix I.

Surface Conditions

Based on the topography of the existing site conditions as well as deposits found at the site, surface water appears to flow from east to west across Highway 101. The terrain adjacent to the proposed wildlife crossing slopes upward toward the edge of roadway at approximately 1H:1V. A natural slope exists east of the crossing which is composed of Rincon Shale at a 1H:1V. Overhead power lines exist on the east side of Highway 101.

The site visit determined that the eastern entrance to the box culvert is within the embankment which is composed of Silty, Clayey Sand with few fine Gravel. Within the floor of the box culvert 3-4 inches of alluvial sediment was present, composed of Clay, Silt, and fine Sand. Along the western entrance were similar soils as well as prodigious growth of small trees and shrubs.

Subsurface Conditions

It is anticipated that the site subsurface will consist of shallow fills and native alluvium consisting of silty, clayey sand with fine gravels underlain by siltstone, claystone, or sandstone.

The subsurface investigations for the Gaviota SRRA found that shallow fills of silty sand with gravel were present up to 5 feet deep. The surface elevation of the hand augers were between 70 feet and 81 feet, which is approximately 20 feet higher than the proposed undercrossing elevation. These soils could be expected at the proposed site due to similar depositional environments.

From the borings for the California Coastal Trails Gaviota Segment Project, fills of silty clay were found as deep as 21.5 feet BGS (Elev. 14.5 feet), underlain by alluvium consisting of sandy silty clays and silty fine sands going as deep as 24 feet BGS (Elev. -3 feet) before siltstone bedrock was encountered.

Groundwater

Groundwater was not encountered in 2018 at the Gaviota SRRA project. There was groundwater recorded for the California Coastal Trails project in 2004 from a boring about 0.3 miles south of the proposed project site, at a depth of 11 feet (Elev. 10 feet). Because there was evidence of water depositing sediment on the floor of the nearby box culvert, a groundwater elevation at the floor of the proposed undercrossing (Elev. 42 feet) should be used for the preliminary design.

Current groundwater information at the proposed site is not available; therefore, groundwater will be measured when a site-specific geotechnical investigation is completed. A summary of the groundwater measurements from nearby projects can be found in Table 1.

Table 1: Groundwater Measurements

Location or Borehole No.	Ground Surface Elevation (feet)	Groundwater Table or Piezometric Elevation		Date Measured	Notes
		Depth (feet)	Elevation (feet)		
B-2 (Coastal Trails)	21	11	10	12/15/2004	None

Seismic Hazards

Site Seismic Parameters

The site, located at 34.478929°, -120.229050°, is susceptible to strong earthquake induced ground motions during the design life of the structure.

Based on California Geological Survey (CGS) maps of shear-wave velocity (V_{S30}), for the upper 100 feet of soil at the site the shear-wave velocity is estimated to be 1263 ft/sec (385 m/sec).

The Design Spectrum for the Safety Evaluation Earthquake, as specified in Caltrans Seismic Design Criteria with October 2019 interim revisions, version 2.0 (SDC v2.0) is the 5% damped probabilistic response spectrum representing the horizontal ground motion at the site with a 5% probability of exceedance in 50 years (return period = 975 years). The USGS's 2014 NSHM is used as the basis to determine the Design Spectrum in the form of the design Acceleration Response Spectrum (ARS).

Ground Motion Parameters

The Caltrans web-based ARS Online Tool v.3.1.0 was utilized to determine the design ground motion parameters, including the ARS, mean site-to-source distance (R), and mean earthquake moment magnitude (M), and the peak ground acceleration (PGA) for the project site. The seismic design information is summarized in Table 2 below.

Table 2: Recommended Ground Motion Parameters for Geotechnical Design

Site Parameters			Design Ground Motion Parameters (Return Period = 975 Years)		
Locations		Shear-Velocity V_{S30} (m/s)	Horizontal Peak Ground Acceleration (HPGA)[1], g	Mean Earthquake[1] M, Moment Magnitude	Mean Site-to-Fault Source Distance[1] R, km
Latitude	Longitude				
34.4789°	-120.2290°	385	0.63	6.95	10.6

1.Based on the Caltrans ARS Online (Version 3.1.0)

Seismic Slope Stability

Seismic slope stability will be investigated further in the design phase, if necessary, when slope geometry is known. A design horizontal seismic coefficient (k_h) of 0.32g may be used for project components that require a slope stability assessment.

Fault Rupture

The proposed structure does not lie within an Alquist-Priolo Earthquake Fault Zone according to the California Earthquake Hazards Zone Application provided by the CGS and is not within 1000 feet of an unzoned fault that is Holocene (up to 11,700 years) or younger in age as per MTD 20-10. Therefore, the structure is not considered susceptible to surface fault rupture hazards.

Liquefaction

Data to analyze liquefaction potential is not available in any California Geologic Survey maps; therefore, liquefaction potential will be analyzed when a site-specific geotechnical investigation is completed.

GEOTECHNICAL DESIGN EVALUATION

Detailed geotechnical design evaluation has not been performed at this time due to the project stage with general layout plans and limited information. Engineering properties of soil/rock will be developed based on a future subsurface investigation.

RECOMMENDATIONS

Further geotechnical investigations are required to determine the engineering properties of the soil for future foundation recommendations and for evaluation of slope stability. A minimum of two borings for each abutment is recommended to sufficiently characterize the subsurface of the proposed site.

The provided plans indicate that a 2H:1V slope will be cut for both superstructure alternatives. From the site visit and existing condition observations, 2H:1V cut slopes are recommended given adjacent existing slopes of 2H:1V or steeper were found. Evidence of surficial deposits found in the existing wildlife crossing indicates that surface flow during storm events may erode the cut slopes over time and protective mitigation is recommended.

REFERENCES

Dibblee, T.W., and Ehrenspeck, H.E., ed., 1988, Geologic map of the Solvang and Gaviota quadrangles, Santa Barbara County, California, Dibblee Geological Foundation, Dibblee Foundation Map DF-16, 1:24,000.

Project Vicinity Map, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

If you have any questions, please contact Monica Cortez at (213) 604-3492 or Justin Anderson at (510) 414-9122

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Attachments: Appendix I- USDA Soil Survey Report
Appendix II – Ground Motion Data Sheet

cc: Benjamin Jensen, Project Manager
Daniel Gingras, District 5 Materials Engineer
GeoDOG, Geotechnical Archive

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Santa Barbara County, California, South Coastal Part

1P130 Wildlife Crossing

October 2, 2024

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

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Contents

How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

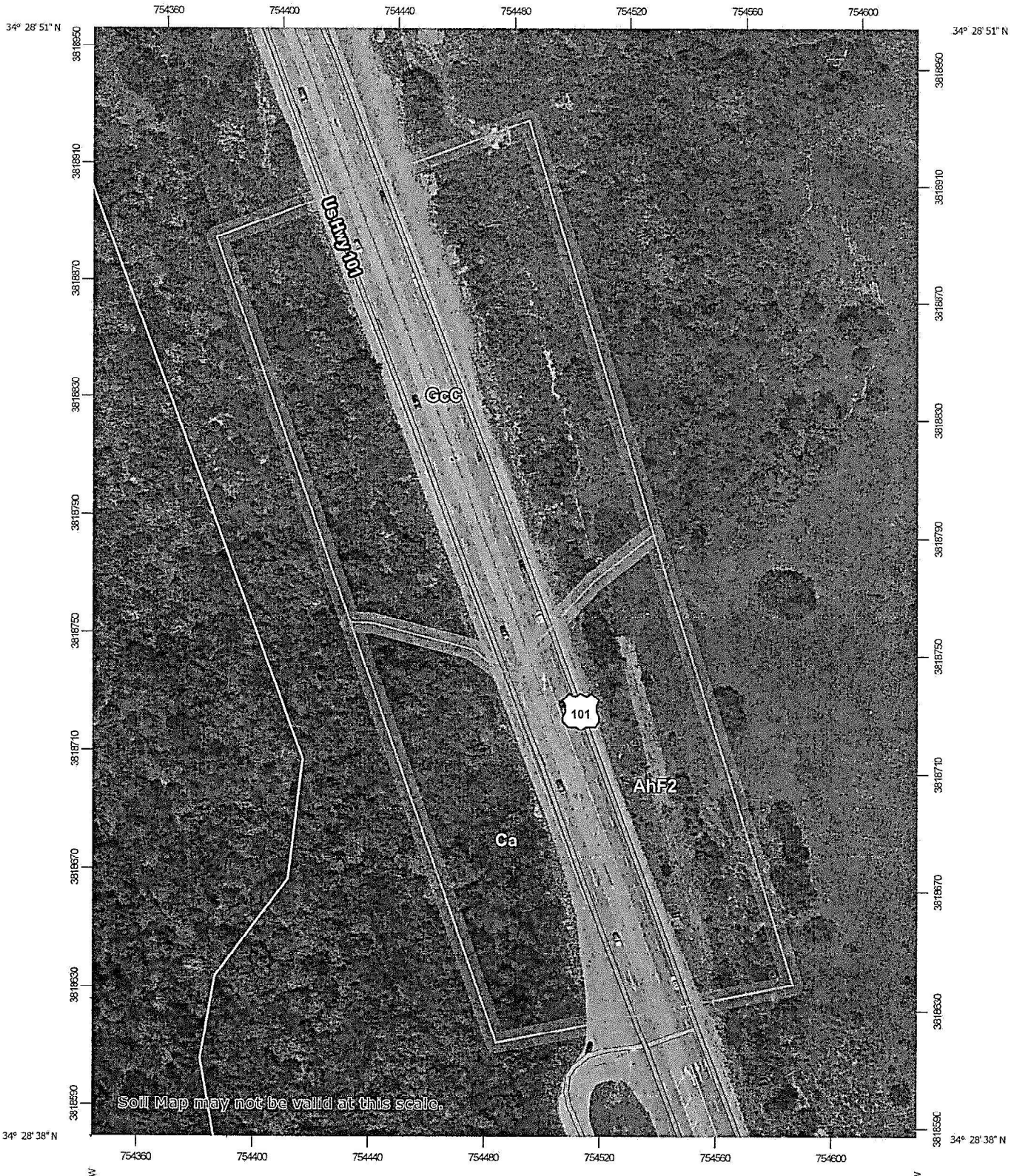
After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map



Map Scale: 1:1,840 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 25 50 100 150

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Santa Barbara County, California, South Coastal Part
Survey Area Data: Version 17, Sep 9, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 12, 2022—Apr 12, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

MAP LEGEND	MAP INFORMATION
	imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AhF2	Ayar clay, 30 to 50 percent slopes, eroded	1.9	23.1%
Ca	Camarillo fine sandy loam, 0 to 2 percent slopes	1.8	22.9%
GcC	Goleta fine sandy loam, 2 to 9 percent slopes	4.4	54.0%
Totals for Area of Interest		**8.1**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or

landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Santa Barbara County, California, South Coastal Part

AhF2—Ayar clay, 30 to 50 percent slopes, eroded

Map Unit Setting

National map unit symbol: hc40
Elevation: 20 to 840 feet
Mean annual precipitation: 20 to 24 inches
Mean annual air temperature: 59 to 62 degrees F
Frost-free period: 355 to 365 days
Farmland classification: Not prime farmland

Map Unit Composition

Ayar and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Ayar

Setting

Landform: Hills
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Residuum weathered from mudstone or calcareous shale

Typical profile

H1 - 0 to 40 inches: clay
H2 - 40 to 44 inches: weathered bedrock

Properties and qualities

Slope: 30 to 50 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Drainage class: Well drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately high (0.00 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 6.4 inches)

Interpretive groups

Land capability classification (irrigated): 6e
Land capability classification (nonirrigated): 6e
Hydrologic Soil Group: C
Ecological site: R015XD001CA - CLAYEY
Hydric soil rating: No

Minor Components

Los osos

Percent of map unit: 3 percent

Landform: Hills
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Hydric soil rating: No

Unnamed

Percent of map unit: 3 percent
Hydric soil rating: No

Todos

Percent of map unit: 3 percent
Landform: Hills
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Hydric soil rating: No

Zaca

Percent of map unit: 3 percent
Landform: Hills
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Hydric soil rating: No

Gaviota

Percent of map unit: 3 percent
Landform: Hills
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Hydric soil rating: No

Ca—Camarillo fine sandy loam, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 2zwt5
Elevation: 0 to 50 feet
Mean annual precipitation: 19 to 20 inches
Mean annual air temperature: 59 to 61 degrees F
Frost-free period: 355 to 365 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Camarillo and similar soils: 85 percent
Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Camarillo

Setting

Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Parent material: Calcareous alluvium derived from sedimentary rock

Typical profile

A - 0 to 11 inches: fine sandy loam
Bky - 11 to 30 inches: fine sandy loam
Bkyg2 - 30 to 37 inches: loamy sand
Bkg - 37 to 43 inches: sandy loam
Bk - 43 to 56 inches: clay loam
C - 56 to 69 inches: loamy sand

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.60 in/hr)
Depth to water table: About 8 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 8 percent
Gypsum, maximum content: 5 percent
Maximum salinity: Nonsaline to very slightly saline (0.5 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 8.4 inches)

Interpretive groups

Land capability classification (irrigated): 3w
Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: B/D
Ecological site: R015XY003CA - Loamy Bottom
Hydric soil rating: Yes

Minor Components

Corralitos

Percent of map unit: 5 percent
Landform: Flood plains
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: R015XD055CA - SANDY
Hydric soil rating: No

Goleta

Percent of map unit: 5 percent
Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear

Across-slope shape: Linear
Ecological site: R015XY003CA - Loamy Bottom
Hydric soil rating: No

Camarillo, ponded

Percent of map unit: 5 percent
Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: R015XY003CA - Loamy Bottom
Hydric soil rating: Yes

GcC—Goleta fine sandy loam, 2 to 9 percent slopes

Map Unit Setting

National map unit symbol: hc5d
Elevation: 20 to 740 feet
Mean annual precipitation: 20 to 24 inches
Mean annual air temperature: 58 to 62 degrees F
Frost-free period: 360 to 365 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Goleta and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Goleta

Setting

Landform: Alluvial fans
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Alluvium derived from sedimentary rock

Typical profile

H1 - 0 to 29 inches: fine sandy loam
H2 - 29 to 40 inches: loam
H3 - 40 to 55 inches: stratified loamy sand to clay loam
H4 - 55 to 72 inches: fine sandy loam

Properties and qualities

Slope: 2 to 9 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)

Depth to water table: More than 80 inches
Frequency of flooding: Rare
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 8.0 inches)

Interpretive groups

Land capability classification (irrigated): 2e
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: B
Ecological site: R019XG911CA - Loamy Fan
Hydric soil rating: No

Minor Components

Elder

Percent of map unit: 8 percent
Landform: Alluvial fans
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Convex
Hydric soil rating: No

Metz

Percent of map unit: 7 percent
Landform: Alluvial fans
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Convex
Hydric soil rating: No

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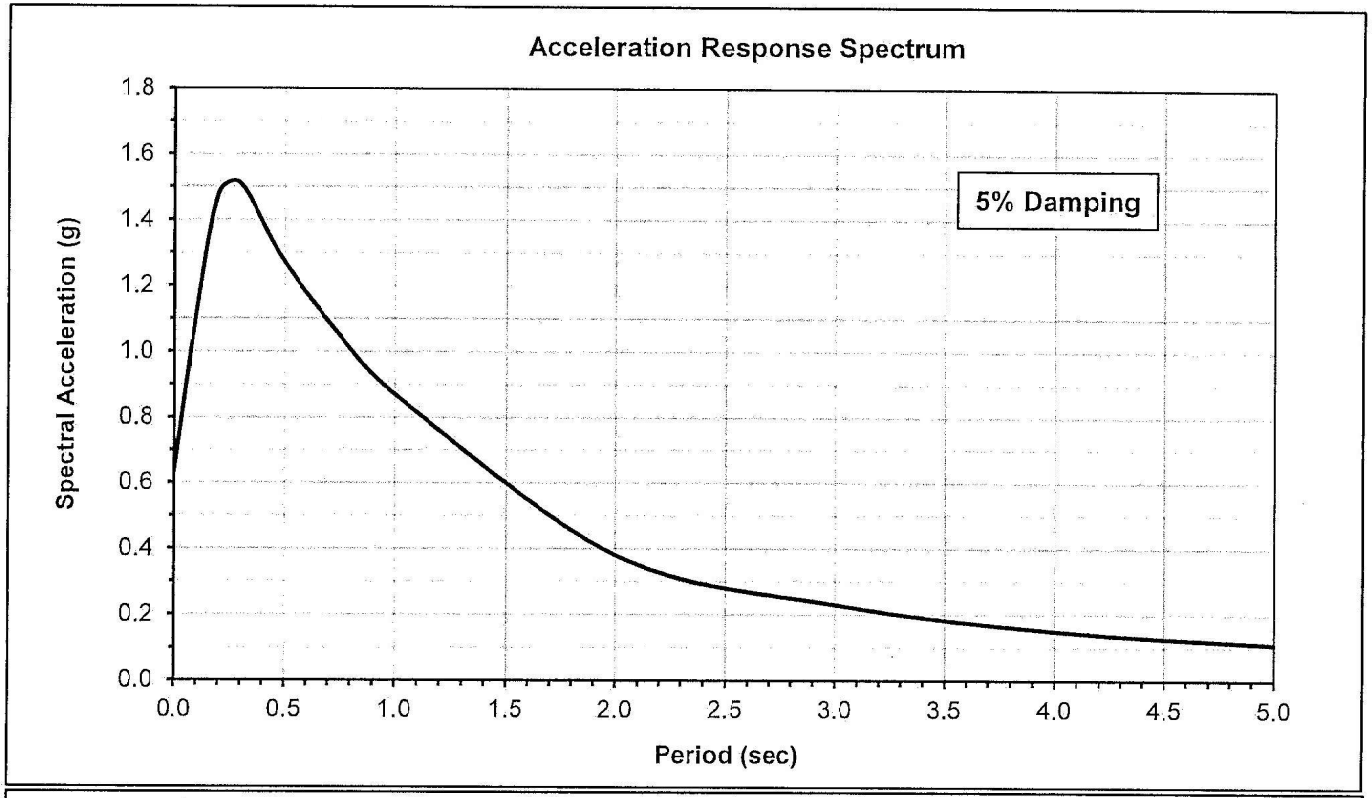
Bridge Name: Gaviota Wildlife Crossing **Bridge No.** XX-XXXX **Date:** 10/07/24

ARS Data

Site Location: Latitude (Degrees) = 34.4789 **Longitude (Degrees)=** -120.2291

Period, T (sec)	Spectral Acceleration, S_a(g)
0.00	0.63
0.10	1.12
0.20	1.48
0.30	1.51
0.50	1.27
0.75	1.05
1.00	0.87
2.00	0.38
3.00	0.23
4.00	0.15
5.00	0.11



The ARS was based on the USGS' 2014 National Seismic Hazard Map for 975-years return period, (Hazard Model/Edition ***"Dynamic Conterminous U.S. 2014 (Update)(V4.2.0)"*** hazard data obtained by using ARS Online v3.1.0. Modifications for basin-effecfs and/or near-fault effects were applied, where applicable, per Appendix B of SDC v2.0 with October 2019 Interim Revisions.

V_{S30} = 385 (m/sec) / 1262.8 (ft/sec)

PGA = 0.63 (g)

Mean Earthquake Moment Magnitude (for PGA), M = 6.71

SEE DESIGN GROUND MOTION DATA SHEET

DPGR_05_SB_101_PM46.45_0521000172_Gaviota Wildlife Crossing

Final Audit Report 2024-11-26

Created:	2024-11-21
By:	Josue Garcia (s162059@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAYbM_vMqI7U9AQwwEvSH6E2dmtsxad8vF

"DPGR_05_SB_101_PM46.45_0521000172_Gaviota Wildlife Crossing" History

Document created by Josue Garcia (s162059@dot.ca.gov)
2024-11-21 - 4:24:38 PM GMT- IP address: 149.136.17.253

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Signature Date: 2024-11-26 - 6:26:05 PM GMT - Time Source: server- IP address: 149.136.25.252

Agreement completed.

2024-11-26 - 6:26:05 PM GMT

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-09-2025**	**04-10-2025**	**34.47871 -120.22898** **3818722.32 754488.754**	**RC-25-001**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **46.2 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS 2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/ Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on April 10, 2025**			GROUNDWATER READINGS DURING DRILLING **23.8 ft** AFTER DRILLING **23.8 ft**	TOTAL DEPTH OF BORING **101.5 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
46.2														
46	0		ASPHALT CONCRETE											
	1		[FILL] Poorly-graded SAND (SP); brown; dry; mostly coarse to fine SAND, subrounded.											
44	2													
	3													
42	4													
	5		[FILL] Poorly-graded SAND with GRAVEL (SP); medium dense; yellowish brown; moist; mostly coarse to fine SAND, subangular; few coarse to fine GRAVEL, angular.	▽	S-1	6/6 6/6 5/6	11	100						
40	6													
	7													
38	8			○										- 100% circulation loss, continued to TD
	9													
36	10			▽	S-2	5/6 4/6 9/6	13	33						
	11													(PH, ER)
34	12			○	SK-3									- TV= 0.45 kg/cm^2
	13													
32	14		SANDY lean CLAY (CL); stiff; dark gray; moist; mostly fines; some fine SAND.										1.3	(DD, WC, PA, W)
	15			▽	S-4	3/6 2/6 3/6	5	85						
30	16													
	17													
28	18		- At depth 18 ft, becomes dark grayish brown	○									2.5	
	19													
	20													

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Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-001**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE	SHEET **1 of 6**	

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-09-2025**	**04-10-2025**	**34.47871 -120.22898** **3818722.32 754488.754**	**RC-25-001**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **46.2 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS 2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/ Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on April 10, 2025**			GROUNDWATER READINGS DURING DRILLING **23.8 ft** AFTER DRILLING **23.8 ft**	TOTAL DEPTH OF BORING **101.5 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
26	20		- At depth 20 ft, brown with gray mottling; charcoal	▽	S-5	3/6 3/6 5/6	8	94					1.5	
24	21													
	22		Lean CLAY with SAND (CL); medium stiff; brown with gray mottling; moist; mostly fines; little fine to medium SAND.	□	SH-6			100						
22	23													
	24													
	25		- Medium to coarse subangular sand	▽	S-7	2/6 3/6 4/6	7	89					1.5	
20	26													
	27													
18	28		Poorly-graded SAND (SP); brown; moist; mostly fine to medium SAND, subangular.	○	SK-8									
	29												2.3	
16	30		SANDY lean CLAY (CL); very stiff; brown; moist; mostly fines; little fine SAND;	▽	S-9	2/6 4/6 6/6	10	100					2.8	
	31													
14	32													
	33			○	SK-10									
12	34													
	35		CLAYEY SAND with GRAVEL (SC); medium dense; grayish brown; moist; mostly coarse to fine SAND, subangular; some coarse to fine GRAVEL, subangular; little fines.	▽	S-11	4/6 4/6 5/6	9	94						
10	36													(PA, W)
	37													
8	38			○	SK-12									
	39													
	40													

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Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-001**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE	SHEET **2 of 6**	

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-09-2025**	**04-10-2025**	**34.47871 -120.22898** **3818722.32 754488.754**	**RC-25-001**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **46.2 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS 2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/ Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on April 10, 2025**			GROUNDWATER READINGS DURING DRILLING **23.8 ft** AFTER DRILLING **23.8 ft**	TOTAL DEPTH OF BORING **101.5 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
6	40		- At depth 40 ft, Dense; DARK GREENISH GRAY; Rounded to Subangular GRAVEL and Rounded to Subangular SAND	▽	S-13	7/6 11/6 14/6	25	67						
4	41													
	42													
	43			○										
2	44		- At depth 44 ft, Medium Dense; 2" Cobbles; 2-inches intersected											
	45			▽	S-14	10/6 7/6 11/6	18	78						
0	46													
	47			○										
-2	48													
	49													
-4	50		Fat CLAY (CH); very stiff; dark greenish gray; moist; mostly fines; trace fine to medium SAND.	▽	S-15	3/6 6/6 9/6	15	100					2.8	
	51													(PI, PA, W)
-6	52													
	53		- At depth 53 ft, Few Rounded Fine GRAVEL; Trace Fine to Medium SAND	○	SK-16									
-8	54													
	55		Fat CLAY with SAND (CH); very stiff; dark gray; moist; mostly fines; little fine to medium SAND.	▽	S-17	3/6 4/6 7/6	11	89						(PA, W)
-10	56													
	57			○									2.0	
-12	58													
	59													
	60													

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Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-001**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE	SHEET **3 of 6**	

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-09-2025**	**04-10-2025**	**34.47871 -120.22898** **3818722.32 754488.754**	**RC-25-001**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **46.2 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS 2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/ Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on April 10, 2025**			GROUNDWATER READINGS DURING DRILLING **23.8 ft** AFTER DRILLING **23.8 ft**	TOTAL DEPTH OF BORING **101.5 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
-14	60		- At depth 60 ft, Trace Fine Rounded to Subrounded GRAVEL; Little Fine SAND	▽	S-18	3/6 4/6 7/6	11	100						
-16	62			○	SK-20								2.3	
-18	64		- At depth 65 ft, 1.5" Angular GRAVEL; Little Fine SAND	▽	S-21	5/6 6/6 7/6	13	28						
-20	66													
-22	68		SANDY lean CLAY (CL); very stiff; dark gray; moist; mostly fines; some fine SAND.	○									2.0	
-24	70		- At depth 70 ft, Very Stiff to Hard	▽	S-22	5/6 10/6 14/6	24	100					>4	(W) (PA, W)
-26	72													
-28	73		- At depth 73 ft, Hard	○									>4	
-30	75		- At depth 75 ft, Stiff	▽	S-23	5/6 7/6 9/6	16	100						
-32	77			○	SK-24								2.3	
	79													
	80													

Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-001**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE	SHEET **4 of 6**	

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-09-2025**	**04-10-2025**	**34.47871 -120.22898** **3818722.32 754488.754**	**RC-25-001**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **46.2 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS 2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/ Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on April 10, 2025**			GROUNDWATER READINGS DURING DRILLING **23.8 ft** AFTER DRILLING **23.8 ft**	TOTAL DEPTH OF BORING **101.5 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
-34	80		Clayey SAND (SC); Medium Dense; DARK GRAY; Moist; Coarse to Fine SAND, Subangular.	▽	S-25	3/6 3/6 5/6	8	100						
-36	81													
	82													
	83			○	SK-26									
-38	84		- At depth 84.5 ft, Subrounded, Red, 1" GRAVEL											
	85		Well-graded SAND with CLAY and GRAVEL (SW-SC); dense; dark gray; moist; mostly coarse to fine SAND, subangular; little coarse to fine GRAVEL, angular; little fines.	▽	S-27	26/6 10/6 12/6	22	50						(PA, W)
-40	86													
	87													
-42	88													
	89													
-44	90		SEDIMENTARY ROCK (CLAYSTONE); dark brown; intensely weathered to decomposed; soft; intensely fractured, (CLAY (CL); medium stiff; moist; mostly fines; few coarse to fine GRAVEL, angular; few coarse to fine SAND, angular.)	▽	S-28	15/6 23/6 50/6	73	100						
	91													
-46	92													
	93													
-48	94													
	95		- At depth 95 ft, becomes Dark Brown	▽	S-29	40/6 50/2"/2 /	REF-	100						
-50	96													
	97		SEDIMENTARY ROCK (CLAYSTONE); dark brown; slightly weathered; hard; moderately fractured.	○	SK-30									
-52	98													
	99													
	100													

Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-001**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE	SHEET **5 of 6**	

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-09-2025**	**04-10-2025**	**34.47871 -120.22898** **3818722.32 754488.754**	**RC-25-001**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **46.2 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS 2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/ Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on April 10, 2025**			GROUNDWATER READINGS DURING DRILLING **23.8 ft** AFTER DRILLING **23.8 ft**	TOTAL DEPTH OF BORING **101.5 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
-54	100			▽	S-31	33/6 37/6 50/6	87	100						
	101													
-56	102		Bottom of borehole at 101.5 feet bgs. Backfilled with grout. This Boring Record was developed in accordance with the Caltrans Soil & Rock Logging, Classification, and Presentation Manual (2022) except as noted on the Soil or Rock Legend or below.											
	103													
-58	104													
	105													
-60	106													
	107													
-62	108													
	109													
-64	110													
	111													
-66	112													
	113													
-68	114													
	115													
-70	116													
	117													
-72	118													
	119													
	120													

Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-001**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE	SHEET **6 of 6**	

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-03-2025**	**04-09-2025**	**34.47860 -120.22866** **3818710.846 754518.524**	**RC-25-002**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **45.7 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on 04/09/2025**			GROUNDWATER READINGS DURING DRILLING **23.3 ft** AFTER DRILLING **23.3 ft**	TOTAL DEPTH OF BORING **100 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
45.7														
	0		Asphalt Concrete											
44	1		[FILL] SILT (ML); olive; moist; mostly fines; few fine SAND.											
	2													
	3													
42	4													
	5			▽		5/6 2/6 4/6	6	6						
40	6		[FILL] Lean CLAY with SAND (CL); medium stiff; brown; moist; mostly fines; little fine to medium SAND; few coarse to fine GRAVEL, subrounded. - Gravel in shoe											
	7													
38	8												2.0	
	9													
36	10		Fat CLAY with SAND (CH); very stiff; dark gray; moist; mostly fines; little fine SAND; Oxidized streaks and decomposed plant fibers	▽	S-1	3/6 5/6 6/6	11	100					3.3	
	11													(PI, PA, W) - TV= 0.55kg/cm^2
34	12			○	SK-2									
	13												3.0	- TV= 0.675kg/cm^2
32	14													
	15												2.7	
30	16			▽	S-3	4/6 5/6 8/6	13	100						- TV= 1.1kg/c^2
	17			○										
28	18			□	SH-4			100						(UU)
	19													
26	20													

Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-002**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE **04/28/2025**	SHEET **1 of 5**	

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-03-2025**	**04-09-2025**	**34.47860 -120.22866** **3818710.846 754518.524**	**RC-25-002**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **45.7 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on 04/09/2025**			GROUNDWATER READINGS DURING DRILLING **23.3 ft** AFTER DRILLING **23.3 ft**	TOTAL DEPTH OF BORING **100 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
24	20		SANDY lean CLAY (CL); soft; brown; moist; mostly fines; some fine SAND.	▽	S-5	3/6 4/6 5/6	9	100					0.5	
	21													(PH, CR, ER)
	22													
22	23 ▼			○	SK-6								1.7	- TV= 0.7kg/c^2
	24													
	25		CLAYEY SAND with GRAVEL (SC); dark brown, mottled with variegated streaks of olive-gray; moist; mostly coarse to fine SAND, subrounded; some coarse to fine GRAVEL, rounded.											(PA, W)
20	26			□	SH-7			75						
	27													
18	28			○										- Much harder drilling; punch core destroyed
	29													
16	30		- Dense; brown; highly oxidized	▽	S-8	13/6 11/6 12/6	23	100						
	31													
14	32													(PA, W)
	33			○	SK-9									
12	34													
	35													
10	36			▽	S-10	20/6 11/6 11/6	22	72						
	37													
8	38			○										
	39													
6	40													

Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-002**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE **04/28/2025**	SHEET **2 of 5**	

RSLog / Boring Records / caltrans / josue.garcia / June 18, 2025 09:38 AM

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-03-2025**	**04-09-2025**	**34.47860 -120.22866** **3818710.846 754518.524**	**RC-25-002**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **45.7 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on 04/09/2025**			GROUNDWATER READINGS DURING DRILLING **23.3 ft** AFTER DRILLING **23.3 ft**	TOTAL DEPTH OF BORING **100 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
4	40		CLAYEY GRAVEL with SAND (GC); dense; brown; moist; mostly coarse to fine GRAVEL, subangular; some coarse to fine SAND, subangular; little fines.	▽	S-11	10/6 10/6 16/6	26	100						(PA, W)
	41													
	42			○										
2	43													
	44													
	45												1.7	
0	46		SANDY lean CLAY (CL); stiff; dark gray; moist; mostly fines; some fine to medium SAND.	▽	S-12	5/6 8/6 10/6	18	100						
	47													
-2	48		- Very stiff	○									2.5	- TV= 0.925 kg/cm^2
	49													
-4	50		- brown with gray mottling										3.5	
	51			▽	S-13	3/6 10/6 7/6	17	100						
-6	52													(PI, PA, W)
	53			○	SK-14								3.5	- TV= 1.4 kg/cm^2
-8	54													
	55		- Hard										4.5	
-10	56			▽	S-15			100						
	57													
-12	58		- Very stiff	○									3.5	- TV= 1.3 kg/cm^2
	59													
-14	60													

Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-002**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE **04/28/2025**	SHEET **3 of 5**	

RSLog / Boring Records / caltrans / josue.garcia / June 18, 2025 09:38 AM

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-03-2025**	**04-09-2025**	**34.47860 -120.22866** **3818710.846 754518.524**	**RC-25-002**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **45.7 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on 04/09/2025**			GROUNDWATER READINGS DURING DRILLING **23.3 ft** AFTER DRILLING **23.3 ft**	TOTAL DEPTH OF BORING **100 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
	60		- 0.5" - 0.75" subangular sandstone gravels	▽	S-16	5/6 5/6 6/6	11	100					2.8	
-16	61													
	62													
	63		- Stiff; 2.5" gravels	○									2.0	
-18	64													
	65		- 0.75" subangular gravel; little fine sand (10%)	▽	S-17	4/6 5/6 5/6	10	94					1.8	
-20	66													
	67													
-22	68		-some gravel (20%)	○	SK-18									- Hard drilling
	69													
-24	70													
	71		SANDY lean CLAY with GRAVEL (CL); medium stiff; gray; moist; mostly fines; some fine SAND; little fine GRAVEL, subangular.	▽	S-19	3/6 4/6 4/6	8	72					1.0	
-26	72													
	73		- Stiff	○	SK-20								1.5	
-28	74		- Coarse grained material decomposed to intensely weathered											
	75													
-30	76		SEDIMENTARY ROCK (CLAYSTONE); DARK BROWN; Intensely Weathered; Soft; Slightly Fractured.	▽	S-21	5/6 5/6 7/6	12	100					1.5	
	77													
-32	78			○	SK-22								>4	
	79													
-34	80													

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REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-002**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE **04/28/2025**	SHEET **4 of 5**	

RSLog / Boring Records / caltrans / josue.garcia / June 18, 2025 09:38 AM

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-03-2025**	**04-09-2025**	**34.47860 -120.22866** **3818710.846 754518.524**	**RC-25-002**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **45.7 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on 04/09/2025**			GROUNDWATER READINGS DURING DRILLING **23.3 ft** AFTER DRILLING **23.3 ft**	TOTAL DEPTH OF BORING **100 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
	80		- organic odor	▽	S-23	6/6 15/6 23/6	38	100					>4	
-36	81			○										
	82													
	83		SEDIMENTARY ROCK (SILTSTONE); GRAY; Slightly Weathered; Moderately Hard; Intensely Fractured, (1, 30 deg, 4" - 5", Slightly Open, 1/32 in. ≤ FF < 1/8 in., Slightly Weathered, Moderately Healed).						1	100	0			
-38	84								2	77.8	22.2			
	85		SEDIMENTARY ROCK (CLAYSTONE); DARK BROWN; Slightly Weathered; Soft; Slightly Fractured.											
-40	86													
	87													
-42	88								3	73.3	56.7			
	89													
-44	90													
	91													
-46	92													
	93		- Organic odor						4	100	61.7			- Hard drilling - Sampler plugged and bulging open between 93' to 94'.
-48	94													
	95													
-50	96								5	66.7	66.7			
	97													
-52	98													
	99								6	100	66.7			
-54	100													

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Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-002**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**		DATE **04/28/2025**	SHEET **5 of 6**

RSLog / Boring Records / caltrans / josue.garcia / June 18, 2025 09:38 AM

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
J. Garcia	**04-03-2025**	**04-09-2025**	**34.47860 -120.22866** **3818710.846 754518.524**	**RC-25-002**
DRILLING CONTRACTOR **Caltrans**			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION **45.7 ft**
DRILLING METHOD **Rotary Drilled Boring (conventional)**			DRILL RIG **CS2000**	BOREHOLE DIAMETER **4.5in**
SAMPLER TYPE(S) AND SIZE(S) (ID) **SPT/Punch Core - 1.38"/2.5"**			SPT HAMMER TYPE **Automatic**	HAMMER EFFICIENCY, ERi **95 %**
BOREHOLE BACKFILL AND COMPLETION **Borehole backfilled on 04/09/2025**			GROUNDWATER READINGS DURING DRILLING **23.3 ft** AFTER DRILLING **23.3 ft**	TOTAL DEPTH OF BORING **100 ft** TREND:**0** ° PLUNGE:**90°**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Type	Sample Number	Blows per Interval	SPT N-Value	Soil Recovery (%)	Core Run Number	Rock Recovery (%)	RQD (%)	Unconfined Compression (ksf)	Pocket Pen. (tsf)	Remarks
-56	100		Bottom of borehole at 100.0 bgs Backfilled with grout. This Boring Record was developed in accordance with the Caltrans Soil & Rock Logging, Classification, and Presentation Manual (2022) except as noted on the Soil or Rock Legend or below.											
	101													
-58	102													
	103													
-60	104													
	105													
-62	106													
	107													
-64	108													
	109													
-66	110													
	111													
-68	112													
	113													
-70	114													
	115													
-72	116													
	117													
-74	118													
	119													
	120													

Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE **BORING RECORD**				HOLE ID **RC-25-002**
DIST. **05**	COUNTY **SB**	ROUTE **101**	POSTMILE LIMITS **46.45**	PROJECT ID **0521000172**
PROJECT NAME **Gaviota Wildlife Crossing**			BRIDGE NAME **Gaviota Wildlife Crossing**	
BRIDGE NUMBER	PREPARED BY **J. Garcia**	DATE **04/28/2025**	SHEET **6 of 6**	

RSLog / Boring Records / caltrans / josue.garcia / June 18, 2025 09:38 AM

Attachment – G

Location Hydraulic Study (LHS)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: KATLYN GILLIES
Transportation Engineer
Design I, Branch E
District 5, San Luis Obispo

Date: February 25, 2025

File: 05-SB-101-30.1/48.8
EA 05-1P130
ID: 0521000172

From: MAY THIRI KYAW MTK
Transportation Engineer
Hydraulics
District 5, San Luis Obispo

Subject: **LOCATION HYDRAULIC STUDY**

Purpose and Scope:
The purpose of this study is to identify and evaluate the base flood within the limits of this project. This report will address the flow of water as it affects the state highway, the base floodplain, and the surrounding area.

Project Description:
The project proposes to construct a wildlife crossing on US-101 in Santa Barbara County at PM 46.45, install 2.5 miles of wildlife fencing, perform pavement preservation from PM 30.1 to 46.4, rehabilitate lighting, replace signs, and upgrade guardrail.

Designated Floodplain:
The Flood Insurance Rate Map (FIRM) 06083C1280H, effective date 09/28/18, designate a small portion of the project as Zone A. Zone A is defined as "areas with a 1% annual chance of flooding," and since "detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones."

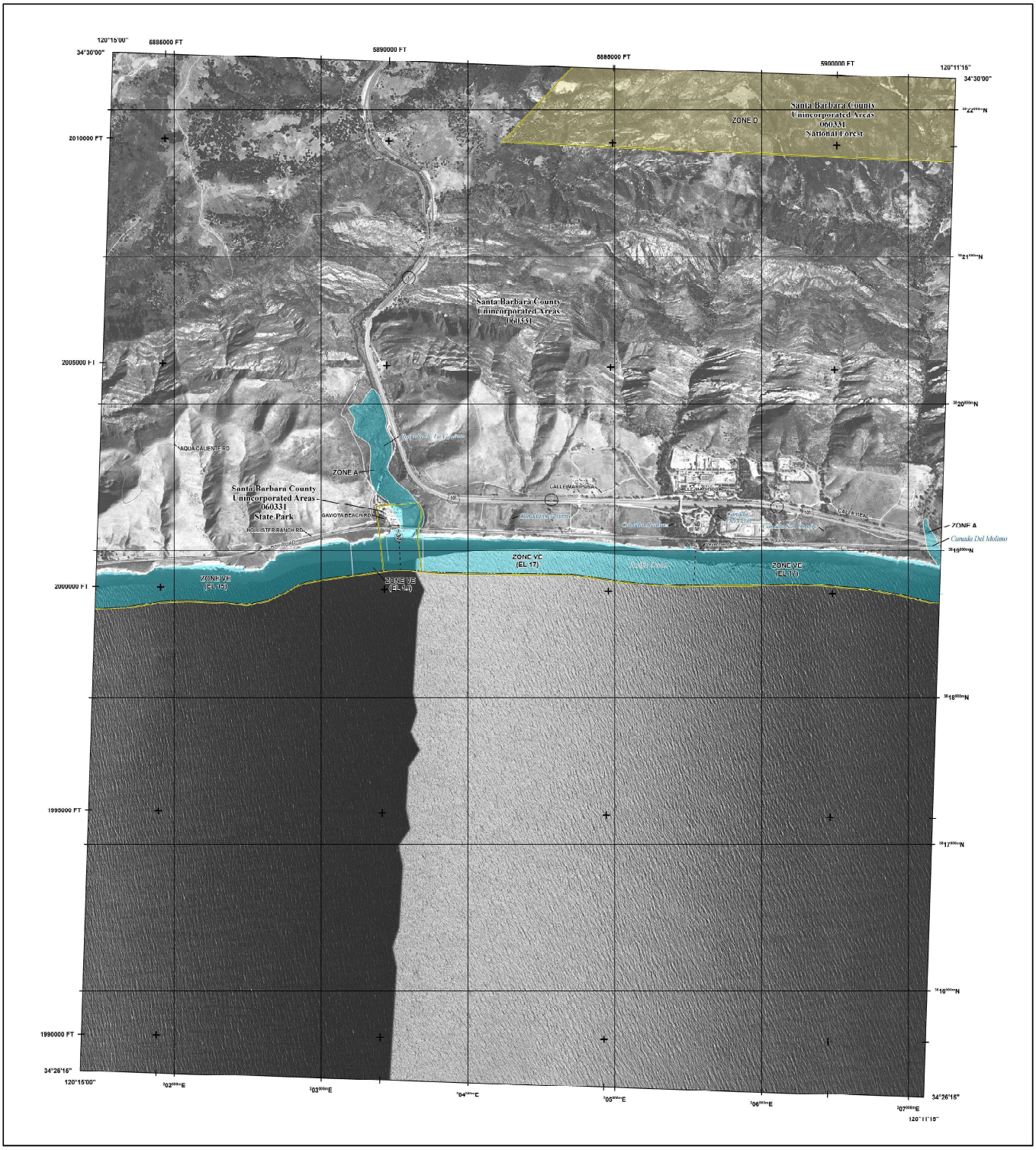
Risk Assessment
The wildlife crossing to be added in the roadway at PM 46.45 lies outside the extents of the Zone A designation and is not anticipated to result in additional fill in the roadway. The 2.5 miles of wildlife fencing located partially in the floodplain will not alter the existing flow pattern nor obstruct any flow.

There is a minor floodplain encroachment at PM 43.74 where a small portion of the roadway pavement preservation is located in Zone A. However, the project is not proposing any additional widening, fill or obstructions and therefore, the encroachment is not significant.

The proposed project does not alter flood source or expose residences, buildings or crops to flooding and risk to life or property remains unchanged. The conclusion is that the proposed project will have no significant effect on the existing floodplain as per 23 CFR, Section 650.105(q).

ATTACHMENTS:

- FEMA Flood Insurance Rate Map, Santa Barbara County, Panel 06083C1280H (Sep 28, 2018)



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTP://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee See Notes *Zone X*

OTHER AREAS
- NO SCREEN Areas of Minimal Flood Hazard *Zone X*
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert or Storm Sewer
- Levee, Dike or Floodwall
- 16.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation (BFE)
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)

OTHER FEATURES
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including digital versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from this website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was derived from digital orthophotography collected by the Coastal Service Center and U.S. Department of Agriculture Farm Service Agency. Coastal Service Center imagery was flown in 2011 and was produced with a sub-meter ground sample distance. Department of Agriculture imagery was flown in 2014 and was produce with a 1-meter ground sample distance.

SCALE

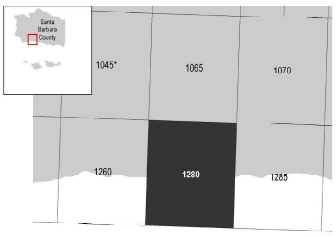
Map Projection:
Universal Transverse Mercator Zone 11N, North American Datum 1983,
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 1,000 feet 1:12,000

0 1,000 2,000 4,000 feet

0 250 500 1,000 meters

PANEL LOCATOR



*PANEL NOT PRINTED

FEMA National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

SANTA BARBARA COUNTY, CALIFORNIA and Incorporated Areas

PANEL 1280 OF 1835

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
SANTA BARBARA COUNTY	060331	1280	H

VERSION NUMBER
2.3.3.3

MAP NUMBER
06083C1280H

MAP REVISED
September 28, 2018

Attachment – H

Distribution List

D5 Reviewers

D5 Reviewers List (see 2nd tab for Distribution List, for recipients after document approval)				
Functional Unit	**PID**	**PA&ED**	**PS&E**	**Email**
Asset Management	Kyle Birch	Kyle Birch	Kyle Birch	kyle.birch@dot.ca.gov
Asset Management	Scott Kirkish	Scott Kirkish	Scott Kirkish	scott.kirkish@dot.ca.gov
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Cooperative Agreements	Lindsay Leichtfuss	Lindsay Leichtfuss	Lindsay Leichtfuss	lindsay.leichtfuss@dot.ca.gov
Design Senior	*Assigned Design Senior*	*Assigned Design Senior*	*Assigned Design Senior*	
Design Senior Peer (*vacant*)				
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Hazardous Waste	Karl Mikel	Karl Mikel	Karl Mikel	karl.mikel@dot.ca.gov
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PDT Meetings Calendar*	PDT.Meetings.District.5	PDT.Meetings.District.5	PDT.Meetings.District.5	PDT.Meetings.District.5@dot.ca.gov
Project Specific Email Account (*for CEQA/NEPA*)**	*05_1X###_Project_Inbox@dot*	*05_1X###_Project_Inbox@dot*	*05_1X###_Project_Inbox@dot*	
Project Manager	*Assigned Project Manager*	*Assigned Project Manager*	*Assigned Project Manager*	
Quality Management	Daniel See	Daniel See	Daniel See	daniel.see@dot.ca.gov
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Right of Way (Oversight Projects only)	Kevin Thorne	Kevin Thorne	Kevin Thorne	kevin.thorne@dot.ca.gov
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Right of Way Utilities	Robert Davis	Robert Davis	Robert Davis	robert.davis@dot.ca.gov
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Safety Review Committee - Traffic Safety	Gerardo Lopez	Gerardo Lopez	Gerardo Lopez	gerardo.lopez.jr@dot.ca.gov
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Safety Review Committee - Design	Kevin Scott Jones	Kevin Scott Jones	Kevin Scott Jones	kevin.jones@dot.ca.gov
Safety Review Committee - Design	Giuliana Gaglianone	Giuliana Gaglianone	Giuliana Gaglianone	giuliana.gaglianone@dot.ca.gov
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Stormwater	Autumn Wycoff	Autumn Wycoff	Autumn Wycoff	autumn.wycoff@dot.ca.gov
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Traffic Operations	Bing Yu	Bing Yu	Bing Yu	bing.yu@dot.ca.gov
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Traffic Safety (SBT)	Michael Grolle	Michael Grolle	Michael Grolle	michael.grolle@dot.ca.gov
Traffic Safety (SCR)	Anthony De Anda	Anthony De Anda	Anthony De Anda	anthony.de.anda@dot.ca.gov
Traffic Safety (SLO)	Ricardo Quintana	Ricardo Quintana	Ricardo Quintana	ricardo.quintana@dot.ca.gov
Traffic Signals, Census, Lighting	Jacob Domine	Jacob Domine	Jacob Domine	jacob.domine@dot.ca.gov
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Transportation Planning (System Planning)	Vanessa Faul	Vanessa Faul	Vanessa Faul	vanessa.faul@dot.ca.gov
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Transportation Planning (SBT)	Jill Leal	Jill Leal	Jill Leal	jill.leal@dot.ca.gov
Transportation Planning (SCR)	Paul Guirguis	Paul Guirguis	Paul Guirguis	paul.guirguis@dot.ca.gov
Transportation Planning (SLO)	Bailey Barton	Bailey Barton	Bailey Barton	bailey.barton@dot.ca.gov
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*An error message will appear in Outlook when sending a SharePoint link for the review spreadsheet to group emails. Ignore; it will still be received.

**Project specific email accounts will be created for projects requiring CEQA/NEPA compliance. ALL emails for such projects should include this address.

Safety Review Committee Members

Report changes to Dan See

Last Revised: 1/23/2025

Attachment – I

Mitigation and Compliance Cost Estimate (MCCE)

Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 05 - SB - 101 **PM/PM:** 30.100/R48.800

EA/Project Number: 05-1P130_ / 0521000172

Project Name: Dos Pueblos to Gaviota CAPM and Wildlife Crossing

Form Completed by: Christopher Hamma

Project Manager: JENSEN, BENJAMIN H **Phone:**

Date: 2/19/2025

MCCE Phase prepared for: FED

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative:

Commitment	Design $	FY	Ac/Crd	ROW $ Planned	FY	ROW $ Actual	Pd	Construction $	FY
Archaeological									
Monitoring	$60,000	27/28					☐		
Hazardous Waste									
Phase 1 Sampling	$40,000	25/26					☐		

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW $ Planned	FY	ROW $ Actual	Pd	Construction $	FY
CEQA Review	$2,764	26/27		☐		

TOTAL	$100,000	$2,764

Approved by:

Matt Fowler — Matthew Fowler — 02/20/25

Environmental Branch Chief (Print Name) — Signature — Date

If Right of Way Capital is needed:

Martin Miller — Martin Miller — 2/20/2025

Right-of-Way Office Chief (Print Name) — Signature — Date

If cultural and biology mitigation totals more than $500,000:

Environmental Office Chief (Print Name) — Signature — Date

Submitted to PM on:_____ Initial___

EA/Project ID: 05-1P130_/0521000172

Comments (explanation and risk management plan attached)

Biology Unit 1400 does not expect a task order for phase 3 biological surveys/monitoring. LC 10/24/2024 and 2/3/2025

Moved HW Phase 1 Sampling funds from 05-1P133 to 05-1P130. DW 12/16/2024

Tribal Monitoring by the SYBCI requested, to be accomplished during construction

Attachment – J

Risk Register

Risk Register for 05-1P130, Dos Pueblos to Gaviota Wildlife Crossing & CAPM

Form v3.4 last modified April 2019

Risk Checkpoint:	PA&ED
Date:	11/13/2025
Project Nickname:	Dos Pueblos to Gaviota Wildlife Crossing & CAPM
EA:	05-1P130
Co-Rt, Post Miles:	SB-101-R30.1/R48.8
Project Manager:	Ben Jensen
FY & Program (SHOPP or STIP):	2027(SHOPP)
Capital Costs:	$51,141k
Support Costs:	$14,994k
Total Costs:	$66,135k
RTL Target:	12/31/2026

Phase	Cost Contingency Range $k			Schedule Contingency Range (Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	$62	$100	$149	48	90	139
1-PS&E	$24	$41	$65	43	85	144
2-RW Sup	$4	$10	$21	24	61	128
3-Con Sup	$19	$48	$68	25	93	163
Support Contingency	$109	$199	$303	140	329	574
9-RW Cap	$2	$9	$14	3	9	17
4-Con Cap	$470	$1,681	$2,663	13	25	36
Capital Contingency	$472	$1,690	$2,676	16	34	52
Total Contingency	$581	$1,889	$2,979	156	363	626

Risk Identification								Risk Assessment			Risk Response				All Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Support (Hrs) Capital Cost ($k)	Schedule (Days)	Calculated Contingency
Active	1	Threat	Design	Asphalt cost	As a result of unexpected cost increases beyond those predicted in PID, prices of Asphalt and Rubberized Asphalt increase, and due to the quantity needed current programming does not cover the extra cost.	Current estimate is evaluated by the PE based upon recent projects of similar size and scope.	Cost estimates during PSE show increase trend in costs.	2-Low (11-30%)	4 - Moderate ($2,531k - $5,060k	8	Avoid	Project team will evaluate project cost in PAED and PSE and seek additional funding if unexpected cost increases are realized.	Jeff Payne	5/22/2023	2-RW Sup	O 30 hours ML 60 hours P 180 hours PERT 75 hours	O 22 ML 44 P 110 52 days	$8k 52
								100%	4 - Moderate (1-3 months)	8					3-Con Sup	O 60 hours ML 80 hours P 140 hours PERT 87 hours	O 10 ML 60 P 120 62 days	$11k 62
Active	2	Threat	Construction	UPRR involvement	If UPRR determines the work as planned will present a risk to fouling of the tracks which would lead to the need for the project to provide flagging.	Project is proposing improvements within 25 ft from track center line which may require railroad flagging.	UP sees equipment near the RW and attempts to stop the progress of work.	1-Very Low (1-10%)	2 - Low (<$2,530k)	2	Avoid	Design to review the work needed at the location and make adjustments to minimize the risk of impact.	Jeff Payne	5/22/2023	1-PS&E Sup	O 80 hours ML 150 hours P 250 hours PERT 155 hours	O 20 ML 100 P 250 112 days	$1k 6
								5%	2 - Low (<1 month)	2					2-RW Sup	O 80 hours ML 150 hours P 250 hours PERT 155 hours	O 20 ML 100 P 250 112 days	$1k 6
Active	3	Threat	Landscape	Split off planting	As a result of replacement planting at a scale larger than typical of roadway project scope, a split off planting project would be requried which would lead to new expense of PSE, construction period and 3 year establishment period.	Replacement planting is of scale which will allow a tradional 1 year PE period.	During design it is discovered that tree impacts are greater than currently estimated and split off proejct is needed.	2-Low (11-30%)	2 - Low (<$2,530k)	4	Accept	Slope stablization locations are important feature for maintenance long term in the area. Extra project costs will be added as needed to provide split off project. Cost would be split out of construction capital.	Landscape Architecture Scott Dowlan	5/22/2023	4-Con Cap	O $100k ML $200k P $350k PERT $209k	O 20 ML 50 P 150 62 days	$11k 4
								5%	8 - High (3-6 months)	16						O $0k ML $0k P $0k	O 0 ML 0 P 0	
Active	4	Threat	Construction	M500 (Pave)	As a result of the approval of the construction contract (M500) being in Jan 2029 during normally cold temperatures, paving work may be prevented from occurring if overnight temperatures are not over 55 degrees or 50 if WMA is specified, which would lead to a delay in the construction schedule and push the project into multiple seasons increasing the project duration and cost.	WMA will be specified and the M500 will be moved closer to the paving season to allow for optimum production	M550 remaining and WMA not being specified	2-Low (11-30%)	4 - Moderate ($2,696k - $5,390k	8	Mitigate	Construction will request WMA for the RHMA and the unit cost increase will be included in the estimate.	Kevin Murdock	5/24/2023	4-Con Cap	O ML P	O ML P	
								5%	4 - Moderate (1-3 months)	8								
Active	5	Threat	Construction	M500 (Trees)	As a result of the approval of the construction contract (M500) in Jan 2029 during bird Nesting season between Feb 1 to Sep 30 and before the environmental permit window of June 1 to October 31, the removal of trees and brush maybe halted by conditions of the permit and/or presence of birds may occur that could lead to a delay in the construction of work requiring creek work or clearing like the drainage and retaining walls and	Project will be designed to drainage work and retaining wall clearing work occurs during seasons they can occur and does not impact the project.	Retaining wall or drainage work must occur before other work and delays the project schedule.	2-Low (11-30%)	4 - Moderate ($2,696k - $5,390k	8	Mitigate	Work on a schedule to include drainage and retaining wall work in there respective seasons.	Kevin Murdock	5/24/2023	4-Con Cap	O ML P	O ML P	
								5%	2 - Low (<1 month)	4								
Active	6	Threat	Construction	Unsheltered	As a result of an increased amount of unsheltered individuals in Santa Barbara County specifically at the location of this project under the bridge, a delay to the contract may occur, which would lead to an increase in costs and project duration.	Unsheltered will not take up residency in the area.	Unsheltered encountered during construction within the project limits	3-Moderate (31-50%)	2 - Low (<$2,695k)	6	Mitigate	At contract award have maintenance begin to clear-out and give notice to the unsheltered to clear the area	Kevin Murdock	5/24/2023	4-Con Cap	O ML P	O ML P	
								5%	4 - Moderate (1-3 months)	12								
Active	7	Threat	Construction	Pavement Distress	As a result of deteriorating existing pavement requiring extensive repairs that exceeds the repairs shown in the plans (20% is max per program), additional more extensive repairs may occur, which would lead to additional repairs beyond what was included in the contract.	Only 20% of the pavement will need to have digouts and extensive repairs	Existing pavement and subgrade needs more repairs than shown within the contract.	2-Low (11-30%)	4 - Moderate ($2,696k - $5,390k	8	Mitigate	As more areas fail, additional repairs will be accessed and repaired if funds are available.	Construction	5/24/2023	4-Con Cap	O ML P	O ML P	
								5%	2 - Low (<1 month)	4								

Risk Identification								Risk Assessment			Risk Response				All Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (Pxl)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Support (Hrs) Capital Cost ($k)	Schedule (Days)	Calculated Contingency
Active	8	Threat	Construction	NB PM 30.1 Dos Pueblos Creek Pavement Failure	As a result of an already existing extinsive pavement failure at this location, a retaining wall or more extensive fix may need to occur, which would lead to additional scope and costs.	Pavement distress will be repaired by another maintenance project or included in this one.	Only cold plane and RHMA for this area	2-Low (11-30%)	4 - Moderate ($2,696k - $5,390k	8	Mitigate	Plan ahead and work to repair thi sarea ahead of the CAPM or design the repair into the project.	Construction	5/24/2023	4-Con Cap	O ML P	O ML P	
									2 - Low (<1 month)	4								
								5%										
Active	9	Threat	Construction	AC Price Index	As a result of rising oil prices, the HMA price index fluctuations exceed the forecasted amount may occur, which would lead to a need for additional funds to cover the cost of the increase.	Supplemental Funds will cover the increases	Supplemental funds do not cover the increases	2-Low (11-30%)	4 - Moderate ($2,696k - $5,390k	8	Mitigate	Plan ahead and include enough supplemental funds, evaulate again at RTL	Construction	5/24/2023	4-Con Cap	O ML P	O ML P	
									1 - Very Low (Insignificant)	2								
								5%										
Active	10	Threat	Environmental	Aquatic Permits	If the project could potentially impact jurisdictional areas, then correspondence and permitting with jurisdictional agencies would have a negative effect on schedule and cost (hours and capital) of the project.	The project will not imapct jurisdictional areas.	The project involves work in jurisdictional areas.	1-Very Low (1-10%)	4 - Moderate ($2,696k - $5,390k	4	Avoid	The team will evalute design methods to avoid impacts to jurisdictional areas.	Jennifer Moonjian, Senior Biologist	6/28/2023	1-PS&E Sup	O 40 hours ML 80 hours P 120 hours PERT 80 hours	O 30 ML 60 P 120 65 days	$1k 4
									4 - Moderate (1-3 months)	4								
								5%										
Active	11	Threat	Environmental	Biology	If the scope of work is expanded to include additional areas off pavement, this may require more survey work and more time in order to evaluate resources and conduct consultation with regulatory agencies.	Project will not contain features that elevate the document to that greater than CE/CE.	Project scope is increased such that it affects sensitive biological resources requiring permits	2-Low (11-30%)	4 - Moderate ($2,696k - $5,390k	8	Avoid	The team will evaluate design methods to avoid significant biological impacts	Jennifer Moonjian, Senior Biologist	6/28/2023	1-PS&E Sup	O 80 hours ML 100 hours P 150 hours PERT 105 hours	O 30 ML 60 P 90 60 days	$1k 3
									4 - Moderate (1-3 months)	8								
								5%										
Active	12	Threat	Environmental	Threat	As a result of additional agency concerns or conditions related to the CDP proccess for the project, more time and rescources may be required to resolve them. This could result in delays to the CDP approval and would impact proejct cost and schedule.	CCC and SB County in full support of the project and standard CDP application process would be processes with little or no issues. Not anticipating any other interested parties to effect the CDP process.	CCC or SB County requires more complex CDP application process due to agency or public concerns/interest in the project.	2-Low (11-30%)	2 - Low (<$2,910,100k)	4	Avoid	Maintain clear communications with CDP agencies and parties of interest in project design and proposed measures to minimize confusions and concerns.	PM, PE, Env Coordinator, Coastal Coordinator.	10/1/3124	0-PA&ED Sup	O 15 hours ML 30 hours P 60 hours PERT 33 hours	O 5 ML 10 P 20 11 days	$1k 3
									4 - Moderate (1-3 months)	8					1-PS&E Sup	O 15 hours ML 30 hours P 60 hours PERT 33 hours	O 5 ML 10 P 20 11 days	$1k 3
								20%										
Active	13	Opportunity	Environmental	Opportunity	As a result of early and often commications with the Coastal Commission, along with general support of the project, the CDP application process could be streamlined and CDP approval may require minimal conditions.	CCC and SB County will adopt standard process for the CDP application. The project has wide support form other interested parties.	CCC, SB County and interested parties wants the project to be built quickly with little or no concerns with proposed project design or measures.	3-Moderate (31-50%)	2 - Low (<$2,910,100k)	6	Exploit	Incoprporate project features that would be supported by CDP agencies and parties of interest. Minimize project changes during CDP applicaiton and coordination process.	PM, PE, Env Coordinator, Coastal Coordinator.	10/13/2024	0-PA&ED Sup	O 20 hours ML 30 hours P 40 hours PERT 30 hours	O 5 ML 10 P 20 11 days	$2k 5
									2 - Low (<1 month)	6					1-PS&E Sup	O 30 hours ML 60 hours P 90 hours PERT 60 hours	O 10 ML 20 P 30 20 days	$3k 8
								40%										
Active	16	Threat	Environmental	Construction access/APl	As a result of construction access impacting riparian areas of Gaviota Creek, jurisdictional waters permits will be required, wich would lead to a schedule delay and increased cost due to permits and support costs.	No impacts to jurisdictional aquatic features will occur	Increases to the APl near Gaviota Creek.	1-Very Low (1-10%)	1 - Very Low (Insignificant)	1	Avoid	Continue to avoid impacts to jurisdictional aquatic resources through continued coordination with Design and Environmental.	Biology	10/31/204	0-PA&ED Sup	O 480 hours ML 685 hours P 1,090 hours PERT 715 hours	O 20 ML 26 P 44 28 days	$5k 2
									16 - Very High (>6 months)	16					1-PS&E Sup	O 150 hours ML 210 hours P 1,090 hours PERT 347 hours	O 32 ML 53 P 100 58 days	$3k 3
								5%										
Active	17	Threat	Environmental	Construction Access - Cultural Sites	As a result of construction access requiring use of land within known archaeolgical site boundaries or outside the ROW, additional studies and monitoring costs would be required which would lead to a schedule delay and additional costs	No access is needed within known cultural resource boundaries or outside of ROW	Additional access for construction outside of ROW	3-Moderate (31-50%)	1 - Very Low (Insignificant)	3	Avoid	Continue to maintain APl within ROW. Construction access and use within approved vertical ESAs will be conducted in accordance with the project ESA Action Plan, SSP 14-1.02 and project Cultural Resources staff	Cultural- Krista Klaha	11/6/2024	0-PA&ED Sup	O 100 hours ML 250 hours P 800 hours PERT 317 hours	O 30 ML 60 P 120 65 days	$2k 4
									8 - High (3-6 months)	24					3-Con Sup	O 15 hours ML 40 hours P 90 hours PERT 45 hours	O 22 ML 44 P 110 52 days	$1k 3
								5%										
Active	18	Threat	Construction	Traffic Handling	As a result of the selected location of this crossing in the Gaviota area between the two curved segements of the highway, a higher rate of accidents and delays may occur, which would lead to an increase in political and management presure to accelerate or modify the staging and traffic handling.	Revised staging or alternatives will be evaluated to consider full traffic and construction impact.	Plan proceeds with current minimum tapers and crossovers.	3-Moderate (31-50%)	2 - Low (<$1,075,000k)	6	Mitigate	Discussion of possible impacts to be included in staging decisions and design type selection.	Design	11/22/2024	0-PA&ED Sup	O 30 hours ML 60 hours P 90 hours PERT 60 hours	O 5 ML 10 P 15 10 days	$1k 1
									4 - Moderate (1-3 months)	12					3-Con Sup	O 200 hours ML 300 hours P 400 hours PERT 300 hours	O 20 ML 30 P 40 30 days	$2k 2
								5%										

Risk Identification								Risk Assessment			Risk Response				All Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Support (Hrs) Capital Cost ($k)	Schedule (Days)	Calculated Contingency
Active	19	Threat	Utilities	Utilities	As a result of the expedited nature of this project and the existence of both a Level 3 Fiber and an unverifiable State Owned water line, utility relocation may not occur prior to construction, which would lead to significant and costly delays to the construction schedule.	Relocations of all utilities will be complete prior to construction or specifically included in the project.	Utility relocation is to occur within the contract and contractor is delayed.	2-Low (11-30%)	2 - Low (<$1,075,000k)	4	Mitigate	Utility relocations occur prior to construction.	Construction	11/22/2024	3-Con Sup	O 200 hours ML 300 hours P 400 hours PERT 300 hours	O 120 ML 160 P 200 160 days	$2k 8
									8 - High (3-6 months)	16					4-Con Cap	O $200k ML $300k P $400k PERT 300 hours	O 120 ML 160 P 200 160 days	$15k 8
								5%										
Active	20	Threat	Geotechnical	Geology	As a result of the location of this crossing in the Gaviota Rock area, the hardness of the rock is unknown, we often encounter soft rock but have found large hard rocks under the highway structure in this area, which would lead to difficult construction activities.	A full geotechnical study will capture both conditions so the contractor can bid appropriately.	Geotechnical study only finds shofter shel rock but contactor encounters harder boulders.	1-Very Low (1-10%)	2 - Low (<$1,075,000k)	2	Mitigate	Complete geotechnical study capturing local rock and soil conditions.	Construction	11/22/2024	3-Con Sup	O 100 hours ML 200 hours P 300 hours PERT 200 hours	O 60 ML 90 P 120 90 days	$2k 5
									2 - Low (<1 month)	2					4-Con Cap	O $200k ML $300k P $400k PERT 300 hours	O 60 ML 90 P 120 90 days	$15k 5
								5%										
Active	30	Threat	Funding	FHWA Grant	If the project does not reach RTL by August 2027 the Wildlife Crossing Pilot Poject grant funding from FHWA for the wildlife crossing structure will expire and grant funds would be forfeited.	The project team will deliver the PS&E RTL package by December 2026.	If RTL is not achieved by December 2026 additional action may be needed to preserve grant funding.	3-Moderate (31-50%)	8 - High ($6,615k - $13,227k)	24	Avoid	Continue to monitor project delivery schedule and ensure that environmental, utility, and design schedule impacts are mitigated where possible.	Ben Jensen Project Management	10/21/2025	4-Con Cap	O $1,000k ML $4,000k P $6,000k PERT $3,834k	O 0 ML 0 P 0	$1,534k
									1 - Very Low (Insignificant)	3					3-Con Sup	O 100 hours ML 400 hours P 600 hours PERT 384 hours	O 0 ML 0 P 0	$20k
								40%										
Active	31	Threat	Environmental	Cultural Resource Monitoring	As a result of the archaeological study findings and tribal consultation, both archaeological and tribal monitoring is required during ground disturbance taking place near estabished ESA boundaries.	Current assumption is that the cultural branch will be notified prior to construction beginning to schedule Native American and archaeological monitors	If the cultural branch is not notified before work surrounding the ESA's take place, no ground disturbance in those areas can occur until monitors can be given notice and scheduled	2-Low (11-30%)	2 - Low (<$3,307k)	4	Avoid	Cultural branch will stay in contact with the ECL and he rest of the PDT to stay informed on constuction schedule and activities.	Hannah Ehrlich - Cultural Resources	10/27/2025	3-Con Sup	O 80 hours ML 120 hours P 160 hours PERT 120 hours	O 5 ML 14 P 21 14 days	$1k 1
									2 - Low (<1 month)	4								
								5%										
Active	32	Threat	Design	Undercrossing Soil Conditions	As a result of the subsurface material being less competent than anticipated, a deep foundation design may be required which would lead to increased construction costs	Further studies are needed	Preliminary Foundation Report indicates incompetent soil conditions and/or liquefaction/lateral spreading potential	2-Low (11-30%)	4 - Moderate ($3,308k - $6,614k	8	Accept	Foundation design will be specified	Jeff Weston - Design	11/7/2025	4-Con Cap	O $100k ML $250k P $800k PERT 317 hours	O ML P	$16k
									4 - Moderate (1-3 months)	8					9-RW Cap	O $15k ML $40k P $90k PERT 45 hours	O 22 ML 44 P 110 52 days	$3k 3
								5%										
Active	33	Threat	Design	Stage Construction Change	As a result of requirements for traffic openings needing to be wider than anticipated during stage construction, changes to the stage construction may be required which would lead to a longer construction period and/or require the need for additional permitting	It is assumed that Traffic Safety will approve the submitted traffic handling plan	Traffic Safety requires a wider traffic opening than what was requested in the planning stage	2-Low (11-30%)	2 - Low (<$3,307k)	4	Accept	An additional construction stage will be added or part of the ROW will be utilized for a temporary roadway widening during construction	Jeff Weston - Design	11/7/2025	3-Con Sup	O 240 hours ML 480 hours P 960 hours PERT 520 hours	O 30 ML 60 P 120 65 days	$4k 4
									8 - High (3-6 months)	16					4-Con Cap	O $200k ML $400k P $650k PERT $409k	O 30 ML 60 P 120 65 days	$21k 4
								5%										
Retired	14	Threat	Structure Design	Change in Bridge Foundation Type	As a result of the subsurface material being less competent than anticipated, a deep foundation design may be required which would lead to increased construction costs	Further studies are needed	Preliminary Foundation Report indicates incompetent soil conditions and/or liquefaction/lateral spreading potential	2-Low (11-30%)	4 - Moderate ($2,910,101k - $5,820,200k	8	Accept	A deep foundation design will be specified	Tristan Sayre	10/31/2024	4-Con Cap	O $100k ML $250k P $800k PERT 317 hours	O ML P	$16k
									4 - Moderate (1-3 months)	8					9-RW Cap	O $15k ML $40k P $90k PERT 45 hours	O 22 ML 44 P 110 52 days	$3k 3
								5%										
Retired	15	Threat	Structure Design	Stage Construction Change	As a result of requirements for traffic openings needing to be wider than anticipated during stage construction, changes to the stage construction may be required which would lead to a longer construction period and/or require the need for additional permitting	It is assumed that Traffic Safety will approve the submitted traffic handling plan	Traffic Safety requires a wider traffic opening than what was requested in the planning stage	2-Low (11-30%)	2 - Low (<$2,910,100k)	4	Accept	An additional construction stage will be added or part of the ROW will be utilized for a temporary roadway widening during construction	Tristan Sayre	10/31/2024	3-Con Sup	O 240 hours ML 480 hours P 960 hours PERT 520 hours	O 30 ML 60 P 120 65 days	$4k 4
									8 - High (3-6 months)	16					4-Con Cap	O $200k ML $400k P $650k PERT 409 hours	O 30 ML 60 P 120 65 days	$21k 4
								5%										
Retired	21	Threat	Environmental	USFWS Section 7 consultation	As a result of the project being delayed, and the new PBO for CRLF is in use (date TBD), then mitigation could be required through the new PBO, which would lead to an increase in cost.	No mitigation is required using the current CRLF PBO.	The new CRLF PBO is in use and mitigation is required for impacts to CRLF critical habitat.	3-Moderate (31-50%)	4 - Moderate ($2,910,101k - $5,820,200k	12	Avoid	Biology will subimt the request for concurrence of use of the CRLF PBO in the 0-phase.	Biology	10/31/2024	2-RW Sup	O 30 hours ML 60 hours P 180 hours PERT 75 hours	O 22 ML 44 P 110 52 days	$1k 3
									16 - Very High (>6 months)	48					3-Con Sup	O 60 hours ML 80 hours P 140 hours PERT 87 hours	O 10 ML 60 P 120 62 days	$1k 4
								5%										

Risk Identification								Risk Assessment			Risk Response				All Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Support (Hrs) Capital Cost ($k)	Schedule (Days)	Calculated Contingency
Retired	22	Threat	Right of Way	TCE	As a result of Geotech recommendations slope stabilization locations will extend outside of right of way requiring the acquisition of TCEs.	Current assumption is no need to extend beyond RW.	Geotech recommendations in PAED.	2-Low (11-30%)	2 - Low (<$2,530k)	4	Avoid	Evaluate RW needs following Geotech report and design of stabilization. Consider design modifications, RW acquisition during PSE, and if remains a schedule risk, remove location from the project.	Jeff Payne	5/22/2023	0-PA&ED Sup	O 460 hours ML 685 hours P 1,090 hours PERT 715 hours	O 20 ML 26 P 44 28 days	$86k 28
									8 - High (3-6 months)	16					1-PS&E Sup	O 150 hours ML 210 hours P 350 hours PERT 224 hours	O 32 ML 53 P 100 58 days	$28k 58
								100%										
Retired	23	Threat	Right of Way	Unknown/ Unidentified TCE	If TCE is needed for slope stabilization location area impeding R/W, schedule and cost may increase during PSE	Focusing on 2 priority slope stabilization locations, which are close to the RW line.	Work requires encroachment into adjacent land requiring	3-Moderate (31-50%)	4 - Moderate ($751k - $1,500k	12	Avoid	Design will attempt to determine the likelihood of TCE needs prior to circulation of PID document.	Jeff Payne	5/22/2023	4-Con Cap	O $100k ML $250k P $800k PERT 317 hours	O ML P	$16k
									16 - Very High (>6 months)	48					9-RW Cap	O $15k ML $40k P $90k PERT 45 hours	O 22 ML 44 P 110 52 days	$3k 3
								5%										
Retired	24	Threat	Landscape	Mitigation planting	As a result of rebuilding the slope at PM 30.1 , existing vegetation including trees will be affected and the need for mitigation planting and plant establishment will be required resulting in a potential elevated document and longer timelines for PAED.	To help maintenance needs in the corridor, the assumption is the location will be studied early in PAED and if the work can be accomplished within the limits of a CE/CE it will be added to the project.	Geotechnical recommendation for slope stabilization, or scope creates impacts to trees.	2-Low (11-30%)	2 - Low (<$2,530k)	4	Avoid	The stabilization site is not an asset required of the program and is shown as one of the available alternatives. If project funding schedule and District variance are not able to fund this particular improvement the scope will not be added to the project.	Landscape Architecture Scott Dowlan	5/22/2023	1-PS&E Sup	O 200 hours ML 400 hours P 800 hours PERT 434 hours	O ML P	$3k
									2 - Low (<1 month)	4					4-Con Cap	O $20k ML $75k P $150k PERT 79 hours		$4k
								5%										
Retired	25	Threat	Environmental	Archaeology	If effects to cultural resources associated with slope stabilization areas is unavoidable, this will negatively impact project cost and schedule. This would require more time to conduct necessary studies, evaluations, consultation with the State Historic Preservation Officer (SHPO) and Native Americans, and/or mitigation under Section 106.	To help maintenance needs in the corridor, the assumption is the location will be studied early in PAED and if the work can be accomplished within the limits of a CE/CE it will be added to the project.	work outside the roadway prism in areas where cultural sites are known will trigger consultation and Phase 1/2 consultation analysis.	4-High (51-70%)	2 - Low (<$2,530k)	8	Avoid	The stabilization site is not an asset required of the program and is shown as one of the available alternatives. If project funding schedule and District variance are not able to fund this particular improvement the scope will not be added to the project.	Cultural Resources Hannah Ehrlich	5/22/2023	0-PA&ED Sup	O 250 hours ML 250 hours P 250 hours PERT 250 hours	O 50 ML 100 P 250 117 days	$2k 6
									8 - High (3-6 months)	32					4-Con Cap	O $125k ML $125k P $125k PERT 125 hours	O ML P	$7k
								5%										
Retired	26	Threat	Materials	Archaeology	If the scope of work is expanded to include additional areas, this may require more work and more time in order to evaluate resources and conduct consultation efforts with the State Historic Preservation Officer (SHPO), as well as mitigation measures.	Project will not contain features that elevate the document to that greater than CE/CE.	During design it is deiscovered that despite attempts to reduce, additional area is required to complete project where cul	2-Low (11-30%)	2 - Low (<$2,530k)	4	Avoid	Areas such as MGS where hinge point creation might extend the ground disturbance will be designed using longer posts to avoid new ground distrubance.	Cultural Resources Hannah Ehrlich	5/22/2023	0-PA&ED Sup	O 100 hours ML 150 hours P 200 hours PERT 150 hours	O 40 ML 80 P 160 87 days	$1k 5
									8 - High (3-6 months)	16					4-Con Cap	O $50k ML $100k P $125k PERT 96 hours	O ML P	$5k
								5%										
Retired	27	Threat	Environmental	Plant Establishment	As a result of unknown impacts to biological resources related to the potential culvert repair / replacement, at PM R30.1, additional plant establishment time may be necessary. Recent erosion control measures / slope stabilization at this location as been unsuccessful.	Currently unknown if culvert repair will be included within scope of project	Based on the quantity and type of biological impacts to plants and animals. Environmental to advise on the replacement planting species and ratios to required to mitigate for the construction impacts.	3-Moderate (31-50%)	2 - Low (<$2,530k)	6	Accept	Re-evaluate during early PA&ED phase based on biological and visual assessments to determine the level of impact and appropriate mitigation strategy. If a three year plant establishment period is required request additional PS&E Support and Construction Capital funding for the PS&E phase.	Landscape Architecture Scott Dowlan	5/22/2023	1-PS&E Sup	O ML P	O ML P	
									1 - Very Low (Insignificant)	3					4-Con Cap	O ML P	O ML P	
								5%										
Retired	28	Threat	Environmental	Document level	As a result of impacts discovered during PAED, the document level would need to be elevated and schedule as written in the PIR would not be met.	Current assumption is the project is being designed with the intent to avoid impacts to resources and will be cleared with a CE/CE.	the need for further study and or consultation is discovered in the PAED phase	2-Low (11-30%)	2 - Low (<$2,695k)	4	Avoid	The team will evaluate design methods to avoid impacts in the PAED phase.	Matt Fowler Environmental Manager	6/28/2023		O $0k ML $0k P $0k		
									16 - Very High (>6 months)	32						O 0 hours ML 0 hours P 0 hours		
								5%										
Retired	29	Threat	Environmental	Cultural Resources	As a result of comments by CSO and longer review times, the SHPO may not provide their concurrence on Cultural Resources documents in time to meet FED of 6/30/25	Current assumption is that SHPO will approve of our documents prior to FED	If CSO is not able to expedite the review and get it to SHPO in time for their expedited review	4-High (51-70%)	2 - Low (<$3,301k)	8	Accept	The FED will be finalized as soon as we received SHPO concurrence on the Cultural studies	Krista Kiaha Cultural Resources	6/2/2025	0-PA&ED Sup	O ML P	O 30 ML 60 P 90 60 days	36
									8 - High (3-6 months)	32								
								60%										

Attachment – K

Right of Way Data Sheet

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY

Memorandum

To: Benjamin H. Jensen

Date: November 10, 2025

File: CD 05 EA 1P130 Alt 1-Update

Co SB RTE 101 PM-30.1/48.8

Attn: Jefferson Weston
Katlyn Gillies

From: Department of Transportation
Division of Right of Way Central Coast

Subject: RIGHT OF WAY DATASHEET

DESCRIPTION:
The Dos Pueblos to Gaviota CAPM and Wildlife Crossing project, located in Santa Barbara County, proposes to preserve 65.304 LM of Class 2 pavement using CAPM Strategies, Lighting Rehabilitation, Replace Sign Panels, and Upgrade Guardrail to MASH.

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Datasheet Request Form dated November 5, 2025.

The following assumptions and limiting conditions were identified:

Parcels

The Data Sheet request indicates that all work on this project will occur within the State's right-of-way, with no new right-of-way or temporary rights required.

Utility

The Project Engineer states on the Right of Way Data Sheet Request Form that a Utility Permit Search has been completed, utility involvement and/or relocation is required, POSLOC is not required, and verifications are not necessary. Avoid and protect in place all existing, unaffected, buried, and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will be a minimum of twelve (12) months after we receive Certified Appraisal Maps and/or **final** Utility Conflict Plans, obtain necessary environmental clearance, and approve applicable freeway agreements.

Recommended for approval by:

Martin Miller

MARTIN MILLER
Senior Right of Way Agent
(805) 779-0804

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

The proposed project involves pavement preservation using a CAPM Strategy, reconstructing guardrails, rehabilitating lighting, and replacing sign panels in Santa Barbara County, from Dos Pueblos Creek to the SR 1/101 separation. It will also reconstruct two embankments near Dos Pueblo Creek, construct a wildlife undercrossing between Gaviota State Beach and Gaviota Tunnel, and install wildlife fencing within/along the right of way to direct wildlife away from the highway and to the undercrossing. All work is to remain within the State's right of way.

General Description of Utility Involvement:

Route 101 is a divided and undivided freeway throughout the project limits. The proposed Gaviota Capital Preventive Maintenance (CAPM) project is in Santa Barbara County on US-101 from the Dos Pueblo Creek undercrossing at postmile (PM) 30.1 to Route 1/101 Separation at PM R48.8. This project would include the preservation of 65.3 lane miles of Class 2 pavement using CAPM pavement strategies, lighting rehabilitation, replacement of sign panels, and upgrading guardrail to Manual for Assessing Safety Hardware (MASH) standards. It may also include embankment reconstruction at two locations north of the Dos Pueblo Creek Undercrossing. Construction of a wildlife undercrossing structure near PM 46.45 between the Gaviota State Beach entrance road and the Gaviota tunnel. Wildlife exclusion fencing would be added on either side of the freeway from PM 46.2 to PM R48.8 to direct wildlife away from the freeway and to the undercrossing.

General Description of Railroad Involvement:

Railroad tracks run parallel to the highway. We were not given a full set of plans, but we're told by requestor, Katlyn Gillies, that all work will be performed in Caltrans RW and there is no anticipation of being within 25 feet of the tracks. Clauses required.

05-1P130 **CO/RTE/PM-PM: SB/101/PM-30.1/48.8** **Requested: November 5, 2025**

ALT: 1-Update **Update Date:**

Right of Way Cost Estimate	Current Year 2025	Contingency Rate 25%	Escalation Rate 5%	Escalated Year 2026
Acquisition:	$0	25%	5%	**$0**
Mitigation:	$3,455	25%	5%	**$3,628**
State Share of Utilities:	$0	25%	5%	**$0**
Expert Witness:	$0	25%	5%	**$0**
Relocation Assistance:	$0	25%	5%	**$0**
Demolition and Clearance:	$0	25%	5%	**$0**
Title and Escrow:	$0	25%	5%	**$0**
Ad Signs:	$0	25%	5%	**$0**
Total Current Value:	$3,455			**$3,628**

If RW Cost Est fields are blank, Costs = $0

NOTE: above estimate includes railroad engineering in the amount of: $0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 12

Estimated Pothole Date: Click or tap to enter a date.

Cost Break Down	
Pot Hole	0
# Pot Holes	0
Mitigation	
Land	0
Bank	0
Permit Fees	2,764

Parcel Area

Total R/W Required:	0
Total Excess Area	0

Parcel Data		
# of Parcel Type X:	0	
# of Parcel Type A: less than $10,000 non-complex	0	
# of Parcel Type B: more than $10,000 non-complex	0	
# of Parcel Type C: complex, special valuation	0	
# of Parcel Type D: most complex/time-consuming	0	# of Duals Needed: 0
Totals:	0	**Totals:**

# of Excess Parcels 0

Misc. R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

RR Involvement

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	No
Estimated Lead-time:	3 mos.

Utilities

0 Companies to be potholed
0 Companies for Verification
2 Companies for Utility Relocations
JUA/CCUAs are not needed.

Is there a significant effect on assessed valuation? No

Were any previously unidentified sites with hazardous waste or material found? No

Are RAP displacements required? No

# of single family: 0 # of multi-family: 0 # of business/nonprofit: 0 # of farms: 0

Sufficient replacement housing will be available without last-resort housing: NA

Are material borrow or disposal sites required? No

Are there potential relinquishments or abandonments? No

Are there any existing or potential airspace sites? No

Are environmental mitigation parcels required? No

Data for evaluation provided by:

Estimator:	David Adams	November 10, 2025
Railroad Liaison Agent:	Kevin McGuigan	November 5, 2025
Utility Relocation Coordinator:	Brandon Wood	November 7, 2025

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

Patrick Mason
Acting Deputy District Director
Right of Way

Date: November 17, 2025
ENTERED PMCS November 5, 2025
By: Ginger Allison

Attachment – L

Cost Estimate

PROJECT

PA&ED COST ESTIMATE©

EA: 05-1P130 PID: 0521000172

EA: 05-1P130

PID: 0521000172

District-County-Route: 05-SB-101

PM: 30.1 - R48.8

Type of Estimate : Project Report

Program Code : SHOPP 201.999 Sustainability and Misc.

Project Limits : 05-SB-101-30.1/R48.8

Project Description: In Santa Barbara County near Gaviota from Dos Pueblos Creek Undercrossing to Route 1/101 Seperation

Scope : Preserve the pavement on Route 101 in Santa Barbara County from Dos Pueblos Creek Undercrossing to Gaviota Beach State Park and construct a wildlife undercrossing culvert at PM 46.37. Other assets included are reconstructing guardrail to MASH standards from PM 30.1 to PM 46.4, lighting rehabilitation on 2 light poles, 16 sign panel replacements, 5 miles of wildlife exclusion fencing.

Alternative : CAPM and Wildlife Crossing Combined

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 44,108,500	$ 49,965,057
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 44,108,500	$ 49,965,057
TOTAL RIGHT OF WAY COST	$ 3,455	$ 3,628
TOTAL CAPITAL OUTLAY COSTS	**$ 44,112,000**	**$ 49,969,000**
PA/ED SUPPORT	$ 2,275,000	$ 2,646,000
PS&E SUPPORT	$ 3,809,000	$ 4,090,000
RIGHT OF WAY SUPPORT	$ 372,000	$ 400,000
CONSTRUCTION SUPPORT	$ 7,864,000	$ 9,140,000
TOTAL SUPPORT COST	**$ 14,320,000**	**$ 16,276,000**
TOTAL PROJECT COST	**$ 58,500,000**	**$ 66,300,000** *

Programmed Amount

	Month	Year
Date of Estimate (Month/Year)	10	2025
Estimated Construction Start (Month/Year)	1	2028
Number of Working Days =		330
Estimated Mid-Point of Construction (Month/Year)	6	2028
Estimated Construction End (Month/Year)	1	2029
Number of Plant Establishment Days		1 YR / 250 WD

Estimated Project Schedule

PID Approval	
PA/ED Approval	12/5/2025
PS&E	7/27/2025
RTL	12/31/2026
Begin Construction	2027/2028

Reviewed by District O.E. or Cost Estimate Certifier

	xx/xx/xxxx	(xxx) xxx-xxxx
Office Engineer / Cost Estimate Certifier	**Date**	**Phone**

Approved by Project Manager

Ben Jensen	11/26/2025	(805) 788-8978
Project Manager	**Date**	**Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	1,080,200
2	**Pavement Structural Section**	$	20,003,200
3	**Drainage**	$	2,562,100
4	**Specialty Items**	$	4,983,200
5	**Environmental**	$	463,700
6	**Traffic Items**	$	3,406,400
7	**Detours**	$	-
8	**Minor Items**	$	975,000
9	**Roadway Mobilization**	$	3,347,400
10	**Supplemental Work**	$	683,400
11	**State Furnished**	$	1,769,000
12	**Time-Related Overhead**	$	825,000
13	**Total Roadway Contingency**	$	4,009,900
	TOTAL ROADWAY ITEMS	**$**	**44,108,500**

Estimate Prepared By :	Katlyn Gillies	9/26/2025	(805) 888-9693
	Transportation Engineer	Date	Phone
Estimate Reviewed By :	Jefferson Weston	9/12/2025	(805) 534-3051
	Sr. Transportation Engineer	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	3,600	x	85.00	=	$	306,000
190123	Roadway Excavation (Topsoil)	LS	1	x	20,000.00	=	$	20,000
170105	Clearing & Grubbing	ACRE	1.2	x	40,500.00	=	$	48,600
192025	Structure Excavation (Culvert)	CY	3,020	x	165	=	$	498,300
193004	Structure Backfill (Culvert)	CY	782	x	265	=	$	207,230

TOTAL EARTHWORK SECTION ITEMS	$	1,080,200

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
390132	Hot Mix Asphalt (Type A)	TON	3,539	x	175.00	=	$	619,325
260203	Class 2 Aggregate Base	CY	100	x	490.00	=	$	49,000
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	85,287	x	175.00	=	$	14,925,225
397005	Tack Coat	TON	316	x	850.00	=	$	268,600
39407X	Place Hot Mix Asphalt Dike (Type A)	LF	133,241	x	6.50	=	$	866,067
398100	Remove Asphalt Concrete Dike	LF	133,241	x	2.50	=	$	333,103
398200	Cold Plane Asphalt Concrete Pavement	SQYD	842,899	x	3.00	=	$	2,528,697
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA	3,567	x	45.00	=	$	160,515
390136	Minor Hot Mix Asphalt	TON	190	x	430.00	=	$	81,700
190185	Shoulder Backing	TON	375	x	235.00	=	$	88,125
038519	Soil Densification (High Density Polyurethane)	LB	16,558	x	5.00	=	$	82,790

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	20,003,200

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
610112	24" Alternative Pipe Culvert (Insert Type)	LF	56	x	350.00	=	$	19,600
710146	Remove Reinforced Concrete Box Culvert (CY)	CY	81	x	1,900.00	=	$	153,900
750001	Miscellaneous Iron and Steel	LB	478	x	6.00	=	$	2,868
510094	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	6	x	5,000.00	=	$	30,000
610201	18" ALTERNATIVE SLOTTED PIPE	LF	64	x	230.00	=	$	14,720
520107	Bar Reinforcing Steel (Box Culvert)	LB	100,859	x	2.30	=	$	231,976
510090	Structural Concrete, Box Culvert	CY	703	x	3,000.00	=	$	2,109,000
						TOTAL DRAINAGE ITEMS	**$**	**2,562,100**

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
080050	Progress Schedule (Critical Path Method)	LS	1	x	6,000.00	=	$	6,000
070030	Lead Compliance Plan	LS	1	x	3,500.00	=	$	3,500
141120	Treated Wood Waste	LB	1,332	x	3.00	=	$	3,996
839740	Remove Concrete Barrier	LF	70	x	340.00	=	$	23,800
839752	Remove Guardrail	LF	33,340	x	13.00	=	$	433,420
14278	Vegetation Control (Crushed Shale)	SQYD	17,650	x	35.00	=	$	617,750
80XXXX	Wildlife Fence (Type WM, Metal Post)	LF	26,400	x	60.00	=	$	1,584,000
832006	Midwest Guardrail System (Steel Post)	LF	33,340	x	40.00	=	$	1,333,600
839566	Terminal System (Type CAT)	EA	9	x	5,000.00	=	$	45,000
839584	Alternative In-line Terminal System	EA	19	x	3,800.00	=	$	72,200
8396XX	Crash Cushion (Insert Type)	EA	6	x	6,000.00	=	$	36,000
8396XX	Concrete Barrier (Integral Color)	LS	1	x	3,000.00	=	$	3,000
839640	Concrete Barrier (Type 60M)	LF	70	x	330.00	=	$	23,100
839543	Transition Railing (Insert Type)	EA	17	x	5,500.00	=	$	93,500
780447	Stain Galvanized Surfaces (MGS) 31,770 LF MGS/Terminals/End Anchors	LF	31,770	x	15.00	=	$	480,000
XXXXX	Stain Guardrail Post	LS	1	x	15,000.00	=	$	15,000
839580	End Anchor Assembly (SFT-M)	EA	2	x	2,640.00	=	$	5,280
017257	Relocate Water Line	LS	1	x	200,000.00		$	200,000
839580	End Anchor Assembly (SFT-M)	EA	2	x	2,000.00	=	$	4,000
						TOTAL SPECIALTY ITEMS	**$**	**4,983,200**

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
160110	Temporary High-Visibility Fence	LS	1	x	3,000.00	=	$	3,000

Subtotal Environmental Mitigation $ *3,000*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
20XXXX	Highway Planting	LS	1	x	35,000.00	=	$	35,000
206300	Temporary Irrigation System	LS	1	x	30,000.00	=	$	30,000
204099	Plant Establishment (1 year/250 WD)	LS	1	x	40,000.00	=	$	40,000
200002	Roadside Clearing	LS	1	x	30,000.00	=	$	30,000
20XXXX	Inert Materials (Habitat Refuge)	LS	1	x	35,000.00	=	$	35,000

Subtotal Landscape and Irrigation $ *170,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
21XXXX	Erosion Control	LS	1	x	100,000.00	=	$	100,000

Subtotal Erosion Control $ *100,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost
130300	Prepare SWPPP	LS	1	x	3,000.00	=	$	3,000
130200	Prepare WPCP	LS	1	x	2,500.00	=	$	2,500
130100	Job Site Management	LS	1	x	45,000.00	=	$	45,000
130330	Storm Water Annual Report	EA	2	x	2,000.00	=	$	4,000
130310	Rain Event Action Plan	EA	30	x	500.00	=	$	15,000
130320	Storm Water Sampling and Analysis Day	EA	9	x	500.00	=	$	4,500
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	4	x	1,000.00	=	$	4,000
130900	Temporary Concrete Washout	LS	1	x	20,000.00	=	$	20,000
130710	Temporary Construction Entrance	EA	3	x	6,000.00	=	$	18,000
130620	Temporary Drainage Inlet Protection	EA	79	x	300.00	=	$	23,700
130730	Street Sweeping	LS	1	x	51,000.00	=	$	51,000

Subtotal NPDES $ *190,700*

TOTAL ENVIRONMENTAL $ **463,700**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	1	x	5,000.00	=	$	5,000
066596	Additional Water Pollution Control**	LS	1	x	5,000.00	=	$	5,000
066597	Storm Water Sampling and Analysis***	EA	15	x	500.00	=	$	7,500

Subtotal Supplemental Work for NDPS $ *17,500*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)		Cost
872131	Modify Lighting System	LS	1	x	80,000.00	= $	80,000.00

Subtotal Traffic Electrical $ *80,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)		Cost
840516	Thermoplastic Pavement Marking (Enhanced Wet N	SQFT	360,900	x	$ 1.50	= $	541,350.00
840621	6" Thermoplastic Traffic Stripe (Enhanced Wet Nigh	LF	1,583	x	$ 2.50	= $	3,957.50
840623	6" Thermoplastic Traffic Stripe (Enhanced Wet Visit	LF	174,663	x	$ 2.50	= $	436,657.50
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Nigh	LF	328,195	x	$ 1.00	= $	328,195.00
846009	8" Thermoplastic Traffic Stripe (Enhanced Wet Nigh	LF	4,933	x	$ 2.50	= $	12,332.50
846013	12" Thermoplastic Traffic Stripe (Enhanced Wet Nig	LF	9,922	x	$ 4.00	= $	39,688.00
846030	Remove Thermoplastic Traffic Stripe	LF	466,035	x	$ 1.00	= $	466,035.00
846035	Remove Thermoplastic Pavement Marking	SQFT	360,900	x	$ 1.00	= $	360,900.00
847082	6" Traffic Stripe Tape with Constrast	LF	3,802	x	$ 3.00	= $	11,406.00
847092	6" Traffic StripeTape with Contrast (Broken 36-12)	LF	1,901	x	$ 3.00	= $	5,703.00
810120	Remove Pavement Marker	EA	4,798	x	$ 2.00	= $	9,596.00
810230	Pavement Marker (Retroreflective)	EA	4,132	x	$ 3.80	= $	15,701.60
120090	Construction Area Signs	LS	1	x	$ 20,500.00	= $	20,500.00

Subtotal Traffic Signing and Striping $ *2,252,022*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)		Cost
128652	Portable Changeable Message Sign	LS	1	x	$ 142,000.00	= $	142,000
128651	Portable Changeable Message Sign	EA	2	x	$ 6,000.00	= $	12,000
129152	Temporary Radar Speed Feedback Sign System	EA	2	x	$ 12,400.00	= $	24,800

Subtotal Traffic Management Plan $ *24,800*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)		Cost
120165	Channelizer (Surface Mounted)	EA	165	x	$ 35.00	= $	5,775.00
120320	Temporary Barrier System	LF	14,514	x	$ 25.00	= $	362,850.00
120103	Stationary Impact Attenuator Vehicle	DAY	294	x	$ 1,000.00	= $	294,000.00
120100	Traffic Control System	LS	1	x	$ 300,000.00	= $	300,000.00
120110	Flashing Arrow Sign	EA	2	x	$ 4,700.00	= $	9,400.00
129105	Temporary Crash Cushion TL-2	EA	1	x	$ 5,500.00	= $	5,500.00
129108	Temporary Crash Cushion TL-3	EA	5	x	$ 5,500.00	= $	27,500.00
120149	Temporary Pavement Marking (Paint)	SQFT	168	x	$ 5.00	= $	840.00
120300	Temporary Pavement Marker	EA	686		$ 3.00	$	2,058.00
120159	Temporary Traffic Stripe (Paint)	LF	41,592	x	$ 1.00	= $	41,592.00

Subtotal Stage Construction and Traffic Handling $ *1,049,515*

TOTAL TRAFFIC ITEMS $ **3,406,400**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
XXXXXX	Some Item	LS		x		= $	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1 through 7 $ 32,498,800

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items							
	ADA Items				0.0%	$	-
8B - Bike Path Items							
	Bike Path Items				0.0%	$	-
8C - Other Minor Items							
	Other Minor Items				3.0%	$	974,964
	Total of Section 1-7	$	32,498,800	x	3.0%	= $	974,964

TOTAL MINOR ITEMS $ **975,000**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code							
999990	Total Section 1-8	$	33,473,800	x	10%	= $	3,347,380

TOTAL ROADWAY MOBILIZATION $ **3,347,400**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	120,000.00	= $	120,000
066094	Value Analysis	LS	1	x	10,000.00	= $	10,000
066070	Maintain Traffic	LS	1	x	120,000.00	= $	120,000
066919	Dispute Resolution Board	LS		x		= $	-
090210	Hourly Off-Site Dispute Resolution Board- Related Tasks	HR	60	x	200.00	= $	12,000
090205	Dispute Resolution Board On-Site Meeting	EA	10	x	6,000.00	= $	60,000
066015	Federal Trainee Program	LS		x		= $	-
066610	Partnering	LS	1	x	50,000.00	= $	50,000
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
066393	HMA Smoothness Incentive	LS	1	x	293,877.00	= $	293,877
XXXXXX	Some Item	Unit		x		= $	-
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					= $	17,500
	Total Section 1-8	$	33,473,800		0%	= $	-

TOTAL SUPPLEMENTAL WORK $ **683,400**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	441,000.00	=	$441,000
066063	Traffic Management Plan - Public Information	LS	1	x	33,000.00	=	$33,000
066062	COZEEP Contract	LS	1	x	1,295,000.00	=	$1,295,000
	Total Section 1-8	$	33,473,800		0%	= $	-
						TOTAL STATE FURNISHED	$1,769,000

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $33,473,800 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **1%**

Item code		Unit	Quantity		Unit Price ($)	Cost
090100	Time-Related Overhead	WD	330	X	$2,500	$825,000
					TOTAL TIME-RELATED OVERHEAD	$825,000

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register		(for Known Risks)			0%		
Additional or Residual Contingency		(for Unknown/Undefined Risks)			10%		$4,009,860
Total Section 1-12	$	40,098,600		x	**10%**	=	$4,009,860
						TOTAL CONTINGENCY*	$4,009,900

EA: 05-1P130 PID: 0521000172

II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0.00 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

	Building 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$0**
STRUCTURES MOBILIZATION	10%	**$0**
STRUCTURES CONTINGENCY*	25%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ _____

Bridge Design Branch 13 ------ Division of Structures — Date

EA: 05-1P130 PID: 0521000172

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

			Current Value Future Use	Contigency Rate 25%	Escalation Rate 5%	Escalated Value
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	0		$	0
	A2)	Acquisition of Offsite Mitigation	$3,455	25%	5%	$3,628
	A3)	Railroad Acquisition				
B)	B1)	Utility Relocation (State Share)	0		5%	
	B2)	Potholing (Design Phase)	0		5%	
C)	Utility - Advance Engineering Estimate (Encumber with State Only Funds)		0		5%	
D)	RAP and/or Last Resort Housing		0		5%	
E)	Clearance & Demolition		0		5%	
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)		0		5%	
G)	Title and Escrow		0		5%	
H)	Environmental Review		0		5%	
I)	Condemnation Settlements	0%	0		5%	
J)	Design Appreciation Factor	0%	0		5%	
K)	Utility Relocation (Construction Cost)		0		5%	

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$3,455**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$3,628**
N)	**RIGHT OF WAY SUPPORT**	**$400,000**

Support Cost Estimate Prepared By		Project Coordinator[1]	Phone
Utility Estimate Prepared By	Jordan Hamm	Utility Coordinator[2]	805-721-1760 Phone
R/W Acquisition Estimate Prepared By	David Adams	Right of Way Estimator[3]	805-779-0683 Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

Attachment – M

CEQA Categorical Exemption/ NEPA Categorical Exemption

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): Dos Pueblos-Gaviota CAPM and Wildlife Crossing

DIST-CO-RTE: 05-SB-101 **PM/PM:** 30.1/R48.8

EA: 05-1P130 **Federal-Aid Project Number:** Q101(431)

Project Description

The project is located in Santa Barbara County on US 101 from post mile (PM) 30.1 to PM R48.8. It includes pavement, guardrail, lighting, and sign panel maintenance as well as a wildlife undercrossing and fencing near PM 46.37. See Continuation Sheet.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable –** Caltrans is not the CEQA Lead Agency

☐ **Not Applicable –** Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☒ **Categorically Exempt. Class** 1 and 33. (PRC 21084; 14 CCR 15300 et seq.)

- ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Matthew Fowler	Matthew Fowler	11/18/2025
Print Name	Signature	Date

Project Manager

Benjamin Jensen	Benjamin Jensen	11/18/2025
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

☐ **23 CFR 771.117(c): activity (c)( )**

☐ **23 CFR 771.117(d): activity (d)( )**

☒ **Activity 3 listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Matthew Fowler	Matthew Fowler	11/18/2025
Print Name	Signature	Date

Project Manager/ DLA Engineer

Benjamin Jensen	Benjamin Jensen	11/18/2025
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable):
Date of Environmental Commitment Record or equivalent: 6/23/2025

Continuation sheet:

Purpose: The purpose of this project is to preserve and extend the life of the existing pavement, stabilize two recurring embankment slumping areas, rehabilitate existing lighting to maintain nighttime visibility, replace sign panels to improve visibility to meet current FHWA standards, upgrade guardrail to meet current MASH compliance standards, and to facilitate wildlife connectivity and improve safety for the traveling public by reducing wildlife-vehicle collisions (WVCs).

Need: The project is needed because the pavement within the project limits is exhibiting deterioration. If left untreated, deterioration will continue and result in higher maintenance costs in the future. Guardrail within the project limits does not meet current MASH standards. Sixteen existing sign panels are in poor condition and do not meet current FHWA reflectivity standards. The District recommends the rehabilitation of two lighting poles which are in poor condition and are reaching the end of their service lives. Additionally, the project includes embankment/slope stabilization work along northbound US 101 at Dos Pueblos (PM R30.1) and Guillermo (PM R41.72) due to ongoing lane and shoulder pavement cracking.

Within the project limits, this area has also observed higher roadkill occurrences. In 2022, Caltrans initiated a wildlife-vehicle collision study to analyze the spatial and temporal patterns of wildlife movement and roadkill occurrences along six miles of US 101 at Gaviota Pass. The data indicated where WVCs and animal mortality have been problematic for many years and have also resulted in property damage, human injury, and potential delay of emergency responders. It is likely that many additional unreported WVCs have occurred through the area which have also resulted in property damage. Within a one-year period from March 2022 to March 2023, 115 carcasses were documented, identifying the need for a wildlife crossing in this area due to observed higher roadkill occurrences that include mountain lion, black bear, mule deer, and other native species.

Project Description: The proposed project is located on US 101 in Santa Barbara County from post mile (PM) 30.1 to PM R48.8. The project would:

- Preserve 65.304 lane miles of flexible class 1 pavement, including on- and off-ramps within the CAPM limits, by cold planing 0.2 feet, using dig outs where needed, and placing rubberized hot mixed asphalt (RHMA) overlay from PM 30.1 to PM 46.4. This work would not include the highway bridges within the project limits; the overlay would stop before and continue after each bridge.
- Rehabilitate two lighting poles at PM 32.71 and PM 32.74;
- Replace 16 sign panels between PM 32.126 and PM 46.167;
- Upgrade 33,000 Linear Feet (LF) of existing guardrail, including transition railing, terminal end systems, and crash cushions to Manual for Assessing Safety Hardware (MASH) standards from PM 30.1 to PM 46.4;
- Address embankment slumping at two locations on northbound US 101; this work may include the use of injectable polyurethane foam. Further geotechnical

recommendations regarding the location, depth, and width of the injections would be developed during the project design phase.

- Construct a wildlife undercrossing by replacing the existing cattle crossing (ID number 511010004637) at PM 46.37 with a cast-in-place bottomless culvert 94 feet wide with a 20-foot span and vertical clearance ranging from 12.5 (southbound side) to 13.5 feet (northbound side) in height. The undercrossing would incorporate a 1% longitudinal slope to facilitate drainage through the culvert to minimize sediment buildup and maintain a clear passage for wildlife movement. The project would also install wildlife fencing on both sides of the highway from PM 46.2 to PM R48.8. This would also include approximately four to six wildlife escape ramps ("jump outs") to allow animals on the roadway to safely exit the roadway.

Environmental Commitments:

Biological Resources:
Caltrans anticipates the proposed project will qualify for Federal Endangered Species Act (FESA) incidental take coverage for California red-legged frog under the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (USFWS 2011). The following measures are from the Programmatic Biological Opinion and will be implemented for this project:

1. Only US Fish and Wildlife Service (USFWS)-approved biologists shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs (CRLF).

2. Ground disturbance shall not begin until written approval is received from the USFWS that the biologist is qualified to conduct the work.

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

4. Before any activities begin on a project, a USFWS-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used

in the training session, provided that a qualified person is on hand to answer any questions.

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

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

7. Without the express permission of USFWS, all refueling, maintenance and staging of non-stationary equipment and vehicles shall occur at least 60 ft from the riparian habitat or water bodies and not in a location from where a spill would drain directly toward aquatic habitat. The monitor shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

8. Habitat contours shall be returned to a natural configuration at the end of the project activities. This measure shall be implemented in all areas disturbed by activities associated with the project, unless USFWS and Caltrans determine that it is not feasible, or modification of original contours would benefit the California red-legged frog.

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

10. Caltrans shall attempt to schedule work for times of the year when impacts to the CRLF would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain CRLFs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between Caltrans and the USFWS during project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of year.

11. To control sedimentation during and after project completion, Caltrans shall implement Best Management Practices (BMPs) outlined in any authorizations or permits, issued under the authorities of the Clean Water Act received for the project. If BMPs are ineffective, Caltrans shall attempt to remedy the situation immediately, in coordination with USFWS.

12. If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.

13. Unless approved by USFWS, water shall not be impounded in a manner that may attract California red-legged frogs.

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

15. To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Task Force shall be always followed.

16. Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable. This measure shall be implemented in all areas disturbed by activities associated with the project, unless USFWS and Caltrans determine that it is not feasible or practical.

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

    a) Caltrans shall not use herbicides during the breeding season for the California red-legged frog;

    b) Caltrans shall conduct surveys for the California red-legged frog immediately prior to the start of herbicide use. If found, California red-legged frogs shall be relocated to suitable habitat far enough from the project area that no direct contact with herbicide would occur;

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

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

    f) All precautions shall be taken to ensure that no herbicide is applied to native
    g) vegetation;

    h) Herbicides shall not be applied on or near open water surfaces (no closer than 60 ft from open water);

    i) Foliar applications of herbicide shall not occur when wind speeds are in excess of 3 mi per hour;

    j) No herbicides shall be applied within 24 hours of forecasted rain;

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

l) All herbicides, fuels, lubricants, and equipment shall be stored, poured, or refilled at least 60 ft from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Prior to the onset of work, Caltrans shall ensure that a plan is in place for a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

18. Upon completion of the project, Caltrans shall ensure that a Project Completion Report is completed and provided to USFWS, following the template provided with the Programmatic Biological Opinion. Caltrans shall include recommended modifications of the protective measures if alternative measures would facilitate compliance with the provisions of this consultation.

The following additional measures will be included with the project to avoid and minimize impacts to other biological resources:

19. If trimming or removal of trees and shrubs is required, tree removal/ trimming will be scheduled outside of the nesting bird season (February 1 to September 30), to avoid potential impacts to nesting birds. If trimming or removal of trees and shrubs is required during the nesting season, a qualified biologist will conduct a nesting bird survey no more than one week prior to scheduled trimming/removal. If active bird nests are found in or near a tree or shrub proposed for trimming/removal, a readily visible exclusion zone where construction activity must be avoided will be established by the Caltrans Biologist using ESA fencing, or stakes and flagging. The nest area and buffer would be avoided until the nest is vacated and it is determined that young birds have fledged and are no longer dependent on the nest site.

20. Temporary high visibility ESA fence shall be identified on project plans to avoid impacts to coastal coyote brush scrub communities.

21. All access, staging and equipment storage areas shall be clearly defined on project plans and at the construction site.

22. Vehicles and equipment shall be free of dirt, mud, or vegetation that may contain non-native species that could establish because of work conducted within the project area.

<u>Cultural Resources:</u>

1. If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until the District 5 Project Archaeologist, Hannah Ehrlich (530-781-2781) can assess the significance of the find. Additional archaeological surveys will be needed if project limits are extended beyond the present survey limits.

2. There are nineteen designated cultural Environmentally Sensitive Areas (ESAs) in the Project APE. Within vertical and horizontal ESA boundaries, all project related work is prohibited (Uva 2025). Prior to the project construction, each ESA will be established by way of ESA barriers erected prior to construction activities through its depiction on project plans, by defining it in the contract Standard Special Provisions, and as provided in the Pending File of the project's Resident Engineer. The ESA will remain intact during project construction and will be removed after construction has been completed. ESA fencing installment must be monitored by Caltrans cultural staff at the PQS or Co-PI level, or a similarly qualified consultant.

3. The Santa Ynez Band of Chumash Indians (SYBCI) has requested to carry out Tribal monitoring for work within/adjacent to archaeological resources as well as at the site of the wildlife crossing. These Tribal Monitoring locations will be designated as Archaeological Monitoring Areas (AMAs) in the project plans, contract Standard Special Provisions, and as provided in the Pending File of the project's Resident Engineer.

Hazardous Waste:

1. Because Caltrans District 5 Environmental Engineering staff have documented regulated concentrations of aerially deposited lead (ADL) in the soil at the site, a task order will be required to have site-specific soil sampling performed. This must be done to document the site-specific lead concentrations so this material can be properly handled, reused, or disposed of outside the highway right of way. The ADL study would be completed during the project design phase once the limits of excavation are known and would take 4-6 months to complete. The appropriate Standard Special Provisions (SSPs) for ADL soil management will be determined during the project design phase.

2. A Lead Compliance Plan will need to be developed and implemented by the construction contractor and should be included as a bid item.

Noise:

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

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

3. Locate portable generators, air compressors, etc. away from sensitive noise receptors as feasible.

4. Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

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

6. Consult District noise staff if complaints are received during the construction process.

7. If nighttime work occurs, then a Noise Control Plan (NCP) will be implemented to ensure construction activities do not exceed standard during construction.

Visual Resources:

1. Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques which save the most existing vegetation possible shall be employed.

2. All disturbed areas shall receive permanent erosion control to be determined by Caltrans District 5 Landscape Architecture.

3. Replacement planting shall include aesthetic considerations as well as the inherent biological goals. Revegetation using only native trees and plants will be determined by the Caltrans Biologist and Caltrans District 5 Landscape Architecture. Revegetation shall occur at the maximum extent horticulturally viable and be maintained until established.

4. Fencing and jump outs shall be located in the least conspicuous locations as possible, i.e., low in elevation and/or obscured by existing vegetation or landform.

5. All fencing materials and associated components shall be dark in color. The materials and methods for specific color shall be determined by Caltrans District 5 Landscape Architecture.

6. If feasible, fencing posts at jump out locations shall be wood.

7. All guardrail and related components shall be stained to reduce reflectivity and be visually compatible with the rural setting. The specific color shall be determined by Caltrans District 5 Landscape Architecture.

8. If vegetation control under guardrail is required, it shall be a natural material such as shale. The color shall visually blend with the surrounding natural ground and be determined by District 5 Landscape Architecture.

9. Following construction, re-grade and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

Signature: Matthew Fowler
Email: matt.c.fowler@dot.ca.gov

Signature: Benjamin Jensen
Email: ben.jensen@dot.ca.gov

05-1P130_CE-CE_14Nov2025

Final Audit Report 2025-11-18

Created:	2025-11-14
By:	Christopher Hamma (s158431@dot.ca.gov)
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Attachment – N

Dos Pueblos to Gaviota CAMP

Transportation Planning Scoping Information (TPSIS)

Proposed Project Summary

EA #	05-1P130	AM Tool ID #	21704	EFIS Project ID #	0521000172
County-Route-PM	SB 101, PM (30.1-46.4)				
Anchor Asset	Pavement				
Proposed Project Scope	Preserve 65.306 LM of Class 2 pavement using CAPM strategies, lighting rehabilitation, replace sign panels, and upgrade guardrail to MASH				
Proposed Fund Type	SHOPP Major				

Section 1: TPSIS Summary Statements & Recommended Actions

1-1 Project Needs/Opportunities:	Refer to TPSIS Section: ☐ 2 ☐ 3 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10
1-1-1 Scope: Preserve 65.306 LM of Class 2 pavement using CAPM strategies, lighting rehabilitation, replace sign panels, and upgrade guardrail to MASH **1-1-2 Schedule: Approve PID 6/2023; Target RTL 27/28** **1-1-3 Cost/Funding:** SHOPP Total cost $ 46,862	
1-2 Project Risks/Challenges:	**Refer to TPSIS Section:** ☐ 2 ☐ 3 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10
1-2-1 Scope: The improvements may be vulnerable to the surrounding environmentally sensitive AREA and could make the project vulnerable. **1-2-2 Schedule: Additional risk may impact schedule including local development projects, environmentally sensitive area within the project.** **1-2-3 Cost/Funding: Additional support related to these risks may affect cost.**	
1-3 Recommended Actions:	**Refer to TPSIS Section:** ☐ 2 ☒ 3 ☐ 5 ☐ 6 ☒ 7 ☒ 8 ☐ 9 ☒ 10
1-3-1 Provide justification if none of identified Complete Streets needs/opportunities are included in project scope. No feasible CS opportunities identified in this project scope	

1-3-2 County-Route-PM	Description of Identified Action/Planning Consideration	Justification

Prepared for use in Project Nomination	Received for use in Project Nomination by:
Hana Mengsteab 4/29/2022	04/29/2022
District Planning Representative (Date)	District Asset Manager (Date)

Section 2: Tribal Government Consultation, Local Partners, and Public Engagement Coordination

2-1 TRIBAL GOVERNMENT Consultation		
2-1-1 Tribal Lands – *Is the proposed project*: ☐ within or near an Indian Reservation Rancheria, or Tribal Trust Land? ☐ involves trust lands (including tribal and individual allotted lands) outside of a reservation or Rancheria	*If so, indicate if*: ☐ Tribe(s) or individual allotment holders have been notified ☐ The Bureau of Indian Affairs (BIA) has been notified (if trust lands and/or a Reservation/Rancheria is involved) ☐ All applicable tribal laws and regulations been reviewed for required coordination	*Provide names of reservations, Rancherias, tribal trust lands and describe concerns/topics discussed.* The Barbareño, Ventureño, SYBCI and Coastal Band of Chumash Indians will want to consult on this project as the SB Channel coast is extremely sensitive for cultural and tribal cultural resources.
2-1-2 Does the Tribe have a Tribal Employment Rights Office/Ordinance (TERO)? ☐ Yes ☒ No	*If so, indicate if:* ☐ The TERO been reviewed for required coordination ☐ There is a related Memorandum of Understanding (MOU) between the District and the Tribe ☐ Caltrans has other MOUs with the Tribe; *Provide title and description or content*	
2-1-3 Have any tribes expressed concern about areas of cultural sensitivity that may be affected by this project?	☒ Yes ☐No	*Provide Tribal name(s) and details* The Barbareño, Ventureño, SYBCI and Coastal Band of Chumash Indians will want to consult on any project on the SB Channel coast as it is extremely sensitive for cultural and tribal cultural resources.
2-1-4 Has the Tribal Government been contacted or are you aware of any Tribal concerns related to the project?	☒ Yes ☐ No	*Who was contacted? Describe concerns/topics discussed.* The tribes are always concerned with work along the SB Coast and will want to avoid any impacts to cultural and tribal cultural resources, of which there are many along this part of the coast. Many projects have taken place in this section of SB101 and impacts to cultural and tribal cultural resources are avoidable if work stays within existing highway footprint. Even if the project can avoid impacts to resources, tribes will likely request monitoring to observe that no cultural materials or resources are encountered during work/construction.
2-2 DISADVANTAGED COMMUNITIES		

2-2-1 Is the project located in or benefit a disadvantage community? *You can use these links to identify if project is located in DAC area: https://map.healthyplacesindex.org/https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30 and web service link to the statewide DAC data*	☒ Yes ☐ No	*Describe any concerns.* This area is identified as disadvantage community
2-3 IDENTIFIED LOCAL PARTNERS/STAKEHOLDERS /PUBLIC	SOURCE/ DATE CONTACTED	COMMITMENT/OUTCOME/CONCERNS & COMMUNITIES' PRIORITIES
2-4 PRELIMINARY PROPOSED PUBLIC ENGAGEMENT STRATEGY	OPTIONS	
2-4-1 What is the preliminary recommended Public Engagement Strategy for this project?	☐ Inform ☐ Consult	☐ Collaborate ☐ Involve ☐ No Recommendation

Section 3: Plan and Document Review

3-1 PLANNING DOCUMENTS AND SCOPING TOOLS	SUMMARY OF RECOMMENDATIONS & CONSIDERATIONS
3-1-1 Active Transportation Plans: ☒ California Active Transportation Plan (CAT Plan) ☒ District Bike and Ped Plan ☒ Regional/Local Plan	On PM 33.86 near El Captain State Beach entrance, freeway junction improvement is identified as a need. Bicycle access is open at this location. However, Bicycle level of traffic stress is considered high in this section of the freeway. For most part, total shoulder width is between 4 to 8 ft on both sides. PDT should take in consideration the following improvement: • On PM 33.86 near El Captain State Beach entrance, freeway junction improvement is identified as a need. In addition, where feasible, consideration to mitigate bicycle level of traffic stress by improving bike lanes where feasible and any other bicycle mobility improvements is recommended. (District Bike/Ped plan)
3-1-2 Broadband: ☒ Caltrans Broadband Partnership Opportunity Map	☐ Priority1 ☐ Priority2 this section of the freeway is not identified as Broadband Priority ☐ Priority3
3-1-3 Climate Change Planning: ☐ Caltrans District Vulnerability Assessment ☐ Caltrans Climate Change Adaptation Priority Plans	The PDT team should consider the following climate change impact to the project. • Project is located within or near any lands protected under a National Scenic Rivers Act, US Fish and Wildlife Services such as Critical Habitat, National Wildlife Refuge

☐ Local Climate Action Plan/ GHG reduction plan ☐ Greenhouse gas section of EIR for RTP/SCS ☐ Locally Adopted Transportation Adaptation Plan	System, etc., or within the boundaries of other resource agencies such as HCPs, USFS or BLM designated critical habitat areas or Habitat Conservation Plans. It is also wihin identified Wildlife Corridors in a Habitat Conservation Plan, South Coast Wildlife Linkage or California Essential Habitat Connectivity Plan. • The D5 Adaptation Priorities Report (APR) does identify several at risk assets within the project limits. A number of small culverts and a roadway segment within the project limits are ranked 1 or 2 on the APR's prioritized lists of assets. The D5 Vulnerability Assessment identifies a notable change in the minimum and maximum temperature over the next 60 years and increase in the precipitation level in the area this project is location.
3-1-4 Cultural/Historic Preservation Scoping Tools: ☒ Caltrans Cultural Resources Database ☐ Caltrans Historic Bridge Inventory ☐ Archaeological Site Sensitivity Model ☐ AB52 Letter	The CCRD was consulted as part of this TPSIS review. If the CEQA document is higher than a CE, Native American consultation under AB52 will be required.
3-1-5 Freight Planning: ☐ California Freight Mobility Plan ☐ California Sustainable Freight Action Plan ☐ Caltrans Safety Roadside Rest Areas (SRRA) ☐ Truck Parking Study ☐ Regional/Local Plan	The PDT team should consider the following: • There may be future *Opportunity for ZE fueling for vehicles at Gaviota SRRA relocation site.* In addition, there may *Potential relocation of Gaviota SRRA at northern project limits terminus, which would increase the number of truck parking spots.*
3-1-6 Project Planning: ☐ District 10 Year Project Book ☒ MONSTER List ☐ Preliminary Investigation/Feasibility Study	This project is identified in the ten year plan as a SB1 Project for pavement preservation
3-1-7 Rail and Mass Transportation Planning: ☐ California State Rail Plan ☐ Statewide Transit Strategic Plan	NO Recommendation
3-1-8 Regional & Local Planning: ☒ Regional Transportation Plan ☒ Sustainable Community Strategy ☐ General and Local Plans ☐ Regional Concept of Transportation Operations ☐ Local Coastal Program Plan	The RTP identified the need for Improved and connected trail corridor between neighboring cities, El Captain State beach, Refugio state beach and Gaviota Coast for the community. No recommendation at this time but may be addressed at the PDT.
3-1-9 System Planning: ☐ Interregional Transportation Strategic Plan (ITSP) ☐ Corridor Plans (TCR, CSMP, CMCP)	No recommendation

3-1-10 Tribal Planning: ☐ Tribal Transportation Plan	N/A
3-1- 11 Other (Identify): ☒ Local Development – Intergovernmental Review	There are number of local developments review (LDR) projects between PM 35.18 and PM 46.36. The project team should consider coordinating with the following projects: • 46.36 - Hollister Ranch Access Project • PM 33.87 - El Capitan State Beach Entrance improvements – This project may be completed • PM 35.18 - ExxonMobil Inturim Trucking Project – This project was not approved by the Board of Supervisors but I am not sure if they will file an appeal

Section 4: Caltrans Stakeholder Information (OPTIONAL)

4-1 Title	Name	Phone Number
4-1-1 Complete Street/Bicycle and Pedestrian Coordinator		
4-1-2 Climate Change Coordinator/Liaison	Jenna Schudson	805-835-6432
4-1-3 District Native American Coordinator and/or District Cultural Resources PQS Staff (Environmental/Cultural Resources) PQS = Professionally Qualified Staff: Caltrans cultural resources staff who meet the Secretary of Interior's Professional Qualifications Standards for Historic Preservation disciplines	Christina MacDonald	805-441-9878
4-1-4 District Native American Liaison (Transportation Planning)		
4-1-5 Environmental Planner		
4-1-6 Freight Planner		
4-1-7 Local Development Intergovernmental Review (LD-IGR) Planner		
4-1-8 Park and Ride Coordinator		
4-1-9 Regional Planner		
4-1-10 Sustainable Planning Grant Coordinator		
4-1-11 System Planner		
4-1-12 Rail & Transit Planner		
4-1-13 Other Coordinators		

Section 5: System Planning (OPTIONAL)

5-1 ROUTE DESIGNATIONS			
5-1-1 Freeway and Expressway	Choose an item.	5-1-8 Scenic Highway	Choose an item.
5-1-2- National Highway System	Choose an item.	5-1-9 National Highway Freight Network	
5-1-3 Federal Functional Classification		5-1-10 Critical Urban Freight Corridor	

5-1-4 Strategic Highway Network	Choose an item.	5-1-11 Critical Rural Freight Corridor	
5-1-5 Strategic Interregional Corridor		5-1-12 NHS and STAA Route Classification	
5-1-6 Interregional Road System	Choose an item.	5-1-13 Truck Network Designation	
5-1-7 Priority Interregional Facility		5-1-14 Other	

5-2 FACILITY TYPE	
5-2-1 Current	
5-2-2 Concept	
5-2-3 Ultimate	

Section 6: Smart Mobility, Active Transportation and Transit (OPTIONAL)

6-1 APPLICABILITY OF CHECKLIST	
6-1-1 Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? *(i.e. project including freeway mainline and ramp work where the project freeway segment legally prohibits bicyclists and pedestrians per the MUTCD.)* If no, continue, if yes, you may stop here.	☐Yes ☐No
6-1-2 Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and construction will not affect future pedestrian and bicycle facilities? *(i.e. culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.)* If no, continue, if yes, you may stop here.	☐Yes ☐No

6-2 PLACE TYPES	Comment/Action		
6-2-1 Identify the Smart Mobility Framework Place Type(s) surrounding the project limits.	☐ Central Cities ☐ Urban Communities ☐ Suburban Communities		☐ Rural Areas ☐ Protected Lands and Special Use Areas
6-2-2 Are there any -existing or proposed- Pedestrian/ Bicyclist/ Passenger Rail/Transit Trip Generators in or adjacent to the project area?	☐ Residential Areas ☐ Parks ☐ Recreational Areas ☐ Religious Facilities	☐ Schools ☐ Town Centers ☐ Shopping Centers ☐ Bus Stops	☐ Large Employment Businesses ☐ Shared-use trail access/parking. ☐Public Transit /Passenger Rail Facilities ☐Health/Medical Facilities ☐ Other

6-2-3 *Check all that apply:*
☐ the highway segment functions as a "Main Street" or a "Safe Route to School"
☐ the project provides unique or primary access into or out of any of the trip generators or between communities
☐ the project provides unique or primary access across a river, highway corridor or other natural and/or man-made barrier

6-2-4 Summary of place type related considerations (see Smart Mobility Framework Guide)
Add text describing place type considerations.

6-3 BICYCLE, PEDESTRIAN, RAIL AND TRANSIT CONDITIONS	Comment/Action				
6-3-1 Identify existing bicycle and pedestrian facilities within project limits.	☐ Bicycle/Pedestrian Accessibility ☐ Bicycle Lane Choose an item. ☐ Backpacking/Hiking/Equestrian Trail ☐ Shoulder ☐ Sidewalks ☐ Other:			☐ Curb Ramps ☐ California Coastal Trail ☐ Signage ☐ Green Striping ☐ Bike Boxes ☐ Two-Stage Turn Boxes	
6-3-2 Identify physical and/or perceived impediments for bicyclists and pedestrians.	☐ Narrow Shoulders ☐ Narrow Sidewalks ☐ Connectivity Gaps ☐ Curbs and Gutters			☐ Utility Boxes ☐ High Vehicle Speeds ☐ AADT ☐ Other:	
6-3-3 Identify complete Street existing Asset Inventory and Condition in the project area	Bikeway (Class I) Bikeway (Class II) Bikeway (Class III) Bikeway (Class IV) Sidewalk Crosswalk	Miles: Miles: Miles: Miles: Miles: Miles:	% Poor: % Poor: % Poor: % Poor: % Poor: % Poor:	% Fair: % Fair: % Fair: % Fair: % Fair: % Fair:	% Good: % Good: % Good: % Good: % Good: % Good:
6-3-4 Design Year ADT	☐<2,500 ☐2,500-5,000 ☐5,000-10,000 ☐>10,000				
6-3-5 Posted Speed	☐15-20 ☐25-30 ☐35-40 ☐>45				
6-3-6 Level of Traffic Stress (LTS)	Bicycle LTS: Pedestrian LTS:				
6-3-7 Identify existing Rail and transit facilities within the project vicinity/ corridor.	☐ Rail and Transit Stops ☐Active Rail/Transit Line ☐Park and Ride Lot ☐ Connections to other services ☐ Signal Priority ☐ Seamless Transfer Opportunities ☐ Other:				

6-4 BICYCLE, PEDESTRIAN &TRANSIT NEEDS/OPPORTUNITIES	Comment/Action	
6-4-1 Are there opportunities to improve safety for bicyclists and pedestrians with Complete Street features?	☐Yes ☐No	*Describe.*
6-4-2 Identify any pedestrian, bicycle or transit needs in/linking to the project area as identified in an existing Bicycle/Pedestrian Plan or comprehensive planning study for the corridor.	*Describe.*	
6-4-3 Is there a public/partner identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	☐Yes ☐No	Click or tap here to enter text.
6-4-4 Provide recommendations to address physical and/or perceived impediments for bicyclists and pedestrians (identified in 6-3-2) within project limits".	☐Yes ☐No	Click or tap here to enter text.

6-4-5 Is there any opportunity to improve transit on state owned roads or improve access to transit?	☐Yes ☐No	Click or tap here to enter text.
6-4-6 Preferred Bikeway Facilities	☐ Class I ☐ Class II ☐ Class III ☐ Class IV ☐ Standard Shoulder or Shared Lane	

Section 7: Local Development – Intergovernmental Review (OPTIONAL)

7-1 LOCAL DEVELOPMENTS IMPACTING PROJECT
Project Title: • Pm 46.36 - Hollister Ranch Access Project • PM 33.87 - El Capitan State Beach Entrance improvements – This project may be completed • PM 35.18 - ExxonMobil Inturim Trucking Project – This project was not approved by the Board of Supervisors but maybe reappealed. Encroachment Permit Required ☐ Project Location: *Lat/Long or Street address/ County-Route-PM and APN(s)* GTS link: *Add Link*
7-1-1 Project Description:
7-1-2 Distance to Caltrans Project:
7-1-3 Summary of Mitigation Measures:

7-1-4 Mitigation Funding Source(s)	7-1-5 Amount of Available Funding

7-1-6 Summary of Caltrans Concerns:

- 46.36 - Hollister Ranch Access Project
- PM 33.87 - El Capitan State Beach Entrance improvements – This project may be completed
- PM 35.18 - ExxonMobil Inturim Trucking Project – This project was not approved by the Board of Supervisors but I am not sure if they will file an appeal

Section 8: Climate Change, Planning and Environmental Linkage Considerations (OPTIONAL)

8-1 AIR QUALITY, WILDLIFE, AND NATURAL HABITAT CONSIDERATIONS		
8-1-1 Check all that apply: ☐ Air Quality – proposed project is located in a Federal non-attainment or attainment maintenance area ☐ Project is within identified Wildlife Corridors in a Habitat Conservation Plan, South Coast Wildlife Linkage or California Essential Habitat Connectivity Plan. ☐ Proposed project is located within or near any lands protected under a National Scenic Rivers Act, US Fish and Wildlife Services such as Critical Habitat, National Wildlife Refuge System, etc., or within the boundaries of other resource agencies such as HCPs, USFS or BLM designated critical habitat areas or Habitat Conservation Plans		
8-1-2 Are any of the following Officially Designated Habitat Types located within or near the proposed Project Location? ☐ Wetlands ☐ Riparian or Stream Habitats ☐ Jurisdictional Waters ☐ Important Bird Areas ☐ Important Rare Plants Areas ☐ Natural Communities of Conservation Concern ☐ Environmentally Sensitive Habitat Areas	*If so, describe here:*	
8-1-3 Is there an identified fish passage barrier(s)? www.cafishpac.org	☒Yes ☐No	*Describe.* There is an active fish passage remediation location within the project limits. Caltrans District 5 - Riprap Channelization Under Highway 101 Bridges (PAD ID **707402**) Santa Barbara County, Route 101, PM 36.67 **Stream Name:** Refugio Creek (Canada Del Refugio) **Tributary To:** Pacific Ocean **Barrier Status:** Partial **Target Species:** Southern California Coast Steelhead (Endangered) There are also three completed fish passage barrier locations within the project limits. Caltrans District 5 - Highway 101 Culvert (PAD ID **707398**) Santa Barbara County, Route 101, PM 33.82 **Stream Name:** El Capitan Creek (Canada Del Capitan) **Tributary To:** Pacific Ocean **Barrier Status:** Remediated, fish response unconfirmed **Target Species:** Southern California Steelhead (Endangered)

		Caltrans District 5 - UPRR and Highway 101 Culvert (PAD ID 707403) Santa Barbara County, Route 101, PM 38.31 **Stream Name:** Tajiguas Creek **Tributary To:** Pacific Ocean **Barrier Status:** Remediated, fish response unconfirmed **Target Species:** Southern California Steelhead (Endangered) Caltrans District 5 - Highway 101 Culvert (PAD ID 707405) Santa Barbara County, Route 101, PM 41.02 **Stream Name:** Arroyo Hondo Creek **Tributary To:** Pacific Ocean **Barrier Status:** Remediated, fish response unconfirmed **Target Species:** Southern California Steelhead (Endangered)
8-1-4 Is the project located in the Coastal Zone Boundary, Local Coastal Program Area (https://www.coastal.ca.gov/maps/), or within the San Francisco Bay Conservation and Development Commission (BCDC)? https://bcdc.ca.gov/bcdc-cities-jurisdiction.html.	☒Yes ☐No	*Describe.* The Project is within the coastal zone.
8-2 CLIMATE CHANGE CONSIDERATIONS	Comment/Action	
8-2-1 Caltrans climate change considerations tool kit – forthcoming or remove if not relevant: *Attach toolkit as an appendix and check GHG reduction measures that could apply to the proposed project for consideration.*	*Describe.*	
8-2-2 Using the District Vulnerability Assessment appropriate for the proposed project area, identify the potential climate stressors that could affect transportation assets within the project limits. *Using the vulnerability assessment interactive Webmap; print and attach map of potential project site vulnerability*	☒Temperature ☒Precipitation ☒Wildfire ☐ Other:	☐Sea-Level Rise ☐Storm Surge ☐Cliff Retreat
8-2-3 Are there potential climate risks to major assets within the project area? *(e.g. Bridge potentially at risk of SLR inundation, stretch of highway at risk for high temp, and wildfire- consider appropriate materials)*	☒Yes ☐No	*Describe.* The D5 Adaptation Priorities Report (APR) does identify several at risk assets within the project limits. A number of small culverts and a roadway segment within the project limits are ranked 1 or 2 on the APR's prioritized lists of assets. The D5 Vulnerability Assessment identifies a notable change in the minimum

		and maximum temperature over the next 60 years and increase in the precipitation level in the area this project is location.
8-3 ADVANCE BIOLOGICAL MITIGATION OPPORTUNITIES	**Comment/Action**	
8-3-1 Identify Potential Environmental Mitigation Opportunities for the project: ☐ Mitigation bank within the project limits with available credits to purchase ☐ Mitigation Fees from existing Habitat Conservation Plan ☐ Projects timeline allows participation in the Advance Mitigation Program ☐ Any opportunities available within the project limits to offset project impacts	*Describe.*	

Section 9: Broadband Coordination (OPTIONAL)

9-1 BROADBAND OPPORTUNITIES	
9-1-1 Does the work create an opportunity (for either Caltrans or broadband service providers) to incorporate the installation of broadband infrastructure (e.g., underground or aerial facility etc.) as part of this project for the use of either Caltrans or other public or private agencies?	No

Section 10: Freight Considerations (OPTIONAL)

10-1 FREIGHT OPPORTUNITIES AND CONSIDERATIONS		
10-1-1 Are there any known unauthorized truck parking issues or deficiencies along the route?	☒Yes ☐No	*Yes, trucks park on the shoulders/beach lookouts on both the northbound and southbound sides of US 101.*
10-1-2 Are there any existing or planned restrictions/limitations pertaining to truck weight or height?	☐Yes ☒No	*Part of the STAA National Network, no existing truck restrictions.*
10-1-3 Identify truck usage impacts within the project area: ☐Truck Bottleneck/Congestion ☐Shoulder Width ☐Distressed Pavement ☐Shoulder Dust Issues ☐Truck Geometric Constraints *(Truck/Weight/Height restrictions)* ☐Bridge Conditions	*No known truck usage impacts.*	
10-1-4 Check if apply: ☐ The project area contains Intermodal connections to other freight facilities (sea ports, rail, airport) ☐ Freight key services along route *(e.g. agriculture (crops, processing, packing))*	*No intermodal connections or freight key services in project limits.*	
10-1-5 Are there any opportunities for Truck Parking, based on SRRA Master Plan or any relevant truck parking studies?	☒ Yes ☐No	*Potential relocation of Gaviota SRRA at northern project limits terminus, which would increase the number of truck parking spots.*

10-1-6 Identify opportunities for zero emission fueling (electric charging, hydrogen) for vehicles including trucks.	☒ Yes ☐No	*Opportunity for ZE fueling for vehicles at Gaviota SRRA relocation site.*

SEGMENT **MAP/PICTURES (OPTIONAL)**


Solvang
R10
R11
R12
Lake Cachuma
Cachuma Recreation Area
13
14
15
16
17
54
3
2
31
R1
Gaviota State Park
R46
45
44
43
42
41
40
39
38
R36
35
34
33
32
31
30
29
28

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