Cold Spring Canyon Bridge

SUICIDE BARRIER

CALIFORNIA 154

2011

PUBLIC HEARING

on the

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Date: **Wednesday, January 5, 2011**

Time: **5:30 p.m. to 7:30 p.m.**

Place: **San Marcos High School**

Cafeteria

4750 Hollister Avenue

Santa Barbara, CA 93110

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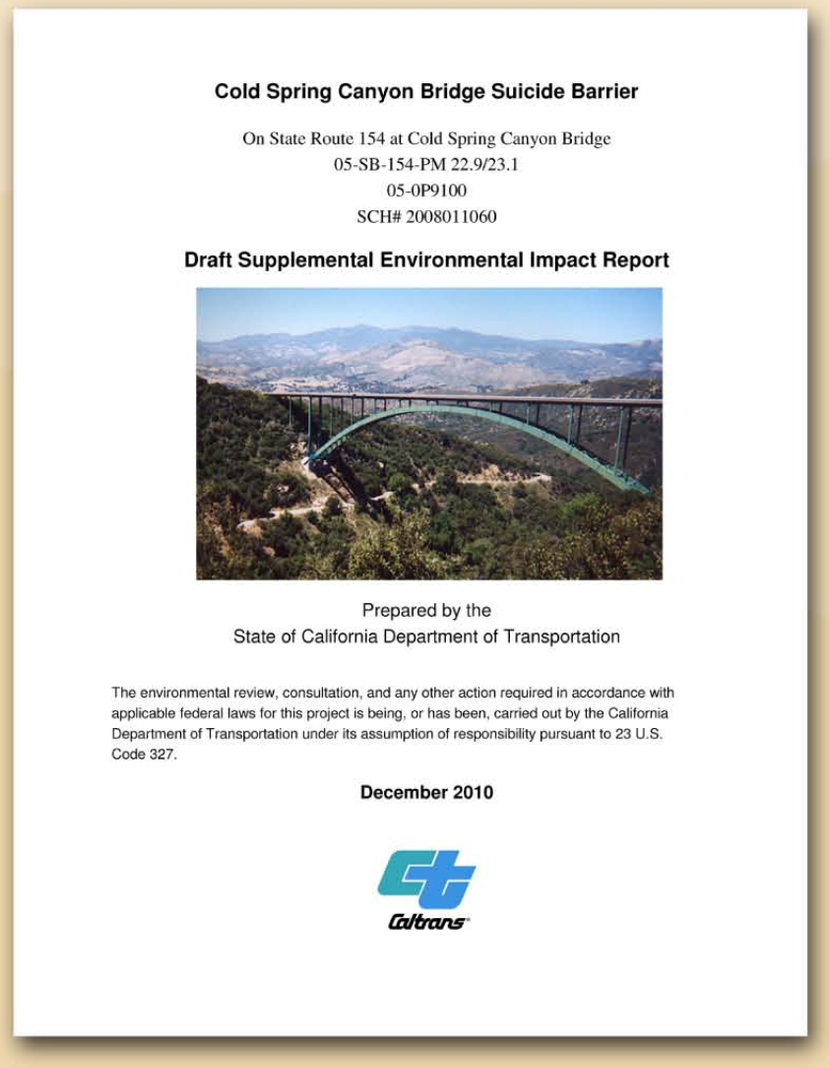
PLEASE SIGN IN at the Welcome Table



Cold Spring Canyon Bridge Suicide Barrier

On State Route 154 at Cold Spring Canyon Bridge
05-SB-154-PM 22.9/23.1
05-0P9100
SCH# 2008011060

Draft Supplemental Environmental Impact Report

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation under its assumption of responsibility pursuant to 23 U.S. Code 327.

December 2010

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Copies of the **DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT** are available

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Why Are We Here?

- To receive your comments on the **Draft Supplemental Environmental Impact Report.**

- **There are four ways you can provide your comments:**

1. Written comments can be placed in the comment box

2. The Court Reporter is available to transcribe your comments

3. Written comments can be mailed to:

Matt C. Fowler
Senior Environmental Planner
Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

4. Written comments can be e-mailed to: matt_c_fowler@dot.ca.gov

Pursuant to California Environmental Quality Act Guidelines Section 15163(b), the Draft Supplemental Environmental Impact Report contains only the information necessary to make the previous Environmental Impact Report adequate for the project as revised.

Pursuant to California Environmental Quality Act Guidelines Section 15088.5(f)(2), Caltrans, as lead agency, requests reviewers to limit their comments to the content of the Draft Supplemental Environmental Impact Report.

Comments on the Draft Supplemental Environmental Impact Report must be received by 5:00 p.m., January 24, 2011

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Why Are We Having This Public Hearing?

The proposed project consists of the installation of a physical suicide barrier on each side of the Cold Spring Canyon Bridge on State Route 154 near San Marcos Pass in Santa Barbara County. A Draft Supplemental Environmental Impact Report has been prepared in accordance with the Judgment of the Superior Court of California for the County of Santa Barbara. In its Judgment, the court ruled that the 2008 Draft Environmental Impact Report impermissibly deferred the development of measures mitigating impacts to cultural and visual/aesthetic resources to the 2009 Final Environmental Impact Report, thereby effectively precluding any public comment about or public participation in the development of such mitigation measures. The Draft Supplemental Environmental Impact Report is being publicly circulated to comply with the court's Judgment and Writ.

Comments on the Draft Supplemental Environmental Impact Report must be received by 5:00 p.m., January 24, 2011

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Santa Barbara County Sheriff-Coroner Statistics

Santa Barbara County Sheriff-Coroner records indicate that the fatalities associated with the Cold Spring Canyon Bridge have been the result of suicide by jumping from the bridge.

- **54** people have committed suicide at the bridge since it was built in 1963
- **38** people have committed suicide in the past 25 years

- **4** were aged 18-20
- **24** were aged 21-40
- **20** were aged 41-60
- **6** were aged 61-90

- **42** were male
- **12** were female

- **9** were from northern Santa Barbara County (Santa Ynez Valley to Santa Maria)
- **33** were from southern Santa Barbara County (from Carpinteria to Goleta)
- **12** were from Sonoma, Santa Clara, San Luis Obispo, Ventura, Los Angeles, or Orange County

Cold Spring Canyon Bridge has the highest concentration of fatalities for any spot location on the State highway system in Caltrans District 5 (Santa Barbara, San Luis Obispo, Monterey, Santa Cruz, and San Benito counties). There are also serious risks involved when law enforcement, emergency personnel, and search and rescue teams respond to an incident at the bridge. During an occurrence, State Route 154 may be closed or traffic reduced to one lane.

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Project Alternatives

Project alternatives were developed by an interdisciplinary team. Several criteria were taken into consideration when evaluating the various alternatives for the proposed project, including the project purpose and need, cost, and avoidance or minimization of environmental impacts.

The build alternatives consist of the Grid/Mesh Alternative and the Vertical Picket Alternative. Both build alternatives would construct a barrier on Cold Spring Canyon Bridge to reduce the number of suicides. Existing views and visual simulations of both build alternatives from three different viewpoints are shown on the visual simulation display boards.

- **Grid/Mesh Alternative:** This alternative consists of panels of welded wire in a 2-inch-square grid pattern.

- **Vertical Picket Alternative:** This alternative consists of vertical steel rods/pickets, spaced from 6 to 8 inches apart.

- **No-Build Alternative:** With this alternative, there would be no improvements within the project limits, and it is probable that suicide attempts and deaths at this location would continue.

As documented in the 2009 Final Environmental Impact Report, Caltrans identified the Grid/Mesh Alternative as the project's Preferred Alternative.

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Alternatives Considered but Eliminated from Further Consideration

Caltrans has thoroughly investigated bridge suicide studies and the kinds of deterrence strategies that are being used or proposed for other bridges in California, the United States, and around the world. The preponderance of evidence shows that a physical barrier is the best solution to deter bridge suicides. As discussed in the 2009 Final Environmental Impact Report, the no-build alternative, safety nets, partial barriers, restricting access, and "human barriers" were all investigated as alternatives but were eliminated from further consideration for one or more of the following reasons: they have not been shown to be effective; they may endanger the lives of emergency responders; they are not feasible, given the bridge engineering and the physical constraints of the Cold Spring Canyon location; they create a potentially dangerous attractive nuisance; they are outside of Caltrans' jurisdiction; and/or they require funding and staffing commitments that Caltrans can't guarantee.

Following the release of the 2008 Draft Environmental Impact Report, Caltrans entered into consultation with the State Historic Preservation Officer and the Advisory Council on Historic Preservation to resolve the proposed project's adverse effects on the Cold Spring Canyon Bridge. As part of the consultation process, Caltrans worked with the State Historic Preservation Officer to develop and evaluate three additional variations on the safety net alternative:

- A 20-foot-wide, steel-frame net, either 13 feet or 20 feet below the deck
- A "swoop" or arc net design that would arc away from the bridge structure and back towards the existing tube rail
- A cantilever arc barrier net design, which ultimately included some elements of the "swoop" arc net design

Despite extensive consideration and additional analysis of these safety net variations, the proposed safety net alternative and the three additional variations were rejected for the following reasons:

- Unacceptable rescue response times
- Increased danger to individuals attempting suicide
- Unacceptable risk to emergency response and rescue personnel
- Increased impacts to the historic substructure of the bridge
- Liability associated with an attractive nuisance
- Design load limitations
- Unacceptable risks associated with safety net maintenance
- Increased costs associated with need to replace safety net

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Public Outreach

Caltrans has conducted a multi-year effort to involve the public, local government, the historic preservation community, and other interested parties in the Cold Spring Canyon Bridge Suicide Barrier Project. Caltrans has pursued public participation through a variety of methods, including letters, notices, and presentations to interested parties; formation of an advisory committee; public information meetings and public hearings; outreach to the county's designated historic preservation oversight committee; press releases and responses to public inquiries; and the Caltrans website.

2005: Caltrans and other stakeholders organized a multi-agency Cold Spring Canyon Bridge Suicide Prevention Committee, in response to a community-based request for a suicide deterrent, spearheaded by The Glendon Association, a Santa Barbara mental health organization. The first meeting of this task force was held in the Santa Barbara County Supervisors' office and was attended by representatives from Caltrans, The Glendon Association, California Highway Patrol, Santa Barbara County Office of the Sheriff-Coroner, Santa Barbara County Association of Governments, California State Assembly (35th District), Santa Barbara County Board of Supervisors (Third District), Santa Barbara County Alcohol, Drug and Mental Health Services, and Santa Barbara County Health and Human Services.

2006: The task force met again twice in 2006. Representatives from the Santa Barbara County Executive Office, Planning and Development, Public Works, and KEYT-TV also attended.

Caltrans held two public information "town hall" meetings: the first was held at the Solvang Veterans Memorial Building, and the second was held at Santa Barbara City College.

Caltrans gave a presentation about the task force at a regularly scheduled public meeting of the Santa Barbara County Association of Governments (SBCAG).

2007: Caltrans sent letters to interested parties and agencies, seeking comment and information about the Cold Spring Canyon Bridge's potential historic significance and the potential effect the project might have on the bridge's character-defining features.

The public scoping process began with a Public Notice in the Santa Barbara Independent and El Tiempo de la Costa Central newspapers.

A Public Information Meeting/Open House was held in the downtown Santa Barbara Public Library to discuss the project need and strategies to deter suicides on the bridge, and to hear the public's ideas, comments, and concerns about this proposed project. Invitations were mailed to all of the interested parties previously notified and identified to date. Interested citizens, staff from Caltrans, The Glendon Association, and other officials attended. A court reporter and Spanish translator were present.

Caltrans sent a project team, including representatives from project management, traffic safety, design engineering, and environmental planning, along with a consulting historian, to give a presentation to the Santa Barbara County Historic Landmarks Advisory Commission and to invite their participation.

2008: A Notice of Preparation stating Caltrans' intention to prepare an Environmental Impact Report was mailed to state and federal agencies and to over 90 local governmental departments, associations, and interested individuals.

Caltrans staff made a second presentation to the Santa Barbara County Historic Landmarks Advisory Commission, providing an update on the project, announcing the formation of an Aesthetics Design Advisory Committee, and inviting the Commission to send a representative to the committee. The Commission voted unanimously to send one of their Commissioners to represent them on the committee. Caltrans also invited the Commission to provide additional input on off-site mitigation measures to assist in the preparation of a Memorandum of Agreement to resolve adverse effects.

The Aesthetics Design Advisory Committee met six times between March and August 2008. Caltrans staff clarified that, in agreeing to serve on the committee, participants would not be endorsing any particular alternative but would be providing their expertise in discussions with Caltrans planners, project designers, and engineers. The committee's input would help minimize adverse effects that a barrier would have on the Cold Spring Canyon Bridge, if a physical barrier were to be chosen as the preferred alternative. Although the committee's recommendations did not change the fundamental design of the barrier, the committee members provided extensive critiques of the conceptual designs. Many of their suggestions helped refine design elements and details to minimize adverse effects.

On May 9, the Draft Environmental Impact Report was released and circulated for public comment. Over 165 copies of the document were mailed out to interested parties, and the document was also posted on the Caltrans website.

Open-house style public hearings were held on June 9 in the downtown Santa Barbara Public Library and on June 10 at the Veterans Memorial Hall in Solvang in order to receive public comments on the Draft Environmental Impact Report. The hearings were publicized in the Santa Barbara Independent in both English and Spanish. Comment cards were provided at the hearings, and a court reporter and Spanish translator were present.

2009: Caltrans responded to the public comments received on the Draft Environmental Impact Report and released a Final Environmental Impact Report. The Grid/Mesh Alternative was identified as the Preferred Alternative.

2010: The Superior Court of California for the County of Santa Barbara ruled that the Draft Environmental Impact Report impermissibly deferred the development of measures mitigating impacts to cultural and visual/aesthetic resources to the Final Environmental Impact Report, thereby effectively precluding any public comment about or public participation in the development of such mitigation measures.

A Draft Supplemental Environmental Impact Report was released for public comment on December 9.

2011: The Draft Supplemental Environmental Impact Report continues to be available for public comment. Comments and Caltrans' responses to those comments will be published in the Final Supplemental Environmental Impact Report.

The public comment period on the Draft Supplemental Environmental Impact Report closes at 5:00 p.m. on January 24, 2011.

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Suicide Prevention

Suicide Prevention Assistance:

- **Dial 9-1-1** Emergency

- **Dial 2-1-1** 24-hour SUICIDE PREVENTION HOTLINE
  or dial **1-800-400-1572**

- Visit the AMERICAN ASSOCIATION OF SUICIDOLOGY
  webpage at **www.suicidology.org**

- Visit THE GLENDON ASSOCIATION webpage at
  www.glendon.org

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Cultural Impacts

The proposed project will have significant impacts on cultural resources:

The character-defining features that make the Cold Spring Canyon Bridge eligible for the National Register of Historic Places are those components that are part of its original design and overall design effect, including the arch ribs with their cross bracing, the towers and columns, floor beam girders, skewbacks, abutments, railings, and road deck. Some of these original design features (the substructure's arch ribs, towers, columns, and girders, for example) are more significant than others (such as the standard type railings and concrete road deck) in conveying the bridge's significance. These differences in relative significance were taken into account in assessing the proposed project's effects on this historic property.

Both of the proposed alternatives would attach a physical barrier 6 feet high outside the existing deck rails of the bridge. The resulting rail height above the bridge deck would be about 9 feet, 7 inches. Caltrans determined that the proposed installation of the suicide barrier would constitute a direct and adverse effect on the integrity of some of the bridge's character-defining features because it would introduce a visual element that diminishes the property's historic integrity of design, feeling, and association. The proposed barrier is designed to be reversible, with minimal permanent impact if it is removed in the future.

The State Historic Preservation Officer concurred with Caltrans' Finding of Adverse Effect in July 2008. Caltrans consulted with the State Historic Preservation Officer and the Advisory Council on Historic Preservation to resolve the adverse effects through a Memorandum of Agreement, signed in June 2009. According to the stipulations of the Memorandum of Agreement, Caltrans would be required to carry out the following specific off-site activities to mitigate the impacts of the proposed Grid/Mesh Alternative's adverse impacts on the historic property.

Proposed Mitigation Measures

Photodocumentation

- Caltrans will take large-format photographs of the Cold Spring Canyon Bridge in context, as well as details of its historic engineering features. The photographs will be processed for archival permanence in accordance with federal standards: Historic American Engineering Record photographic specifications.
- Caltrans will photographically reproduce plans, elevations, and selected details from the Cold Spring Canyon Bridge construction drawings (unless they are deemed confidential for security reasons). The photographs will be processed for archival permanence in accordance with federal standards: Historic American Engineering Record photographic specifications.
- Written documentation explaining the photographs and plans will follow federal standards: Historic American Engineering Record Guidelines for Historical Reports.

Publication

- Caltrans will publish and distribute 500 copies of the Historic Resources Evaluation Report.

Interpretive Exhibits

- Caltrans will produce four sets of an interpretive display. Each set will consist of a three-panel interpretive exhibit illustrating the history of the San Marcos Pass and the construction of the Cold Spring Canyon Bridge. These displays will be made available to appropriate agencies in Santa Barbara County.
- **Your comments on these proposed mitigation measures are welcome.**

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The History of San Marcos Pass

For thousands of years, travelers have used the San Marcos Pass to cross the rugged hills and steep canyons of the Santa Ynez Mountains, moving between Santa Barbara County's coast and interior valleys.

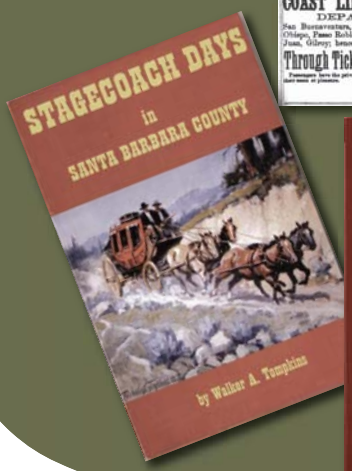
Photo by Kim Michaels 2/20/2009

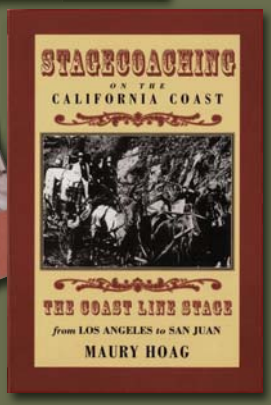
Chumash Pictographs

(Photo courtesy of California State Parks 2010)

The Chumash were living in the San Marcos Pass area when the first Spanish explorers traveled up the coast in 1769.

Stagecoaches crossing San Marcos Pass.
(Dates and photographers unknown)





- The pass connected Mission Santa Barbara with its outlying farm at Rancho San Marcos in the Sana Ynez Valley in the early 1800s.
- During the Mexican-American War (1846-1848), John C. Fremont and his troops trekked through San Marcos Pass to Santa Barbara.
- The Santa Ynez Turnpike Road Company incorporated in 1868 and completed San Marcos Pass Road by 1870, including a route through Cold Spring Canyon. Stage stops included Kinevan's Summit House and Cold Spring Tavern located in the canyon.
- Santa Barbara County acquired San Marcos Pass Road in 1898. Stagecoaches stopped running in 1901. New communities soon formed near San Marcos Pass.
- In the 1930s San Marcos Pass Road became part of the state highway system and a new alignment was built south of the pass.
- In the 1950s-60s the Division of Highways upgraded the roadway from the pass north to the Santa Ynez Valley. The roadway through Cold Spring Canyon could not be realigned and a bridge was needed to span the canyon.

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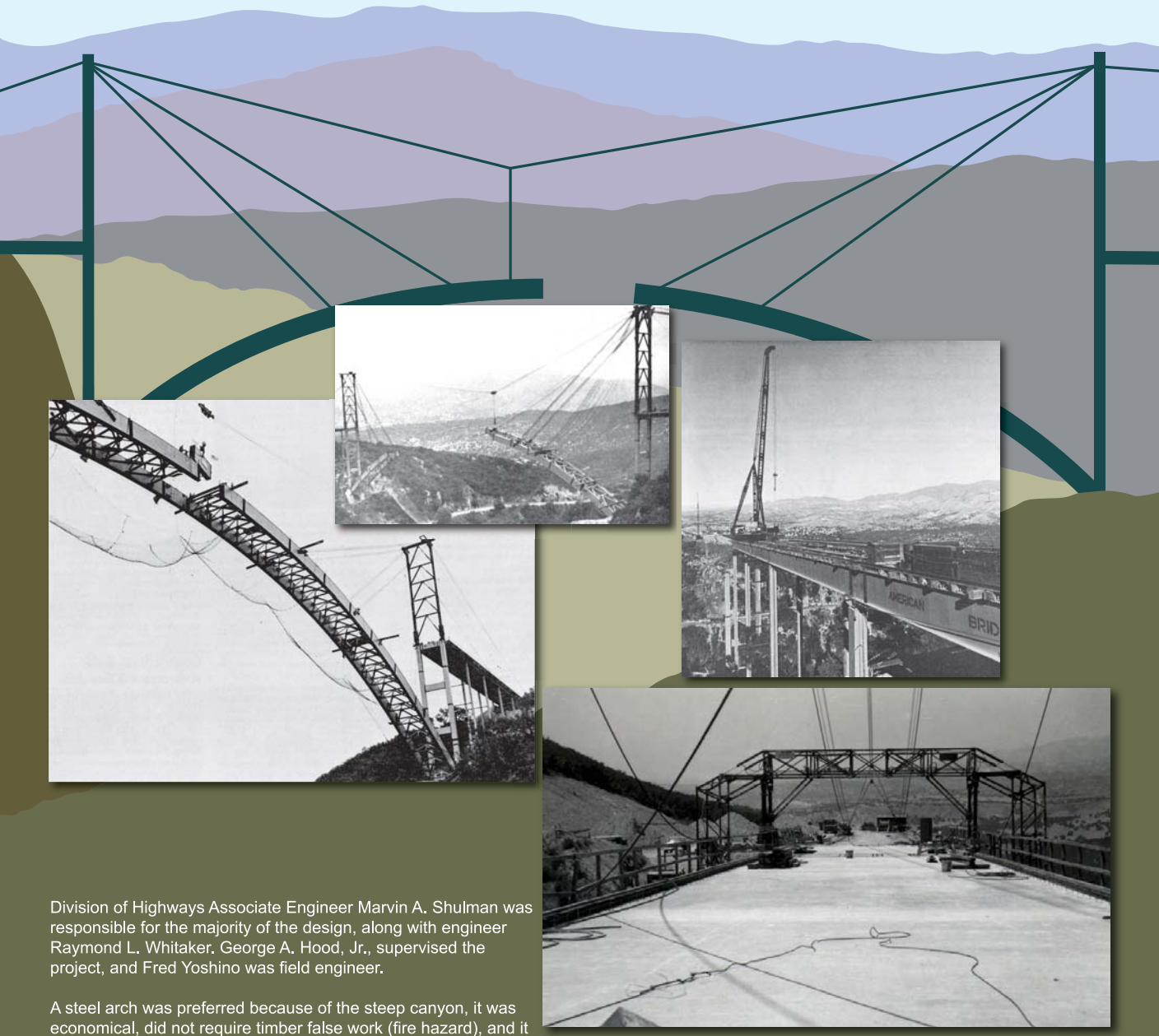
Building the Cold Spring Canyon Bridge

The California Division of Highways designed and built the Cold Spring Canyon Bridge as part of an early 1960s project to upgrade and realign a seven-mile stretch of State Route 154 from San Marcos Pass to the Santa Ynez Valley floor.



Division of Highways Associate Engineer Marvin A. Shulman was responsible for the majority of the design, along with engineer Raymond L. Whitaker. George A. Hood, Jr., supervised the project, and Fred Yoshino was field engineer.

A steel arch was preferred because of the steep canyon, it was economical, did not require timber false work (fire hazard), and it complemented the picturesque setting.

Early use of computers provided data for complicated calculations required in the structural design.

Contractors used a giant rubber band slingshot to fling the first line across the canyon to pull the initial chains across the divide.

Construction included use of two 117-foot-tall temporary towers on top of the girders to assist in building the arch, with span sections lifted by a crane from the roadway beneath.

- Bridge designs were completed in Fall 1961.
- Construction began in June 1962 and was completed in December 1963.
- The bridge opened for traffic in February 1964.
- Design and construction of the bridge cost over $2 million.

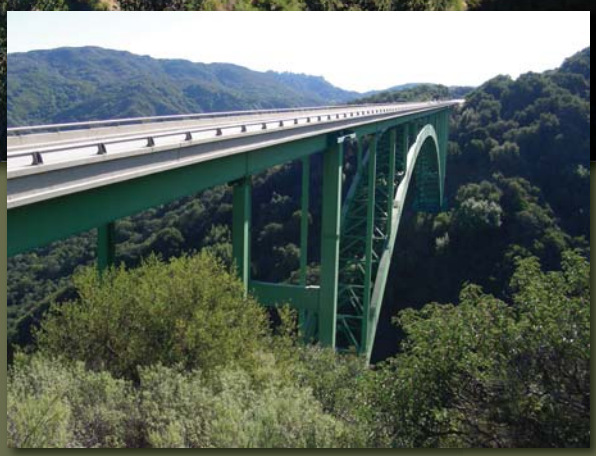
Caltrans

Function and Beauty
Cold Spring Canyon Bridge

The bridge has been widely recognized for its structural design and beauty. Its simple geometry, graceful lines, slender components, and uncluttered appearance reflect aesthetic values influenced by Modern design trends of the post-World War II era.

"A spectacular engineering feat"
Los Angeles Times

". . . an engineering marvel"
Los Angeles Times



". . . handsome use of steel . . . fits beautifully into the site"
American Institute of Steel Construction

American Institute of Steel Construction Most Beautiful Steel Bridge (Long Span) Award — 1963-1964

Governor's Design Award — 1966

Designated an American Society of Civil Engineers Historic Civil Engineering Landmark (Number 44) — 1976

- The bridge is 1,218 feet long, with a 700-foot-wide arch main-span.
- It is the longest steel arch in California.
- The bridge is one of the first of its size to be built entirely of all-welded steel components.
- It rises over 400 feet above the canyon floor.
- The arch was formed using 1,440 tons of steel plate.
- The columns supporting the deck are each two feet square and up to 93 feet tall.
- The reinforced concrete composite slab deck is seven feet thick and supports a 34-foot-wide roadway.
- The structure was seismically retrofitted in 1997-1998.

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Visual/Aesthetic Impacts

The proposed project will have significant impacts on visual/aesthetic resources:

The Visual Impact Assessment conducted for the proposed project shows that a substantial change in visual resources would occur as a result of the proposed project. The construction of a barrier would have an effect on as much as 70 percent of the existing view as seen specifically from the bridge deck. High-quality views from the highway while not on the bridge would remain mostly intact.

The project would be incompatible with the natural character of the surrounding landscape and would distract from the existing architectural style of the bridge. Both project alternatives would result in some combination of view blockage (opacity) and visual intrusion due to the intervening barrier elements and architecture. Evaluations revealed that the Grid/Mesh Alternative would result in the least overall adverse effect to visual quality. The Grid/Mesh Alternative would be the less noticeable of the two alternatives because the mesh itself would tend to recede and visually blend with the background. Although the Grid/Mesh Alternative would be somewhat opaque, it would not completely block views, and the surrounding landscape would still be seen through the mesh.

Due to the barrier's visual intrusion into the skyline as viewed from State Route 154, the project would be inconsistent with the Santa Barbara County Comprehensive Plan Land Use Element, Visual Resource Policy Number 2, which states that "In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places."

Because of the expected high level of viewer sensitivity associated with the bridge and State Route 154 (a designated State Scenic Highway) and the magnitude of visual change, the project would result in substantial adverse impacts to the visual environment.

The visual character of the project site and views of the surrounding area would be temporarily affected during the construction phase of the project. Short-term impacts (approximately 60 days) would be related to features such as construction vehicles and equipment, storage of construction materials, and required safety devices, including temporary fencing and signage. Views from the highway bridge deck would continue to be affected after construction because the safety fencing would ultimately be replaced by permanent barriers at the same approximate locations.

Your comments on these proposed mitigation measures are welcome.

Proposed Mitigation Measures:

After circulation of the 2008 Draft Environmental Impact Report, Caltrans selected the Grid/Mesh Alternative as the Preferred Alternative. The proposed barrier will consist of a continuous series of in-curving steel grid/mesh panels framed and supported by steel posts and rails.

Minimization measures were identified with recommendations provided by an Aesthetics Design Advisory Committee convened specifically for the project. The purpose of the design committee was to make recommendations to the Caltrans design team regarding the appearance of the barrier and to lessen the project's adverse visual effects; Caltrans makes the final design determination. The committee was composed of Caltrans staff and members from the local community, including a representative of the Santa Barbara County Historic Landmarks Advisory Commission, architects, landscape architects, and County Public Works and Planning staff. The committee met six times between March and August 2008.

The Aesthetics Design Advisory Committee concurred that the Grid/Mesh Alternative would result in less view blockage than the Vertical Picket Alternative because it would avoid the "stacking" effect created when closely spaced vertical pickets are viewed from an oblique angle. The recommendations of the Aesthetics Design Advisory Committee helped Caltrans refine detailed aspects of the barrier's design.

Through implementation of the following mitigation measures, potential visual impacts related to design of the barrier would be minimized but not eliminated. Because the barrier would continue to partially block views from the bridge and would still be highly noticeable along the roadside, significant adverse visual impacts would remain.

- *The in-curving grid/mesh panels will have 2-inch-square openings, which is the largest opening possible that would not provide convenient finger-holds and toe-holds for climbing.*
- *The cross-section dimensions of the vertical and horizontal framing members will be minimized as much as possible without jeopardizing the structural integrity of the panels.*
- *The horizontal length of the individual panels will be increased as much as possible, to reduce the number of vertical elements, without jeopardizing the structural integrity of the panels.*
- *The barrier panels will be attached to the outside of the existing concrete railings to minimize physical impacts on the original rails.*
- *The barrier panel attachment points and the lowest rail (bottom framing member) of the individual barrier panels will be situated below the top of the existing concrete barrier. The attachment points will be out of the line-of-sight of motorists on the bridge.*
- *The individual barrier panels will be custom made to conform to the irregular intervals between the existing bridge-railing supports, so that the vertical supports will be in alignment with the existing bridge rail supports, rather than staggered.*
- *The steel will be coated with a low-reflectivity finish to help reduce glare and to allow the grid/mesh to recede visually.*

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Visual Simulations: VP-1

As seen from westbound Highway 154 while on the bridge

Viewpoint location map

Existing View

Vertical Picket Alternative

Grid/Mesh Alternative

Grid/Mesh Alternative
with mitigation/minimization measures applied

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Visual Simulations: VP-2

As seen from the emergency pull-out adjacent to the bridge looking eastbound

Viewpoint location map

Existing View

Vertical Picket Alternative

Grid/Mesh Alternative

Grid/Mesh Alternative
with mitigation/minimization measures applied

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Visual Simulations: VP-3

As seen from Stagecoach Road below the bridge

Viewpoint location map

Existing View

Vertical Picket Alternative

Grid/Mesh Alternative

Grid/Mesh Alternative
with mitigation/minimization measures applied

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Public Comments

There are four ways you can provide input regarding this project:

- Written comments can be placed in the comment box
- The Court Reporter is available to transcribe your comments
- **Written comments can be mailed to:**

  Matt C. Fowler
  Senior Environmental Planner
  Department of Transportation
  50 Higuera Street
  San Luis Obispo, CA 93401

- **Written comments can be e-mailed to:**

  matt_c_fowler@dot.ca.gov

Comments on the Draft Supplemental Environmental Impact Report must be received by 5:00 p.m., January 24, 2011

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What's Next?

- **Project activities are suspended until Caltrans circulates the Draft Supplemental Environmental Impact Report, responds to comments, and fully complies with the California Environmental Quality Act as set forth by the court.**

- **Circulation of the Draft Supplemental Environmental Impact Report**

  Your opinion is important.

  You are encouraged to review and comment on the **Draft Supplemental Environmental Impact Report.**

  Under court order, and Pursuant to California Environmental Quality Act Guidelines Section 15163(b), the **Draft Supplemental Environmental Impact Report** contains only the information necessary to make the previous Environmental Impact Report adequate for the project as revised.

  Pursuant to California Environmental Quality Act Guidelines Section 15088.5(f)(2), Caltrans, as lead agency, requests reviewers to limit their comments to the content of the **Draft Supplemental Environmental Impact Report**.

  Comments on the **Draft Supplemental Environmental Impact Report** must be received by 5:00 p.m., January 24, 2011.

- **Final Supplemental Environmental Impact Report**

  Your comments are published, along with Caltrans' responses.

- **If Caltrans certifies and approves the Final Supplemental Environmental Impact Report, Caltrans will then file with the court a Return to the Writ for the court's determination that Caltrans has fully complied with the California Environmental Quality Act and can resume project activities.**

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