

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2008

Reference No.: 2.2a.  
Action Item

From: CINDY McKIM  
Chief Financial Officer

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Environmental Analysis

Subject: **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT, STATE ROUTE 101 IN SANTA BARBARA COUNTY – CONSTRUCT ROADWAY IMPROVEMENTS NEAR CARPINTERIA**

## **ISSUE:**

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) review and comment at the June 2008 Commission meeting on the following Notice of Preparation (NOP):

- 05-SB-101, PM 2.2/3.3, State Route 101 in Santa Barbara County - Construct roadway improvements near Carpinteria.

## **PROGRAMMING:**

The proposed project would construct roadway improvements on a portion of State Route 101 near Carpinteria in Santa Barbara County. The project is not fully funded. The project is programmed in the 2008 State Transportation Improvement Program (STIP) for project development, right of way and construction support for \$50,468,000. Total cost of the project is estimated to be \$100,451,000. Construction is estimated to begin in Fiscal Year (FY) 2013-14, depending on the availability of funds.

## **ALTERNATIVES BEING CONSIDERED:**

There are five alternatives being considered for the project.

Alternative 1: This alternative would replace the Linden Avenue Overcrossing with a five-lane structure, construct a northbound on-ramp and a southbound off-ramp in a diamond configuration, replace the northbound Franklin Creek Bridge, replace the Casitas Pass Road Overcrossing with a five-lane structure, construct northbound hook ramps, construct southbound diamond ramps, widen and replace the northbound and southbound Carpinteria Creek Bridges, construct a new two-lane bridge for the Via Real extension over Carpinteria Creek, and extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue.

Alternative 2: This alternative would replace the Linden Avenue Overcrossing with a four-lane structure, construct a northbound hook on-ramp, construct a southbound diamond off-ramp, replace the Casitas Pass Road Overcrossing with a five-lane structure, construct northbound hook ramps, construct southbound diamond ramps, widen and replace the northbound and southbound Carpinteria Creek Bridges, construct a new two-lane bridge for the Via Real extension over Carpinteria Creek, and extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue.

Alternative 3: This alternative would replace the Linden Avenue Overcrossing with a four-lane structure, construct a roundabout with one leg as a northbound on-ramp, construct a southbound diamond off-ramp, replace the Casitas Pass Road Overcrossing with a five-lane structure, construct northbound hook ramps, construct southbound diamond ramps, widen and replace the northbound and southbound Carpinteria Creek Bridges, construct a new two-lane bridge for the Via Real extension over Carpinteria Creek, and extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue.

Alternative 4: This alternative would replace the Linden Avenue Overcrossing with a five-lane structure, construct a northbound on-ramp and a southbound off-ramp in a diamond configuration, replace the northbound Franklin Creek Bridge, replace the Casitas Pass Road Overcrossing with a five-lane structure, construct northbound hook ramps, construct southbound diamond ramps, widen and replace the northbound and southbound Carpinteria Creek Bridges, construct a new two-lane bridge for the Via Real extension over Carpinteria Creek, and extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue.

Alternative 5: No-build

**POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS:**

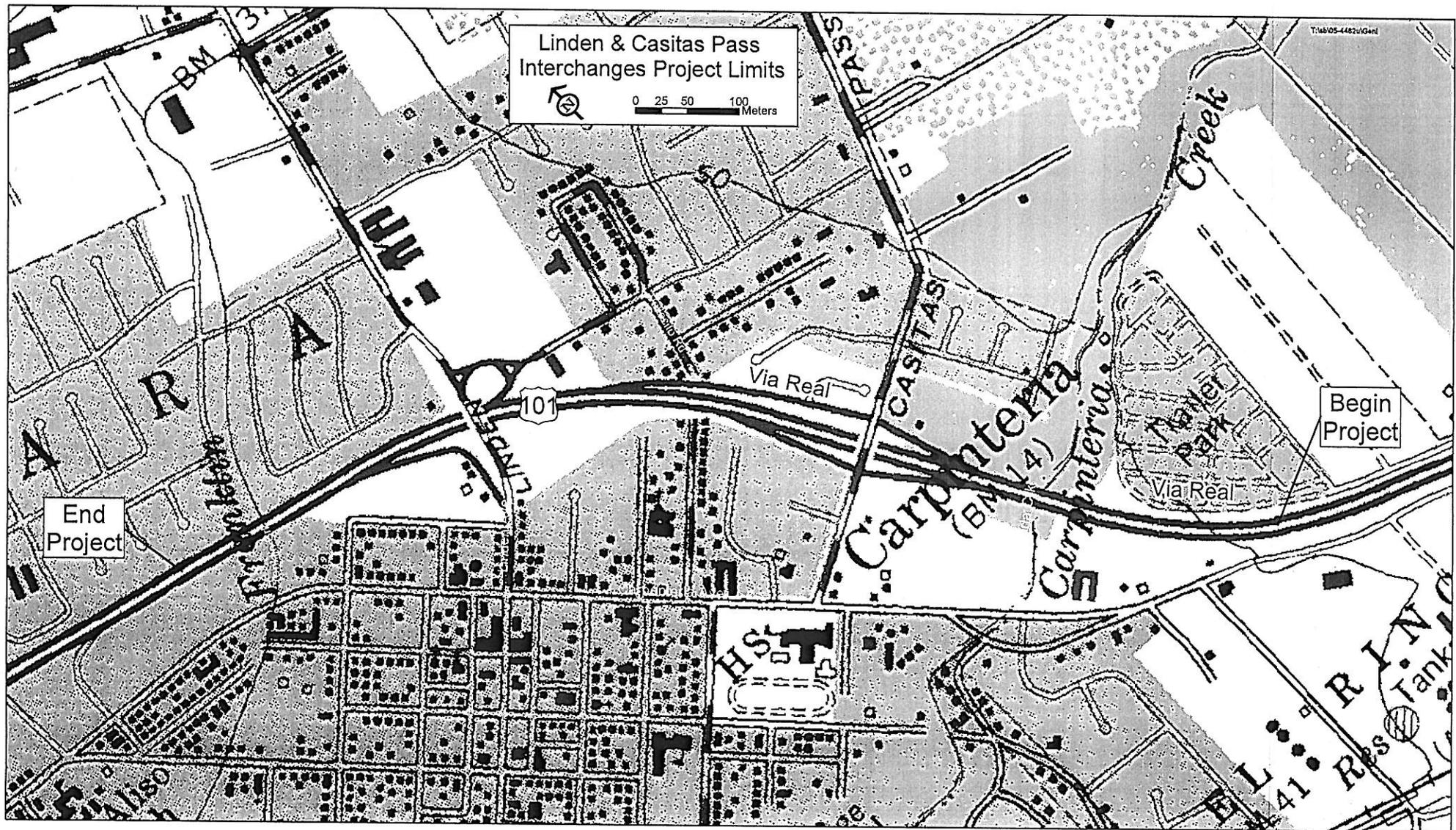
- Visual resources
- Cultural resources
- Noise
- Residential relocations
- Biological resources
- Farmland impacts

Based on the potential for significant impacts to the resources listed above, an Environmental Impact Report is being prepared for this proposed project.

**PROPOSED MEASURES TO MINIMIZE HARM:**

- Incorporate design characteristics and aesthetic treatments to minimize visual impacts.
- Incorporate noise reducing features in the project design.
- Relocation benefits to affected residents.
- Avoidance of sensitive biological habitat during construction.
- Restoration of riparian habitat.

Attachments



June 25-26, 2008  
NOP - 05-SB-101  
PM 2.2/3.3