

Edits to Attachment 2 and 3, Condition #1 (Project Description) Paragraph 5

The project is a proposal by the California Department of Transportation (Caltrans) and Santa Barbara County Association of Government (SBCAG) to improve Highway 101 by adding a part time, continuous access High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions within the highway corridor. The project is located along approximately 1.4 miles of Highway 101, between Post Mile (PM) 9.2 and PM 10.6. Part-time continuous access means that the HOV lanes would be open to all vehicles during off-peak periods (part-time), and access to and from the HOV lane would be unrestricted (continuous access). The HOV lanes will operate during peak periods, between the hours of 6 a.m. to 9 a.m. and 3 p.m. and 6 p.m., Monday through Friday. Outside of these hours, the HOV lanes would be open to mixed-flow traffic.

All vehicular travel lanes are proposed to be 12 feet wide, with 10 foot mainline shoulders, and 8-foot ramp shoulders. The inside mainline shoulders would vary from 2 feet to 18 feet, depending upon the available right-of-way (ROW). The wider shoulders would also be varied to provide adequate sight distance through curves along Highway 101.

Interchanges within the project limits consist of the southbound Posilipso on-ramp, southbound San Ysidro off-ramp, northbound San Ysidro on and off-ramps, southbound Olive Mill Road on-ramp, and northbound Olive Mill Road off-ramp. The maximum distance between interchanges is 0.5 miles between San Ysidro Road and Olive Mill Road. The project area is currently bounded by frontage roads and homes/businesses to the north and south of Highway 101, as well as the railroad ROW to the south.

The project would include replacement of existing roadway pavement surface with 40-year long-life concrete pavement on existing lanes and ramps within the project limits. Following several years of public input, one of the goals developed for the project was to ensure all improvements would be constructed entirely within Caltrans ROW. Work would be completed in the shoulder and median areas along the existing Highway 101 corridor. The project would also add non-standard shoulder widths for improved vehicle recovery; address sight distance on the mainline and ramps; and make upgrades to drainage, signage, lighting, and barriers.

Project construction would include the removal of approximately 157 non-native trees, 136 oak trees, 25 specimen trees, and 17 native trees. The project proposes to plant 449 trees, which includes 250 36" box oak trees, and 140 additional native trees as mitigation. Timing of the landscaping improvements, including replacement trees, would follow construction of the mainline improvements. The project proposes approximately 86,500 cubic yards (CY) of cut, 1,900 CY of fill, and the total haul volume is approximately 84,600 CY. The project would include a black coated chain link fence and drought tolerant landscaping between the highway and the south border of N. Jameson Lane, providing visual screening between N. Jameson Lane. Landscaping would be maintained a minimum of 5-years with plantings that do not survive being replaced during that period.

Overhead signs will be installed along the highway corridor to facilitate wayfindings. The overhead signs could include single or double signs on a post base. Typical post height is approximately 20 feet and typical signage height is approximately 8 feet, for a total height of 28 feet.

Construction activities would be supported by existing Construction Support Sites (CSS) including a concrete batch plant that was approved for use in Segments 4B and 4C. The CSS is proposed to be used throughout construction of Segment 4D from approximately Spring 2023 to Fall 2026 and is subject to the approvals by the Santa Barbara County Air Pollution Control District. The concrete batch plant allows for the manufacturing of concrete for the construction and rehabilitation of the paved lanes and structures to be built as part of the Highway 101 Project. The batch plant site includes a portable “wet mix” batch plant with equipment designed to form concrete, including water, air, admixtures, sand, aggregate, and cement. Sand and aggregate used for concrete production at the site is provided by the Gardner Ranch and Bee Rock facilities. Sand and aggregate is stockpiled using a drive over conveyor drop. The transfer of materials within the site is completed with a 243 horse power wheeled front loader with a Tier 4 final diesel engine. The front loader is permitted to operate up to 1,000 hours per year. Surface water is directed to the southwest corner of the site using a v-ditch along the southern and eastern boundaries of the site to capture, slow, and direct water toward a manageable discharge point. The batch plant is permitted to operate up to 12 hours per day and produce up to 220 cubic yards per hour, 2,500 cubic yards per day, or 50,000 cubic yards per year. All other staging locations are within the Caltrans ROW. Upon completion of lane paving for Segment 4D all asphalt and construction materials will be removed from the site and the site will be restored with native vegetation and maintained by Caltrans until established.

Phasing: In order to streamline construction and reduce ramp closures, Segment 4D improvements are divided into two components, Phase 1: San Ysidro to Olive Mill, and Phase 2: Sheffield to San Ysidro, as described in detail below:

Phase 1: San Ysidro to Olive Mill

This phase is located between PM 9.9 to the south and PM 10.6 to the north, from approximately 0.1-mile south of the San Ysidro Road Overcrossing to the County/City of Santa Barbara line at the Olive Mill Road Overcrossing. This phase is planned to be constructed concurrently with the Olive Mill Road and San Ysidro Road roundabout projects. This segment will include approximately 41,700 CY of cut and 350 CY of fill and includes the following project elements:

- Installation of a median barrier at a maximum height of 42 inches. The concrete median barrier will be approximately 1,917 ft. long and will include approximately 989 ft. of metal guard rail.
- Installation of guardrails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps, on the Olive Mill Road southbound on-ramp Overcrossing, and on the San Ysidro Road Overcrossing.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.

- Installation of a retaining wall on the south side of Highway 101. The retaining wall is proposed to be approximately 371 feet long and range from 3 to 8 ft. in height.
- Installation of a retaining wall on the north side of Highway 101 at San Ysidro Road. The retaining wall is proposed to be approximately 113 feet long and range from 10 to 30 feet high.
- Installation of a retaining wall on the north side of Highway 101 between San Ysidro Road and Olive Mill Road. The retaining wall is proposed to be approximately 602 feet long and ranges between 4 feet to 8 feet high.
- Construction of a 12 foot wide auxiliary lane in both the northbound and southbound direction, between San Ysidro Road and Olive Mill Road interchanges.
- The structural sections of the San Ysidro Road and Olive Mill Road interchange ramps will be rehabilitated, and ramp profiles will be updated to improve vertical stopping sight distance.

Existing drainage patterns will be retained to the extent feasible and existing pipe outfalls will remain in place. The project includes new drainage inlets and culverts along the Highway 101 mainline. Runoff will be contained by new drainage inlets along the inside shoulder and barrier. New inlets and pipe systems are also proposed in the outside shoulder to capture runoff before cross-slope transition. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

In this segment, a transverse overhead electrical distribution line, a pole and guy wire near the San Ysidro Creek Crossing and a longitudinal overhead electrical line along North Jameson Lane may require new, taller utility poles to meet the overhead clearance requirement. Southern California Gas has two transverse crossing that are in conflict with the proposed lowered grades and may need to be relocated. The Montecito Water District transverse line will be abandoned. The Montecito Sanitary District transverse line will be relocated to a nearby location.

Phase 2: Sheffield to San Ysidro

This segment is located between PM 9.2 to the south and PM 9.9 to the north, from 0.2 mile north of the Sheffield Avenue Undercrossing to 0.1 miles south of the San Ysidro Road Overcrossing. This segment is expected to include 44,800 CY of cut and 1,550 CY of fill and will include the following project elements:

- Installation of a concrete barrier and double thrie beam barrier at a maximum height of 42 inches in the median. The double thrie beam barrier would be constructed in locations where it is required to allow for proper drainage.
- Installation of guard rails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps. In one location, a 45-inch-high concrete barrier would be installed at the Posilipo Lane south-bound on-ramp. The barrier would be 152 feet long.
- The structural sections of the Posilipo Lane southbound on-ramp would be reconstructed and concrete curbs/gutters would be replaced.

- The existing sound wall along the south side of Highway 101 between approximately San Ysidro Creek and Posilipo Lane would be retained.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.
- Installation of one retaining wall between southbound Highway 101 and South Jameson Road near the Miramar Hotel. The retaining wall is proposed to be approximately 337 feet long and ranges between 5 to 12.5 feet high.
- Replacement of a bridge over Romero Creek. The creek has a natural channel with concrete walls which would remain unchanged, the replacement slab bridge will be longer to accommodate a wider channel in anticipation of increased capacity.
- Replacement of a bridge over San Ysidro Creek. The creek has a natural channel with concrete walls, which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- Replacement of a new bridge over Oak Creek. The creek has a natural channel with concrete walls which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- The profile of Highway 101 would be corrected just west of Oak Creek to provide improved stopping sight distance.

Existing drainage patterns will be retained to the extent feasible and pipe outfalls and creeks will remain in place. Runoff from off-site areas will drain to the same inlets and culverts. Runoff will be contained by a number of drainage inlets along the inside shoulder to capture runoff before cross-slope transitions. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

The project also includes one Cox Communication transverse crossing that may require relocation based on the overhead clearance requirements. The Montecito Sanitary District owns two utility lines east of Oak Creek bridge that will be relocated to the Oak Creek bridge crossing. The Montecito Water District owns two transverse crossings within this segment that will need to be relocated to a nearby location. Two utility poles owned by Southern California Edison near San Ysidro Creek and Oak Creek will be relocated farther from the highway to accommodate the widening. SoCal Gas has two transverse crossings that will be relocated to a nearby location.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.