

Memorandum

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To: MICHAEL HOLLIER
Associate Environmental Planner
Caltrans District 5

Date: January 17, 2019

File: 05-1C3600
05-1200-0134
SB-217-1.02

From: KRISTA KIAHA *KK*
Heritage Resource Coordinator
Caltrans District 5

Subject: SECTION 106 CULTURAL RESOURCE STUDIES COMPLETE FOR SAN JOSE
CREEK BRIDGE REPLACEMENT PROJECT

The cultural resource studies for the San Jose Creek Bridge Replacement Project are documented in the *Historic Property Survey Report for the San Jose Creek Bridge Replacement Project, Goleta, 05-SB-217, PM 1.02, Santa Barbara County, California* (HPSR), prepared by Terry Joslin in December 2018, and concurred upon by the State Historic Preservation Office (SHPO) on January 16, 2019. There was one cultural resource within the Area of Potential Effects, CA-SBA-45 Locus 2, which was determined not eligible to the National Register of Historic Places.

The California Department of Transportation (Caltrans) is proposing to widen the existing San Jose Creek Bridge at post mile 1.02 on State Route 217 in the town of Goleta, Santa Barbara County.

Build Alternative

The existing San Jose Creek Bridge is deteriorating because of reactive aggregate. In addition, its lanes and shoulders do not meet existing width standards. The Build Alternative would replace the existing San Jose Creek Bridge with a wider structure with standard lane and shoulder widths and a standard bicycle/pedestrian path on the northbound side. The replacement bridge would include 'jackable' features that would allow the structure to be raised approximately 33 inches to accommodate future sea-level rise. Specifically, additional rebar with couplers and pins would be installed to extend the bridge columns, allowing the superstructure to be raised by jacking.

Proposed Engineering Features

This alternative would consist of replacing the existing bridge with a two-span precast, pre-stressed, wide flange girder bridge. The proposed alternative accommodates the 100-year flood event, which would have a surface water elevation between 10 and 11 feet. The lowest soffit elevation of the proposed replacement structure is at an elevation of 12-ft, which meets the existing lowest soffit elevation.

The proposed alternative also reduces the number of bents in the streambed. This reduction increased the depth of the superstructure from 1.5 feet (existing) to 4.75 feet

(proposed), reducing the number of spans from seven to two. Due to the higher profile, the bike path adjacent to the bridge needs to be realigned, which requires a 250-foot-long nonstandard retaining wall between SR 217 and the bike path, to minimize the overall impacts, especially to salt marsh.

The proposed bridge would be approximately 213.6-ft long, 105-ft wide, and 4.75-ft deep. The east abutment would be located in approximately the same location as the existing east abutment, while the west abutment would be about 10-ft to the west. The new abutments would be located outside streambanks. As in the existing condition, the center of the bridge would be located near the west bank.

The existing six piers (66 columns) would be removed and replaced with one pier supported by eight Type II cast-in-drilled-hole piles. Each cast-in-drilled-hole pile would be 66-inches in diameter below ground and would support 10-ft high, 42-inch diameter columns. A concrete bent cap would be formed at the top of the columns to attach them to the bridge deck, well above the ordinary high water mark. Cast-in-drilled-hole piles (24-inch diameter) would be used at each of the abutments, which are located behind the existing stream banks, not within the ordinary high water mark.

This bridge structure would include features to raise the structure approximately 33 inches in the future to accommodate sea level rise within the expected 75-year life of the bridge. Additional rebar with couplers and pins would be installed to allow for extension of columns, whereby the superstructure could be raised by jacking at some point in the future. This design option defers the impacts associated with accommodating sea level rise. A project that involves raising the structure and completely redesigning the road approaches would be addressed in the future when the structure needs to be raised for sea level rise.

No-Build (No-Action) Alternative

Under the No-Build Alternative, the San Jose Creek Bridge would not be replaced. No widening of existing lanes or shoulders and no raising of the bridge profile would occur. The San Jose Creek Bridge would continue to deteriorate and not meet current lane and shoulder standards. No other improvements would be constructed on the San Jose Creek Bridge under the No-Build.

The attached *Historic Property Survey Report for the San Jose Creek Bridge Replacement Project, Goleta, 05-SB-217, PM 1.02, Santa Barbara County, California* (HPSR), documents that the requirements of 36 CFR 800 have been fulfilled, in accordance with the January 1, 2014 First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the

National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (Programmatic Agreement).

As assigned by FHWA and pursuant to U.S.C. 326, Caltrans has determined a **Finding of No Historic Properties Affected** is appropriate, according to Section 106 PA Stipulation 1X.A and no further studies are warranted.

If the project design plans change in ways that may affect cultural resources, Caltrans Cultural staff must be notified in order to assess any potential effects. In the event that cultural material is encountered during construction, work shall cease until a qualified archaeologist or architectural historian can assess the unanticipated discovery in accordance with the Programmatic Agreement, and the Caltrans Environmental Planning Branch shall be notified immediately.

Attachment:

Historic Property Survey Report for the San Jose Creek Bridge Replacement Project, Goleta, 05-SB-217, PM 1.02, Santa Barbara County, California (HPSR), Joslin, 2018

cc: Caltrans Cultural Resource Files, 05-SB-217 PM 1.02
Krista Kiaha, District 5 Heritage Resources Coordinator