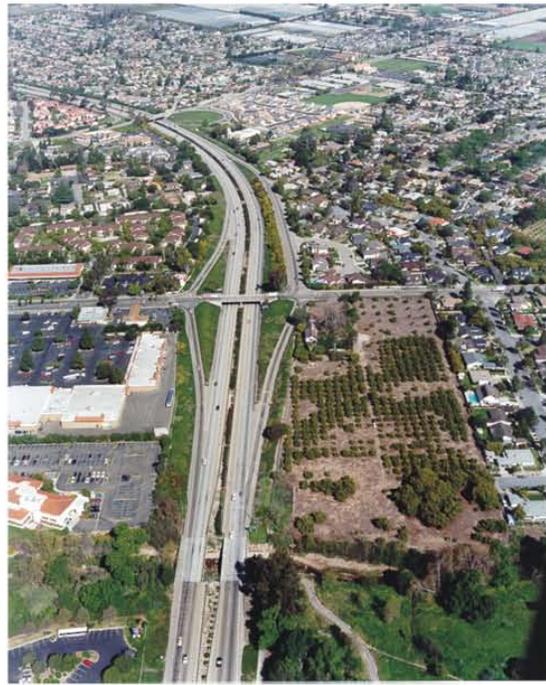


Welcome

Information Meeting

Please sign in.
Please view our displays, ask questions,
and give us your input concerning
this project.

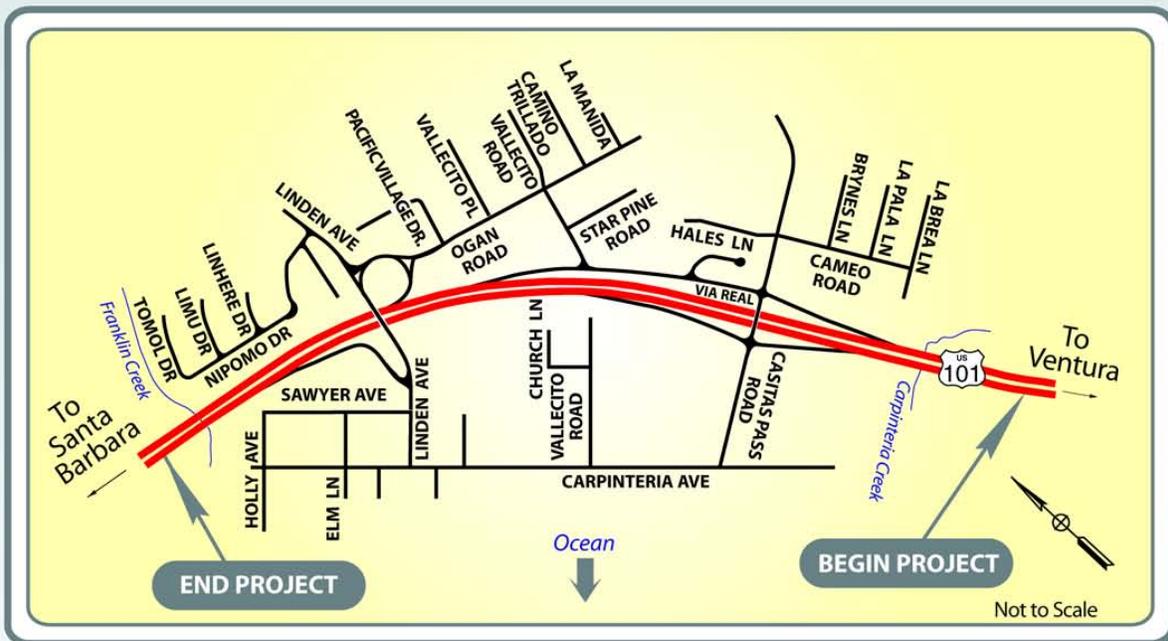




Information Meeting

Wednesday, May 7, 2008
5:30 p.m. - 8:00 p.m.

Carpinteria City Hall,
5775 Carpinteria Avenue,
Carpinteria, California





Why Are We Here Tonight?

- To introduce the proposed project to the community
- To obtain your comments on the proposed project prior to the completion of the draft environmental document.
- Caltrans staff are available to answer your questions. Written comments may be placed into the comment box or mailed directly to our office.

What's Next

Caltrans will release the draft environmental document to the public. The document will identify potential impacts and offer a 45-day public comment period.



LINDEN CASITAS

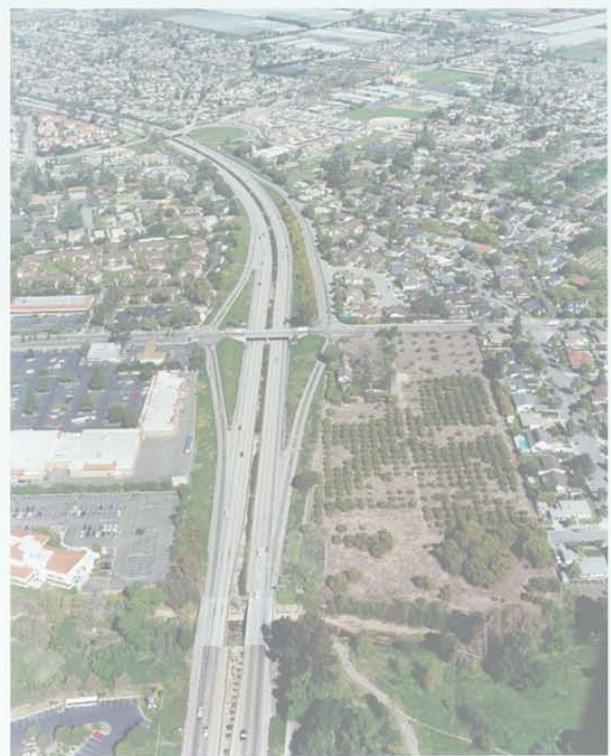
Interchanges Project

Project Description



THE LINDEN AVENUE AND CASITAS PASS ROAD INTERCHANGE PROJECT PROPOSES to replace both interchanges with wider overcrossing bridges, reconfigure and construct new ramp connections, and extend the local frontage road (Via Real) in Carpinteria.

THE PROJECT'S GOAL is to improve safety and operations on the 1.2 -mile stretch of Highway 101 and the local roads adjacent to the two interchanges. The project is also designed to accommodate future widening of Highway 101 from four to six lanes when funding is available.



LINDEN CASITAS

Interchanges Project

Purpose & Need

The project's purpose and need have been developed jointly with the City of Carpinteria, Santa Barbara County Association of Governments, and Caltrans.

Purpose:

The purpose of the project is to improve access to and operations at the Linden Avenue and Casitas Pass Road interchanges with Highway 101; improve operations on Highway 101 in the project vicinity; reduce use of Highway 101 for local trips and improve local circulation, including connectivity on Via Real between Bailard Avenue and Linden Avenue; and improve local bicycle and pedestrian connectivity.

Need:

The funds programmed by the board of the Santa Barbara County Association of Governments are intended to address several transportation problems and deficiencies on US 101 and the local road network in the City of Carpinteria, local interchanges, on and off ramps, and a parallel arterial. More specifically:

- The Linden Avenue overcrossing and Casitas Pass Road overcrossing have nonstandard vertical clearance over US 101, necessitating diversion of taller trucks onto City streets.
- On-ramps within the project limits have nonstandard spacing and merging lengths resulting in operational difficulties on US 101.
- There are three discontinuous sections of Via Real, a parallel arterial on the north side of US 101 in the City. This creates difficulties for local traffic on the north side of US 101, including bicycles, pedestrians, and emergency vehicles, requiring out-of-direction travel and/or freeway use to access properties on the north side of US 101.
- The northbound on-ramp at Casitas Pass Road interchange is combined with two-way traffic on Via Real, which includes traffic from Vallecito Road and Hales Lane. This is a non-standard geometric design for the interchange. Speed differentials between the ramp and the intersections discourage a free flow of traffic through the area.
- Pedestrian facilities are provided on only one side of both the Linden Avenue overcrossing and the Casitas Pass Road overcrossing. These overcrossings also have insufficient width to provide bicycle lanes. The close proximity of several schools creates higher than average pedestrian and bicycle traffic on these streets.

Guiding Principles

In addition to defining the project's purpose and need, the project partners developed a set of guiding principles, which assist to shape the project development process and guide decisions of the project team.

- Use local plans as guidance to ensure compliance with City Coastal Development Permit requirements.
- Developed with consideration for Highway 101 widening projects.
- Minimize residential right of way impacts.
- Preserve existing sense of community and environmental resources.
- Facilitate future transit improvements.



LINDEN CASITAS

Interchanges Project

Proposed Alternatives

Alternatives 1 through 4 will extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue. Traffic signals will be installed where Route 101 ramps connect to local streets, and where Via Real connects to Linden Avenue and Casitas Pass Road.

Build Alternative 1

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

- Replace the Linden Avenue Overcrossing with a 5-lane structure
- Construct a northbound on-ramp and a southbound off-ramp in a diamond configuration

- Replace the northbound Franklin Creek Bridge

CASITAS PASS ROAD INTERCHANGE

- Replace the Casitas Pass Road Overcrossing with a 5-lane structure
- Construct northbound hook ramps
- Construct southbound diamond ramps
- Widen and replace the northbound and southbound Carpinteria Creek Bridges
- Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek

Build Alternative 2

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

- Replace the Linden Avenue Overcrossing with a 4-lane structure
- Construct a northbound hook on-ramp
- Construct a southbound diamond off-ramp

CASITAS PASS ROAD INTERCHANGE

- Replace the Casitas Pass Road Overcrossing with a 5-lane structure
- Construct northbound hook ramps
- Construct southbound diamond ramps
- Widen and replace the northbound and southbound Carpinteria Creek Bridges
- Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek

Build Alternative 3

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

- Replace the Linden Avenue Overcrossing with a 4-lane structure
- Construct a roundabout with one leg as a northbound on-ramp
- Construct a southbound diamond off-ramp

CASITAS PASS ROAD INTERCHANGE

- Replace the Casitas Pass Road Overcrossing with a 5-lane structure
- Construct northbound hook ramps
- Construct southbound diamond ramps
- Widen and replace the northbound and southbound Carpinteria Creek Bridges
- Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek



LINDEN CASITAS

Interchanges Project

Proposed Alternatives (Continued)

Alternatives 1 through 4 will extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue. Traffic signals will be installed where Route 101 ramps connect to local streets, and where Via Real connects to Linden Avenue and Casitas Pass Road.

Build Alternative 4

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

Replace the Linden Avenue Overcrossing with a 5-lane structure

Construct a northbound on-ramp and a southbound off-ramp in a diamond configuration

Replace the northbound Franklin Creek Bridge

CASITAS PASS ROAD INTERCHANGE

Replace the Casitas Pass Road Overcrossing with a 5-lane structure

Construct northbound hook ramps

Construct southbound diamond ramps

Widen and replace the northbound and southbound Carpinteria Creek Bridges

Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek

No Build

This alternative proposes to do nothing to U.S. Highway 101 or adjacent streets within the project limits. This alternative is used as a baseline for comparing current conditions to the build alternatives. The No-Build is a viable alternative in the event that none of the other alternatives meet the purpose and need.





Noise Levels

The noise meter is calibrated to a known sound level with a calibrator “tuned” to 94 dBA. The noise meter is placed at 5 feet in height to simulate a normal receptor height. The noise meter is placed at a known distance from the centerline of the near lane of traffic. It is then relatively easy to predict the noise level at any distance from the highway traffic, since noise diminishes (drops off) at 4.5 dBA per distance doubled on a soft site (grass and trees) and at 3 dBA per distance doubled on a hard site (rocks and paving). After the noise level has been recorded, the meter is again checked with the calibrator.

Decibels (dB) is a logarithmic measure of sound. dBA indicates decibels measured on the A scale, calibrated for the human response to sound. On this scale, a level of 70 decibels and a level of 80 would be 4 times as loud.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing



LINDENCASTLES Project



LINDENCASTLES

Interchanges Project

Proposed Soundwall Locations for Alternatives 1 and 4



LINDEN CASITAS

Interchanges Project

Alternative 3 Roundabout



Roundabout Illustration from Lane And Neumann (LAN) Engineering Corporation

Proposed Roundabout at Via Real, Ogan Road and Northbound 101 On-Ramp

Included in Alternative 3

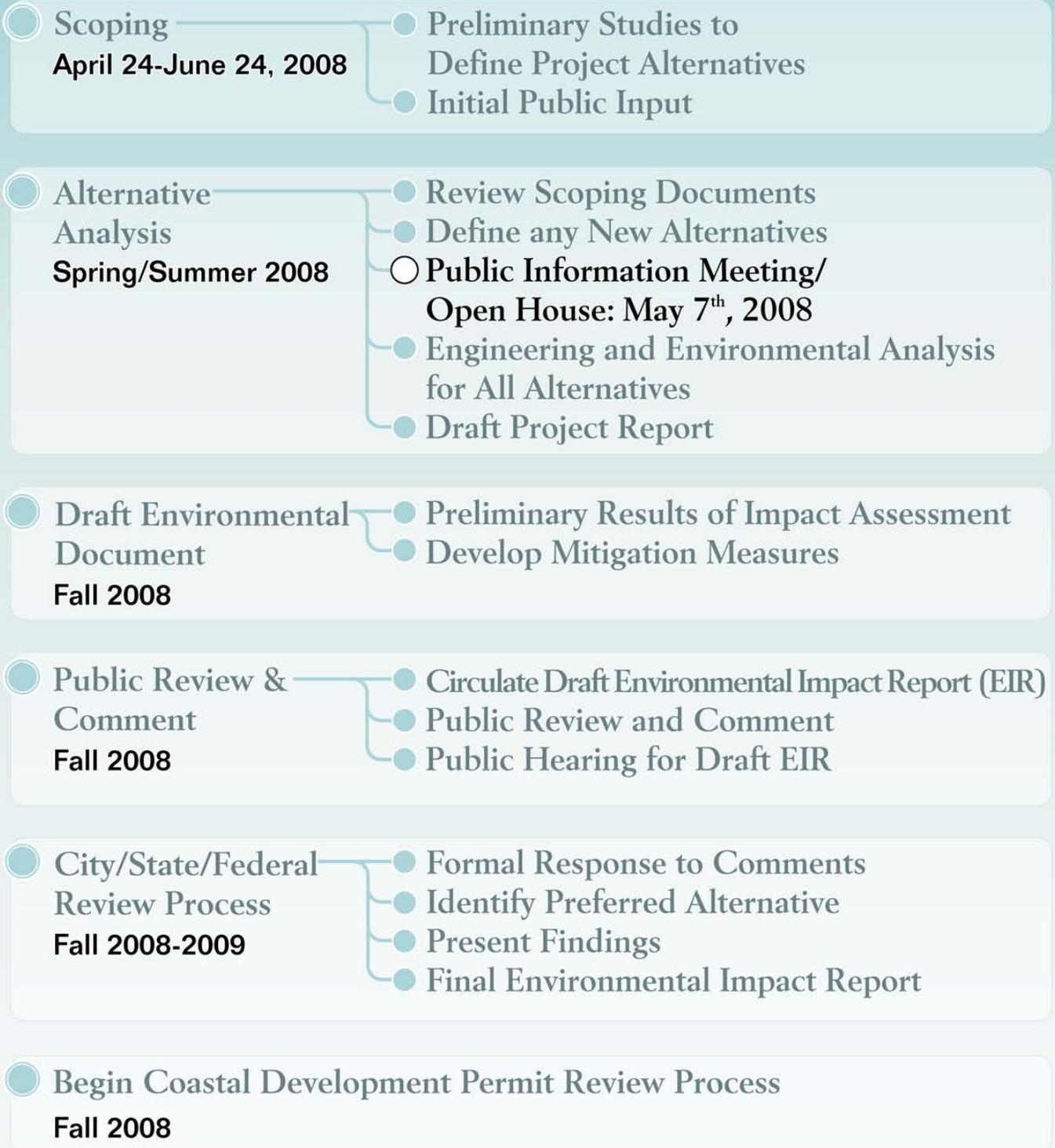
This image is for illustrative purposes of the roundabout only. Some design elements may not be depicted

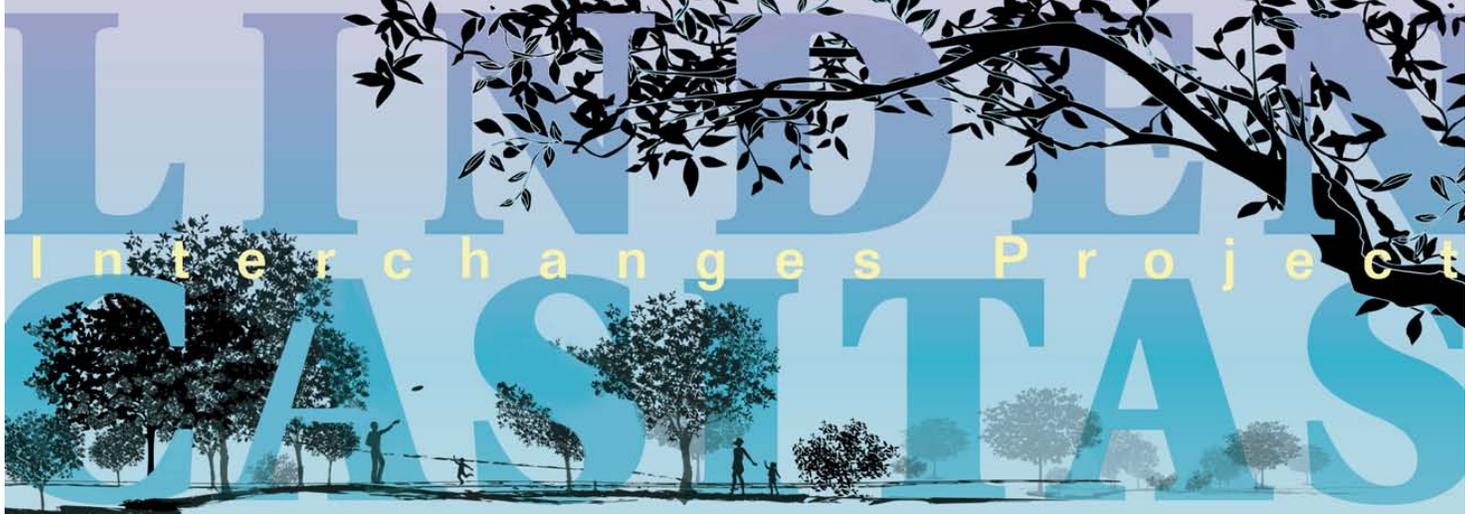


LINDEN CASITAS

Interchanges Project

Environmental Process





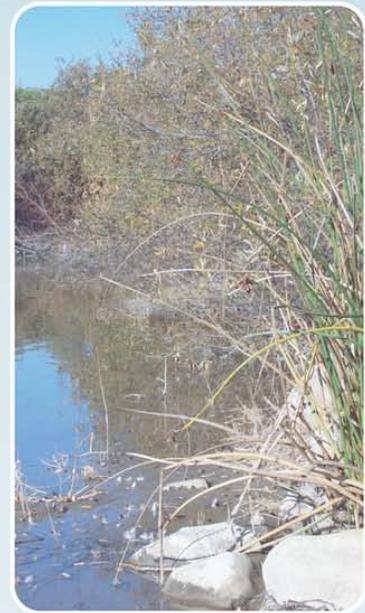
Biology

All Caltrans projects are subject to environmental laws that protect our natural environment.

Caltrans Biologists conduct field studies and surveys to determine the biological resources that may be affected by a Caltrans project. The project includes bridge widening and new structures over Carpinteria Creek. Two project alternatives include bridge widening over Franklin Creek. Sensitive species living in the creek environment include Tidewater Gobies and the Southern California Steelhead.

This project is being developed with input from the applicable resource agencies which include the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, the National Oceanic Atmospheric Administration Fisheries Service, and the California Department of Fish and Game.

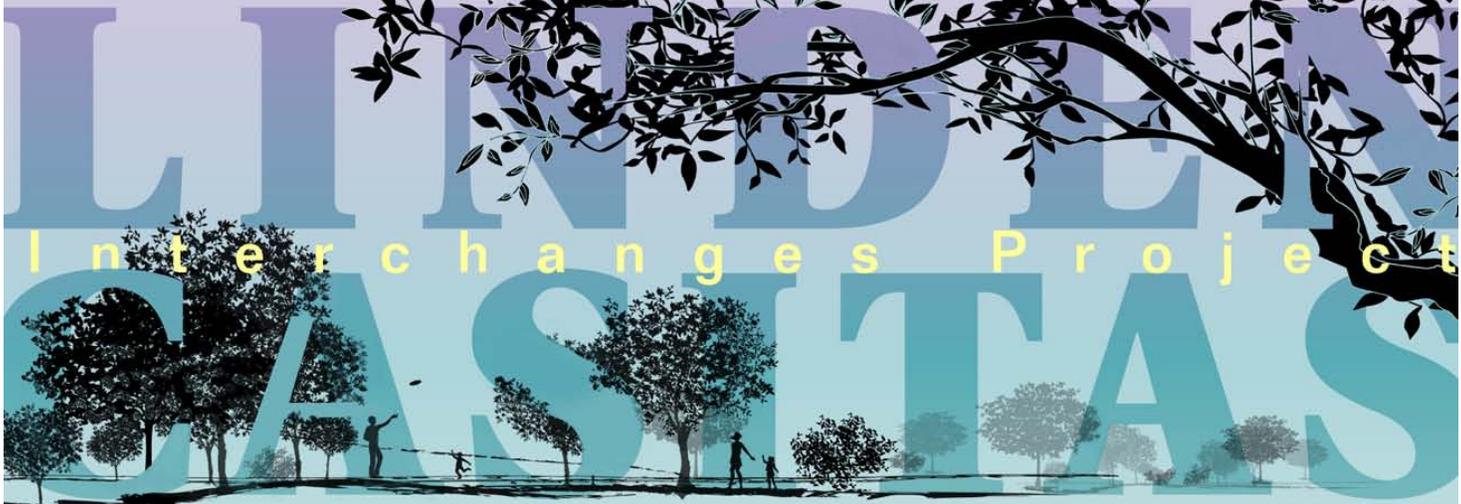
When a sensitive species or habitat may be affected by a Caltrans project, Caltrans Biologists develop ways to mitigate those effects. Mitigation reduces project related impacts by avoiding, minimizing, or compensating for those impacts.



Mitigation techniques include:

- Having shifted the highway and frontage road alignments along with improvements in construction techniques to avoid or reduce impacts to sensitive species and habitat.
- Establishing a construction window of work in and around the creeks in order to avoid impacting migrating steelhead and minimize the affects to the breeding season of the tidewater goby.
- Creating a window of work for removing riparian (creek side) vegetation and large trees in order to avoid impacting potentially nesting raptors and migratory birds.
- Removing an existing steelhead migration impediment. (At-grade bicycle path)
- Enhancing, creating, restoring or purchasing of habitat.
- Use of exclusionary fencing in order to avoid potential impacts to sensitive habitats outside of the project footprint.





List of Technical Studies

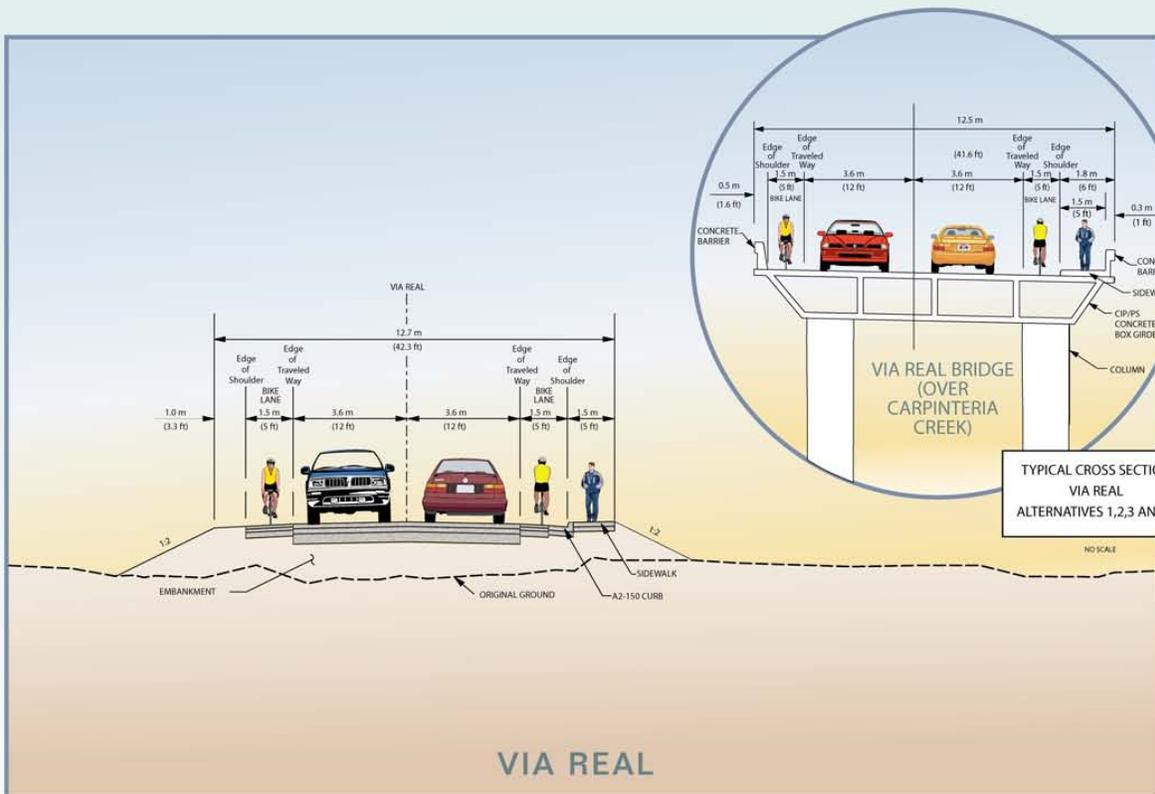
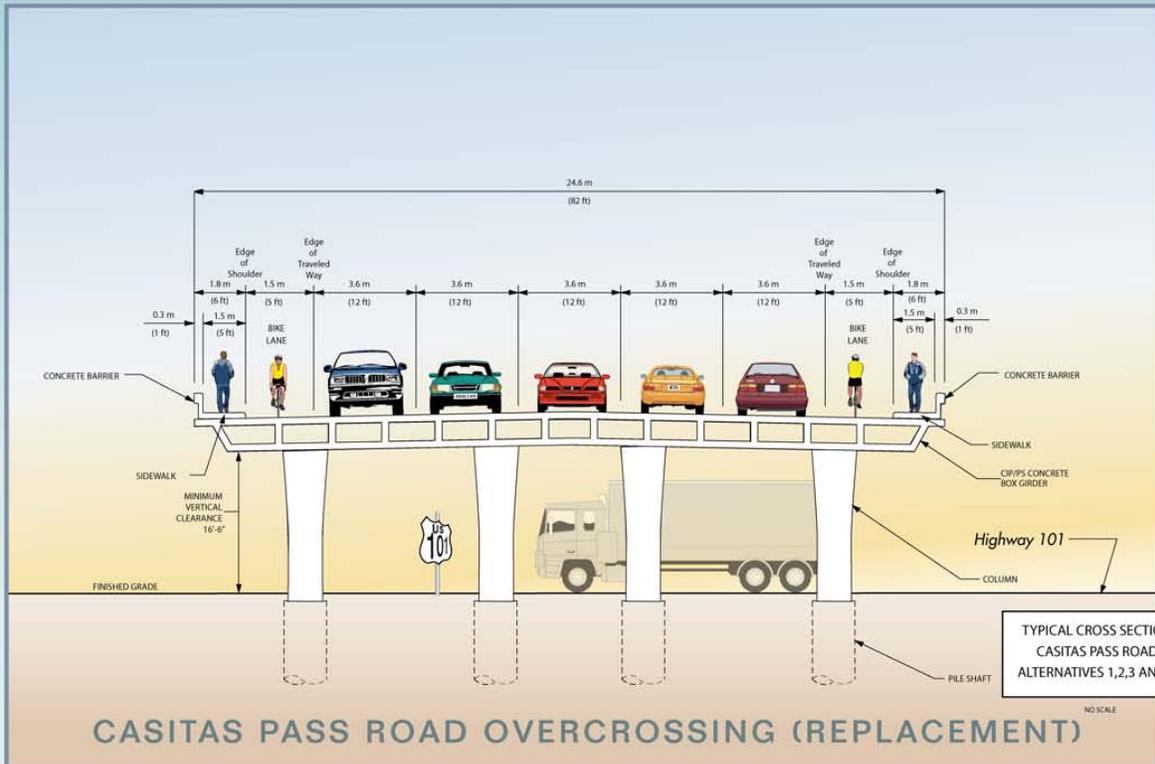
- Historic Property Survey Report
 - Archeological Survey Report
 - Historic Resource Evaluation Report
- Air Quality Report
- Noise Study Report
- Noise Abatement Decision Report
- Floodplain Evaluation Report Summary
- Location Hydraulic Study
- Natural Environment Study
- Paleontology Study Report
- Site Investigation Report (Hazardous Waste/Materials)
- Visual Impact Assessment
- Water Quality Report
- Stormwater Data Report
- Preliminary Geotechnical Report (geology, soils, rupture hazards, liquefaction, etc.)
- Stormwater Data Report
- Traffic Analysis Report



LINDEN CASITAS

Interchanges Project

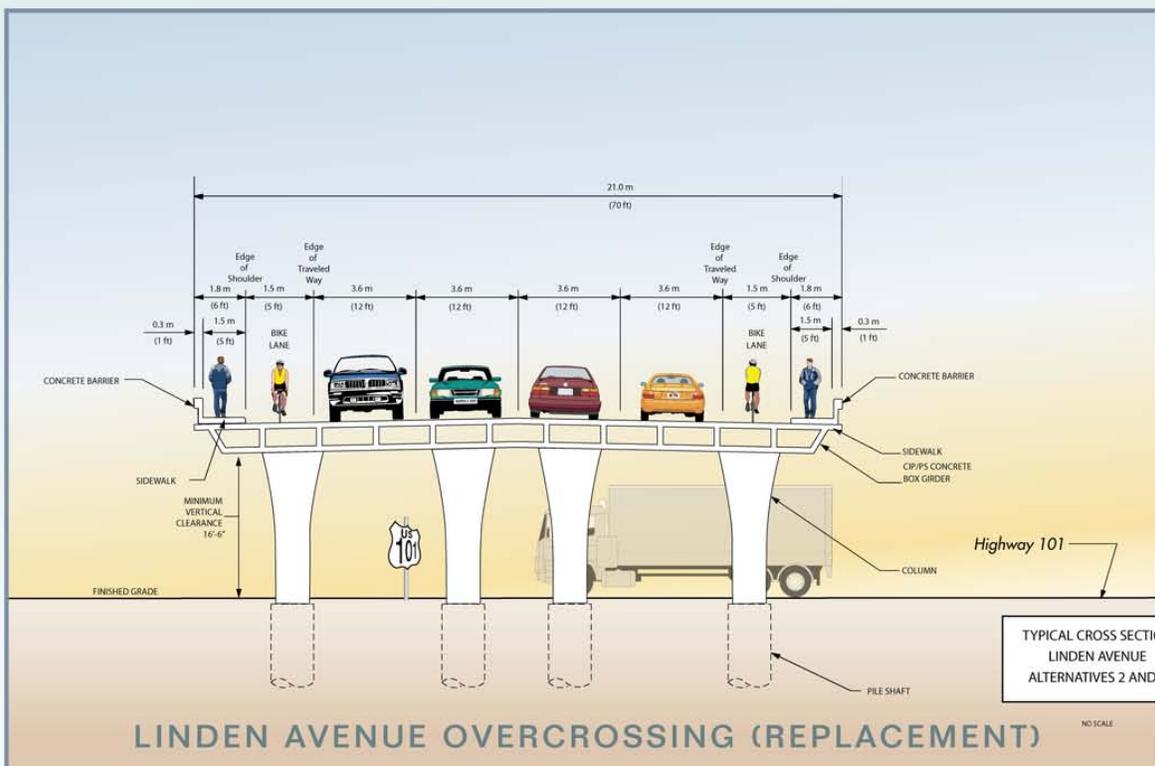
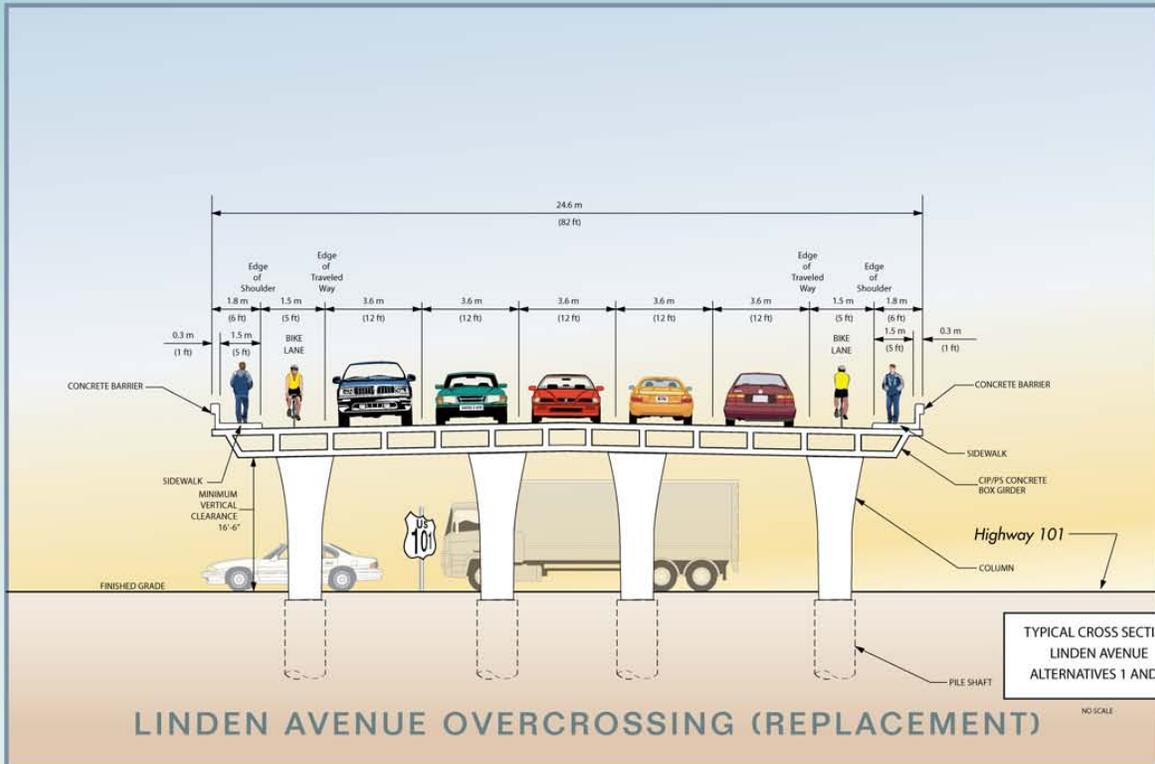
Typical Cross Sections



LINDEN CASITAS

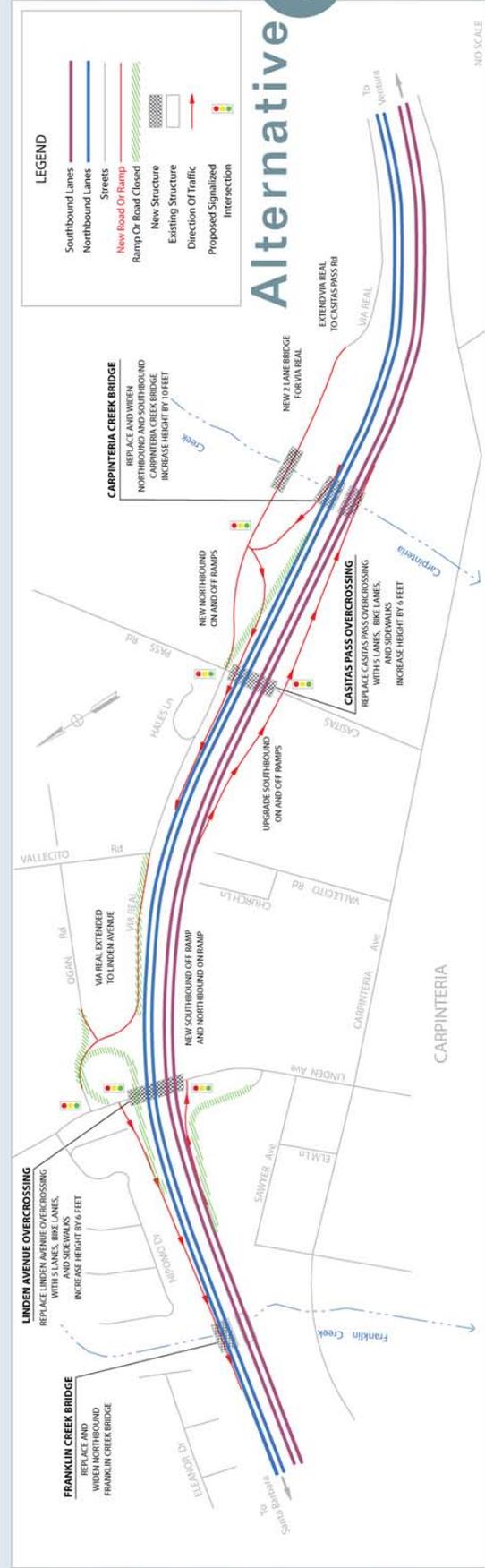
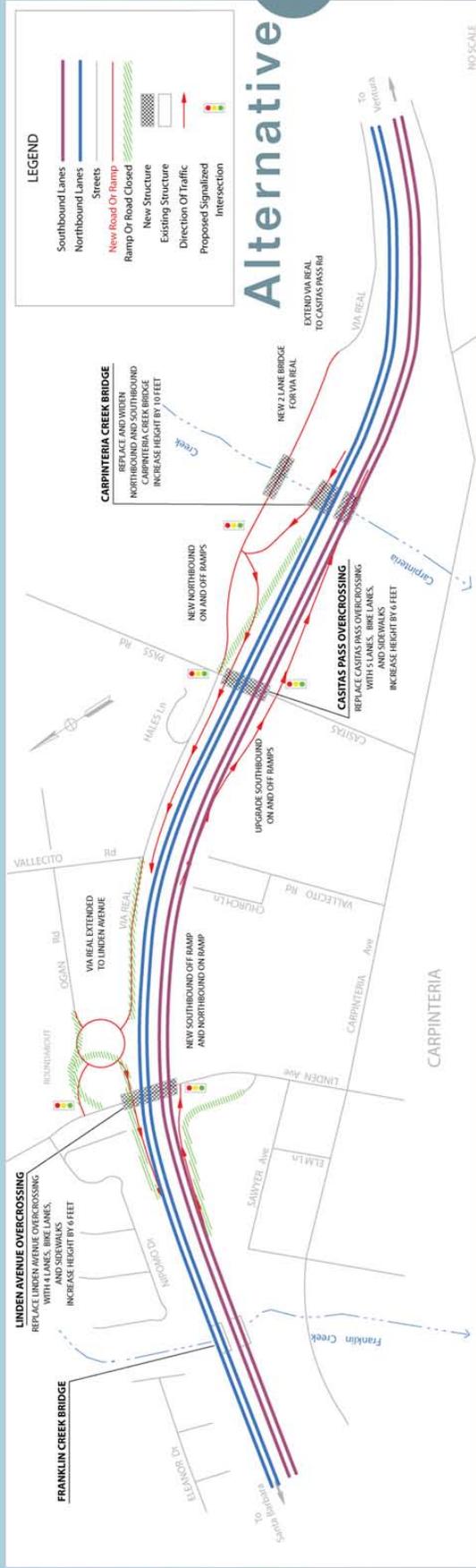
Interchanges Project

Typical Cross Sections

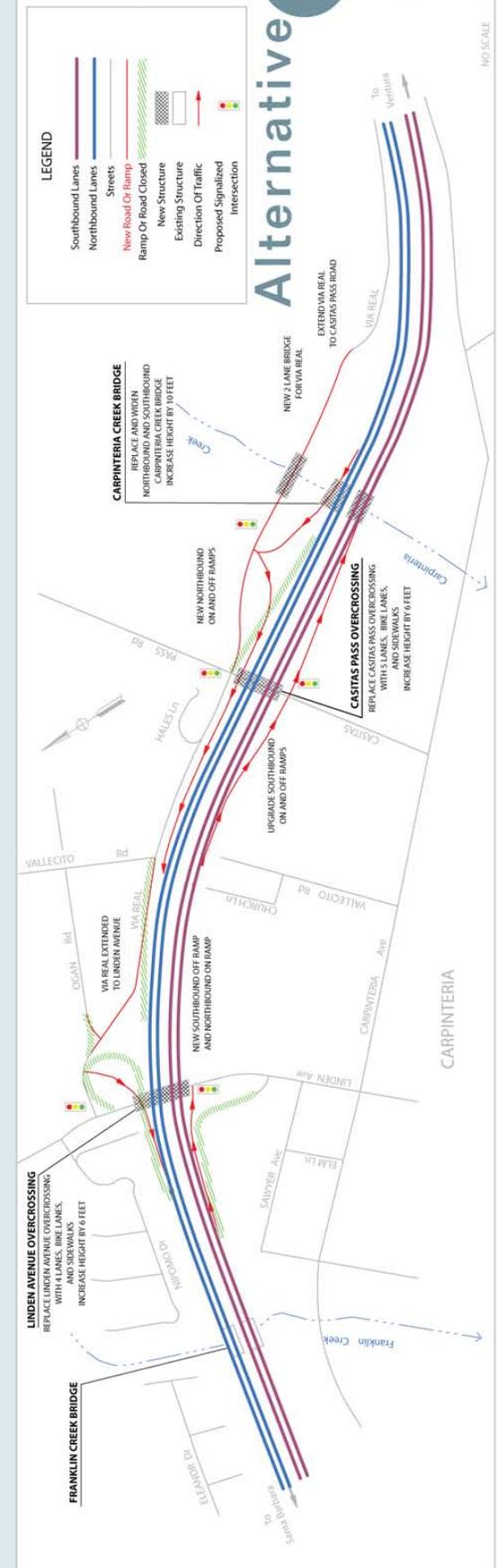
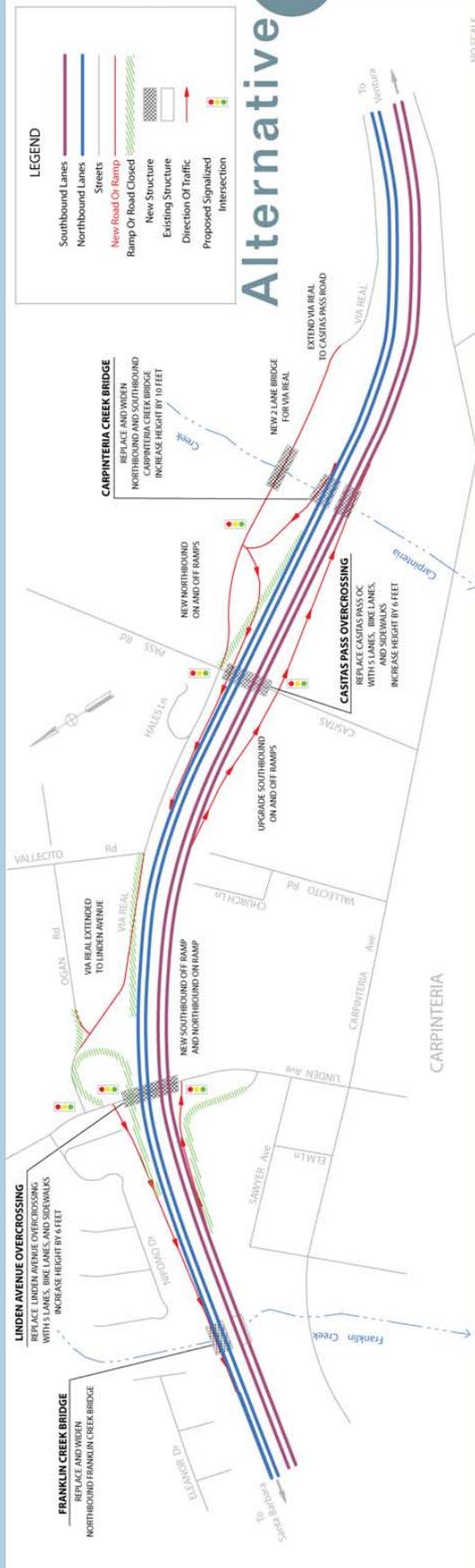


LINDEN CASITAS Project

Interchanges



LINDENCASTITAS Project



SBCAG
Santa Barbara County Association of Governments





Right of Way

The Division of Right of Way will conduct the following:

- Permits to enter
- Appraisal
- Acquisition
- Relocation Assistance
- Utility Relocation
- Excess Land Sales





Public Comment

There are several ways you can provide input to our process:

- Written comments may be placed in the comment box, or may be directly mailed to:

CALTRANS DISTRICT 5
Attention: Cathy Stettler
50 Higuera Street
San Luis Obispo, CA 93401

or

E-mail: cathy_stettler@dot.ca.gov

- Oral comments may be expressed to the court reporter tonight.
- Contact Cathy Stettler at (805) 549-3797

Please submit comments by June 24th, 2008

Thank you for attending this evening !

