Cold Spring Canyon Bridge

SUICIDE BARRIER

CALIFORNIA 154

PUBLIC HEARING
on the
DRAFT ENVIRONMENTAL DOCUMENT

1 Santa Barbara

Date: **Monday, June 9, 2008**
Time: **5:30 p.m. to 8:30 p.m.**
Place: **City of Santa Barbara Public Library**
Faulkner Gallery
40 East Anapamu Street
Santa Barbara, California

2 Solvang

Date: **Tuesday, June 10, 2008**
Time: **5:30 p.m. to 8:30 p.m.**
Place: **Solvang Veterans Memorial Building**
Legion Wing
1745 Mission Drive
Solvang, California

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Cold Spring Canyon Bridge

SUICIDE BARRIER

CALIFORNIA 154

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

Draft Environmental Impact Report/
Environmental Assessment and Section 4(f) Evaluation

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.

May 2008

Caltrans

Copies of the
DRAFT ENVIRONMENTAL DOCUMENT
are available

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Cold Spring Canyon Bridge

SUICIDE BARRIER

CALIFORNIA 154

Why Are We Here?

- To receive your comments on the **Draft Environmental Document.**
- **There are four ways you can provide your written 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:

   Cathy Stettler
   Senior Environmental Planner
   Department of Transportation
   50 Higuera St.
   San Luis Obispo, CA 93401

4. Written comments can be e-mailed to:

   Cathy_Stettler@dot.ca.gov

Comments must be received by 5:00 p.m., June 24, 2008

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Purpose and Need

The purpose of the proposed project is to:

1. Reduce the number of suicides at the Cold Spring Canyon Bridge.
2. Reduce the risks to emergency personnel such as law enforcement officers or search and rescue teams when attempting to prevent a suicide or when recovering a body.

The need for the proposed project:

The project is needed because at least 44 people have committed suicide at this location since the bridge was built in 1963. In the last 25 years, at least 31 deaths have occurred according to the Santa Barbara County Sheriff's Department. 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.

Santa Barbara County Sheriff Coroner Statistics

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.

- **44** people have committed suicide at the bridge since it was built in 1963
- **31** people have committed suicide since 1982
- **4** were aged 18-20
- **20** were aged 21-40
- **16** were aged 41-60
- **4** were aged 61-74
- **33** were male
- **11** were female
- **8** were from northern Santa Barbara County (Santa Ynez Valley to Santa Maria)
- **28** were from southern Santa Barbara County (from Carpinteria to Goleta)
- **8** were from Sonoma, San Luis Obispo, Ventura, Los Angeles, and Orange Counties

The proposed project would be built under Caltrans' Highway Safety Improvement Program. The purpose of this program is to reduce the number and severity of accidents on the State's highway system by implementing safety improvements to existing roadways. The program includes projects at locations where the accident history indicates a pattern that is likely to be corrected by a safety improvement.

Project Alternatives

Project alternatives were developed by an interdisciplinary team to achieve the project purpose while avoiding or minimizing environmental impacts. Several criteria were taken into consideration when evaluating the various alternatives for the proposed project, including the project purpose and need, cost, and environmental impacts.

The build alternatives consist of the **Grid/Mesh Alternative** and the **Vertical Alternative**. Both build alternatives would construct a barrier on Cold Spring Canyon Bridge to prevent suicides.

- **Grid/Mesh Alternative:** This option consists of welded wire or other material in a square grid pattern, spaced approximately 1 to 2 inches apart.

Grid/Mesh Concept

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

Vertical Picket Concept

Existing views and visual simulations of both build alternatives from three different viewpoints are shown on the visual simulation display boards.

Existing View

- **No-Build Alternative:** The No-Build Alternative provides a baseline for consideration of other alternatives and may be preferred if the other alternatives and/or variations have significant impacts on the environment, do not serve the project's Purpose and Need, or are not economically feasible.

Schedule and Costs

PROJECT SCHEDULE

- Summer 2007 - Public Information Meeting
- Spring 2008 - Environmental Studies complete
- **Summer 2008 - Draft Environmental Document initial public circulation and Public Hearing**
- Winter 2008 - Department of Transportation Project Approval and Final Environmental Document (PA&ED)
- Fall 2009 - Plans, Specifications and Estimates (Design Phase)
- Winter 2009 - Ready to List (Project out for bid)
- Summer 2010 - Construction

PROJECT COSTS

- Project Construction Cost: Approximately $1,000,000
- Funded through the State Highway Safety Improvement Program

FAQ's

Caltrans has conducted a multi-year effort to involve the public, local government, and other interested parties in the Cold Spring Canyon Bridge Suicide Barrier Project

Q1: What other solutions/alternatives have been considered?

A1: Caltrans has thoroughly investigated bridge suicide studies and the kinds of deterrence strategies that are being used or proposed for other bridges and tall structures 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.

All of the following alternative solutions have been investigated and found to not meet the project's purpose because 1) they have not been shown to be effective, 2) they may endanger the lives of emergency responders, 3) they are not feasible, given the bridge engineering and the physical constraints of the Cold Spring Canyon location, 4) they create a dangerous attractive nuisance, and/or 5) they are outside of Caltrans' jurisdiction and/or require funding and staffing commitments that Caltrans can't guarantee, etc.

1. **Safety Net Alternative** (2, 4)
2. **Partial Barrier Alternative** (1, 2)
3. **Restricting Access Alternative** (1)
4. **"Human Barrier" Alternative** (1,2,3,5)
5. **No Build Alternative** (1, 2)

Q2: Won't people just go somewhere else to commit suicide?

A2: Caltrans is responsible for the safety of people using its highways and bridges. More deaths have occurred at Cold Spring Canyon Bridge on State Route 154 than at any other location in all of Caltrans District 5 (which includes all of Santa Barbara, San Luis Obispo, Monterey, Santa Cruz, and San Benito counties). In addition, research studies show that people who are prevented from committing suicide do not usually go on to attempt suicide again.

Q3: Won't the proposed barrier change the appearance of the bridge?

A3: Yes, a physical barrier would add a new, potentially incompatible visual element to the bridge. Community-based design recommendations will attempt to minimize these adverse effects.

Q4: Won't the proposed barrier affect views to and from the bridge?

A4: Yes, as seen from the bridge itself, the barrier would affect approximately 70% of the existing scenery. The affected 70% would be filtered, not completely blocked.

As seen from Stagecoach Road below the bridge, the barrier would be visible but would appear relatively small compared to the overall size of the bridge structure.

Q5: Won't the proposed barrier affect the historic character of the bridge?

A5: Yes, the barrier design is potentially inconsistent with character-defining features of the bridge. Community-based design recommendations will attempt to minimize these adverse effects.

Q6: How much will the barrier cost?

A6: Construction costs are estimated at approximately $1 million.

Q7: When will construction start and how long will it take?

A7: Construction is scheduled for the summer of 2010 and will take approximately 2 months to complete.

Q8: How will construction affect my commute?

A8: The proposed project construction on State Route 154 would be done during the day from approximately 9:00 am to 4:00 pm to help avoid peak commute times. During construction, one lane will be closed and one-way traffic control will be used. We will also have changeable message signs at both ends of Highway 154 to alert motorists about the work and the potential for delay.

Q9: Will funding this project take funding away from other needed projects on Route 154, or other roads and highways in Santa Barbara County?

A9: No. The State carries out its responsibilities for highway safety with a funding program referred to as the SHOPP (State Highway Operations and Protection Program). Projects that meet strict criteria are eligible for funding from this program-and when a decision is made that a safety problem is correctable, Caltrans automatically gives it the highest priority for available funding. These decisions are made on a statewide basis, are not competitive in nature, and have no implications for regional transportation priorities.

Q10: Are pedestrians and bicycles allowed to use the Cold Spring Canyon Bridge?

A10: Yes. Route 154 is a conventional highway and is open to pedestrian and bicycle use in its entirety. This includes the Cold Spring Canyon Bridge.

Q11: Could the suicide barrier be removed in the future if a better barrier is invented?

A11: Yes, assuming funding might be available, the barrier installation would be reversible – it could be removed and replaced without affecting the bridge structure.

Q12: Will seismic action on the proposed suicide barrier adversely affect the bridge?

A12: No, the Cold Spring Canyon Bridge was seismically retrofitted in 1998.

Q13: Will wind load on the proposed suicide barrier adversely affect the bridge?

A13: The design of the proposed barrier would require that the surface area be 76 to 88% open, as per the findings of the Golden Gate Bridge suicide deterrent study.

Public Outreach

Caltrans has conducted a multi-year effort to involve the public, local government, and other interested parties in the Cold Spring Canyon Bridge Suicide Barrier Project

November 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.

November 9, 2005: the first meeting of the 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, 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

January 12, 2006: a second meeting was held in the Santa Barbara County Association of Governments' offices. Representatives from the agencies listed above again attended, along with representatives from the Santa Barbara County Executive Office, Planning and Development, Public Works, and KEYT-TV.

March 8, 2006: a third meeting was held in the Santa Barbara County Supervisors' offices.

May 10, 2006: Caltrans held a public information meeting at the Solvang Veterans Memorial Building.

May 22, 2006: Caltrans held a public information meeting at Santa Barbara City College.

February 2, 2007: during preparation of the Historic Resources Evaluation Report, letters were sent to interested parties and agencies, seeking comment and information about the bridge's potential historic significance and the potential effect the project might have on the bridge's character-defining features.

July 12, 2007: the public scoping process began with a Public Notice in the *Santa Barbara Independent* and *El Tiempo de la Costa Central* newspapers.

July 25, 2007: the Public Information Meeting/Open House was held in the Santa Barbara Central 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.

Public comments at the Public Information Meeting/Open House were overwhelmingly supportive of the proposed barrier. Subsequent emails, letters, and phone calls have ranged from support to opposition to the proposed barrier.

January 14, 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.

February 11, 2008: Caltrans staff gave a 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. 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 is chosen as the preferred alternative. 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.

March 19, 2008: the Aesthetics Design Advisory Committee's introductory meeting was held in the Santa Barbara County Engineering Building.

April 9, 2008: the Aesthetics Design Advisory Committee met in the Santa Barbara County Engineering Building,

April 14, 2008: Caltrans staff attended the Historic Landmarks Advisory Commission hearing to discuss the requested input on mitigation measures. The mitigation discussion was tabled until the next hearing on May 12, 2008.

May 7, 2008: the Aesthetics Design Advisory Committee met in the Santa Barbara County Courthouse.

May 12, 2008: Caltrans staff attended the Historic Landmarks Advisory Commission hearing to discuss the requested input on mitigation measures. The mitigation discussion was tabled until the next hearing on June 9, 2008.

June 9, 2008: the next scheduled Historic Landmarks Advisory Commission hearing.

June 9, 2008: a public hearing to receive public comment on the draft environmental document – in writing or dictated to the court reporter – is scheduled at the Faulkner Gallery of the Santa Barbara Central Library. All comments are due by the deadline, June 24, 2008.

June 10, 2008: a public hearing to receive public comment on the draft environmental document – in writing or dictated to the court reporter – is scheduled at the Solvang Veterans Memorial Building. All comments are due by the deadline, June 24, 2008.

June 11, 2008: the Aesthetics Design Advisory Committee is scheduled to meet at the Santa Barbara County Courthouse.

Cold Spring Canyon Bridge
SUICIDE BARRIER 154

Suicide Prevention

Suicide Prevention Assistance:

- 24-hour SUICIDE PREVENTION HOTLINE
  Dial **211**, or **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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Environmental Studies

The **Draft Environmental Document** is available for public comments. This document reports on the proposed project's impacts to the following resources:

- **Potentially significant impacts on:**
  - *Aesthetics/Visual Resources*
  - *Cultural Resources*
- **Less than significant impacts on:**
  - *Biological Resources*
  - *Construction*
- **No impacts:**
  - *Traffic and Transportation*
  - *Land Use*
  - *Growth*
  - *Farmlands/Timberlands*
  - *Community Impacts*
  - *Utilities/Emergency Services*
  - *Hydrology and Floodplain*
  - *Water Quality and Storm Water Runoff*
  - *Geology/Soils/Seismic/Topography*
  - *Paleontology*
  - *Hazardous Waste or Materials*
  - *Air Quality*
  - *Noise and Vibration*
  - *Wetlands and other Waters*
  - *Plants*
  - *Animal Species*
  - *Threatened and Endangered Species*

Copies of the DRAFT ENVIRONMENTAL DOCUMENT are available

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Construction Impacts

The proposed project would have less than significant impacts from construction.

Proposed Mitigation Measures:

The proposed barrier is a large structure that would be fabricated offsite in a series of individual panels. The panels would be custom-made to fit the bridge. Biological resources adjacent to the staging areas would be separated from construction activity by the use of environmentally sensitive area fencing.

A Traffic Management Plan has been developed to minimize motorist delays and ensure public and worker safety during barrier construction on State Route 154. To reduce the effects on commuters, the contractor would be allowed to close one lane under one-way traffic control from approximately 9:00 a.m. to 4:00 p.m., Monday through Friday. Two-way traffic would be in operation during non-construction hours. No detours are planned; traffic delays would be limited to 5 minutes. Bicyclists and pedestrians would have access using the existing shoulders.

Motorist information strategies include a public awareness campaign (newspaper, radio, television) and the installation of construction area signs. Two portable changeable message signs, one for each direction of traffic, would alert the traveler prior to and during construction. In addition, information about the planned lane closures would be available for public viewing on Caltrans' website: http://dot.ca.gov/dist05/road_information.htm.

Construction of the proposed barriers would occur in two phases and be completed in approximately eight weeks. Each phase would entail installing the barrier on one side of the bridge. Contractors would typically work an eight-hour day, from approximately 8:00 a.m. to 5:00 p.m., Monday through Friday.

The waste from drilling would be collected and disposed of properly. A Water Pollution Control Plan would be developed during the design stage and implemented. The project would be scheduled for dry weather to ensure no incidental release of contaminants.

Biological Impacts

The proposed project would have less than significant impacts on biological resources.

Proposed Mitigation Measures:

Natural Communities

All work would be staged and conducted within the two existing pullouts adjacent to the bridge and on the existing bridge deck.

To ensure that no impacts on any natural communities or plant species occur outside of the staging areas, avoidance measures will include the establishment and use of environmentally sensitive area fencing around these areas. The environmentally sensitive area limits would be shown on the final plan sheets.

Invasive Species

The yellow starthistle found in the north pullout area would be eradicated using best management practices.

The environmentally sensitive area fencing will also help invasive species from spreading.

Additional avoidance measures include the inspection and cleaning of construction equipment and further eradication strategies if the invasive plant becomes an issue.

Cultural Impacts

The proposed project would have potentially significant impacts on cultural resources:

The character-defining features that make 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 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 are 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. This 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.

Proposed Mitigation Measures:

The barrier design is potentially inconsistent with character-defining features of the bridge. Community-based design recommendations will attempt to minimize these adverse effects. Additional mitigation measures might include extensive photo documentation, interpretive exhibits, publications, websites, or other products.

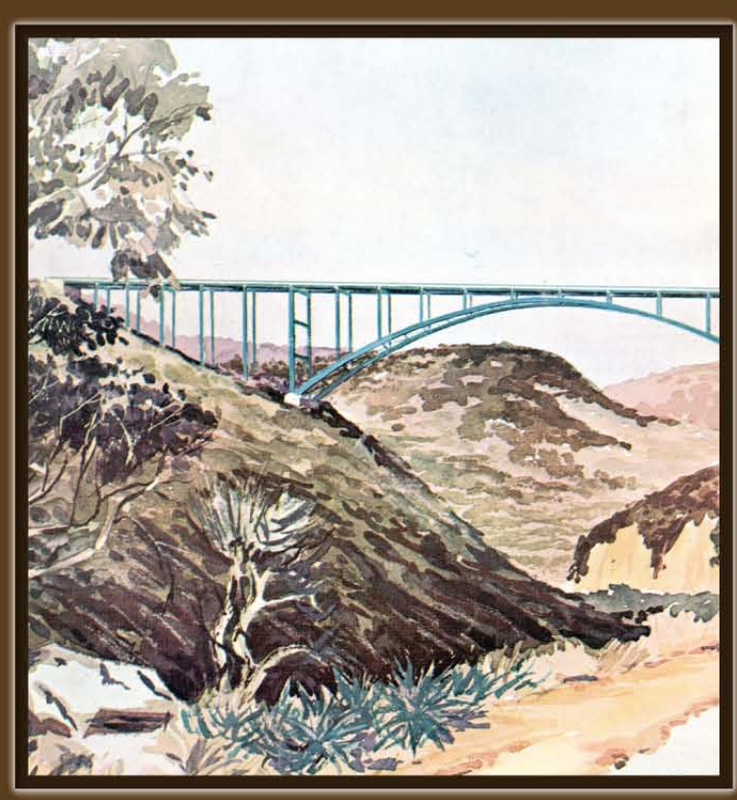
History

"A CLASSICALLY BEAUTIFUL BRIDGE"

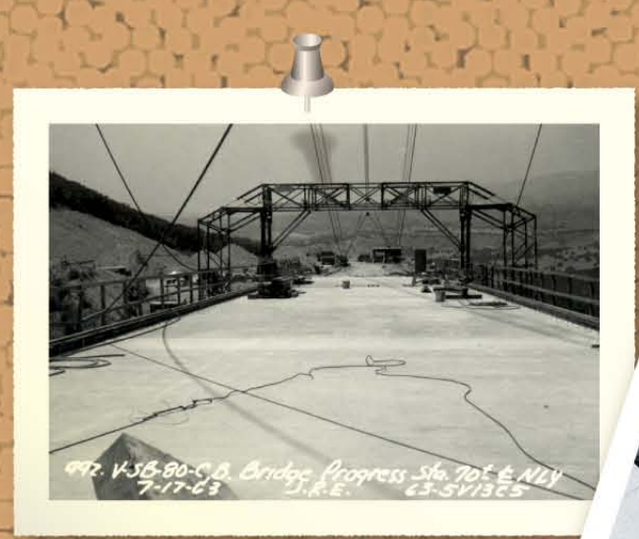
The Cold Spring Canyon Bridge is the largest steel arch bridge in California. In 1963, when it was built, it was also one of the ten longest steel arch bridges in the United States.

The bridge was also one of the first major arch structures in the United States constructed of all-welded steel components, and it is one of only two steel arch bridges on California roadways built with all-welded steel components.

For more than forty years the Cold Spring Canyon Bridge has been widely appreciated for both its architectural engineering and its design aesthetics. It has been called a "spectacular engineering feat," an "engineering marvel" and a "classically beautiful bridge.".



Painting by William Tuthill, Bridge Architecture Section, California Division of Highways, 1963



Cold Spring Canyon Arch

By F. H. YOSHINO, Resident Engineer, and R. L. WHITAKER, Project Designer

DISTRICT V

Motorists driving from Santa Barbara to Lake Cachuma and Santa Ynez by way of San Marcos Pass (State Sign Route 150) will soon be traveling across one of the 10 longest* steel arch bridges in the United States.

Route 150 follows in general a trail used by early-day travelers between Mission Santa Barbara and Mission Santa Ynez. In 1846 Lt. John Fremont and his group crossed San Marcos Pass to surprise a Mexican Army contingent waiting in ambush at Gaviota Pass to the north. The trail was later used as a stagecoach route. Gold Spring Tavern, one of the original coach stops, is at the side of the present route about one-half mile upstream from the bridge site. The original trail intersects the new alignment near the north end of the bridge. The trail is clearly defined and was used by survey crews to gain access to the bridge site.

Traffic on this scenic and historic route has increased over the years as the attractions of the Missions, Solvang, the quaint Danish community, and the recreational facilities of Lake Cachuma became more widely known.

The final segment of the arch is placed at the crown. Flags are attached to the closing segment in the traditional way of signifying the successful completion of the job. The arch was lowered until bearing was obtained at the crown by releasing pressure from the jacks at the base of the temporary towers.

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California Highways and Public Works

* Reference: World Almanac, 1963.

Cold Spring Canyon Bridge (Bridge No. 51 0037)

Statistics:

Total length: 1,218 feet (roughly ¼ mile)
Main span: 700 feet
Height above canyon: 400 feet
Construction dates: May 1962 – December 1963 (18 months)
Opened to through traffic: February 1964
Bridge designers: California Division of Highways:
- Marvin A. Shulman
- Raymond L. Whitaker
- George A. Hood, Jr.

Resident engineer: Fred Yoshino
Bridge contractors:
- American Bridge Division of U.S. Steel (bridge structure)
- Massman Construction Company (approach fills, excavation, concrete deck)

Structural steel manufactured by:
- Consolidated Western Division, U.S. Steel, Los Angeles
- American Bridge Division, U.S. Steel, Gary, Indiana

Major awards received:
- American Institute of Steel Construction, *Most Beautiful Steel Bridge, Long Span*, 1963-1964
- *Governor's Design Award, 1966*
- American Society of Civil Engineers, Santa Barbara-Ventura Section, *Historic Civil Engineering Landmark #44*, 1976

Seismic retrofit, 1997-1998:
- Buckland & Taylor, Ltd., Bridge Engineering
- American Bridge Company

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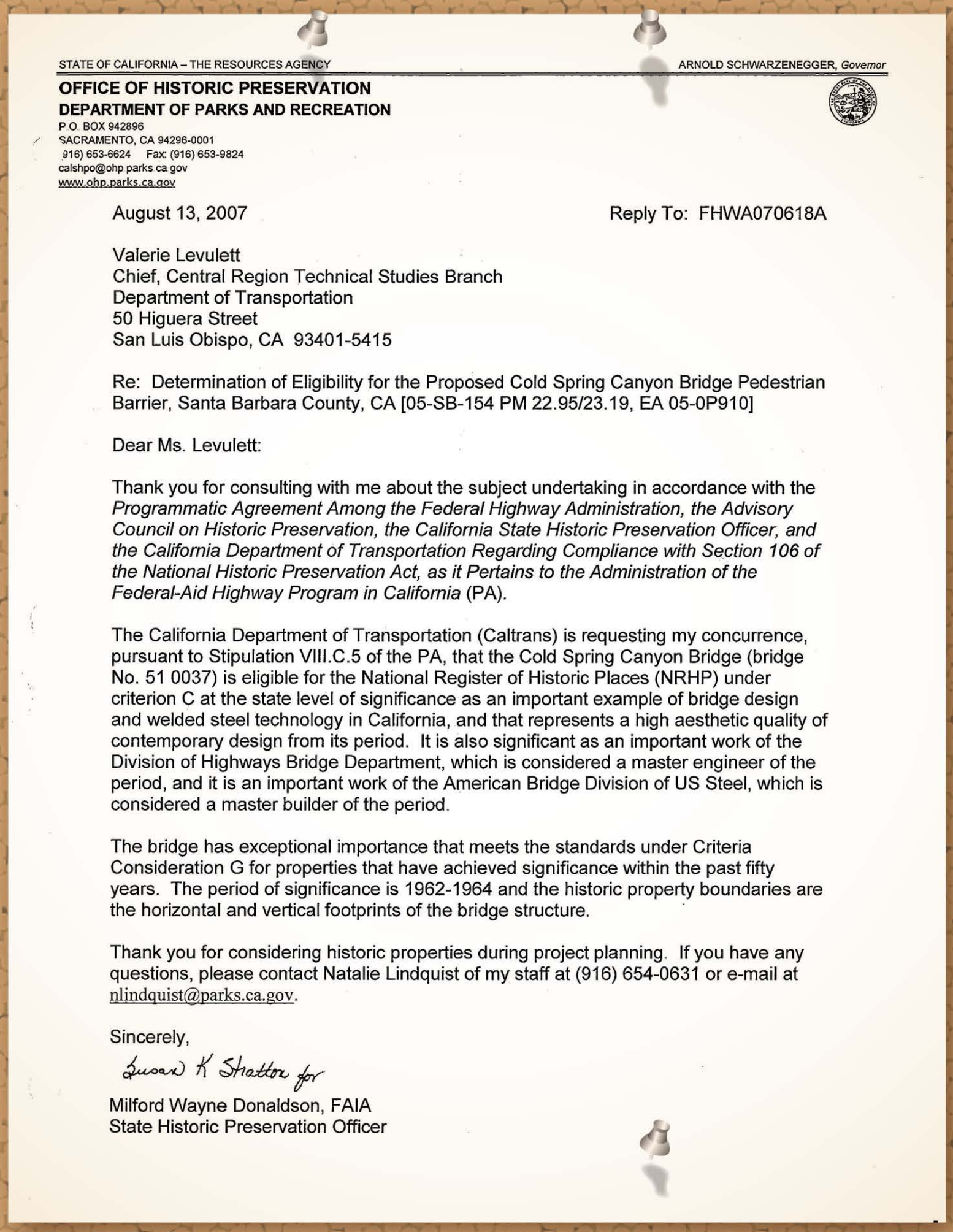
Historic Preservation

AN EXCEPTIONAL BRIDGE

Most bridges aren't evaluated as historical resources until they are at least 50 years old, but Caltrans recognized early on that the Cold Spring Canyon Bridge was an exceptional bridge that merited a special study.

Although the bridge was only 43 years old, Caltrans formally evaluated it because the bridge is a notable structure, because it is central to the suicide barrier project, and because sufficient time has elapsed since the bridge was constructed to be able to assess its place in the historic record.

Caltrans prepared a Historic Property Survey Report in June 2007 to report the results of its evaluation: the Cold Spring Canyon Bridge is eligible for listing in the National Register of Historic Places. This report was forwarded to the California State Historic Preservation Officer, who agreed with Caltrans in a formal letter of concurrence on August 13, 2007.



STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

August 13, 2007 Reply To: FHWA070618A

Valerie Levulett
Chief, Central Region Technical Studies Branch
Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Determination of Eligibility for the Proposed Cold Spring Canyon Bridge Pedestrian Barrier, Santa Barbara County, CA [05-SB-154 PM 22.95/23.19, EA 05-0P910]

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, 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* (PA).

The California Department of Transportation (Caltrans) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the Cold Spring Canyon Bridge (bridge No. 51 0037) is eligible for the National Register of Historic Places (NRHP) under criterion C at the state level of significance as an important example of bridge design and welded steel technology in California, and that represents a high aesthetic quality of contemporary design from its period. It is also significant as an important work of the Division of Highways Bridge Department, which is considered a master engineer of the period, and it is an important work of the American Bridge Division of US Steel, which is considered a master builder of the period.

The bridge has exceptional importance that meets the standards under Criteria Consideration G for properties that have achieved significance within the past fifty years. The period of significance is 1962-1964 and the historic property boundaries are the horizontal and vertical footprints of the bridge structure.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

The letter of concurrence from the State Historic Preservation Officer agrees with Caltrans' determination that the Cold Spring Canyon Bridge is eligible for the National Register of Historic Places.

Visual/Aesthetic Impacts

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

Both proposed alternatives would be incompatible with the natural character of the surrounding landscape and would distract from the existing architectural style of the bridge. Both alternatives would result in some combination of view blockage (opacity) and visual intrusion due to the intervening barrier elements and architecture. Because of the expected high level of viewer sensitivity associated with the bridge and State Route 154 and the magnitude of visual change, the project is anticipated to result in substantial adverse impacts to the visual environment.

Proposed Mitigation Measures:

Once the Preferred Alternative is identified, the final design and appearance of the barrier would be developed with recommendations from the Aesthetics Design Advisory Committee. The committee consists of Caltrans experts, Santa Barbara County Agency and advisory committee representatives, and architects and landscape architects from the local community.

Visual Simulations: VP-1

Here are the visual simulations from Viewpoint 1.
These preliminary design concepts may be further refined based on community input

Existing View

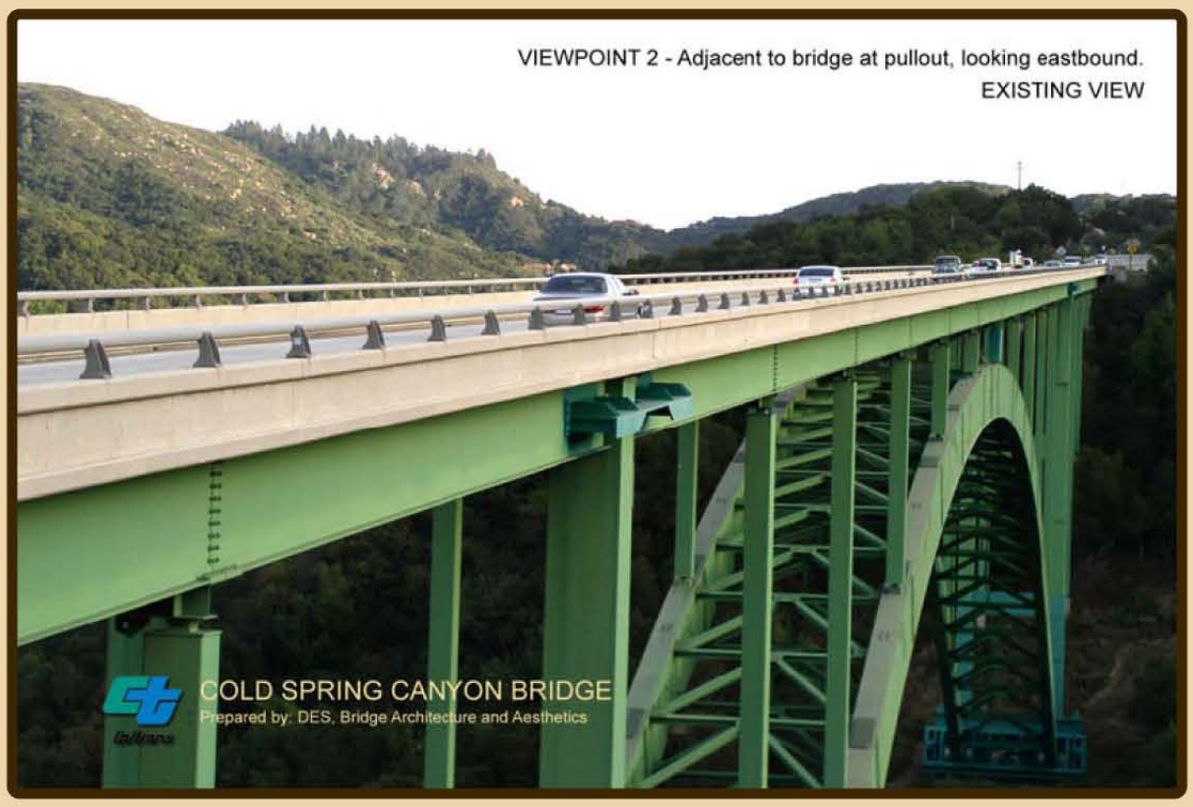
Grid/Mesh Concept

Viewpoint Map

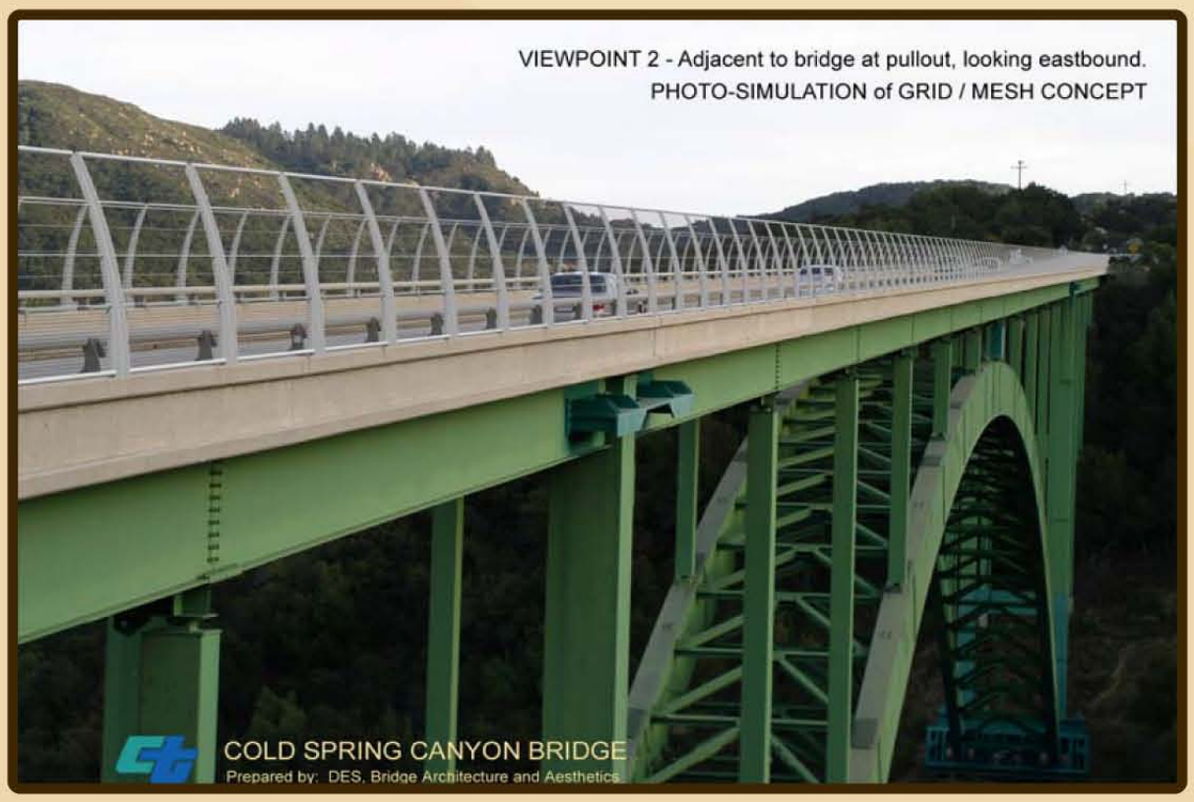
Vertical Picket Concept

Visual Simulations: VP-2

Here are the visual simulations from Viewpoint 2.
These preliminary design concepts may be further refined based on community input

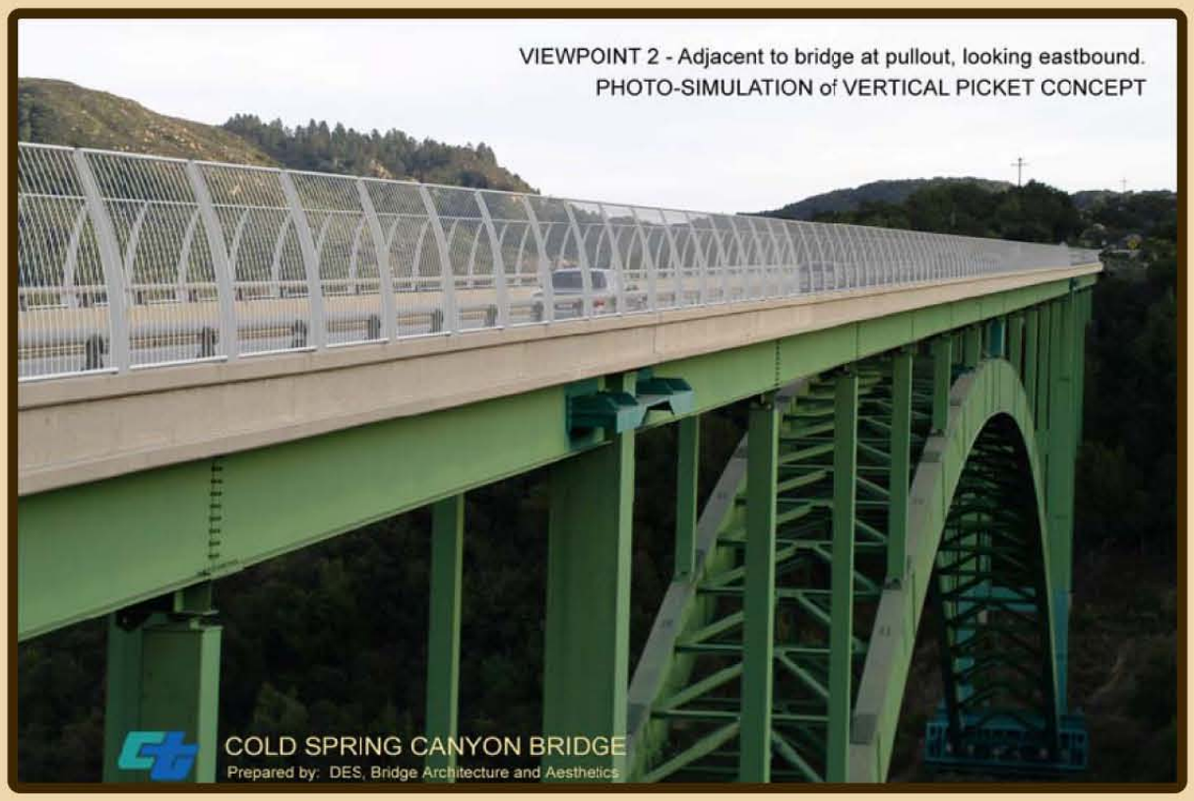


Existing View



Grid/Mesh Concept

Viewpoint Map



Vertical Picket Concept

Visual Simulations: VP-3

Here are the visual simulations from Viewpoint 3.
These preliminary design concepts may be further refined based on community input

Existing View

Grid/Mesh Concept

Viewpoint Map

Vertical Picket Concept

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:**

  Cathy Stettler
  Senior Environmental Planner
  Department of Transportation
  50 Higuera St.
  San Luis Obispo, CA 93401

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

  Cathy_Stettler@dot.ca.gov

(Comments must be received by 5:00 p.m., June 24, 2008)

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What's Next?

- **Circulation of the Draft Environmental Document**
  - Your opinion is important
  - You are encouraged to review and comment on the **Draft Environmental Document**
- **Preparation of the Final Environmental Document**
  - Your comments are published, along with Caltrans' responses
- **Select the Preferred Alternative**

(Comments must be received by 5:00 p.m., June 24, 2008)

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