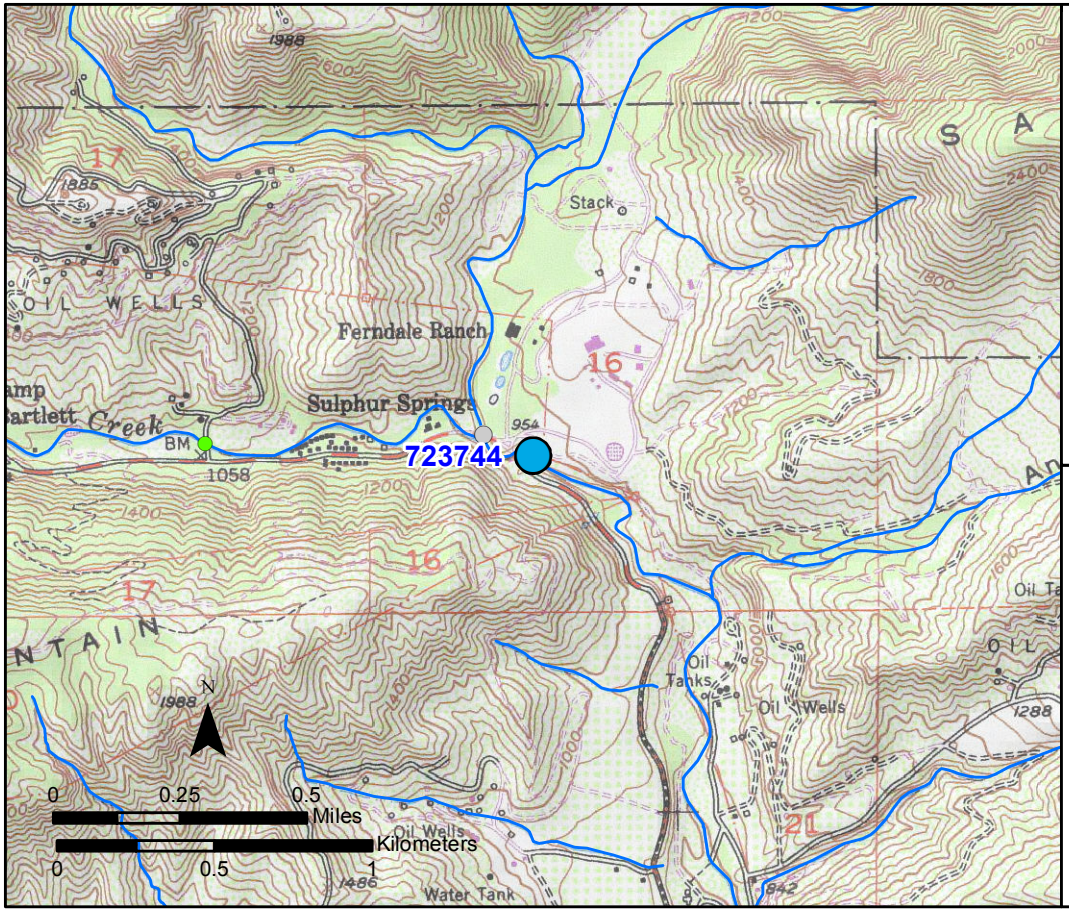
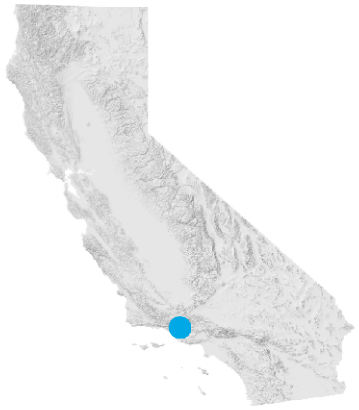


- Barrier Remediated
- Total Barrier
- Partial Barrier
- Not a Barrier
- Remediated, Fish Response Unconfirmed
- Natural Total Barrier
- Natural Partial Barrier
- Screened Diversion
- Unscreened Diversion
- Unknown Passage Status
- Unassessed



After Photo
Not Available

Site Name: Hwy 150 Bridge (52-105) with Grade Control Structure

Stream Name: Santa Paula Creek

Structure Owner: California Department of Transportation

Year Remediated: 2012

Site Type: Road crossing

Site Status After Remediation: Remediated, fish response unconfirmed

Species Benefited After Remediation: Steelhead

Immediate Downstream barrier PAD ID: 705338

PAD ID: 723744

*Site statistics based on June 2015 version of the Passage Assessment Database

Tributary To: Santa Clara River

Barrier Remediation By: Unknown

Barrier Description Prior to Remediation: Total

Count of Barriers Downstream: 3

Count of Barriers Upstream: 17

Distance Upstream to Next Barrier or Limit of Anadromy : 1.83524 Miles

Notes: Per USGS flow gauge d/s, the lowest cfs was 0.5 this summer (below historical average). The fish passage project at this site was designed to pass all life stages and through all flows, but the flow is currently going subsurface - need a good rainy season. In November, finished installation of 15 rock weir step pools to make stream bed level. The waterfall/drop structure was a barrier to steelhead. No steelhead were observed at or above site on Santa Paula Creek because of a dry 2013 year. Before: Total barrier per DFG Restoration Manual by Stoecker Environmental Consulting. Even prior to changes caused by the 2005 stream flows, this series of grade controls represented a severe migration barrier to upstream migrating steelhead. The pre-2005 conditions failed to meet DFG and NOAA passage criteria at all flows for strongest swimming species presumed present due to excessive outlet drops on 4 of 7 curbs and excessive slope on one curb. Following the devastation caused by the 2005 flows the series of grade controls continues to fail DFG and NOAA passage requirements for the same reasons mentioned above minus one curb that was eliminated.