

TO: Board of Supervisors

FROM: Planning and Building Services

MEETING DATE: June 22, 2021

DEPARTMENT CONTACT: Tia Sar

PHONE: 964-5379

DEPARTMENT CONTACT: Ignacio Gonzalez

PHONE: 234-6650

ITEM TYPE: Consent Agenda

TIME ALLOCATED FOR ITEM: N/A

AGENDA TITLE: Adopt a Resolution authorizing the processing of a Consolidated Coastal Development Permit, CDP_2021-0019 (Caltrans, Jack Peter Bridge), by the California Coastal Commission, for the California Department of Transportation, to widen and upgrade the Jack Peters Creek Bridge

RECOMMENDED ACTION/MOTION: Adopt a Resolution authorizing the processing of a Consolidated Coastal Development Permit, CDP_2021-0019 (Caltrans, Jack Peter Bridge), by the California Coastal Commission, for the California Department of Transportation, to widen and upgrade the Jack Peters Creek Bridge; and authorize Chair to sign.

PREVIOUS BOARD/BOARD COMMITTEE ACTIONS: None

SUMMARY OF REQUEST: The California Department of Transportation (Caltrans) is proposing to bring Jack Peters Creek Bridge up to current design standards by widening the existing structure and upgrading the bridge rails. In addition, the existing shoulder widths range between one (1) and two (2) feet, which does not provide adequate room for disabled vehicles, or maneuvers by a vehicle to avoid a collision, adequate shoulder width to accommodate bicycle traffic, or separated walkway to accommodate pedestrians. The roadway approaches will be widened to the east, requiring the removal of approximately 131 upland trees and 12 riparian trees, which include saplings.

Currently, the project is split in terms of permit jurisdiction between the California Coastal Commission and Mendocino County. The Coastal Act was amended by Senate Bill 1843, effective January 1, 2007, which allows for a consolidated permitting process for projects when the Coastal Development Permit authority is shared by a local government and the State Coastal Commission. Therefore, the Department of Transportation is seeking a resolution which would consolidate the permit review, under the Coastal Commission, for this specific project only and streamline the permit process.

ALTERNATIVE ACTION/MOTION: Reject the Resolution, and direct staff to process a Coastal Development Permit for the portion of the project located in the County's jurisdiction.

SUPPLEMENTAL INFORMATION AVAILABLE ONLINE AT:

<https://www.mendocinocounty.org/government/planning-building-services/public-notice>

FISCAL IMPACT:

SOURCE OF FUNDING: N/A

BUDGETED IN CURRENT F/Y: N/A

CURRENT F/Y COST: N/A

ANNUAL RECURRING COST: N/A

SUPERVISORIAL DISTRICT: DISTRICT 4

VOTE REQUIREMENT: MAJORITY

AGREEMENT/RESOLUTION/ORDINANCE APPROVED BY COUNTY COUNSEL: Yes

CEO LIAISON: Steve Dunncliff, Deputy CEO

CEO REVIEW: Choose an item.

CEO COMMENTS:

FOR COB USE ONLY

Executed By: DEPUTY CLERK
Date: DATE EXECUTED.
Note to Department:

Final Status: ITEM STATUS
Executed Item Number: ITEM

BOARD ACTION

- Approved _____
- Records Executed _____

Date of Meeting _____

- Referred to _____
- Other _____



COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES

860 NORTH BUSH STREET · UKIAH · CALIFORNIA · 95482
120 WEST FIR STREET · FT. BRAGG · CALIFORNIA · 95437

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JULIA ACKER KROG, ASSISTANT DIRECTOR
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www.mendocinocounty.org/pbs

June 8, 2021

**PUBLIC NOTICE OF PENDING ACTION
CONSOLIDATED COASTAL DEVELOPMENT PERMIT**

NOTICE IS HEREBY GIVEN THAT the Mendocino County Board of Supervisors at its regular meeting to be held virtually on Tuesday, June 22, 2021, at 9:00 a.m. or as soon thereafter as the item may be considered, will consider adoption of a resolution for the following project authorizing processing of a Consolidated Coastal Development Permit.

This meeting will be conducted virtually and not available for in person public participation (pursuant to State Executive Order N-29-20). Meetings are live streamed and available for viewing online on the Mendocino County YouTube page, at <https://www.youtube.com/MendocinoCountyVideo> or by toll-free, telephonic live stream at 888-544-8306.

CASE#: CDP_2021-0019

DATE FILED: 3/15/2021

OWNER/APPLICANT: STATE OF CALIFORNIA

AGENT: CALTRANS, LIZA WALKER

REQUEST: Adoption of Resolution of the Board of Supervisors Authorizing the Processing of a Consolidated Coastal Development Permit by the California Coastal Commission for the California Department of Transportation proposal to widen and upgrade the bridge rails on the Jack Peters Creek Bridge on State Route 1 at post mile 51.87 in Mendocino County.

ENVIRONMENTAL DETERMINATION: CEQA determination will be made by Lead Agency. The County is not the Lead Agency on this project.

LOCATION: In the Coastal Zone, 0.3 miles north of the Town of Mendocino, on State Route 1 and Lansing Street.

SUPERVISORIAL DISTRICT: 5

STAFF PLANNER: TIA SAR

As you are an adjacent property owner and/or interested party, you are invited to submit comments. In order to minimize the risk of exposure during this time of emergency, the public may participate digitally in meetings in lieu of personal attendance. Comment may be made in any of the following ways: via written comment to bos@mendocinocounty.org, through our online eComment platform at <https://mendocino.legistar.com/Calendar.aspx>, through voicemail messaging by calling 707-234-6333, or by telephone via telecomment. Information regarding telecomment participation can be found here: <https://www.mendocinocounty.org/government/board-of-supervisors/agendas-and-minutes>. All written public comment will be made available to the Supervisors, staff, and the general public after processing by Clerk of the Board staff, and can be viewed as attachments to this meeting agenda at <https://mendocino.legistar.com/Calendar.aspx>.

For details and a complete list of the latest available options by which to engage with agenda items, please visit:

<https://www.mendocinocounty.org/government/board-of-supervisors/public-engagement>.

Consolidated Coastal Development Permits are considered on the consent calendar, and the Board of Supervisors will not conduct a public hearing on this item.

In order to minimize the risk of exposure during this time of emergency, the public may participate digitally in meetings by sending comments to bos@mendocinocounty.org, in lieu of personal attendance. Additionally, the public may speak during public comment via telecomment. Information regarding telecomment participation can be found here: <https://www.mendocinocounty.org/government/board-of-supervisors/agendas-and-minutes>. All written public comment will be made immediately available to the Supervisors, staff, and the general public as they are received and processed by Clerk of the Board staff, and can be viewed as attachments to this meeting agenda at <https://mendocino.legistar.com/Calendar.aspx>.

Action on this permit is not appealable to the Coastal Commission. Therefore, the permit will become effective and action will be final upon approval by the Board of Supervisors.

If you challenge the above case in court, you may be limited to raising only those issues described in this notice or that you or someone else raised at the public hearing, or in written correspondence delivered to the Board of Supervisors at, or prior to, any meeting.

The County of Mendocino complies with ADA requirements and upon request, will attempt to reasonably accommodate individuals with disabilities by making meeting material available in appropriate alternative formats (pursuant to Government Code Section 54953.2).

Additional information regarding the above noted item(s) may be obtained by calling the Clerk of the Board of Supervisors at 463-4441, Monday through Friday, 8:00 a.m. through 5:00 p.m., or the Department of Planning and Building Services at 234-6650, Monday through Friday, 8:00 a.m. through 5:00 p.m. Should you desire notification of the Board's decision you may do so by requesting notification in writing and providing a self-addressed stamped envelope to the Clerk of the Board of Supervisors.

IGNACIO GONZALEZ, Interim Director of Planning and Building Services



COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES

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MEMORANDUM

DATE: JUNE 22, 2021

TO: HONORABLE BOARD OF SUPERVISORS

FROM: PLANNING AND BUILDING SERVICES, TIA SAR, PLANNER II

SUBJECT: CDP_2021-0019 – THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) REQUEST TO CONSOLIDATE PERMIT. THE PROJECT PROPOSES TO WIDEN AND UPGRADE THE JACK PETERS CREEK BRIDGE ON STATE ROUTE 1 AT POST MILE MARKER 51.87.

The applicant, California Department of Transportation, is proposing to widen and upgrade the bridge rails on Jack Peters Creek Bridge on State Route 1 at post mile marker 51.87 in Mendocino County. The purpose of this project is to bring Jack Peters Creek Bridge up to current design standards by widening the existing structure and upgrading the bridge rails. In addition, the existing shoulder widths range between one (1) and two (2) feet, which does not provide adequate room for disabled vehicles or maneuvers by a vehicle to avoid a collision, adequate shoulder width to accommodate bicycle traffic, or separated walkways to accommodate pedestrians. The project activities are split between Coastal Commission retained jurisdiction and Mendocino County coastal jurisdiction. The applicant has requested a consolidated permit to process all improvements under one permit, expediting the review process.

The proposed improvements to widen Jack Peters Creek Bridge approximately 17 feet east to accommodate two twelve (12) foot wide lanes, two (six) 6 foot wide shoulders and a six (6) foot wide separated pedestrian walkway on the west side of the widened structure. The existing bridge rails will be upgraded to current standards. Construction would last approximately 305 days. There shall be no earth work below the 50 year water surface elevation of 13 feet; between October 15 to June 15, removal of vegetation shall, take place outside of the bird nesting season. The roadway approaches will be widened to the east requiring the removal of approximately 131 upland trees and 12 riparian trees, which include saplings. Approximately 37% of the trees that will be removed are within the larger contiguous stand of grand fir and bishop pine, and 60% of the trees that will be removed are in the cut fill zone south of Lansing Street, and east of the existing highway dominated by Monterey cypress (including the 70 saplings).

An existing drainage swale adjacent to the existing bridge and located along the south facing slope of the Jack Peters Creek drainage will be reestablished from the northeast corner of the widened north abutment southeasterly to Jack Peters Creek. A portion of the reestablished drainage swale will be constructed from the northeast corner of the widened structure, and from the temporary trestle, with a backhoe using a hoe ram and bucket. Segments of the reestablished drainage swale beyond the reach of heavy equipment, located at the northeast bridge abutment and the temporary trestle will be excavated by work persons using hand tools. Although the final alignment of the reestablished drainage swale will be determined in the field, the general direction and length of the reestablished drainage swale will be South 70 degrees, East 125 feet. There are two potential staging areas to environmentally clear for (or by?) the contractor prior to construction.

The project activities are split between Coastal Commission retained jurisdiction and Mendocino County coastal jurisdiction. The attached *Parcels Map* shows the exact location of proposed improvements. Each proposed improvement is considered "development" as defined in Mendocino County Code (MCC) Section 20.308.035, therefore, the improvements in each jurisdiction would require a Coastal Development Permit pursuant to MCC Section 20.532.010.

The proposed consolidation request by the applicant would allow for streamlined processing of this project. The alternative would be the processing of multiple Coastal Development Permits by multiple jurisdictions, which would not allow analysis of the project as a whole. By authorizing the consolidation, the Board of Supervisors would allow the California Coastal Commission to process a Coastal Development Permit, for the proposed improvements to Jack Peters Creek. At the request of the applicants, a resolution is being requested to begin the consolidated permit review under the California Coastal Commission to streamline the process.

RECOMMENDATION: Adopt a Resolution to allow the California Coastal Commission to process a consolidated Coastal Development Permit for the California Department of Transportation (Caltrans) to widen, and upgrade the bridge rails on Jack Peters Creek Bridge on State Route 1 at post mile marker 51.87, and authorize chair to sign same.

ATTACHMENTS:

- A. Draft Resolution to the Board of Supervisors
- B. The Department of Transportation Request, dated March 9, 2021
- C. Application
- D. Location Map
- E. Appeal Area Map
- F. Site Map

RESOLUTION NO. 2021-

RESOLUTION OF THE MENDOCINO COUNTY BOARD OF SUPERVISORS AUTHORIZING THE PROCESSING OF A CONSOLIDATED COASTAL DEVELOPMENT PERMIT BY THE CALIFORNIA COASTAL COMMISSION FOR THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) TO WIDEN THE BRIDGE AND UPGRADE THE BRIDGE RAILS ON THE JACK PETERS CREEK BRIDGE ON STATE ROUTE 1 AT POST MILE MARKER 51.87

WHEREAS, the Coastal Act was amended by Senate Bill 1843 effective January 1, 2007, which allows for a consolidated permitting process for projects for which the Coastal Development Permit (CDP) authority is shared by a local government and the California Coastal Commission; and

WHEREAS, SB 1843 requires that the applicant, the local government, and the California Coastal Commission agree to the consolidation; and

WHEREAS, the California Department of Transportation (Caltrans) seeks to widen and upgrade the bridge rails on the Jack Peters Creek Bridge on State Route 1 at post mile 51.87 are under the coastal development permit authority of both Mendocino County and the California Coastal Commission, and would otherwise require a coastal development permit from both Mendocino County and from the California Coastal Commission for the improvements located within each jurisdiction; and

WHEREAS, pursuant to Public Resources Code Section 30601.3, added by SB 1843, consolidation may only proceed where public participation is not substantially impaired by the consolidation; and

WHEREAS, public participation will not be substantially impaired as the California Coastal Commission will hold a public hearing, which may be attended by all interested parties (by either being present during a properly noticed California Coastal Commission meeting or by timely submitting comments in advance of a meeting), and the consolidation of the permit process will allow for this project which involves improvements to the Jack Peters Creek Bridge on State Route 1 at post mile marker 51.87, to be evaluated in its entirety.

NOW, THEREFORE, BE IT RESOLVED that the Mendocino County Board of Supervisors authorizes the California Coastal Commission to accept and process a consolidated Coastal Development Permit application for Caltrans to widen, and upgrade the bridge rails on the Jack Peters Creek Bridge on State Route 1 at post mile marker 51.87.

The foregoing Resolution introduced by Supervisor _____, seconded by Supervisor _____, and carried this _____ day of _____, 2021, by the following vote:

AYES:
NOES:
ABSENT:

WHEREUPON, the Chair declared said Resolution adopted, and SO ORDERED.

ATTEST: CARMEL J. ANGELO
Clerk of the Board

DAN GJERDE, Chair
Mendocino County Board of Supervisors

Deputy

I hereby certify that according to the provisions of Government Code Section 25103, delivery of this document has been made.

APPROVED AS TO FORM:
CHRISTIAN M. CURTIS
County Counsel

BY: CARMEL J. ANGELO
Clerk of the Board

Deputy

DEPARTMENT OF TRANSPORTATION

NORTH REGION ENVIRONMENTAL
 1656 UNION STREET
 EUREKA, CA 95501
 (707) 502-9657
www.dot.ca.gov
 TTY 711



*Making Conservation
 a California Way of Life.*

March 9, 2021

Mendocino County Department of Planning & Building Services
 120 West Fir Street
 Fort Bragg, CA 95437

To Whom It May Concern:

The California Department of Transportation (Caltrans) proposes to widen and upgrade the bridge rails on the Jack Peters Creek Bridge on State Route 1 at post mile 51.87 in Mendocino County. The purpose of this project is to bring Jack Peters Creek Bridge up to current design standards by widening the existing structure and upgrading the bridge rails. In addition, the existing shoulder widths range between one and two feet, which does not provide adequate room for disabled vehicles or maneuvers by a vehicle to avoid a collision, adequate shoulder width to accommodate bicycle traffic, or a separated walkway to accommodate pedestrians.

Pursuant to Public Resource Code Section 30601.3, Caltrans is requesting that the project be consolidated and processed by the California Coastal Commission as the project crosses both state and local jurisdictional boundaries.

The following items are enclosed for your review:

- Project description
- Boundary Determination 02-2019 from the California Coastal Commission
- Check in the amount of \$2,147.24

"Provide a safe and reliable transportation network that serves all people and respects the environment"

California Department of Transportation — North Region Environmental

District 1
 1656 Union Street, Eureka, CA 95501

District 2
 1657 Riverside Drive, Redding, CA 96001 (DO)
 1031 Butte Street, Redding, CA 96001 (W. Venture)

District 3
 703 B Street, Marysville, CA 95901

Mendocino County Planning and Building Services
Re: Jack Peters Creek Consolidation Request
March 9, 2021
Page 2

Please respond that you agree to consolidate this permit. Feel free to contact me at (707) 502-9657 if you have questions or need additional information.

Sincerely,



Liza Walker, Branch Chief
Environmental Management E4 Branch

cc: Amber Leavitt, Coastal Program Analyst, California Coastal Commission

Enclosures

"Provide a safe and reliable transportation network that serves all people and respects the environment"

California Department of Transportation — North Region Environmental

District 1
1656 Union Street, Eureka, CA 95501

District 2
1657 Riverside Drive, Redding, CA 96001 (DO)
1031 Butte Street, Redding, CA 96001 (W. Venture)

District 3
703 B Street, Marysville, CA 95901

ATTACHMENT C

COUNTY OF MENDOCINO DEPT. OF PLANNING & BUILDING SERVICES 120 WEST FIR STREET FORT BRAGG, CA 95437 Telephone: (707)-964-5379	Case No(s) <u>CDP-2021-0019</u> Date Filed <u>3-15-2021</u> Fee \$ <u>2,147.24</u> Receipt No. <u>PLD-G40353</u> Received by <u>(W) WALDMUJ</u>
Office Use Only	

LCP CONSISTENCY REVIEW APPLICATION FORM

Name of Applicant Caltrans	Name of Owner(s) Same as Applicant	Name of Agent Liza Walker
Mailing Address 1656 Union Street Eureka CA 95501	Mailing Address	Mailing Address 1656 Union Street Eureka CA 95501
Telephone Number (707) 502-9657	Telephone Number	Telephone Number (707) 502-9657

Project Description:

The California Department of Transportation (Caltrans) proposes to widen and upgrade the bridge rails on the Jack Peters Creek Bridge on State Route 1 at post mile 51.87. The complete project description was provided on March 9, 2021.

RECEIVED

MAR 17 2021

Driving Directions

The site is located on State Route 1 at post mile 51.87 at the intersection with State Route 1 and Lansing.

PLANNING & BUILDING SERV
FORT BRAGG CA

Assessor's Parcel Number(s)

State Owned

Parcel Size

N/A

- Square Feet
 Acres

Street Address of Project

State Route 1 at post mile 51.87

Please note: Before submittal, please verify correct street address with the Planning Division in Ukiah.

Jack Peters Bridge Widening & Rail Upgrade
01-43484
Project Description

The California Department of Transportation proposes to widen the bridge structure and upgrade the bridge railing of Jack Peters Creek bridge (Bridge No. 10-0150) located on SR 1 at post mile 51.87 in Mendocino County.

Jack Peters Creek Bridge

This project proposes to widen Jack Peters Creek Bridge approximately 17'-0" feet east to accommodate two 12-foot wide lanes, two 6-foot wide shoulders and a 6-foot wide separated pedestrian walkway on the west side of the widened structure. The existing bridge rails will be upgraded to current standards. Construction would last approximately 305 days. There shall be no earthwork below the 50-year water surface elevation of 13.0 feet between October 15 to June 15 and removal of vegetation shall take place outside of the bird nesting season. The roadway approaches will be widened to the east requiring the removal of approximately 131 upland trees and 12 Riparian trees which include saplings. Approximately 37% of the trees that will be removed are within the larger contiguous stand of grand fir and bishop pine, and 60% of the trees that will be removed are in the cut fill zone south of Lansing Road and east of the existing highway dominated by Monterey cypress (including the 70 saplings). An existing drainage swale, adjacent to the existing bridge and located along the south facing slope of the Jack Peters Creek drainage, will be reestablished from the northeast corner of the widened north abutment southeasterly to Jack Peters Creek. A portion of the reestablished drainage swale will be constructed from the northeast corner of the widened structure and from the temporary trestle with a backhoe using a hoe ram and bucket. Segments of the reestablished drainage swale beyond the reach of heavy equipment located at the northeast bridge abutment and the temporary trestle will be excavated by workman using hand tools. Although the final alignment of the reestablished drainage swale will be determined in the field, the general direction and length of the reestablished drainage swale will be S 70° E 125 feet.

Construction staging will occur within the existing roadway from County Road 5000 south to Larkin Road and at the northwest corner of the intersection of SR 1 and Lansing Drive. The contractor will be responsible for securing any additional staging areas for equipment and material storage. Two Potential staging areas to environmentally clear for contractor prior to construction are:

- A) Two-acre parcel owned by Mendocino City Community Services District 119-140-31-00
- B) Three-acre Parcel owned by United States Postal Service 119-070-13-00

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MAR 15 2021

PLANNING & BUILDING SERV
FORT BRAGG CA

Jack Peters Bridge Widening & Rail Upgrade
01-43484
Project Description



An overhead PG&E powerline will either need to be temporarily raised to a minimum of 100 feet above the bridge deck to provide adequate clearance for the contractor, temporarily or permanently relocated west of the highway or placed underground within the project limits along the west side of the highway. Approximately 28 trees would need to be removed west of the highway to temporarily or permanently relocate power lines west of highway.

The undergrounding option would require the powerline be placed on hangers on the existing bridge so as not to interfere with construction of the upgraded bridge rail of barrier rail between the pedestrian walkway and 6-foot wide shoulder

Construction will be performed in 2 stages.

Stage 1.

This stage will require reducing the number of traffic lanes on existing structure from two 12-foot lanes to one 11-foot lane. A temporary 5-ft pedestrian walkway will be provided on the west side of existing structure. Traffic will be shifted to the west side of existing structure with

Jack Peters Bridge Widening & Rail Upgrade

01-43484

Project Description

signalized one-way reversing traffic control along with pedestrian traffic being shifted to the west side of the existing structure.

The existing barrier rail and overhang on the east side of existing structure will then be removed. Removal of existing overhang will be completed with an excavator mounted chipping hammer and suspended container to catch debris. As an alternative to using a suspended container to catch debris, a containment structure could be built over the creek to prevent material from falling into the creek. The structure would likely be built from steel beams and wooden decking (no pile driving). Tarps could be used in areas away from the creek. The work may be needed to be completed at night during extended road closures to have room for equipment. The removal of existing overhang will require approximately 5 full work shifts with traffic closed.

Access could then be constructed using a temporary access trestle that is constructed parallel to the existing bridge on the east side of the new bridge widening. The temporary trestle could be approximately 25 ft wide and could be the length of the existing bridge or possibly shorter as needed. The temporary trestle will be constructed of timber decking on steel stringer beams supported about every 25 ft. The supports for the temporary trestle may be constructed on timber spread footings notched into the side of the canyon wall or supported by driven or drilled steel piles. If timber pads are used, each timber pad support will likely be approximately 25 ft x 6ft and require a level surface excavated. If piles are used, each steel pile support will consist of approximately 7-12 piles per bent. The temporary access trestle will probably consist of approximately 10 support bents with a mixture of timber pad spread footings and steel pile supports depending on specific location as determined by the Contractor.

Falsework will be constructed along the length of the new widening to support the new widening before it is self-supporting. Falsework will likely be approximately 25 ft wide and the length of the new bridge. The falsework will be of a similar design and build as the temporary access trestle described above except that the loads are typically less for the falsework system and the contract may be able to utilize less falsework bents than trestle bents. Typical falsework spans are 40 ft. The falsework will have similar foundation supports as the temporary trestle described above. It is likely a total of 10 falsework bents will be required for bridge construction based on bridge pier locations. If piles are used for the falsework bents it can be assumed that approximately 5-6 piles will be needed per bent. Material excavated from notching the bench in the canyon sidewall will likely be hauled out of the canyon using a crane.

No falsework or temporary trestle supports will be allowed to be constructed in active water channel or below the 50-year water surface elevation of 13.0 feet before June 15th or after October 15th. If falsework or temporary trestle foundations are constructed below the flood elevation, then the foundations will be designed to handle high water flows. It is anticipated 1 falsework support bent and one temporary access trestle support bent will be required to be constructed below the high-water elevation.

Jack Peters Bridge Widening & Rail Upgrade
01-43484
Project Description

It may be required to build one temporary access support foundation and one falsework support foundation below the flood elevation. These bents could be supported on timber or precast concrete spread footings anchored into the bedrock to handle high water flows. The spread footings for the falsework and access trestle would each have an approximately 25 ft x 6 ft footprint. If the bedrock below the flood elevation is not adequate for spread footings, the temporary access trestle and falsework foundation would need to be supported on drilled or driven steel piles.

The informal public access trail along the north facing slope of Jack Peters Creek could be improved to provide contractor access by foot to the temporary trestle or falsework. The purpose for improving the informal public access trail is to prevent erosion from foot traffic.

The new bridge foundations type are planned be spread footings. The work for the foundations will either be accessed from a temporary access trestle or from cranes sitting at abutments 1 and 4. The excavation will likely be performed with rock hammers mounted on excavators and removed using suspended buckets from a crane. Temporary retaining walls may be needed to safely excavate vertical cuts in existing canyon walls to access the new pier foundations. Temporary retaining walls may consist of soil nail type walls requiring horizontal drilling into the slope and placing steel cables or rods into the slope and grouting with concrete. The face of the temporary retaining walls may consist of reinforced concrete to hold back slope to create safe work access to pier footings.

Pier and abutment footings will be constructed using typical timber forming and reinforced concrete. Concrete will likely be placed from truck mounted concrete pumps sitting on abutments or on the access trestle. Full closure of Highway 1 may be required for the concrete placement. Conservatively, expect 4-night closures for this work.

The new pier walls and abutments will be constructed using timber and/or steel forms guyed off to the existing canyon walls for stability. Concrete will likely be placed either from the trestle or from the abutments using concrete pump trucks. Full closure of Highway 1 may be required for this operation. Conservatively, expect 2-night closures for this work.

After falsework and new pier walls are in place, the bridge superstructure and bridge deck will be placed working from elevated access trestle and from each abutment.

Stage 1 will include wrapping the entire existing pier walls with carbon fibers and then constructing new pier wall and cast-in-place box structure.

After the new deck concrete is placed and superstructure is stressed, the closure pour will be constructed connecting the new bridge to the existing bridge. There will be a required amount

Jack Peters Bridge Widening & Rail Upgrade
01-43484
Project Description

of days that must pass before placing the closure pour concrete to allow shrinkage and creep type movement to happen.

Stage 2

This stage will require shifting vehicular and pedestrian traffic to east side of the existing structure before removing the existing barrier rail on west side of the existing structure. There may be one 11-foot temporary traffic lane during Stage 2 with reversing traffic control with flaggers during this stage. A closed lane will be needed for portions of the stage 2 construction for the Contractor to access work since this stage of construction will need to be performed from the existing deck. The existing bridge barrier concrete will be removed using sawcutting and excavator mounted chipping hammers and a truck mounted bridge inspection platform. Additional measures to capture any falling debris from the removal of the existing barrier rail and overhang would involve placing tarps along the slopes below the work area and placing a debris containment platform below the work area above the 50-year flood elevation. The debris containment platform would be set on a temporary timber abutment placed in a notched bench in the canyon sidewall. Material excavated from the notched bench would be hauled out of the site.

After the existing bridge rail is removed, the new pedestrian rail will be constructed along the left edge of deck. Then the new Type 85 concrete bridge barrier will be constructed. Constructing the concrete bridge barrier will require a lane closure with reversing traffic control with flaggers.

The drainage system for existing structure will be placed outside of the structure. There will be no scuppers on the widened structure. Deck drains will be installed to capture deck runoff. The deck drains will empty into bio-swaes located at the northwest and southwest corners of the bridge. Existing pavement west of the proposed edge of pavement will be removed. There is one existing culvert system adjacent to Jack Peters bridge located at postmile 51.50. The existing culvert system (concrete pipe) conveys water from a small channel on the east side of the road to the bluff on the west side of the road, and eventually the ocean. Since most of the bluff erosion occurring to the south of the pipe outlet does not appear to be caused by the water flowing from the outlet, this project proposes to replace the DI in kind at the new flowline of the widened shoulder, extend the concrete pipe to the new DI location, replace the existing CSP that is above the DI with a 2-foot diameter CSP and thereby perpetuate the existing drainage patterns. The northbound roadway drainage from postmile 51.50 north will flow east to a dike at the edge of northbound shoulder and conveyed from the southeast corner of the widened bridge abutment into a rock lined ditch constructed along the south edge of an existing informal public access trail. A rock energy dissipator would be constructed at the end of the rock lined ditch where the informal access trail turns north and west down to Jack Peters

Jack Peters Bridge Widening & Rail Upgrade
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Project Description

Creek. The southbound roadway drainage will flow west off the roadway and eventually over the bluff into a Design Pollution Prevention Infiltration Area. Anticipated impacts from construction activities to existing roadside ditch wetlands along the east side of the highway north of the widened structure and at the southeast corner of Larkin Road with Hwy 1 will require removal and stockpiling of wetland soils within the potential area of impact for placement in a newly constructed roadside drainage feature adjacent and east of the existing wetland. Although there will be no traffic shoulders during Stage 1 and Stage 2 construction, pedestrian traffic will be allowed on the existing/widened structure during all stages of construction. An existing public access trail beginning at the southwest corner of Jack Peters Bridge and meandering north under the bridge and then heading northeast before turning northwest and down to Jack Peters Creek will be closed during construction activities. A MBGR will be extended on the west side of the bridge to the edge of the pull out to Larkin Road.

Once construction activities for the widened structure have been completed, the public access trail will be reopened and improved during the construction activity of the rock lined ditch described above.

The beginning and end conform sections of pavement, as well the entrance onto County Road 500, would be cold-planed to provide a smooth transition between existing and new pavement. Pavement delineation, such as striping and round, raised pavement markers, would be installed using specialized equipment.

Clearing and grubbing of vegetation and trees will be necessary for construction and access. Typical construction equipment types for this work are excavators, dozers, and mulchers. All construction spoils and debris would be removed and disposed of at a permitted disposal site. All soil areas disturbed by construction activities would receive permanent erosion control treatments sufficient to address the erosion potential of that soil area/slope.

The project would include the addition of approximately 0.50 acres of impervious pavement. Water Quality and Storm Water impacts and treatment scenarios should be listed here, once we know them.

There is no anticipated need for additional ROW or TCEs.

CALIFORNIA COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400
TDD (415) 597-5885

**MEMORANDUM**

August 8, 2019

To: Bob Merrill, North Coast District Manager

From: Darryl Rance, GIS/Mapping Program

Cc: Stephen Umbertis, Associate Environmental Planner (Coordinator), North Region
1 Environmental, Department of Transportation

Subject: Boundary Determination No. 02-2019, Jack Peters Creek Bridge Replacement
Project, Mendocino County.

A boundary determination has been requested for the Jack Peters Bridge Replacement Project on Highway 1 in Mendocino County. Enclosed is a copy of a portion of Post-LCP Certification Permit and Appeal Jurisdiction Map No. 32 (Mendocino Quadrangle) with the approximate location of the subject property indicated. See Exhibit 1. Also included is an Environmental Study Limit-base exhibit with the Coastal Commission permit jurisdiction added. See Exhibit 2.

Based on the information provided and available in our office, the Jack Peters Bridge Replacement Project appears to be bisected by the Coastal Commission permit jurisdiction boundary as shown on Exhibit 2. Development proposed within the Coastal Commission permit jurisdiction would require coastal development permit authorization from the Coastal Commission. The Coastal Commission's permit jurisdiction is based on the existence of tidelands, submerged lands and public trust lands. The information available indicates that the area in question appears to be located, in part, on tidelands, submerged land and, or land that may be subject to the public trust. Based on this information the Coastal Commission is asserting jurisdiction over development activities associated with the Jack Peters Bridge Replacement Project as shown on Exhibit 2. Questions regarding the exact extent of public trust lands should be referred to the State Lands Commission for determination. Their status determination may or may not result in a different permit jurisdiction boundary.

Please contact Darryl Rance of the GIS/Mapping Program at (415) 904-5335 if you have any questions regarding this determination.

Enclosures

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MAR 15 2021

PLANNING & BUILDING SERV
FORT BRAGG CA

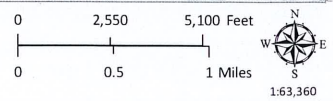


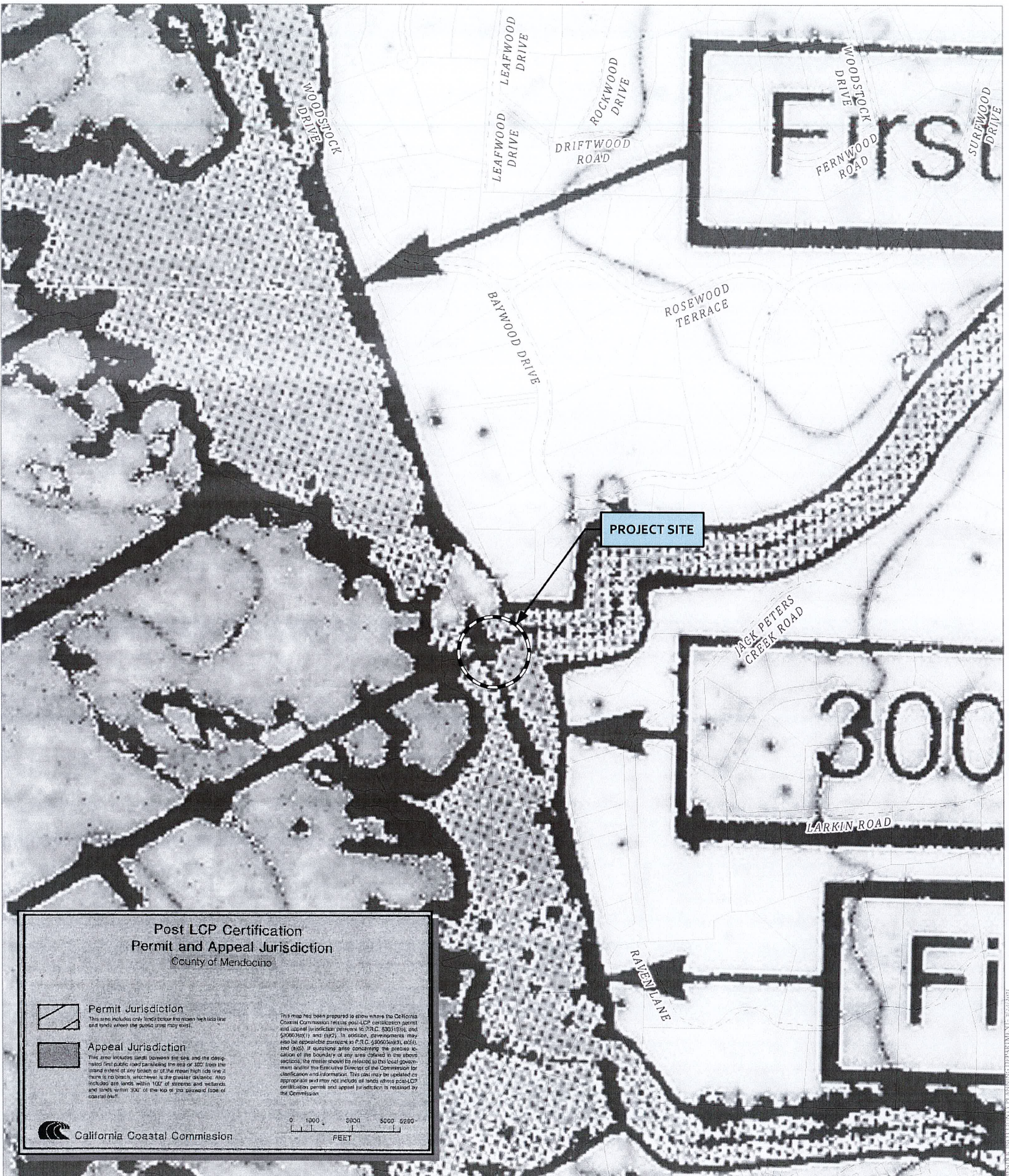
PROJECT SITE



CASE: CDP 2021-0019
 OWNER: State of California (R-o-W)
 APN: None
 APLCT: CALTRANS
 AGENT:
 ADDRESS: None Assigned, Mendocino

- Major Towns & Places
- Major Roads
- City Limits
- Highways





**Post LCP Certification
Permit and Appeal Jurisdiction
County of Mendocino**

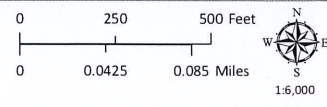
Permit Jurisdiction
This area includes only lands between the mean high tide line and lands where the public zone may exist.

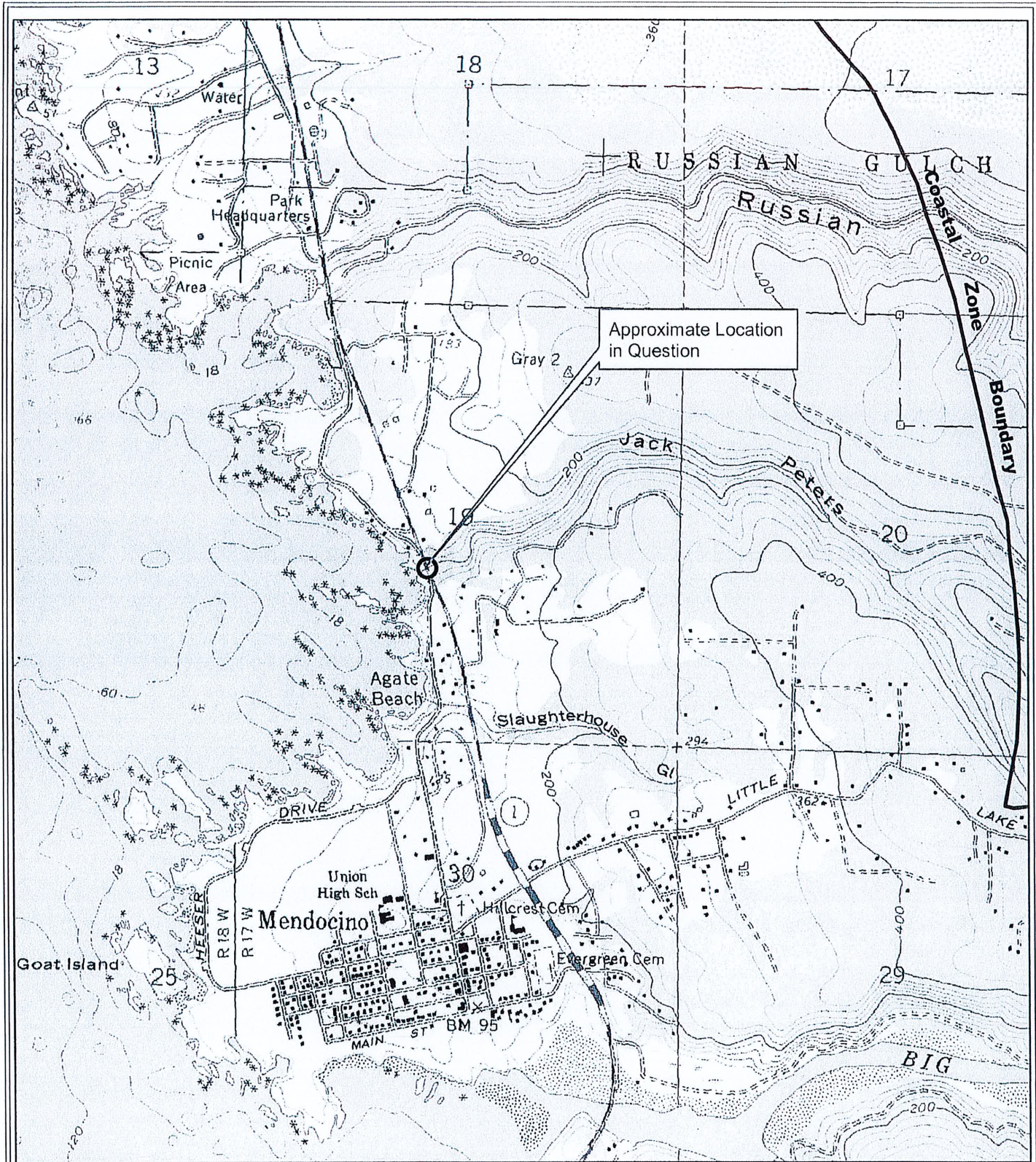
Appeal Jurisdiction
This area includes lands between the sea and the designated first public road (including the sea or 100' from the inland extent of any beach or of the mean high tide line if there is no beach, whichever is the greater distance. Also included are lands within 100' of streams and wetlands and lands within 300' of the top of the seaward slope of coastal bluffs.

This map has been prepared to show where the Del Norte Coastal Commission retains post-LCP certification permit and appeal jurisdiction between 379 L.C. 30031(b)(1) and 30032(b)(1) and (b)(2). In addition, permittees may also be responsible pursuant to P.C. 30000(b)(3), (b)(4), and (b)(5). If questions arise concerning the precise location of the boundary of any area shown in the above sections, the matter should be referred to the local government and/or the Executive Director of the Commission for clarification and information. This data may be updated as appropriate and may not include all lands where post-LCP certification permit and appeal jurisdiction is required by the Commission.

0 1000 5000 5000 6000
FEET

CASE: CDP 2021-0019
 OWNER: State of California (R-o-W)
 APN: None
 APLCT: CALTRANS
 AGENT:
 ADDRESS: None Assigned, Mendocino





BD 02-2019
 Jack Peters Creek Bridge Replacement Project
 Mendocino County

CALIFORNIA
COASTAL
 COMMISSION

Technical Services Division

Portion of Coastal
 Zone Boundary Map 32
 (Mendocino Quadrangle)

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MAR 15 2021

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 FORT BRAGG, CA



Exhibit 1

DR 8/2019

ATTACHMENT F



BD 02-2019
Jack Peters Creek Bridge Replacement Project
Mendocino County



Coastal Commission Permit Jurisdiction

For illustrative purposes only.

Exhibit 2

DR 8/2019