



COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES
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September 27, 2022

PUBLIC HEARING NOTICE OF PENDING ACTION
STANDARD COASTAL DEVELOPMENT PERMIT

The Mendocino County Coastal Permit Administrator, at a regular meeting to be held on Thursday, October 13, 2022, at 9:00 a.m. or as soon thereafter as the item may be heard, will conduct a public hearing on the below described project that is located in the Coastal Zone. This meeting will be conducted virtually and not available for in person public participation in an effort to slow the spread of COVID-19 and pursuant to the recommendation of the Mendocino County Health Officer and the California Department of Industrial Relations. In order to minimize the risk of exposure during this time of emergency, the public may participate digitally in meetings by sending comments to pbscommissions@mendocinocounty.org or via telecomment. The telecomment form may be found at: <https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas>. The meeting is available for viewing on the Mendocino County YouTube page at, <https://www.youtube.com/MendocinoCountyVideo>

CASE#: CDP_2022-0020

DATE FILED: 5/26/2022

OWNER/APPLICANT: CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)
DISTRICT 1

REQUEST: Standard Coastal Development Permit for safety improvements along State Route 1 (SR 1) between post mile (PM) 87.90 and 91.20 including the following: paving existing southbound gravel turnouts creating a 4-foot shoulder for all users, shoulder backing, grading, guard rail improvements, and replacement of striping and markings. Entirety of project extends from Rockport to Leggett between PM 87.90 and 105.60.

ENVIRONMENTAL DETERMINATION: Categorically Exempt. The Lead Agency: The State of California (Caltrans) prepared a Notice of Exemption SCH 2021-120591. The County, as a Responsible Agency, has reviewed the project to determine the adequacy of documents and the project's consistency with the Coastal Element of the General Plan.

LOCATION: In the Coastal Zone along SR 1, 1.8± miles north of its intersection with Rockport Street (CR 429A) and 0.4± miles east of its intersection with Usal Road (CR 431); located between post mile 87.90 and 91.20.

SUPERVISORIAL DISTRICT: 4 (Gjerde)

STAFF PLANNER: STEVEN SWITZER

The staff report, and notice, will be available 10 days before the hearing on the Department of Planning and Building Services website at: <https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas/coastal-permit-administrator>

As you are an adjacent property owner and/or interested party, you are invited to submit comments, at or prior to the hearing; all correspondence should contain reference to the above noted case number. Written comments should be submitted by mail to the Department of Planning and Building Services Commission Staff, at 860 North Bush Street, Ukiah or 120 W Fir Street, Fort Bragg, California, or by e-mail to pbscommissions@mendocinocounty.org no later than October 12, 2022. Individuals wishing to address the Coastal Permit Administrator during the public hearing under Public Expression are welcome to do so via e-mail at pbscommissions@mendocinocounty.org, or telecomment, in lieu of personal attendance.

All public comment will be made available to the Coastal Permit Administrator, staff, and the general public as they are received and processed by the Clerk, and can be viewed as attachments under its respective case number listed at: <https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas/coastal-permit-administrator>

The decision of the Coastal Permit Administrator shall be final unless a written appeal is submitted to the Board of Supervisors with a filing fee within 10 calendar days thereafter. If appealed, the decision of the Board of Supervisors to approve the project shall be final unless appealed to the Coastal Commission in writing within 10 working days following Coastal Commission receipt of a Notice of Final Action on this project. 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 Coastal Permit Administrator at or prior to, the public hearing.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE. Mendocino County complies with ADA requirements and upon request, will attempt to reasonably accommodate individuals with disabilities by making meeting material available in appropriate alternate formats (pursuant to Government Code Section 54953.2). Anyone requiring reasonable accommodation to participate in the meeting should contact the Department of Planning and Building Services by calling (707) 234-6650 at least five days prior to the meeting.

Additional information regarding the above noted item may be obtained by calling the Department of Planning and Building Services at 234-6650, Monday through Friday, 8:00 a.m. through 5:00 p.m.

JULIA KROG, Director of Planning and Building Services



**COASTAL PERMIT ADMINISTRATOR
STAFF REPORT- STANDARD CDP**

**OCTOBER 13,2022
CDP_2022-0020**

SUMMARY

OWNER/APPLICANT: CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS), DISTRICT 1
1656 UNION STREET
EUREKA, CA 95501

AGENT: ROBERT KING
1656 UNION STREET
EUREKA, CA 95501

REQUEST: Standard Coastal Development Permit for safety improvements along State Route 1 (SR 1) between post mile (PM) 87.90 and 91.20 including the following: paving existing southbound gravel turnouts creating a 4-foot shoulder for all users, shoulder backing, grading, guard rail improvements, and replacement of striping and markings. Entirety of project extends from Rockport to Leggett between PM 87.90 and 105.60.

LOCATION: In the Coastal Zone along SR 1, 1.8± miles north of its intersection with Rockport Street (CR 429A) and 0.4± miles east of its intersection with Usal Road (CR 431); located between post mile 87.90 and 91.20.

GENERAL PLAN: Range Lands (RL), Forest Lands (FL), and right-of-way (ROW)

ZONING: Rangeland (RL), Timber Production (TP), and right-of-way (ROW)

SUPERVISORIAL DISTRICT: 4 (Gjerde)

ENVIRONMENTAL DETERMINATION: CATEGORICALLY EXEMPT. The Lead Agency: The State of California (Caltrans) prepared a Notice of Exemption SCH 2021-120591. The County, as a Responsible Agency, has reviewed the project to determine the adequacy of documents and the project's consistency with the Coastal Element of the General Plan.

APPEALABLE: Yes, Appealable Jurisdiction

RECOMMENDATION: APPROVE WITH CONDITIONS

STAFF PLANNER: STEVEN SWITZER

BACKGROUND

PROJECT DESCRIPTION: Standard Coastal Development Permit for safety improvements along State Route 1 (SR 1) between post mile (PM) 87.90 and 91.20 including the following: paving existing southbound gravel turnouts creating a 4-foot shoulder for all users, shoulder backing, grading, guard rail improvements, and replacement of striping and markings. Entirety of project extends from Rockport to Leggett between PM 87.90 and 105.60.

The proposed request does not include the removal of any trees or shrubs within the project footprint.

Approximately 650 linear feet of existing non-standard Metal Beam Guardrail (MBGR) will be replaced with approximately 450 linear feet of Midwest Guardrail System (MGS).

Construction is currently scheduled for the 2023 construction season with an estimated completion in 300 working days.

Traffic control measures will be implemented to ensure public access throughout the work zone with minimal traffic delays of 15-20 minutes.

A list of avoidance measures and minimizations are detailed in the Natural Environment Study (NES) and outlined in the Habitats and Resources section of this report.

APPLICANT'S STATEMENT: See Attachment A for the applicant's in-depth project description.

SITE CHARACTERISTICS: SR 1 is a major highway running north to south along much of California's Pacific Coastline and holds the title as the longest route within the state at a length of 656± miles. The entire proposed pavement preservation project on SR 1 extends from Rockport towards its northern terminus near Leggett between PM 87.90 and 105.60. However, only a 3.3± mile section is located in the Coastal Zone. The section of SR 1 under the Mendocino County Local Coastal Program (LCP) is 1.8± miles north of its intersection with Rockport Street (CR 429A) and 0.4± miles east of its intersection with Usal Road (CR 431) between PM 87.90 and 91.20. Terrain along this portion of the route is predominately flat with estimated slopes of 0 degrees – 14 degrees.¹ The existing pavement is in fair to poor condition with non-standard metal beam guardrails. Vegetation adjacent to the road surface is predominantly ruderal. Mapping for habitats and resources note special wildlife habitat and an anadromous stream near PM 91.20 as well as the project's location in a Viewshed Corridor.² Soil type varies along the entire project, but the LCP portion has a Western Classification 131 soil type.³ Existing shoreline access is noted at the intersection of SR 1 with Usal Road (CR 431).⁴ The parcels to the west of the project are owned by the Soper-Wheeler Company while parcels to the east of the project are under Mendocino Redwood Company ownership. The project transects a parcel currently under Williamson Act Contract No. 0214.⁵

SURROUNDING LAND USE AND ZONING:

	GENERAL PLAN	ZONING	LOT SIZES	USES
NORTH	Forest Lands (FL)	Timber Production (TP)	315± Acres; 292± Acres	Agricultural/ Public Access
EAST	Forest Lands (FL)	Timber Production (TP)	280± Acres; 77± Acres	Agricultural
SOUTH	Forest Lands (FL)	Timber Production (TP)	452± Acres	Agricultural
WEST	Range Lands (RL)	Rangeland (RL)	227± Acres	Agricultural

PUBLIC SERVICES:

Access: State Route 1 (SR 1)
 Fire District: State Responsibility Area (SRA)
 Water District: NONE
 Sewer District: NONE
 School District: Leggett Valley Unified

¹ Estimated Slope Map
² LCP Habitats & Resources Map
³ Western Soil Classifications Map
⁴ LCP Land Use Map:5 Williams Point
⁵ Lands in Williamson Act Contracts Map

AGENCY COMMENTS: On July 8, 2022 project referrals were sent to the following responsible or trustee agencies with jurisdiction over the Project. A summary of the submitted agency comments are listed below.

REFERRAL AGENCIES	COMMENT
Planning –Fort Bragg	No Comment
Environmental Health –Fort Bragg	No Response
Building Inspection –Fort Bragg	No Comment
Assessor	No Response
Farm Advisor	No Comment
Agriculture Commissioner	No Response
Forestry Advisor	No Comment
Air Quality Management	No Response
Sonoma State University	Comment
Resource Lands Protection Committee	No Comment
Trails Advisory Committee	No Response
California Native Plant Society	No Response
CalFire (Land Use)	No Response
CalFire (Resource Management)	No Response
California Department of Fish and Wildlife	Comment
California Coastal Commission	No Response
California Highway Patrol	No Response
California State Clearinghouse	No Response
US Department of Fish & Wildlife Service	No Response
Mendocino Transit Authority	No Response
Cloverdale Rancheria	No Response
Redwood Valley Rancheria	No Response
Sherwood Valley Band of Pomo Indians	No Response
Westport MAC	No Response
Leggett Valley Unified School District	No Comment

KEY ISSUES

LOCAL COASTAL PROGRAM CONSISTENCY:

The proposed project is consistent with the goals and policies of the Local Coastal Program, General Plan, and Zoning Codes as detailed below:

LAND USE/ZONING: The proposed development of safety improvements along SR 1 between post mile 87.90 and 91.20 is within the boundaries of the Local Coastal Program (LCP).⁶ The project is adjacent to multiple parcels with varying General Plan designations, including Range Lands (RL) and Forest Lands (FL)⁷ with their respective Zoning districts Rangeland (RL) and Timber Production Zoning (TPZ).⁸ It is important to note that a 3.3± mile portion of the project is located within the boundaries of the LCP and is also located within California Department of Transportation (Caltrans) right-of-way. As detailed by the applicant, the proposed project is necessary to ensure public safety and welfare. Current studies indicate the need for and encourage future improvements to accommodate essential industries vital to the economic health of the County and other priority uses under the Coastal Act. Chapter 3.8 of the Coastal Element provides further direction on County policies pertaining to transportation, utilities, and public services:

It shall be a goal of the Transportation Section to achieve, where possible and consistent

⁶ LCP Land Use Map 5: Williams Point

⁷ General Plan Map

⁸ Zoning Display Map

with other objectives of The Coastal Act and plan policies for Highway 1, a roadbed with a vehicle lane width of 16 feet including the shoulder to achieve a 32-foot paved roadway (12-foot vehicle lane and 4-foot paved shoulder). The minimum objective shall be a 14-foot vehicle lane width (10-foot vehicle lane and 4-foot paved shoulder). New widening projects shall be allocated, first to safety and improved capacity needs and secondly to paved shoulders. (MCGP, Ch. 7, Ch. 3.8, Policy 3.8-6)

The proposed safety improvements along SR 1 to pave existing southbound gravel turnouts creating a 4-foot shoulder for all users, shoulder backing, grading, guard rail improvements, and replacement of striping and markings are supported by the land use policies contained in the Mendocino County Coastal Element.

Staff finds that the project is consistent with the purpose of the public right-of-way and will not conflict with either of the two General Plan designations and their respective Zoning districts.

HABITATS AND NATURAL RESOURCES: Caltrans provided a NES with Minimal Impacts to identify existing biological resources, assess potential impacts and identify permitting requirements for the proposed project. As currently proposed, the project requires a Programmatic Letter of Concurrence (PLOC) from the U.S. Fish and Wildlife Service (USFWS) and a Mendocino County Coastal Development Permit for the coastal segment of the project.

The table below summarizes all surveys conducted within the project footprint, Environmental Study Limits (ESL), and Biological Study Area (BSA) as detailed on Attachment R.

SURVEY	DATE	LOCATION	PERSONNEL
Early Season Botanical Survey	April 26, 2021	Entire ESL	Reed Crane, Biologist
			Jeremy Pohlman, Biologist
Mid-Season Botanical Survey	June 23, 2021	Entire ESL	Reed Crane, Biologist
Aquatic Resources Delineation	October 25, 2021	Entire ESL	Ben Lardiere, Biologist
			Jennifer Brown, Biologist

The BSA encompasses the project footprint/ESL in addition to waterways within the same watershed as the project footprint/ESL that may have suitable habitat for special status fish species. Waterways in the NES were assessed for potential indirect impacts as a result of potential sedimentation and/or pollutant contamination from project related activities. Cottaneva Creek is the only waterway under the jurisdiction of the LCP from the surveyed areas.

Studies were conducted within the project footprint/ESL, the existing 2-lane winding highway with intermittent passing lanes and occasional paved or gravel pullouts, and within a 165-foot buffer around the project.⁹ The 165-foot buffer was determined in accordance with the USFWS Guidance Document: *Estimating the Effects of Auditory and Visual Disturbance to Northern Spotted Owl and Marbled Murrelets in Northwestern California* (USFWS 2006). The following 8 ESHAs were identified within the 3.3± mile project area subject to the requirements of the LCP:

ESHA 1 PM 89.61

Common Name: Red-Bellied Newt

Scientific Name: *Taricha rivularis*

Status Federal/State: -- / SSC (CDFW Species of Special Concern)

⁹ Project Environmental Study Limits and Biological Study Area Map

General Habitat Description: Occurs in or adjacent to streams and rivers in coastal woodlands and redwood forests along the coast of Northern California.

Habitat Present/Absent: Present

Rationale: Potentially suitable habitat may be present within the BSA, but not within the ESL.

Buffers: No buffer reduction is requested. Proposed construction activities would occur 100± feet upslope from this ESHA.

ESHA 2 PM 91.20

Common Name: Southern torrent salamander

Scientific Name: *Rhyacotriton variegatus*

Status Federal/State: -- / SSC (CDFW Species of Special Concern)

General Habitat Description: Coastal redwood, Douglas-fir, mixed conifer, montane riparian, and montane hardwood-conifer habitats. Old-growth Forest. Cold, well-shaded, permanent streams and seepages, or within splash zone or on moss covered rock within trickling water.

Habitat Present/Absent: Present

Rationale: Potentially suitable habitat may be present within the BSA, but not within the ESL.

Buffers: No buffer reduction is requested. Proposed construction activities would occur 100± feet upslope from this ESHA.

ESHA 3

Common Name: Northern spotted owl

Scientific Name: *Strix occidentalis caurina*

Status Federal/State: FT (Threatened) / ST (Threatened)

General Habitat Description: Old-growth forests or mixed stands of Old-growth and mature trees. Occasionally in younger forests with patches of big trees. High, multistory canopy dominated by big trees, many trees with cavities or broken tops, woody debris, and space under canopy.

Habitat Present/Absent: Present

Rationale: Suitable nesting and foraging habitat is present within the BSA.

Buffers: A reduced buffer of an unspecified distance is requested. This ESHA is adjacent to the project area and a 100-foot buffer is not feasible at this location.

ESHA 4

Common Name: Chinook salmon -California Coastal Evolutionary Significant Unit (ESU – pop. 17

Scientific Name: *Oncorhynchus tshawytscha*

Status Federal/State: FT (Threatened) / --

General Habitat Description: Coastal, spring and fall river runs between Redwood Creek in Humboldt County and Russian River in Sonoma County.

Habitat Present/Absent: Present / Critical Habitat

Rationale: Known to occur within the BSA (Cottaneva Creek), however the ESL lacks suitable aquatic habitat for this species. Critical habitat has been designated within the project BSA. Essential fish habitat for this species occurs within the project BSA.

Buffers: A reduced buffer of an unspecified distance is requested. This ESHA is adjacent to and runs beneath the roadway at PM 90.615. A 100-foot buffer is not feasible at this location since the existing roadway traverses the ESHA.

ESHA 5

Common Name: Coho salmon -Central California Coast ESU -pop. 4

Scientific Name: *Oncorhynchus kisutch*

Status Federal/State: FE (Endangered) / SE (Endangered)

General Habitat Description: Streams and rivers south of Punta Gorda, CA, to and including Aptos Creek, as well as such coho salmon originating from tributaries to San Francisco Bay.

Habitat Present/Absent: Present / Critical Habitat

Rationale: Known to occur within the BSA in Cottaneva Creek, however the ESL lacks suitable aquatic habitat for this species. Critical habitat has been designated within the project BSA. Essential fish habitat for this species occurs within the project BSA.

Buffers: A reduced buffer of an unspecified distance is requested. This ESHA is adjacent to and runs beneath the roadway at PM 90.615. A 100-foot buffer is not feasible at this location since the existing roadway traverses the ESHA.

ESHA 6

Common Name: Coho salmon -Southern Oregon/Northern California Coast ESU -pop. 2

Scientific Name: *Oncorhynchus kisutch*

Status Federal/State: FT (Threatened) / ST (Threatened)

General Habitat Description: Streams and rivers between Cape Blanco, OR and Punta Gorda, CA.

Habitat Present/Absent: Present / Critical Habitat

Rationale: Known to occur within the BSA in Cottaneva Creek, however the ESL lacks suitable aquatic habitat for this species. Critical habitat has been designated within the project BSA. Essential fish habitat for this species occurs within the project BSA.

Buffers: A reduced buffer of an unspecified distance is requested. This ESHA is adjacent to and runs beneath the roadway at PM 90.615. A 100-foot buffer is not feasible at this location since the existing roadway traverses the ESHA.

ESHA 7

Common Name: Steelhead -Northern California Distinct Population Segment -pop. 16

Scientific Name: *Oncorhynchus mykiss irideus*

Status Federal/State: FT (Threatened) / --

General Habitat Description: Coastal basins from Redwood Creek south to the Gualala River, inclusive. Does not include summer-run steelhead.

Habitat Present/Absent: Present / Critical Habitat

Rationale: Known to occur within the BSA in Cottaneva Creek, however the ESL lacks suitable aquatic habitat for this species. Critical habitat has been designated within the project BSA. Essential fish habitat for this species occurs within the project BSA.

Buffers: A reduced buffer of an unspecified distance is requested. This ESHA is adjacent to and runs beneath the roadway at PM 90.615. A 100-foot buffer is not feasible at this location since the existing roadway traverses the ESHA.

ESHA 8

General Habitat Description: Cottaneva Creek (Hydrologic Unit Code [HUC] 1801080602) anadromous habitat

Rationale: Cottaneva Creek is tributary to the Pacific Ocean and drains a watershed of 16.3± square miles. Essential fish habitat for this species occurs within the project BSA.

Buffers: A reduced buffer of an unspecified distance is requested. This ESHA is adjacent to and runs beneath the roadway at PM 90.615. A 100-foot buffer is not feasible at this location since the existing roadway traverses the ESHA.

The project can maintain a 100-foot buffer from 2 ESHAs. Reduced buffers are requested for the remaining 6 ESHA where 100-foot buffers are not feasible. The project does not include the removal of any trees or shrubs.

Coastal Zoning Code Section 20.496 prescribes standards for determining the appropriate width of an ESHA buffer when 100 feet cannot be maintained. The NES supplied by Caltrans addresses reduced buffers in regions where buffers are unfeasible. The report concludes the following:

Caltrans' Standard Measures and Best Management Practices (Section 1.3.2) would be implemented to avoid impacts to these species. Standard measures would protect sensitive animal species, rare plants species, migratory birds, natural communities, and jurisdictional waters. Seasonal work windows would minimize potential impacts to the northern spotted owl... No jurisdictional Waters of the U.S. (WOTUS), Waters of the state, and/or riparian habitat would be impacted by project activities.

These Standard Measures and Best Management Practices are discussed below and included as

approval conditions for the project.

Further, the report states that the Magnuson Fishery Conservation and Management Act (MSA) is the primary law governing marine fisheries management in U.S. federal waters. MSA requires consultation with National Marine Fisheries Service (NMFS) for actions that may adversely affect essential fish habitat. Under the MSA, the project would not impact essential fish habitat for Pacific (coho and Chinook) salmon, Groundfish, Coastal Pelagics, or Highly Migratory Species. Therefore, sensitive species would not be disturbed by the proposed development including identified ESHAs 4-8. Additionally, County code recommends that existing features (such as roads and dikes) shall be used, where feasible, to buffer habitat areas. The proposed project utilizes the existing roadway and existing turnout areas for construction activities and staging, consistent with this standard for determining appropriate buffer width.

The NES also addresses how the proposed project is consistent with County code requirements for development permitted within a buffer area. The report concludes that Caltrans' Standard Measures and Best Management Practices outlined in the report would ensure the ongoing protection of the ESHAs, despite work occurring within ESHA and within the ESHA buffer. No other feasible site is available to perform the work proposed within the ESHA buffer since all work would be conducted on the existing developed roadway.

The report concludes that the proposed work would be consistent with all local, state, and federal requirements with the utilization of the recommended Standard Measures and Best Management Practices. Staff finds that the NES addresses all local, state, and federal requirements for buffers to and for development within ESHA.

Considering that the project would occur within a riparian corridor and adjacent to wetland, Coastal Zoning Code Section 20.496.035 prescribes that development of pipelines, utility lines and road and trail crossings when no less environmentally damaging alternative route is feasible. Considering there is no less environmentally damaging alternative route for the proposed road improvements, the project is consistent with the limited development allowances within or adjacent to riparian corridors and other riparian resource areas.

As previously mentioned, Caltrans is proposing Standard Measures and Best Management Practices to ensure the protection of ESHA. In summary, the NES provides the following recommendations:

- Section 1.3.2 includes standard measures, best management practices (BMPs) and avoidance and minimization efforts. Section 1.3.2 recommends BMPs to protect animal species, plant species, Sensitive Natural Communities, water quality, wetlands, other waters, ESHA, and measures to limit the spread of invasive species.

Subsection BR-2(B) of the document provides additional measures for compliance with the Migratory Bird Treaty Act, such as limiting vegetation clearing during non-breeding seasons, or requiring nesting bird surveys within one week of clearing. A Programmatic Letter of Concurrence (PLOC) from the USFWS permit no. (USFWS 2018a) will be used for the potential effects of the project on ESHA 3, Northern spotted owl.

The project and supporting documentation were supplied to USFWS for review and comment. Coastal Zoning Code Section 20.496.020(A)(1) requires that CDFW concur that a 100-foot buffer is not necessary to protect resources of that particular habitat area from possible significant disruption caused by the proposed development. On July 18, 2022, CDFW Senior Environmental Scientist Greg O'Connell responded with:

...The NES report states botanical surveys occurred April 2021, and June 2021 and no special status plants were found. The NES also contains avoidance/minimization measures for nesting birds, spotted owl, invasive species, and water quality. The NES also states no impacts will occur to waters of the state or other riparian areas. CDFW has not comments at this time.

Special Condition 11 ensures the project is implemented consistent with the various mitigations and

recommendations outlined in the resource documents and summarized above.

PUBLIC ACCESS: Usal Road (CR 431) is currently mapped as an existing public coastal access point suitable for hikers and equestrians that spans 30± miles from Humboldt County Line to SR 1, just 3± miles north of Rockport.¹⁰ Caltrans provided the following in relation to public access:

Anticipated traffic control measures would include reversing traffic control with flaggers and a moving lane closure during striping. Estimated maximum delay during traffic control would be 15-20 minutes. Bicyclists would be accommodated throughout the work zone. In the event that adjustments are needed top traffic control measures, standard contract language allows for flexibility of the Traffic Management Plan.

As currently proposed, the project would not impact any existing public access points along SR1.

HAZARDS MANAGEMENT: Though the project site is mapped in a high fire hazard severity zone, it is important to note that the project request for SR 1 improvements is exempt from Calfire requirements.¹¹ The proposed traffic management measures ensure adequate access for the public and emergency services through the project site during the estimated 300 working days of construction.

With regards to the project site's location within a potential Flood Hazard area, it is important to note the elevation of the existing road surface.¹² Heavy winter rains commonly cause flooding in larger coastal watersheds. In developed areas such as those near Noyo and Albion Rivers, flooding is of a greatest concern. Since the elevation of the existing road surface is 40± feet at its lowest point, the likelihood of future impact or inundation from flooding are considered low. Accordingly, Staff finds the project consistent with the policies of Coastal Element Chapter 3.4 and the requirements of Coastal Zoning Code Chapter 20.500.

GRADING, EROSION, AND RUN-OFF: Minor Grading of the existing roadway and excavation of less than one foot in depth in specified gravel turnout areas throughout the project would be required. Based on the figures supplied by Caltrans no disposal site is necessary due to the expected amount of exported material coming in below 10,000 cubic yards. Further, the expected amount of exported material below 10,000 cubic yards becomes the property of the contractor to remove and dispose compliant with all laws and regulations. It is standard Caltrans practice for the contractor to provide proof of compliance to the Caltrans Resident Engineer prior to construction close out. Staff finds the assurance of appropriate export disposal as detailed in Caltrans Specifications and construction contract documents to be sufficient evidence for the contractor's compliance with appropriate disposal of exported material.

The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ), effective July 1, 2013, and amended by subsequent orders, as well as the Construction General Permit (Order 2009-0009-DWQ) for projects with a land disturbance of one acre or more. Complaint with these permit orders, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control program (WPCP) including erosion control measure and construction waster containment measures to protect waters of the State during project construction. The SWPPP and WPCP would include Best Management Practices (BMPs) to control and reduce the impacts of construction related activities, materials, and pollutants on the watershed. Vegetation reestablishment or other stabilizations measures would be implemented on disturbed soil areas, per the Erosion Control Plan. Existing vegetated areas would be maintained to the maximum extent practicable with clearing, grubbing, and excavation limited to specific locations, as delineated on the project Plan Set (sheets Q-1, Q-3, and Q-4).

ARCHAEOLOGICAL/CULTURAL RESOURCES: Caltrans provided a cultural resources clearance memo, dated December 22, 2021, for the proposed project area with their application submittal. The memo was provided to Sonoma State University's Northwest Information Center (NWIC) for review. The memo concludes the following:

¹⁰ LCP Land Use Map 5: Williams Point

¹¹ Fire Hazard Zones & Responsibility Areas Map

¹² LCP Land Use Map 5: Williams Point

Based on this literature and research review, a field inspection, and no additional knowledge or concerns from the Native American communities, I have determined that this undertaking has no potential to affect historic properties.

On July 28, 2022, NWIC provided comment that based on the results of Study #38865 (Leach-Palm et. al. 2011) and the December 22, 2021 memo, the proposed project area has a low possibility of containing unrecorded archeological site(s) and no further study for archaeological resources is recommended.

NWIC did recommend that the applicant be advised of the procedures outlined in the standard "Discovery Clause" upon the discovery of any cultural or archaeological resources during construction activities associated with the project. **Condition 8** is recommended to ensure the protection of the archaeological resources in accordance with Section 22.12.090 of the Mendocino County Code.

Additionally, NWIC recommended Mendocino County contact local Native American tribes regarding traditional, cultural, and religious heritage values. The project was referred to three local tribes for review and comment, including Cloverdale Rancheria, Redwood Valley Rancheria, and Sherwood Valley Rancheria. No response was received from the tribes.

With the added condition, the proposed development is consistent with Mendocino County policies for protection of paleontological and archaeological resources.

GROUNDWATER RESOURCES: The southernmost portion of the project is mapped with Critical Water Resources Bedrock.¹³ As proposed, the project will not create an increase in the use, nor affect existing groundwater resources in the area. Staff finds the project consistent with the policies of Coastal Element Chapter 3.8 and requirements of Coastal Zoning Code 20.516.

TRANSPORTATION, UTILITIES AND PUBLIC SERVICES: The project would widen and improve an existing roadway, SR 1, with no addition to the number lanes or increase in traffic volume. As previously noted in the Land Use/Zoning section of this report, the project supports Coastal Element policy 3.8-6 with its proposed 4-foot shoulder widening. The proposed improvements will provide motorists a safer corridor for north-south circulation along SR 1.

Construction is tentatively scheduled for the 2023 construction season with an estimated completion in 300 working days. Caltrans proposes traffic control measures that include reversing traffic control with flaggers, a moving lane closure during striping, and accommodating bicyclists throughout the work zone. Estimated maximum delay during traffic control ranges from 15-20 minutes. Staff finds that the proposed project would not impact transportation and is consistent with the policies of Coastal Element Chapter 3.8 and the requirements of Coastal Zoning Code Chapter 20.516.

VISUAL RESOURCE AND SPECIAL TREATMENT AREAS: Mapping does not indicate any adjacent parcels as Highly Scenic or Tree Removal Areas. Therefore, the development requirements prescribed by Coastal Zoning Code Chapter 20.504 shall not apply. However, a portion of the project site is located in a Viewshed Corridor following Cottaneva Creek with views limited to Cottaneva Valley.¹⁴ Staff finds that the project would not significantly impact this Viewshed Corridor and is consistent with the policies of Coastal Element Chapter 3.5 and the requirements of Coastal Zoning Code Chapter 20.504.

ENVIRONMENTAL PROTECTION

Title 14, Division 6, Chapter 3, Article 4, Section 15051 of California Environmental Quality Act (CEQA) Guidelines, provides criteria for identifying the Lead Agency where two or more public agencies will be involved with a project. If the project will be carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency. Considering this, Caltrans is the Lead Agency with the primary responsibility for carrying out the proposed project. Mendocino County shall act as the Responsible Agency, a public agency other than the Lead Agency

¹³ Groundwater Resources Map

¹⁴ LCP Habitats & Resources Map

with the responsibility for approving the proposed project.

Pursuant with Sections 21084 and 15301, Class 1(c), a Categorical Exemption applies to existing highways and other similar facilities where alterations such as the addition of bicycle lanes do not create additional automobile lanes including road grading for the purpose of public safety. It is noted that the proposed project falls within this class of projects that do not have a significant effect on the environment. As lead agency, Caltrans prepared a Notice of Exemption (SCH 2021120591) with their application submittal, see Attachment T.

PROJECT FINDINGS AND CONDITIONS

Pursuant to the provisions of Chapter 20.532 and Chapter 20.536 of the Mendocino County Coastal Zoning Code, the Coastal Permit Administrator approves CDP_2022-0020 for safety improvements along SR 1 between post mile (PM) 87.90 and 91.20 and adopts the following findings and conditions.

FINDINGS:

1. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(1), the proposed development is in conformity with the certified Local Coastal Program. The project would be located within, adjacent to, and within 100 feet of ESHA; however, appropriate protection measures have been incorporated into the project and have been reviewed and agreed upon by resource agencies to ensure continued protection of the resources. The project proposes improvements to SR1 to support public safety; and
2. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(2), the proposed development will be provided with adequate utilities, access roads, drainage, and other necessary facilities. No utilities are necessary to accommodate the project. The project proposes work within Caltrans right-of-way and does not require the development of any new utilities or other facilities. The proposed improvements to SR1 will increase public safety through the project corridor and better facilitate runoff and stormwater surrounding the roadway; and
3. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(3), the proposed development is consistent with the purpose and intent of the Zoning District, as well as all other provisions of Division II of Title 20 of the Mendocino County Code. The proposed project occurs within the Caltrans right-of-way, currently developed with a two-lane highway. The proposed project would not change the current land use, nor alter existing land uses that could potentially conflict with zoning adjacent to the roadway; and
4. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(4), the proposed development would not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act. Caltrans, as Lead Agency, determined that the project is Categorically Exempt from CEQA under Section 15301, Class 1(c). Class 1(c) finds that existing highways and other similar facilities where alterations such as the addition of bicycle lanes do not create additional automobile lanes including road grading for the purpose of public safety are exempt from the provisions of CEQA. Caltrans, as Lead Agency, determined the project meets this criterion, and therefore will not have any significant adverse impacts on the environment within the meaning of CEQA.
5. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(5), the proposed development would not have any adverse impact on any known archaeological or paleontological resources, as there are no known resources within the vicinity of the site and Standard Condition 8 is in place when archaeological sites or artifacts are discovered; and
6. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(6), other public services, including but not limited to, solid waste and public roadway capacity have been considered and are adequate to serve the proposed development. The project would not contribute new sources of traffic on local and regional roadways. The project site will experience a reduction in roadway capacity

during construction. However, impacts are considered temporary and insignificant. The proposed project is being undertaken to improve public safety within this corridor of SR 1; and

7. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(B), the proposed development would not diminish public access to Mendocino County coastal areas and conforms to the goals and policies of the Coastal Element of the General Plan. All existing public access within the vicinity of the project area will be accessible throughout construction activities; and
8. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.100(A)(1), the proposed development is consistent with ESHA policies that require the following findings: (a) The resources as identified will not be significantly degraded by the proposed development; (b) There is no feasible less environmentally damaging alternative; (c) All feasible mitigation measures capable of reducing or eliminating project related impacts have been adopted. SR1 is located through an area where the proposed development cannot meet buffers from identified ESHA and there is no other feasible less environmentally damaging alternative. The Applicant has provided documentation to demonstrate the resources identified will not be significantly degraded and all feasible conditions of approval have been included; and
9. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.100(A)(2), the proposed project is compatible with the long-term protection of resource lands. The proposed development runs through a parcel designated as agricultural resource land. However, the improvements to the existing highway are within Caltrans right-of-way and not eligible for classification as resource lands. The existing agricultural resource land will remain unaffected by this development; and
10. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.100(B)(2), the proposed development will not result in the conversion of Non-Prime Williamson Act Contracted lands to a non-agricultural use. While the project transects a parcel under Williamson Act Contract No. 0214, the project does not include any development that would impact or otherwise convert the existing agricultural land and activities.

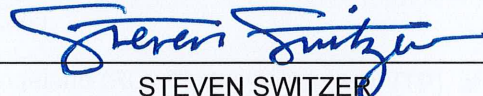
CONDITIONS OF APPROVAL:

1. This action shall become final on the 11th day following the decision unless an appeal is filed pursuant to Section 20.544.015 of the Mendocino County Code. The permit shall become effective after the 10-working day appeal period to the Coastal Commission has expired and no appeal has been filed with the Coastal Commission. The permit shall expire and become null and void at the expiration of two years after the effective date except where construction and use of the property in reliance on such permit has been initiated prior to its expiration.
2. To remain valid, progress towards completion of the project must be continuous. The Applicants have sole responsibility for renewing this application before the expiration date. The County will not provide a notice prior to the expiration date.
3. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and that compliance therewith is mandatory, unless an amendment has been approved by the Coastal Permit Administrator.
4. This permit shall be subject to the securing of all necessary permits for the proposed development from County, State and Federal agencies having jurisdiction.
5. The Applicants shall secure all required building permits for the proposed project as required by the Building Inspection Division of the Department of Planning and Building Services.
6. This permit shall be subject to revocation or modification upon a finding of any one or more of the following:
 - a. The permit was obtained or extended by fraud.

- b. One or more of the conditions upon which the permit was granted have been violated.
 - c. The use for which the permit was granted is conducted so as to be detrimental to the public health, welfare or safety, or to be a nuisance.
 - d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective, or has enjoined or otherwise prohibited the enforcement or operation of one or more such conditions.
7. This permit is issued without a legal determination having been made upon the number, size or shape of parcels encompassed within the permit described boundaries. Should, at any time, a legal determination be made that the number, size or shape of parcels within the permit described boundaries are different than that which is legally required by this permit, this permit shall become null and void.
 8. If any archaeological sites or artifacts are discovered during site excavation or construction activities, the property owner shall cease and desist from all further excavation and disturbances within 100 feet of the discovery, and make notification of the discovery to the Director of Planning and Building Services. The Director will coordinate further actions for the protection of the archaeological resources in accordance with Section 22.12.090 of the Mendocino County Code.
 9. Any disturbed soil after construction shall be scarified and seeded with California native seed mix that is regionally appropriate to the area. Disturbed soil is defined as cut, fill, and/or compaction to existing grade.
 10. Project implementation shall be consistent with the recommended mitigations, BMPs, and avoidance and minimization measures outlined in *Section 1.3.2* of the Natural Environmental Study, November 2021 (Exhibit A), intended to protect ESHA.

9.26.2022

DATE



STEVEN SWITZER
PLANNER I

Appeal Period: 10 Days
Appeal Fee: \$2620.00

ATTACHMENTS:

- A. Project Description
- B. Location Map
- C. Aerial Map
- D. Vicinity Map
- E. Project Plans
- F. Zoning Display Map
- G. General Plan Map
- H. LCP Land Use Map 5: Williams Point Map
- I. LCP Land Capabilities & Natural Hazards Map
- J. LCP Habitats & Resources Map
- K. Post LCP Certification & Appeal Jurisdiction Map
- L. Fire Hazards Map
- M. Wildland-Urban Interface Zones Map
- N. Ground Water Resources Map
- O. Slope Map
- P. Western Soil Classifications Map
- Q. Lands in Williamson Act Contracts Map

- R. Farmland Classifications
- S. Project Environmental Study Limits and Biological Study Area Map
- T. Notice of Exemption

EXHIBIT A – Standard Measures and Best Management Practices

Project Description for Rockport to Leggett CAPM

01-0H590

MEN 1 PM 87.9/105.6

This proposed pavement preservation project is located in Mendocino County on State Route (SR) 1 from Rockport to Leggett between post miles (PMs) 87.90 and 105.60. This is a winding section of 2-lane highway with intermittent passing lanes and occasional paved or graveled turnouts. Elevations along this section of SR 1 vary from approximately 40 feet to 2,000 feet above mean sea level. The terrain is relatively flat near the coast changing to sloping and terraced hills farther inland. Ruderal vegetation grows in disturbed roadside areas within the project footprint. From PMs 87.90 to 91.20, the project is under the jurisdiction of the Mendocino County Local Coastal Program.

The project is needed to preserve and extend the service life of the roadway. Deficiencies within the project limits include pavement in fair and poor condition, non-standard Metal Beam Guardrail (MBGR), and aging Transportation Management System (TMS) facilities. The proposed project would rehabilitate the roadway through localized repairs and overlay. Localized structural deficiencies within the pavement would be repaired by removing existing substandard pavement and replacing with hot mix asphalt-type A (HMA-A). Pavement throughout the project limits would be ground to a depth of 0.90 feet and replaced with 0.75 feet of HMA-A and 0.15 feet of rubberized hot mix asphalt-gap graded (RHMA-G) overlay. Work would also include placement of shoulder backing, replacement of striping and markers, upgrading MBGR to Midwest Guardrail System (MGS), and upgrading one TMS facility at PM 105.48. Various existing gravel turnouts along the southbound side of the highway would be paved, thereby creating a 4-foot paved shoulder for all users, including bicyclists. Work within the Coastal Zone would be limited to placement of minor concrete weed mat underneath guardrail, and replacement of approximately 650 linear feet of MBGR with approximately 450 linear feet of MGS with steel post.

Construction is currently scheduled for the 2023 construction season and is estimated to be completed in 300 working days. Anticipated traffic control measures would include reversing traffic control with flaggers and a moving lane closure during striping. Estimated maximum delay during traffic control would be 15-20 minutes. Bicyclists would be accommodated throughout the work zone. In the event that adjustments are needed to traffic control measures, standard contract language allows for flexibility of the Traffic Management Plan.

All work would occur within the existing State right of way. Minor grading of the existing roadway and excavation of less than one foot in depth in specified gravel turnout areas throughout the project would be required. No disposal site would be needed due to the expected amount of exported material being below 10,000 cubic yards. Exported material below 10,000 cubic yards becomes the property of the contractor to remove and dispose in

compliance with all laws and regulations. Biological, cultural, visual, hazardous waste, water quality, and noise impact reviews for the proposed project have been completed.

The following list of avoidance and minimizations measures are described in the Natural Environment Study (NES), attached to this application. These project features, standard practices, and best management practices (BMPs) are included as part of the project description:

BR-1: General

- Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

- To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.
- Northern Spotted Owl and Marbled Murrelet: No construction activities generating sound levels 20 or more decibels (dB) above ambient sound or with maximum sound levels (ambient sound level plus activity-generated sound level) above 90 dB would occur between February 1 and August 5. Between August 6 and September 15, work that generates sound levels equal to or greater than 10 dB above ambient sound levels or above 90 dB max would observe a daily work window beginning 2 hours post-sunrise and ending 2 hours pre-sunset. Sound-related work windows would be lifted between September 16 and January 31. Further, no construction activities would occur within a visual line-of-sight of 131 feet or less from any known active nest locations for northern spotted owl or marbled murrelet.

BR-3: Invasive Species

- Invasive non-native species control would be implemented. Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping which would be free of noxious weed seed and propagules. All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species.

BR-4: Plant Species, Sensitive Natural Communities, and ESHAs

- Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas (ESHAs), rare plant occurrences, intermittent streams, and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.




WQ-1: Water Quality and Stormwater Runoff

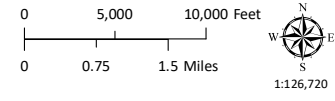
- The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ) as amended by subsequent orders, which became effective July 1, 2013, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).
- Before any ground-disturbing activities, the contractor would prepare a Stormwater Plan that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction.
- The Stormwater Plan would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.
- The project Stormwater Plan would be continuously updated to adapt to changing site conditions during the construction phase. Construction may require one or more of the following temporary construction site BMPs:
 - Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.

- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil disturbing work would be limited during the rainy season.



CASE: **CDP 2022-0020**
 OWNER: **State of California**
 APN: **N/A (Right-of-way)**
 APLCT: **CALTRANS**
 AGENT: **Robert King**
 ADDRESS: **SR 1, Rockport to Leggett**




-  Major Towns & Places
-  Highways
-  Major Roads

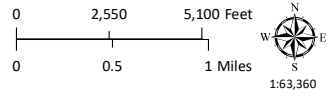


LOCATION MAP



CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett

-  Major Towns & Places
-  Highways
-  Major Roads



AERIAL IMAGERY

MENDOCINO COUNTY PLANNING DEPARTMENT 7/10/2023

VICINITY MAP

PROJECT LOCATION
MEN 1 PM 87.85/105.58



ROCKPORT TO LEGGETT CAPM
01-MEN-1-PM 87.85/105.58
01-OH590K (01 1700 0239)

No Scale

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

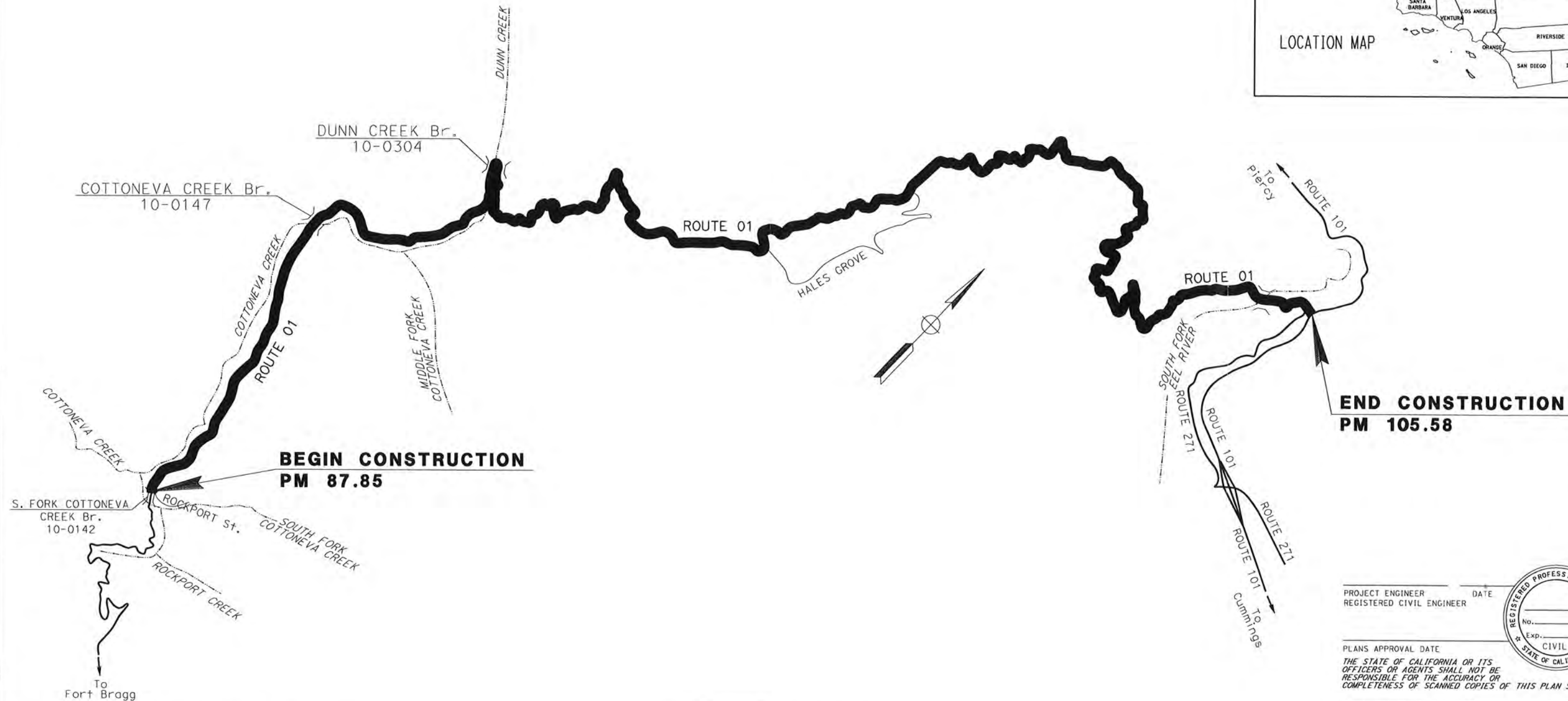
**PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY**

**IN MENDOCINO COUNTY
NEAR ROCKPORT FROM ROCKPORT STREET TO 2.0
MILES SOUTH OF LEGGETT AND AT ROUTE 101**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	87.85/105.6		

LOCATION MAP



PROJECT MANAGER
ROBERT KING

 DESIGN MANAGER
ELIAS KARAM

**END CONSTRUCTION
PM 105.58**

**BEGIN CONSTRUCTION
PM 87.85**

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No. **01-OH5904**
 PROJECT ID **0117000239**



NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

DATE PLOTTED => 2-MAR-2022
 TIME PLOTTED => 15:09
 00-00-00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St. Gobran
 DESIGN

FUNCTIONAL SUPERVISOR: ELIAS KARAW
 CALCULATED/DESIGNED BY: MARY FESLIYAN
 CHECKED BY: RICHARD LY-LEE
 REVISIONS: REVISED BY: DATE REVISED:

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. EXEMPT PROJECT WITH LIMITED EXCAVATION, UTILITIES ARE NOT SHOWN.
3. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
4. FOR LOCATIONS OF MGS AND DIKE, SEE SUMMARY OF QUANTITIES SHEETS.
5. SEE SHOULDER BACKING BEHIND DIKE DETAIL ON C-X.

EXISTING STRUCTURAL SECTIONS

- 1. OGFC or RHMG-G
Exist DEPTH Var

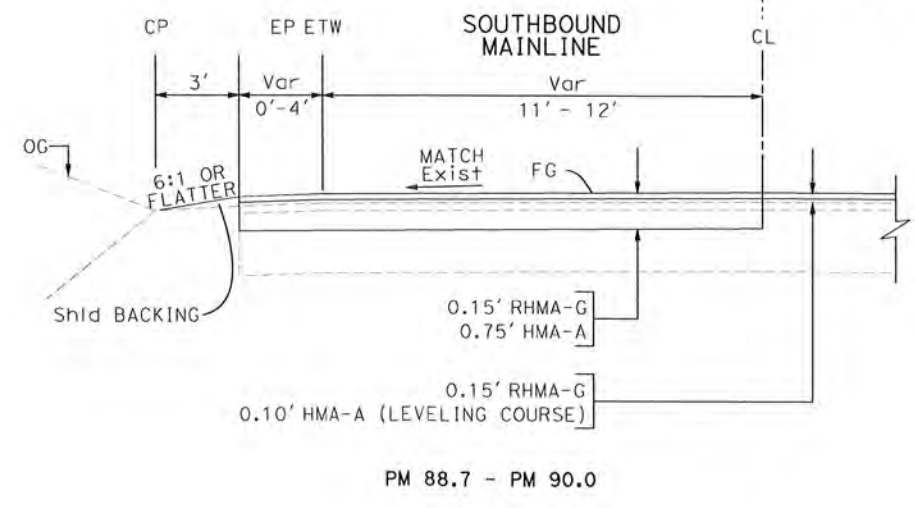
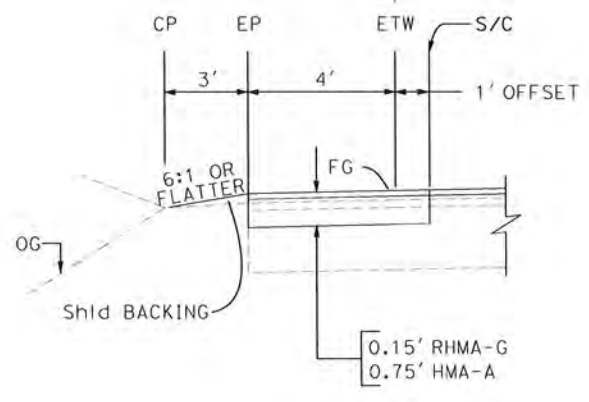
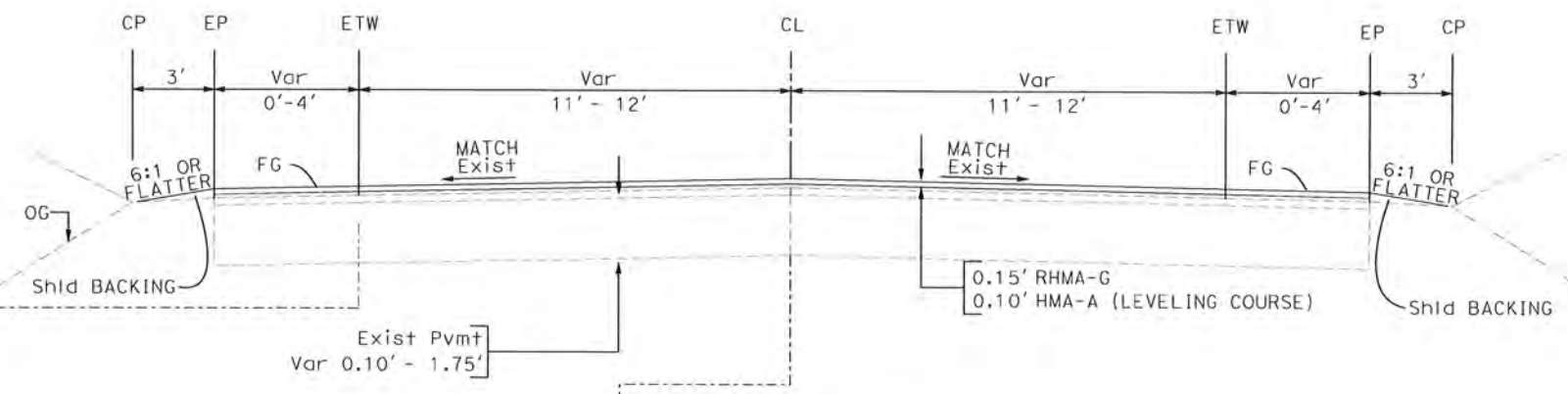
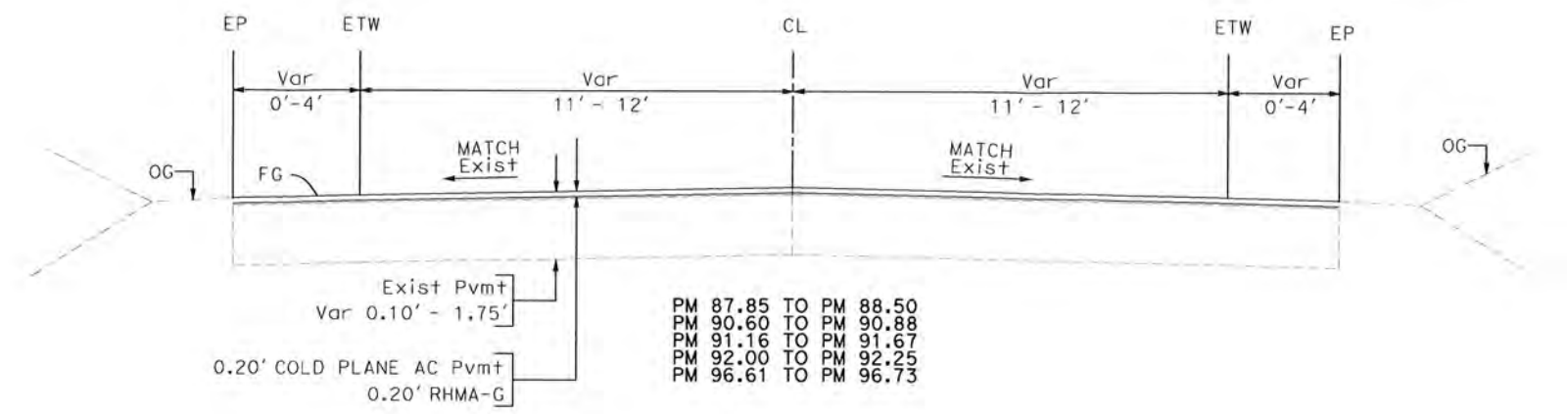
PROPOSED STRUCTURAL SECTIONS

- 2. 0.15' RHMA-G
0.10' HMA-A (LEVELING COURSE)
- 3. 0.15' RHMA-G
0.75' HMA-A
- 4. 0.20' COLD PLANE AC Pvmt
0.20' RHMA-G

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



TYPICAL CROSS SECTION
 NO SCALE X-1

DATE PLOTTED => 2-MAR-2022
 TIME PLOTTED => 15:09
 LAST REVISION 11-10-21

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

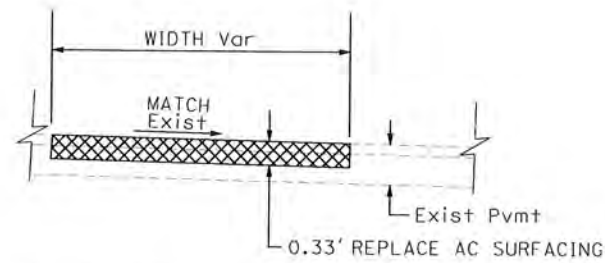
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

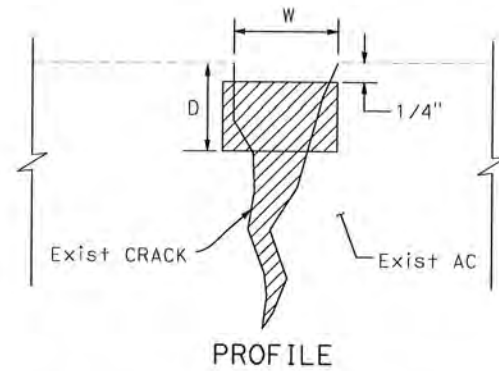
1. ALL CRACKS 1/4" WIDE OR GREATER ARE TO BE ROUTED AND SEALED.
2. IF ANY PART OF ANY CRACK OF 1/4" OR WIDER, THEN THE ENTIRE CRACK WILL BE ROUTED AND SEALED.
3. NO SEALANT MATERIAL WILL BE ALLOWED ON HMA PAVEMENT SURFACE.

LEGEND:

- COLD PLANE AC PAVEMENT
- CRACK SEALANT

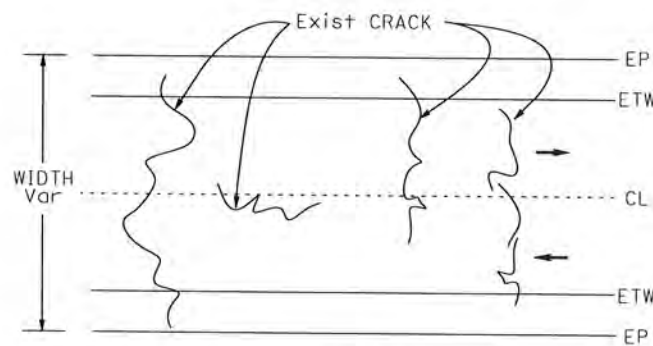


REPLACE AC SURFACING (DIGOUTS)

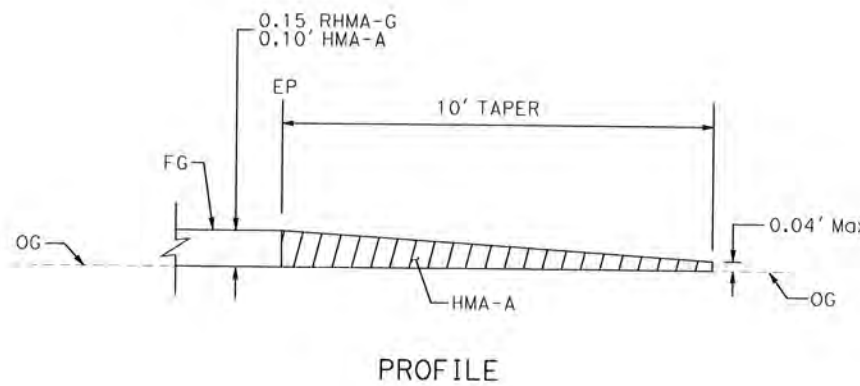
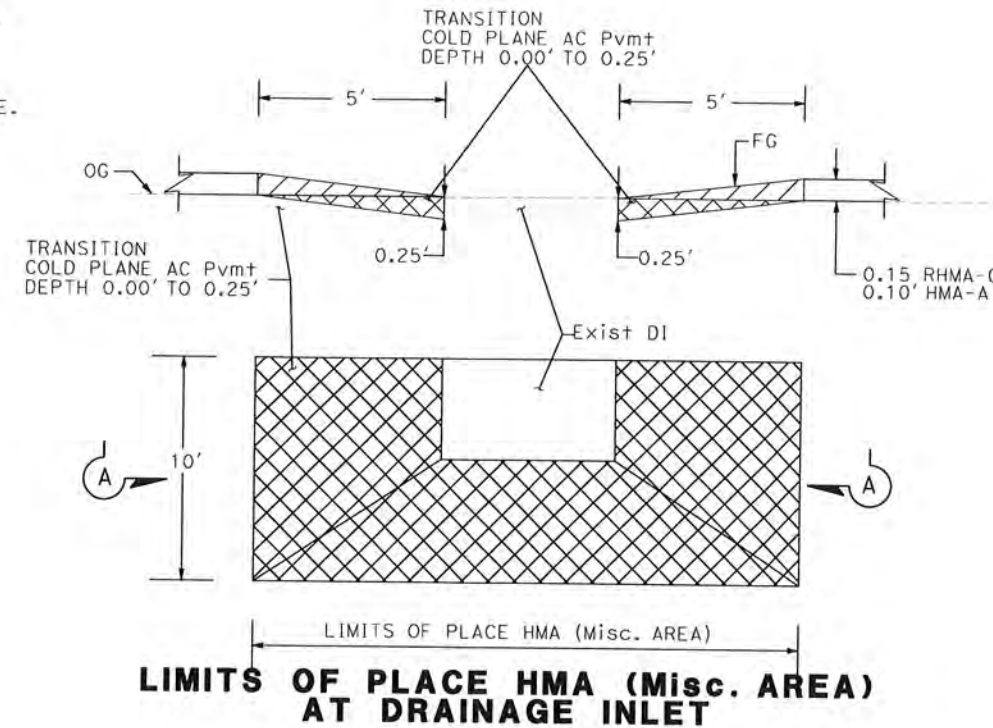


W = WIDTH OF ROUTING = WITH OF CRACK + 1/4" MIN
D = DEPTH OF ROUTING = W + 1/4" MIN

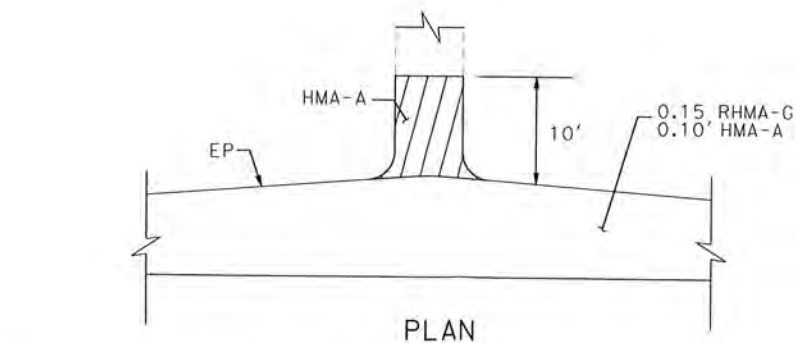
SEE SUMMARY OF QUANTITIES FOR LOCATIONS



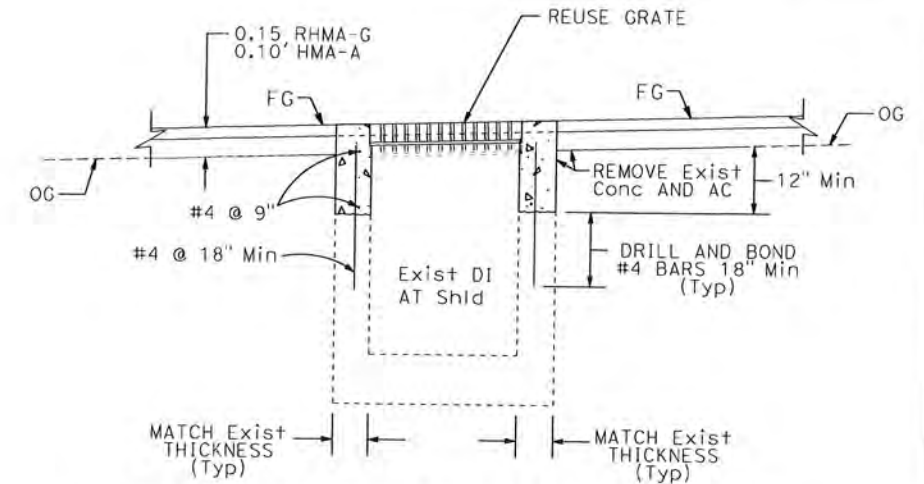
**PLAN
CRACK TREATMENT**



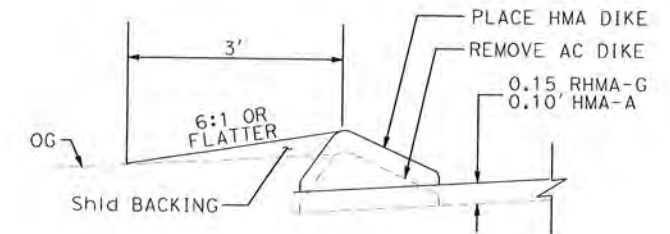
PROFILE



CONFORM AC PAVEMENT AT PRIVATE DRIVEWAYS AND APPROACHES



ADJUST FRAME AND GRATE TO GRADE



DIKE REPLACEMENT AND SHOULDER BACKING BEHIND DIKE

DESCRIPTION	PM	DIRECTION
DRIVEWAY	100.10	SB
DRIVEWAY	96.44	NB
DRIVEWAY	96.41	NB
DRIVEWAY	96.29	SB
DRIVEWAY	96.16	NB
DRIVEWAY	96.02	SB
DRIVEWAY	95.79	SB
DRIVEWAY	95.60	NB
DRIVEWAY	95.53	NB
DRIVEWAY	95.27	NB
DRIVEWAY	90.45	NB
DRIVEWAY	90.33	NB
DRIVEWAY	89.64	NB
DRIVEWAY	88.67	NB
DRIVEWAY	88.67	SB

**CONSTRUCTION DETAILS
NO SCALE C-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 EST-CALTRANS

REVISIONS:
 REVISED BY: MARY FESLIYAN, RICHARD LY-LEE
 CHECKED BY: ELIAS KARAM
 CALCULATED-DESIGNED BY:



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

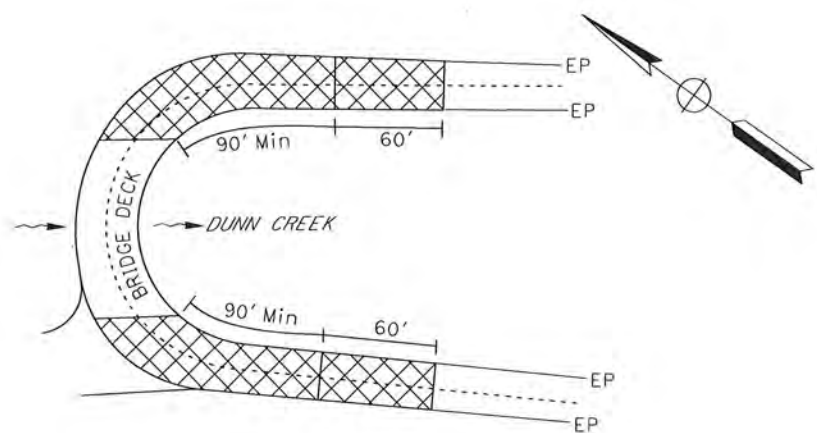
FUNCTIONAL SUPERVISOR
 ELIAS KARAM

CHECKED BY
 RICHARD LY-LEE

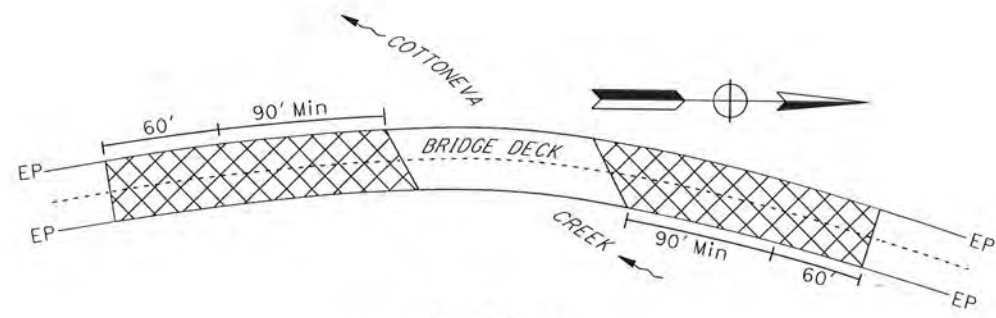
DESIGNED BY
 MARY FESLIYAN

REVISIONS
 DATE REVISED

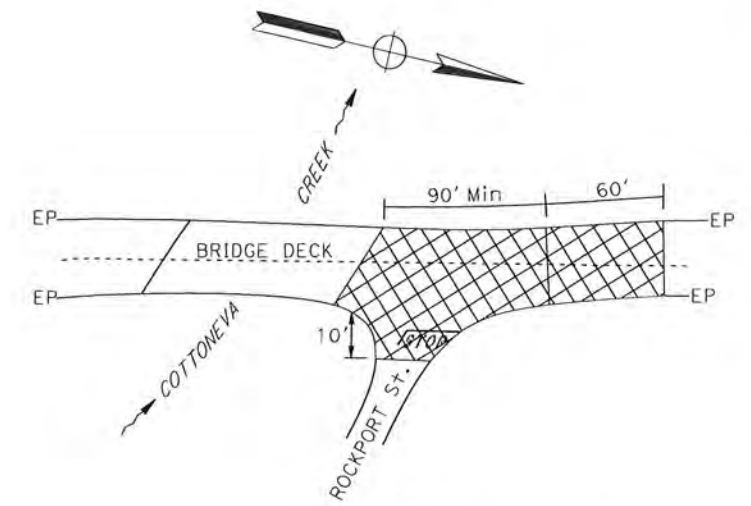
LEGEND:
 COLD PLANE AC PAVEMENT
 DIRECTION OF FLOW



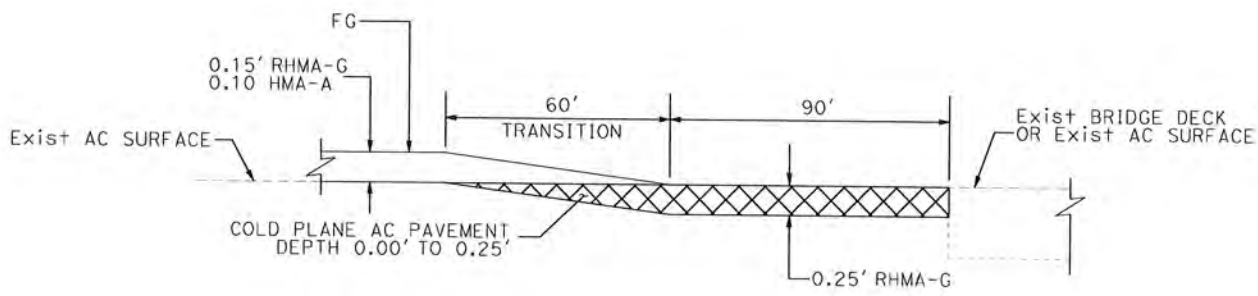
PM 92.78
 DUNN CREEK Br.
 No. 10-0304



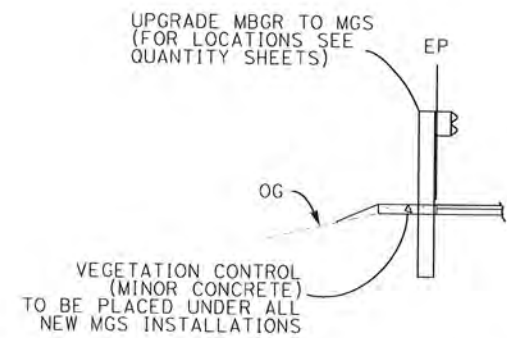
PM 90.60
 COTTONEVA CREEK Br.
 No. 10-0147



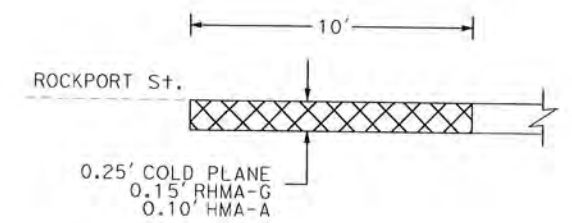
PM 87.86
 SOUTH FORK COTTONEVA CREEK Br.
 No. 10-0142



PROFILE
COLD PLANE AC PAVEMENT TRANSITION



GUARDRAIL DETAIL



ROCKPORT St. PAVEMENT TRANSITION

CONSTRUCTION DETAILS
 NO SCALE **C-2**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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REGISTERED PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA

LAST REVISION 11-10-21 DATE PLOTTED => 2-MAR-2022 TIME PLOTTED => 15:10

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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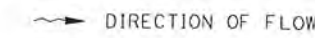
NOTES:

1. FOR VEGETATION CONTROL DETAILS NOT SHOWN, SEE Std. PLANS A77N5 THROUGH A77N11.
2. FOR GUARDRAIL DETAILS NOT SHOWN, SEE Std PLANS A77L1 THROUGH A77N4.
3. FOR QUANTITIES SEE Q-1 THROUGH Q-X.

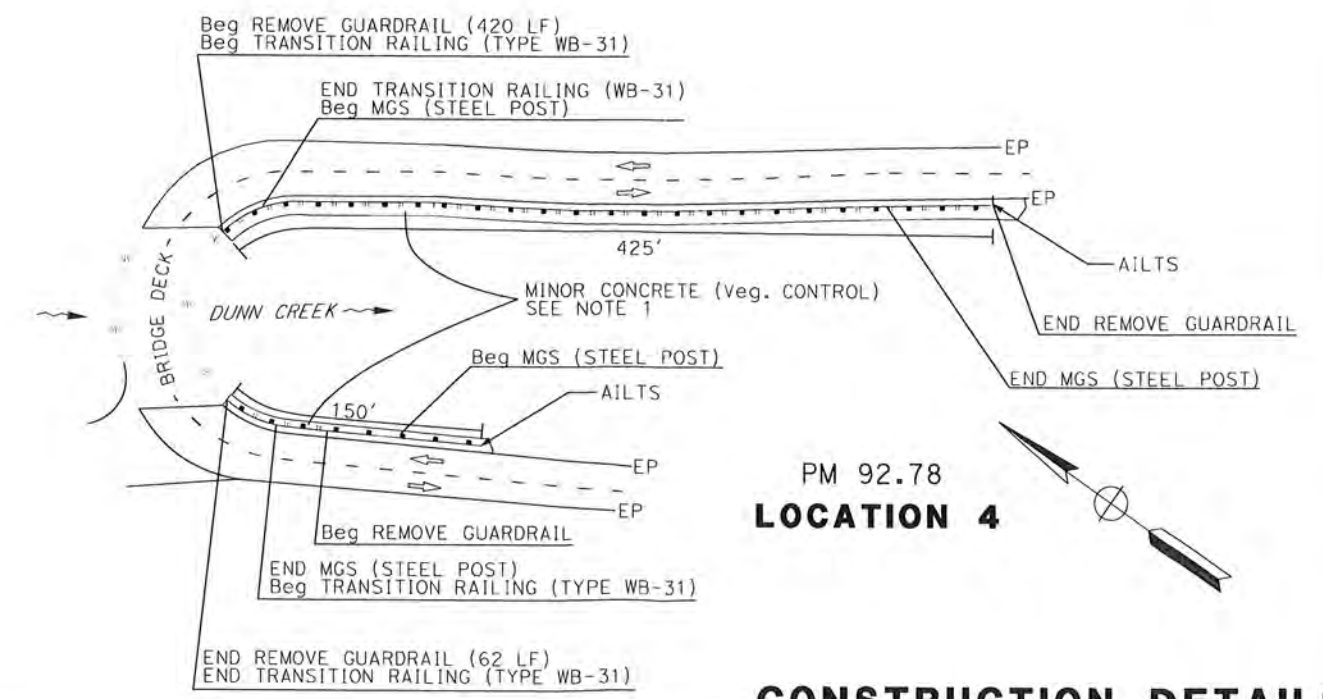
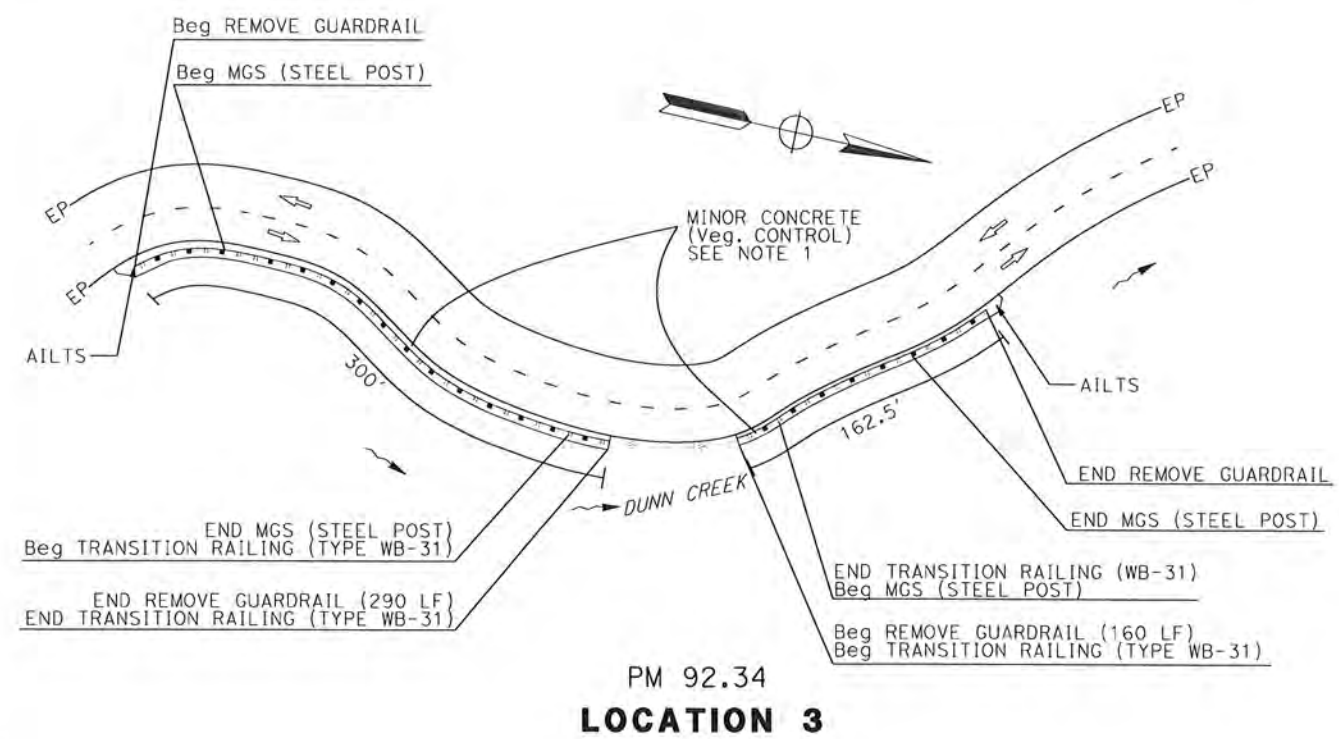
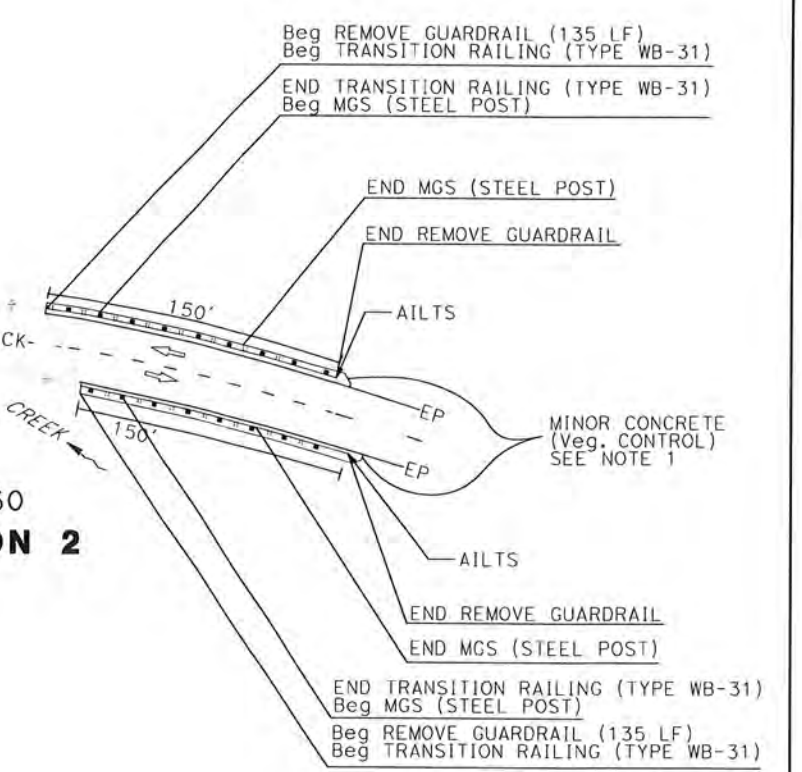
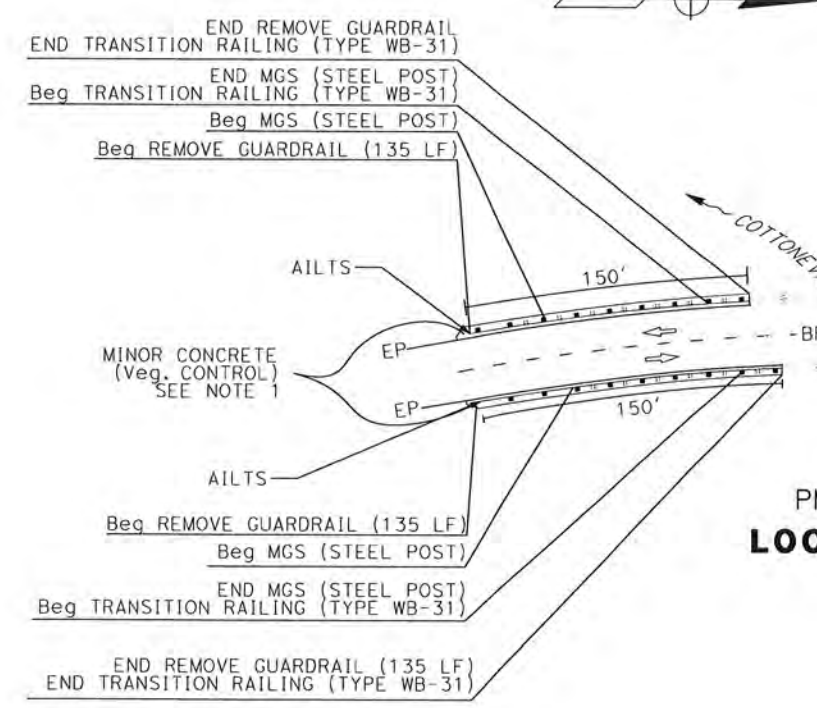
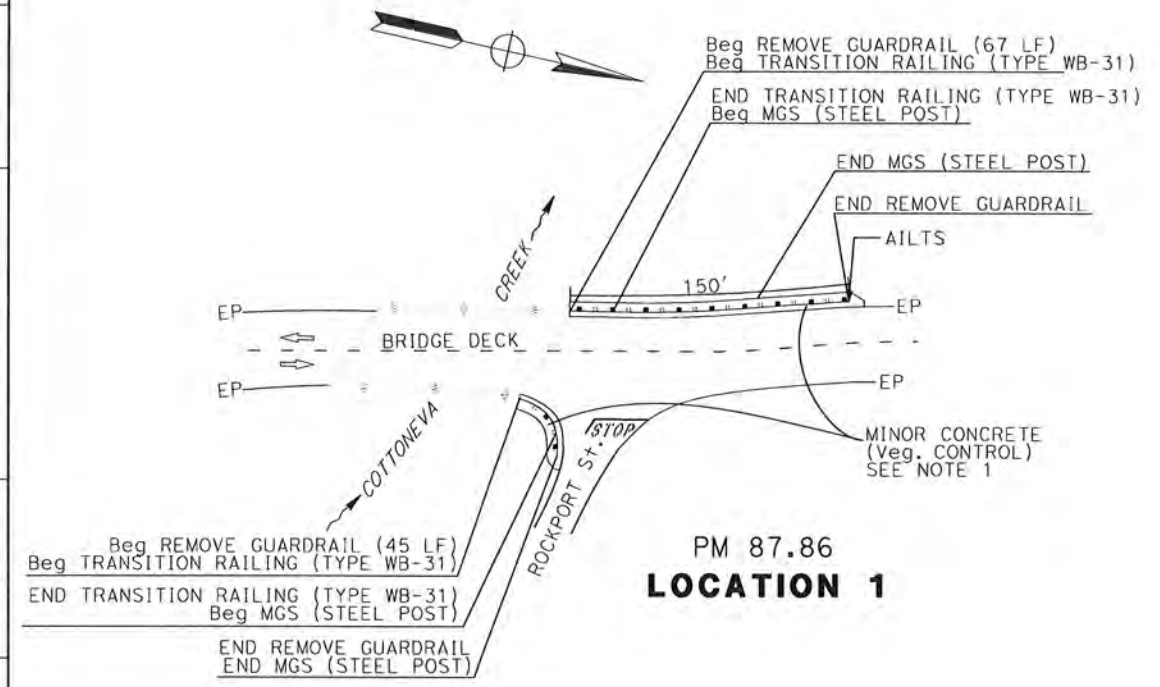
ABBREVIATIONS:

- AILTS ALTERNATIVE IN LINE TERMINAL SYSTEM
 Veg VEGETATIVE CONTROL

LEGEND:



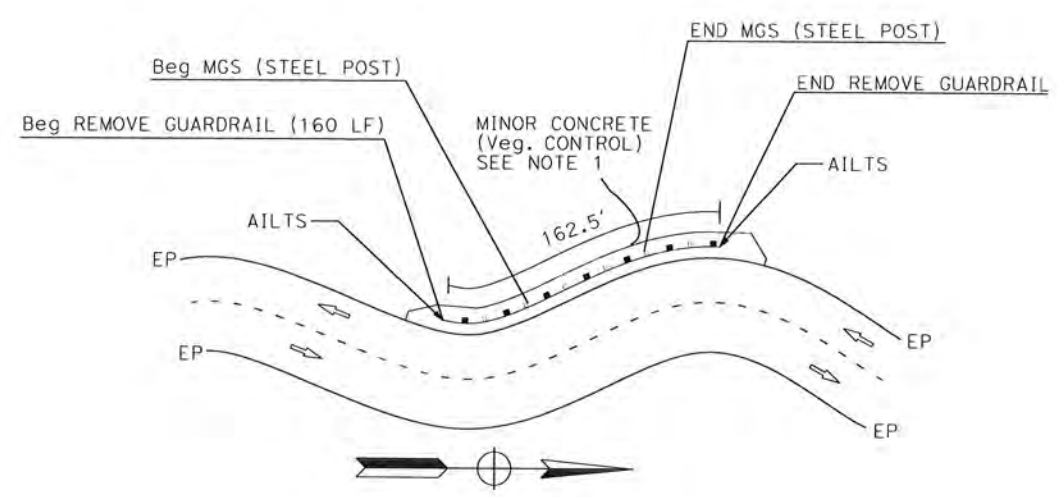
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Caltrans
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 FUNCTIONAL SUPERVISOR ELIAS KARAM
 CHECKED BY RICHARD LY-LEE
 CALCULATED-DRAWN BY MARY FESLIYAN
 REVISED BY DATE REVISION



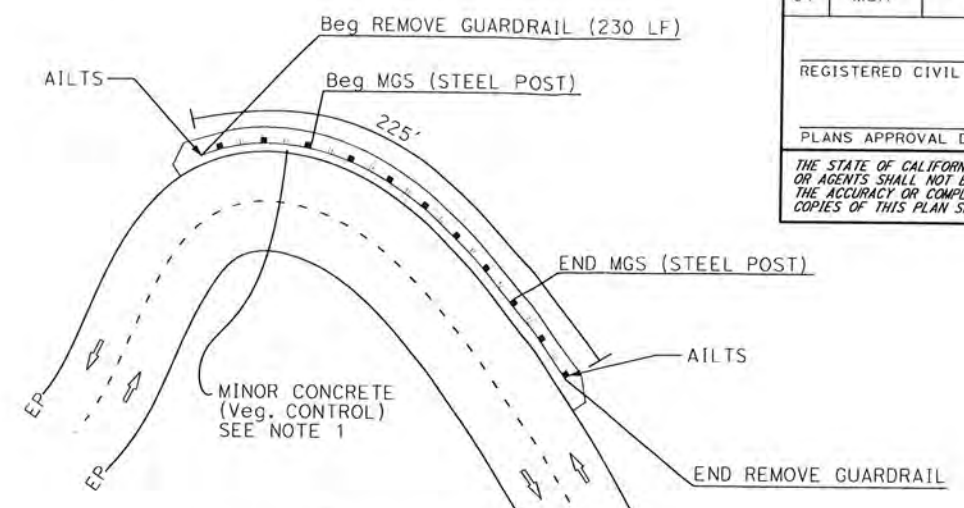
CONSTRUCTION DETAILS
 NO SCALE **C-3**

DATE PLOTTED => 2-MAR-2022
 TIME PLOTTED => 15:10
 LAST REVISION 11-10-21

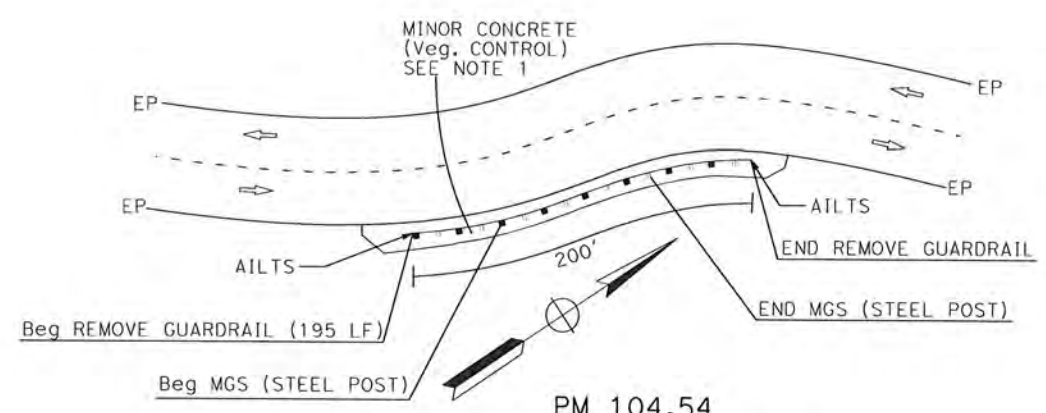
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		
REGISTERED CIVIL ENGINEER				DATE	
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



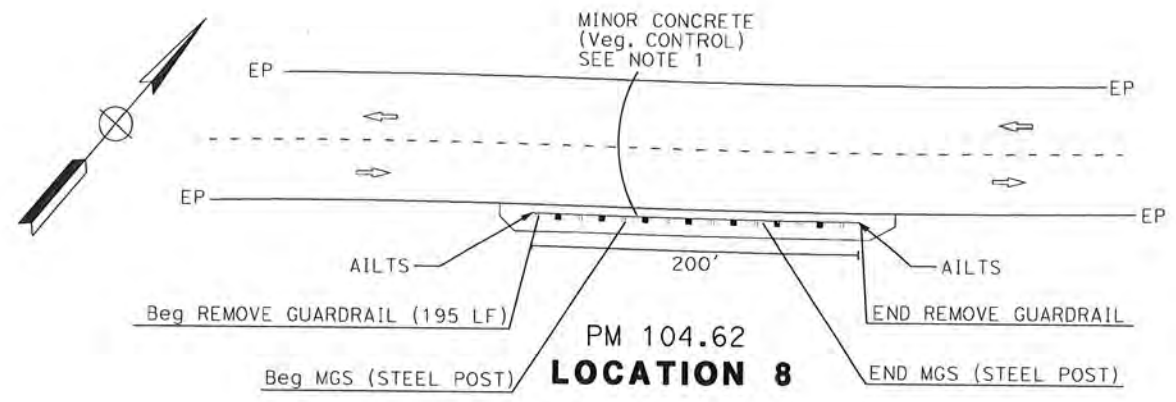
PM 101.69
LOCATION 5



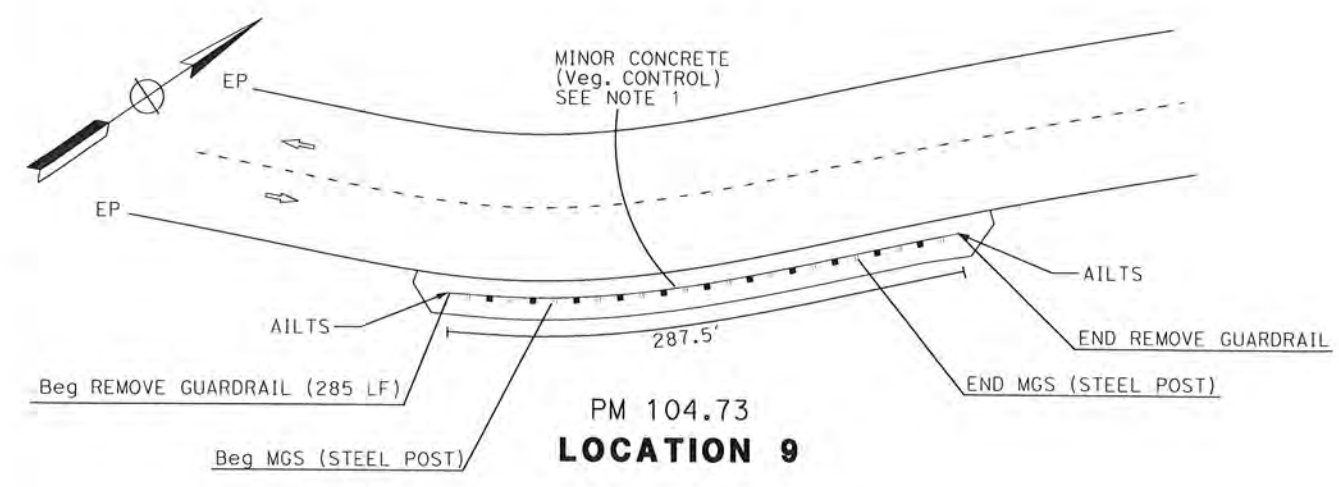
PM 102.50
LOCATION 6



PM 104.54
LOCATION 7



PM 104.62
LOCATION 8



PM 104.73
LOCATION 9

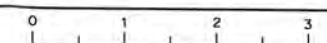
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FUNCTIONAL SUPERVISOR: ELIAS KARAM
 CALCULATED-DRAWN BY: MARY FESLIYAN
 CHECKED BY: RICHARD LY-LEE
 REVISED BY: MARY FESLIYAN
 DATE REVISED: RICHARD LY-LEE

BORDER LAST REVISED 7/2/2010

USERNAME => s142821
DGN FILE => 0117000239ga004.dgn

RELATIVE BORDER SCALE IS IN INCHES



UNIT 0332

PROJECT NUMBER & PHASE

0117000239

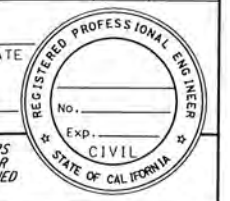
CONSTRUCTION DETAILS
NO SCALE **C-4**

LAST REVISION: 11-10-21
 DATE PLOTTED => 2-MAR-2022
 TIME PLOTTED => 15:10

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		

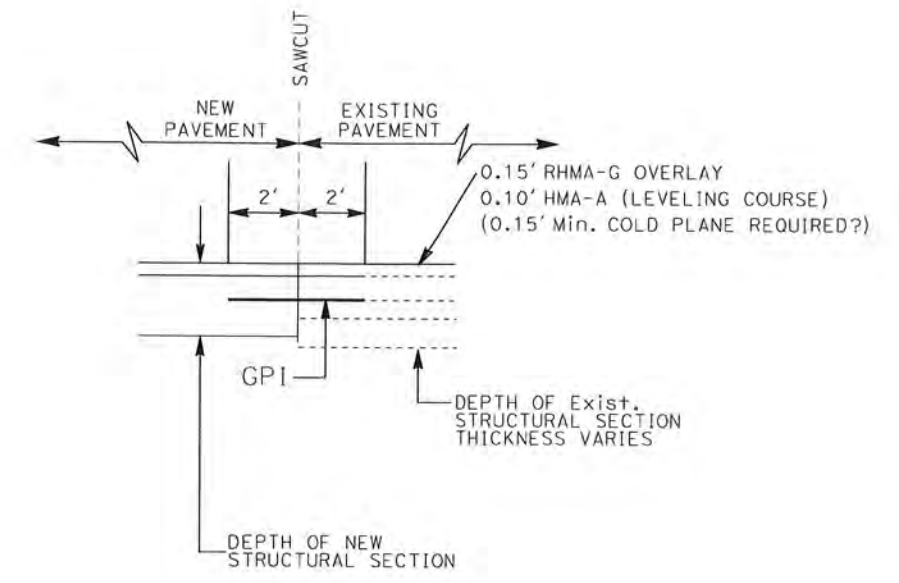
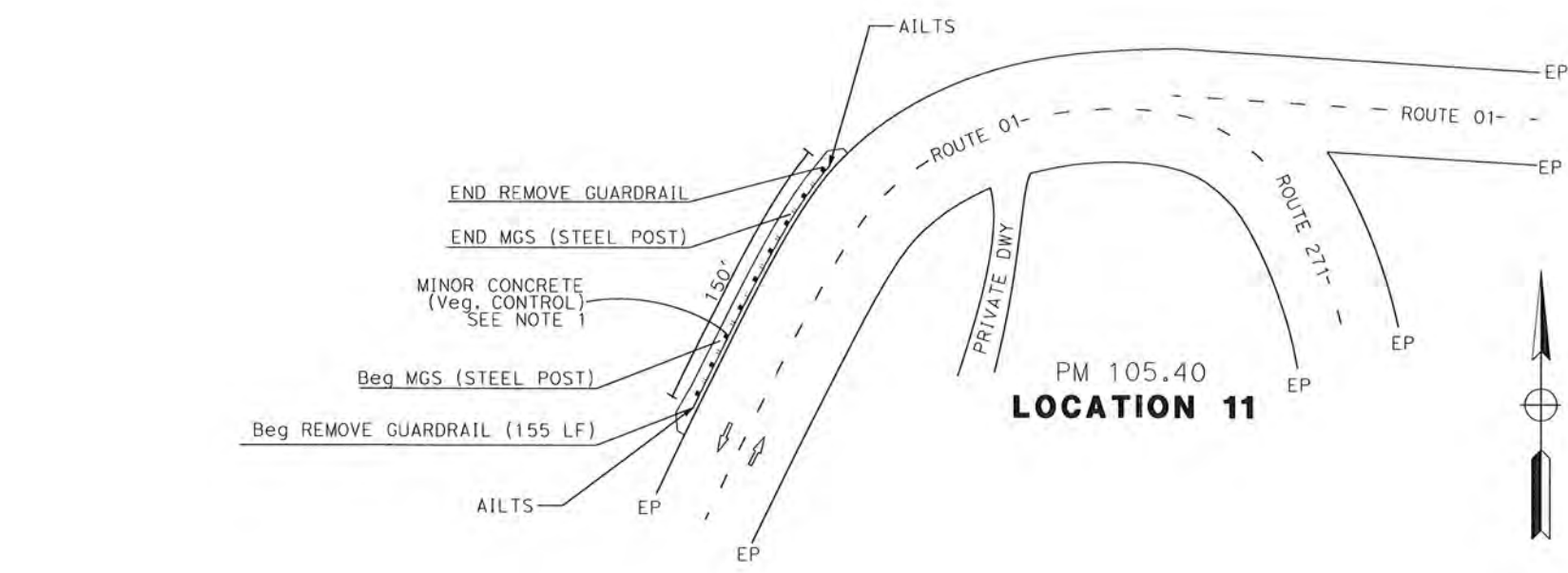
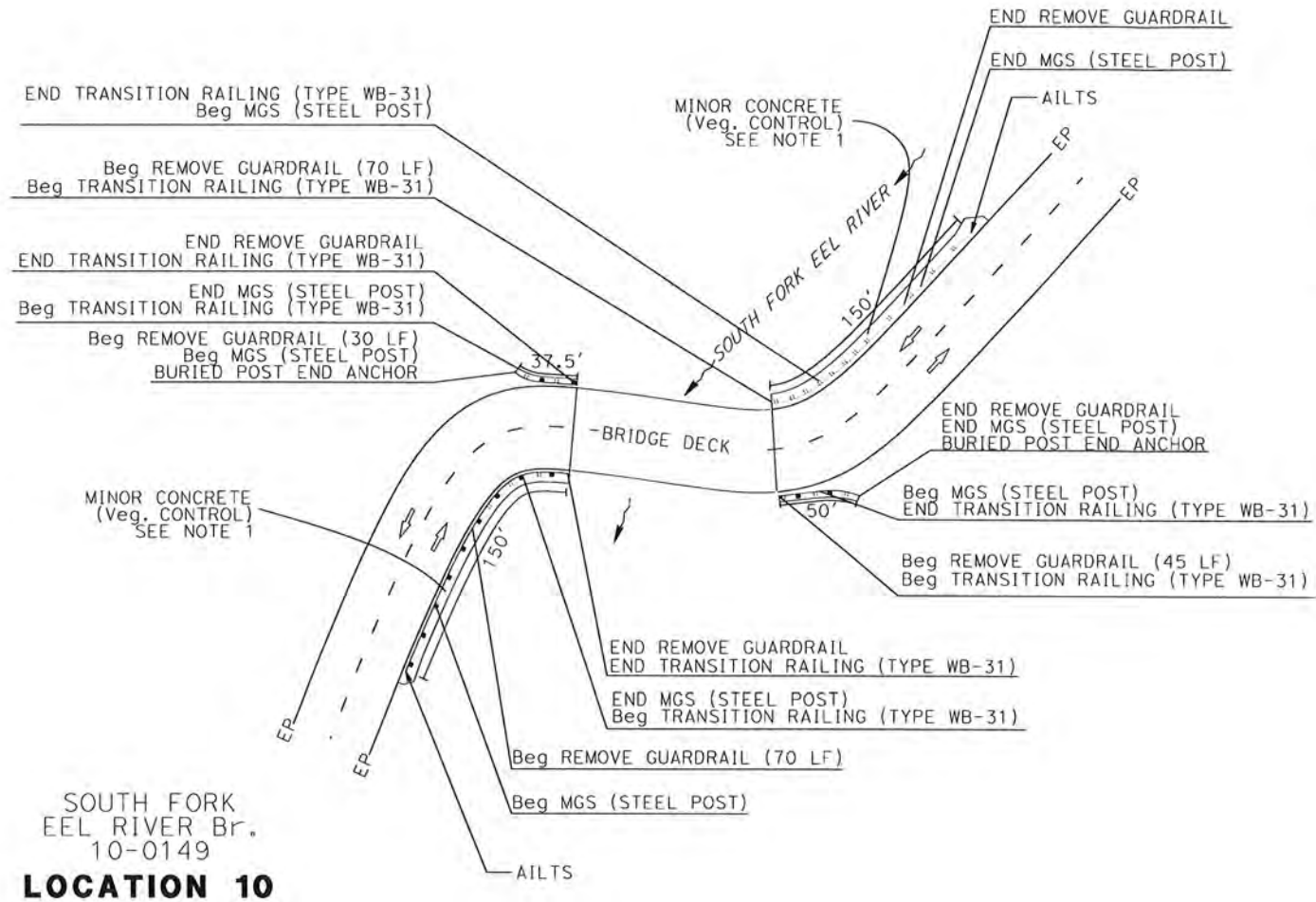
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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FUNCTIONAL SUPERVISOR: ELIAS KARAM
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 MARY FESLIYAN: RICHARD LY-LEE
 REVISED BY: DATE REVISED:



GPI DETAIL

LAST REVISION DATE PLOTTED => 2-MAR-2022 11-10-21 TIME PLOTTED => 15:10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR
 ELIAS KARAM

CALCULATED-DESIGNED BY
 CHECKED BY

MARY FESLIYAN
 RICHARD LY-LEE

REVISED BY
 DATE REVISED

SOUTHBOUND LOCATIONS


LOCATION (PM)		DIRECTION	(N)	Avg WIDTH
FROM	TO		LENGTH	
			LF	LF
91.87	91.89	SB	95	5
92.02	92.04	SB	110	5
93.04	93.07	SB	145	5
93.19	93.21	SB	90	5
93.28	93.30	SB	90	5
93.33	93.36	SB	140	5
93.60	93.62	SB	100	5
93.76	93.78	SB	90	5
94.04	94.08	SB	200	5
94.10	94.14	SB	200	5
94.31	94.34	SB	160	5
94.35	94.39	SB	200	5
94.53	94.54	SB	80	5
94.59	94.62	SB	165	5
94.65	94.67	SB	135	5
95.00	95.07	SB	350	5
95.09	95.12	SB	160	5
95.16	95.20	SB	210	5
95.81	95.88	SB	350	5
96.01	96.02	SB	80	5
96.63	96.64	SB	75	5
96.93	96.94	SB	70	5
97.05	97.07	SB	130	5
97.22	97.25	SB	180	5
97.26	97.28	SB	105	5
97.30	97.32	SB	85	5
97.50	97.52	SB	110	5
97.77	97.79	SB	130	5
97.82	97.84	SB	120	5
97.82	97.84	SB	120	5
97.89	97.92	SB	170	5
97.95	97.98	SB	150	5
98.00	98.03	SB	180	5
98.12	98.16	SB	220	5
98.20	98.23	SB	150	5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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CONSTRUCTION DETAILS
 NO SCALE **C-6**

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No. (X)	SIGN DESIGNATION	PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
A	W20-1	36" X 36"	ROAD WORK AHEAD	1 - 4" X 6"	4
B	G20-2	36" X 18"	END ROAD WORK	1 - 4" X 4"	4
C	W11-1	36" X 36"	BICYCLE SYMBOL	1 - 6" X 6"	3
	W16-1	24" X 30"	SHARE THE ROAD		
D	C40(CA)	108" X 42"	TRAFFIC FINES DOUBLED IN WORK ZONES	2 - 6" X 6"	3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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CONSTRUCTION AREA SIGNS NO SCALE CS-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DESIGN

FUNCTIONAL SUPERVISOR: ELIAS KARAM

REVISOR: MARY FESLIYAN, RICHARD LY-LEE

CHECKED BY: RICHARD LY-LEE

DESIGNED BY: MARY FESLIYAN

DATE REVISOR: _____

DATE CHECKED: _____

DATE DESIGNED: _____

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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GUARDRAIL QUANTITIES

SHEET	LOCATION		DIRECTION	GUARDRAIL LAYOUT TYPE (N)	REMOVE GUARDRAIL	MIDWEST GUARDRAIL SYSTEM (STEEL POST)	MIDWEST GUARDRAIL SYSTEM (8' POST)	TRANSITION RAILING (TYPE WB-31)	ALTERNATIVE IN-LINE TERMINAL SYSTEM	END ANCHOR BLOCK	VEGETATION CONTROL (MINOR CONCRETE)	BURIED POST END ANCHOR	GUARD RAILING DELINEATOR	TREATED WOOD WASTE	REMARKS
	NO.	BEG PM			NB/SB	LF	LF	LF	EA	EA	EA	SQYD	EA	EA	
C-3	1	87.85	NB		45	?		1	?		30			130	
		87.86	SB		67	75		1	1		75			216	
	2	90.58	NB		135	75		1	1		75			202	
		90.58	SB		135	75		1	1		75			216	
		90.63	NB		135	75		1	1		75			216	
		90.63	SB		135	75		1	1		75			216	
	3	92.34	NB		290	225		1	1		140			706	
		92.41	NB		160	87.5		1	1		80			389	
	4	92.78	NB		62	75		1	1		75			216	
		92.83	NB		420	350		1	1		200			1,009	
C-4	5	101.69	SB		160	62.5			2		90			389	
	6	102.50	SB		230	125			2		115			591	
	7	104.54	NB		195	100			2		105			447	
	8	104.62	NB		195	100			2		105			504	
	9	104.73	NB		285	187.5			2		145			562	
C-5	10	104.92	NB		70	75		1	1		75			202	
		104.95	SB		30	12.5		1	?		25	1		101	
	105.01	NB		45	25?			1?		30	1		130		
	105.05	SB		70	75		1	1		75			231		
11	105.40	SB		155	50			2		80			432		
TOTAL					3,019	1,900		13	23		1,745	2		7,104	

SUMMARY OF QUANTITIES Q-1

LAST REVISION 11-10-21 DATE PLOTTED => 2-MAR-2022 TIME PLOTTED => 15:10

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 CALCULATED-DESIGNED BY
 CHECKED BY
 MARY FESLIYAN
 RICHARD LY-LEE
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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DIKE QUANTITIES

LOCATION(PM)			REMOVE AC DIKE	PLACE HMA DIKE (TYPE A)	HOT MIX ASPHALT (TYPE A)
FROM	TO	LT/RT	LF	LF	TONS
92.35	92.49	LT	739	739	45.3
92.83	92.87	RT	211	211	12.9
92.83	92.95	LT	634	634	38.9
93.03	93.06	RT	158	158	9.7
93.18	93.20	RT	106	106	6.5
93.33	93.34	RT	53	53	3.2
93.42	93.45	RT	158	158	9.7
93.49	93.51	RT	106	106	6.5
94.03	94.06	RT	158	158	9.7
95.14	95.32	LT	950	950	58.2
97.75	97.84	LT	475	475	29.1
97.94	97.97	RT	158	158	9.7
99.17	99.21	RT	211	246	15.1
99.27	99.33	LT	317	317	19.4
99.59	99.62	RT	158	158	9.7
99.75	99.79	RT	211	211	12.9
99.88	99.97	RT	475	475	29.1
100.31	100.33	LT	106	106	6.5
100.44	100.47	LT	158	158	9.7
101.13	101.15	LT	106	106	6.5
101.60	101.63	RT	158	158	9.7
101.86	101.89	RT	158	158	9.7
102.40	102.46	RT	317	317	19.4
102.64	102.65	RT	53	53	3.2
102.79	102.83	RT	739	739	12.9
TOTAL			6,547	6,582	404

DRIVEWAY CONFORM QUANTITIES

LOCATION (PM)	DIRECTION	LENGTH (N)	WIDTH (N)	HOT MIX ASPHALT (TYPE A)	SHOULDER BACKING	TACK COAT
				TON	TON	TON
88.67	LT	100	10	11	0.45	7.78
88.67	RT	100	10	11	0.45	7.78
89.64	RT	30	10	3	0.45	2.33
90.33	RT	25	10	3	0.45	1.94
90.45	RT	25	10	3	0.45	1.94
95.27	RT	30	10	3	0.45	2.33
95.53	RT	100	10	11	0.45	7.78
95.60	RT	25	10	3	0.45	1.94
95.79	LT	30	10	3	0.45	2.33
96.02	LT	25	10	3	0.45	1.94
96.16	RT	30	10	3	0.45	2.33
96.29	LT	25	10	3	0.45	1.94
96.41	RT	30	10	3	0.45	2.33
96.44	RT	25	10	3	0.45	1.94
100.10	LT	35	10	4	0.45	2.72
TOTAL				71	6.80	49.39

* SEE ROADWAY QUANTITIES FOR TOTALS

REPLACE AC SURFACING QUANTITIES

LOCATION (PM)		(N)	DIRECTION	COLD PLANE AC Pvmf (0.20')	HOT MIX ASPHALT (RHMA-G)	TACK COAT	COMMENTS
BEG PM	END PM	(MI)	LT/RT	SQYD	TON	TON	
87.85	88.50	0.65	LT/RT	6,864.00	957.53	3.15	
90.60	90.88	0.28	LT/RT	2,464.00	343.73	1.13	
91.16	91.67	0.51	LT/RT	4,936.80	688.71	2.26	
92.00	92.25	0.25	LT/RT	2,420.00	337.59	1.11	
96.61	96.73	0.12	LT/RT	1,267.20	176.75	0.58	
TOTAL				17,952.00	2,504.30	8.23	

* EXACT LOCATIONS OF COLD PLANING AND RHMA-G WILL BE DETERMINED BY THE ENGINEER

SUMMARY OF QUANTITIES Q-2

DATE PLOTTED => 2-MAR-2022
 TIME PLOTTED => 15:11


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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 FUNCTIONAL SUPERVISOR
 ELIAS KARAM
 CALCULATED-DESIGNED BY
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 MARY FESLIYAN
 RICHARD LY-LEE
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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ROADWAY QUANTITIES

LOCATION (PM)		DIRECTION	(N)	Avg WIDTH	HOT MIX ASPHALT (TYPE A)	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TACK COAT	COLD PLANE ASPHALT CONCRETE PAVEMENT	CRACK TREATMENT	SHOULDER BACKING	GEOSYNTHETIC PAVEMENT INTERLAYER (PAVING FABRIC)	ASPHALT BINDER (GEOSYNTHETIC PAVEMENT INTERLAYER)	ROADWAY EXCAVATION
FROM	TO		LENGTH										
			LF	LF	TON	TON	TON	SQYD	LNMI	TON	SQYD	TON	CY
88.50	88.70	NB/SB	1,056	32	261.9	380.2	1.88			69			
88.70	90.00	SB	6,864	16	6,383.5	1,235.5	7.88			224			3,661
88.70	90.00	NB	6,864	12	638.4	926.6	4.58			224			
90.00	90.60	NB/SB	3,168	26	638.4	926.6	4.58			207			
90.88	91.16	NB/SB	1,478	30	343.7	499.0	2.46			96			
91.67	91.87	NB/SB	1,056	28	229.2	332.6	1.64			69			
91.87	91.89	SB	95	5	27.6	5.3	0.03			3	42	1.93	16
91.87	92.00	NB/SB	686	26	138.3	200.8	0.99			45			
92.02	92.04	SB	110	5	32.0	6.2	0.04			4	49	2.23	18
92.25	93.04	NB/SB	4,171	26	840.5	1,220.1	6.03			272			
93.04	93.07	SB	145	5	42.1	8.2	0.05			5	64	2.95	24
93.04	93.19	NB/SB	792	26	159.6	231.7	1.14			52			
93.19	93.21	SB	90	5	26.2	5.1	0.03			3	40	1.83	15
93.19	93.28	NB/SB	475	26	95.8	139.0	0.69			31			
93.28	93.30	SB	90	5	26.2	5.1	0.03			3	40	1.83	15
93.28	93.33	NB/SB	264	26	53.2	77.2	0.38			17			
93.33	93.36	SB	140	5	40.7	7.9	0.05			5	62	2.84	23
93.33	93.60	NB/SB	1,426	26	287.3	417.0	2.06			93			
93.60	93.62	SB	100	5	29.1	5.6	0.04			3	44	2.03	17
93.60	93.76	NB/SB	845	26	170.2	247.1	1.22			55			
93.76	93.78	SB	90	5	26.2	5.1	0.03			3	40	1.83	15
93.76	94.04	NB/SB	1,478	28	320.8	465.7	2.30			96			
94.04	94.08	SB	200	5	58.1	11.3	0.07			7	89	4.06	33
94.04	94.10	NB/SB	317	26	63.8	92.7	0.46			21			
94.10	94.14	SB	200	5	58.1	11.3	0.07			7	89	4.06	33
94.10	94.31	NB/SB	1,109	26	223.4	324.3	1.60			72			
94.31	94.34	SB	160	5	46.5	9.0	0.06			5	71	3.25	27
94.31	94.35	NB/SB	211	26	42.6	61.8	0.31			14			
94.35	94.39	SB	200	5	58.1	11.3	0.07			7	89	4.06	33
94.35	94.53	NB/SB	950	26	191.5	278.0	1.37			62			
94.53	94.54	SB	80	5	23.3	4.5	0.03			3	36	1.63	13
94.53	94.59	NB/SB	317	26	63.8	92.7	0.46			21			
94.59	94.62	SB	165	5	48.0	9.3	0.06			5	73	3.35	28
94.59	94.65	NB/SB	317	26	63.8	92.7	0.46			21			
94.65	94.67	SB	135	5	39.2	7.6	0.05			4	60	2.74	23
SUBTOTAL					11,790.9	8,353.7	43.19	0	0	1,826	889	40.63	3,994


SUMMARY OF QUANTITIES Q-3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	87.9/105.6		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

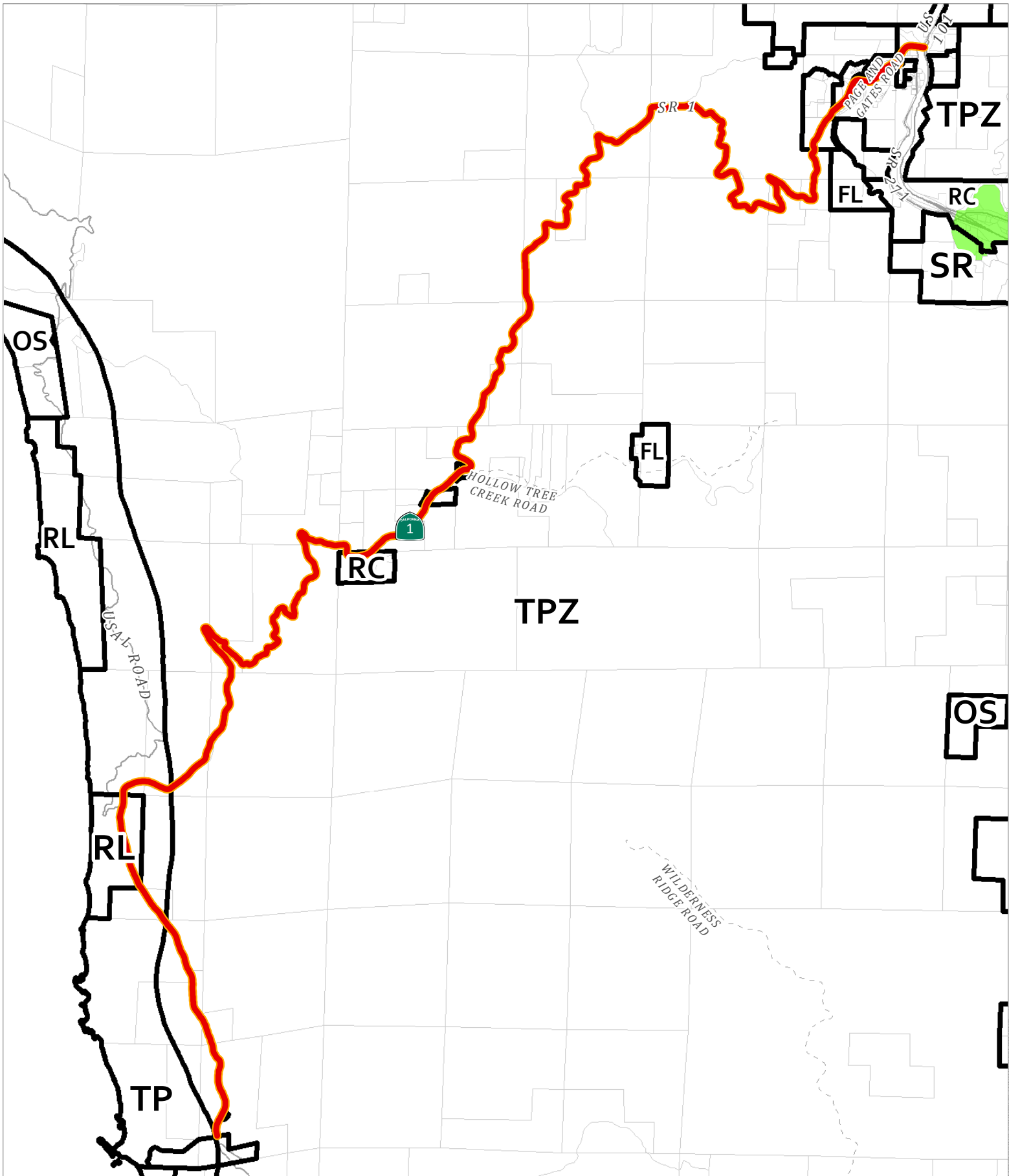
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.





ROADWAY QUANTITIES

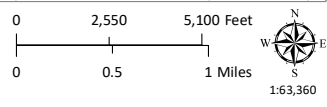
LOCATION (PM)		DIRECTION	(N)	Avg WIDTH	HOT MIX ASPHALT (TYPE A)	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TACK COAT	COLD PLANE ASPHALT CONCRETE PAVEMENT	CRACK TREATMENT	SHOULDER BACKING	GEOSYNTHETIC PAVEMENT INTERLAYER (PAYING FABRIC)	ASPHALT BINDER (GEOSYNTHETIC PAVEMENT INTERLAYER)	ROADWAY EXCAVATION
FROM	TO		LENGTH										
94.65	95.00	NB/SB	1,848	26	372.4	540.5	2.67			121			
95.00	95.07	SB	350	5	101.7	19.7	0.18			11		156	7.11
95.00	95.09	NB/SB	475	26	95.8	139.0	0.69			31			
95.09	95.12	SB	160	5	46.5	9.0	0.08			5	71	3.25	27
95.09	95.16	NB/SB	370	26	74.5	108.1	0.53			24			
95.16	95.20	SB	210	5	61.0	11.8	0.11			7	93	4.27	35
95.16	95.81	NB/SB	3,432	26	691.5	1,003.9	4.96			224			
95.81	95.88	SB	350	5	101.7	19.7	0.18			11	156	7.11	58
95.81	96.01	NB/SB	1,056	26	212.8	308.9	1.53			69			
96.01	96.02	SB	80	5	23.3	4.5	0.04			3	36	1.63	13
96.01	96.61	NB/SB	3,168	26	638.4	926.6	4.58			207			
96.63	96.64	SB	75	5	21.8	4.2	0.04			2	33	1.52	13
96.73	96.93	NB/SB	1,056	26	212.8	308.9	1.53			69			
96.93	96.94	SB	70	5	20.3	3.9	0.04			2	31	1.42	12
96.93	97.05	NB/SB	634	26	127.7	185.3	0.92			41			
97.05	97.07	SB	130	5	37.8	7.3	0.07			4	58	2.64	22
97.05	97.22	NB/SB	898	26	180.9	262.5	1.30			59			
97.22	97.25	SB	180	5	52.3	10.1	0.09			6	80	3.66	30
97.22	97.26	NB/SB	211	26	42.6	61.8	0.31			14			
97.26	97.28	SB	105	5	30.5	5.9	0.05			3	47	2.13	18
97.26	97.30	NB/SB	211	26	42.6	61.8	0.31			14			
97.30	97.32	SB	85	5	24.7	4.8	0.04			3	38	1.73	14
97.30	97.50	NB/SB	1,056	28	229.2	332.6	1.64			69			
97.50	97.52	SB	110	5	32.0	6.2	0.06			4	49	2.23	18
97.50	97.77	NB/SB	1,426	26	287.3	417.0	2.06			93			
97.77	97.79	SB	130	5	37.8	7.3	0.07			4	58	2.64	22
97.77	97.82	NB/SB	264	26	53.2	77.2	0.38			17			
97.82	97.84	SB	120	5	34.9	6.8	0.06			4	53	2.44	20
97.82	97.89	NB/SB	370	26	74.5	108.1	0.53			24			
97.89	97.92	SB	170	5	49.4	9.6	0.09			6	76	3.45	28
97.89	97.95	NB/SB	317	26	63.8	92.7	0.46			21			
97.95	97.98	SB	150	5	43.6	8.4	0.08			5	67	3.05	25
97.95	98.00	NB/SB	264	26	53.2	77.2	0.38			17			
98.00	98.03	SB	180	5	52.3	10.1	0.09			6	80	3.66	30
98.00	98.12	NB/SB	634	26	127.7	185.3	0.92			41			
98.12	98.16	SB	220	5	63.9	12.4	0.11			7	98	4.47	37
98.12	98.20	NB/SB	422	26	85.1	123.6	0.61			28			
98.20	98.23	SB	150	5	43.6	8.4	0.08			5	67	3.05	25
98.20	99.18	NB/SB	5,174	28	1,122.8	1,629.9	8.05			338			
SUBTOTAL					5,667.6	7,121.1	35.87			1,618	1,344	61.45	504

SUMMARY OF QUANTITIES Q-4



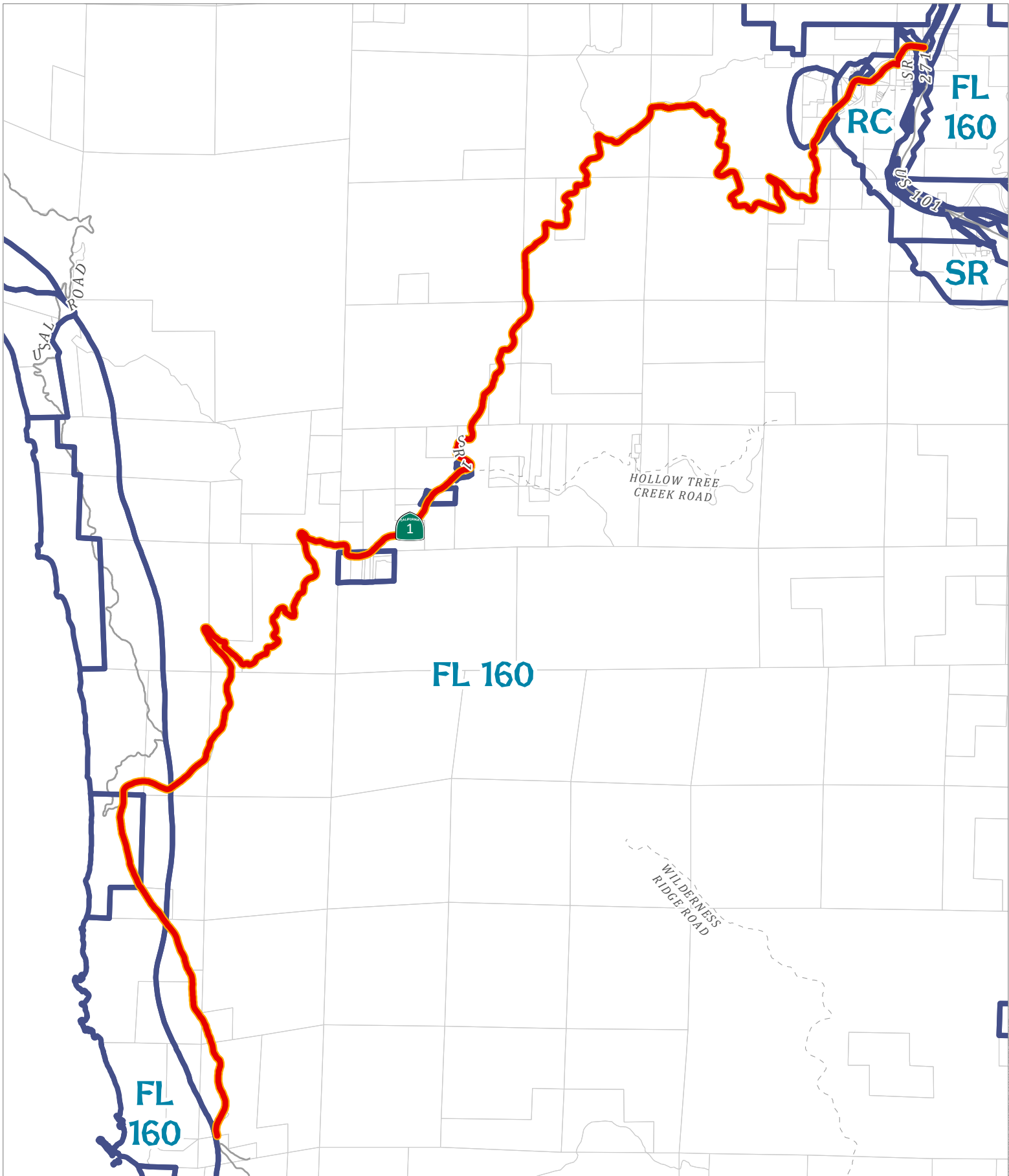
CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett

 Zoning Districts
 Public Roads





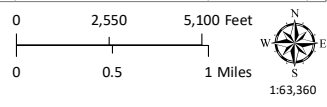
ZONING DISPLAY MAP

MENDOCINO COUNTY PLANNING DEPARTMENT 7/7/2023



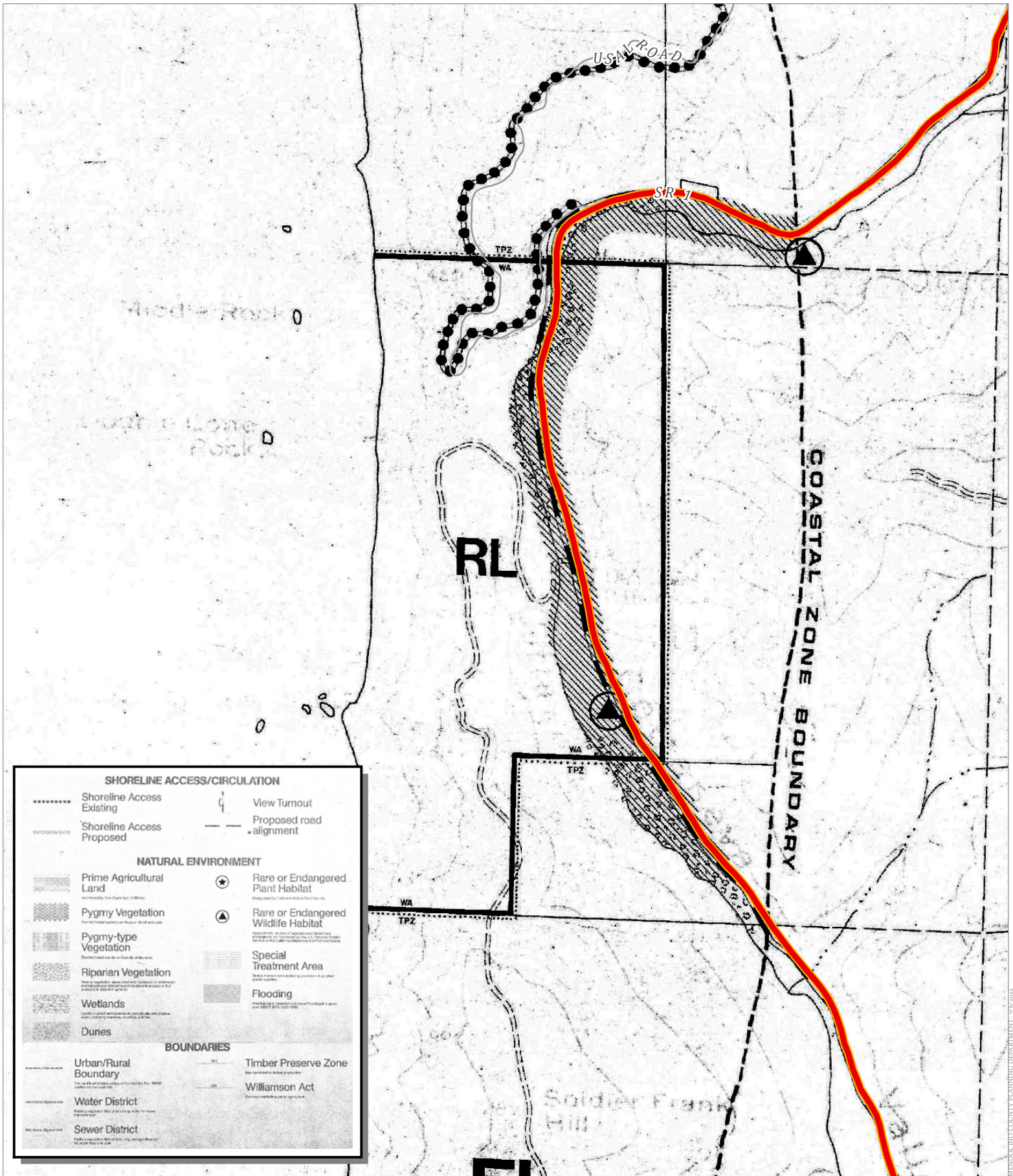
CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
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 General Plan Classes
 Public Roads



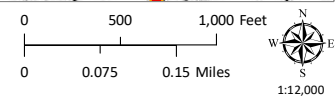
GENERAL PLAN CLASSIFICATIONS

MENDOCINO COUNTY PLANNING DEPARTMENT - 7/16/2023

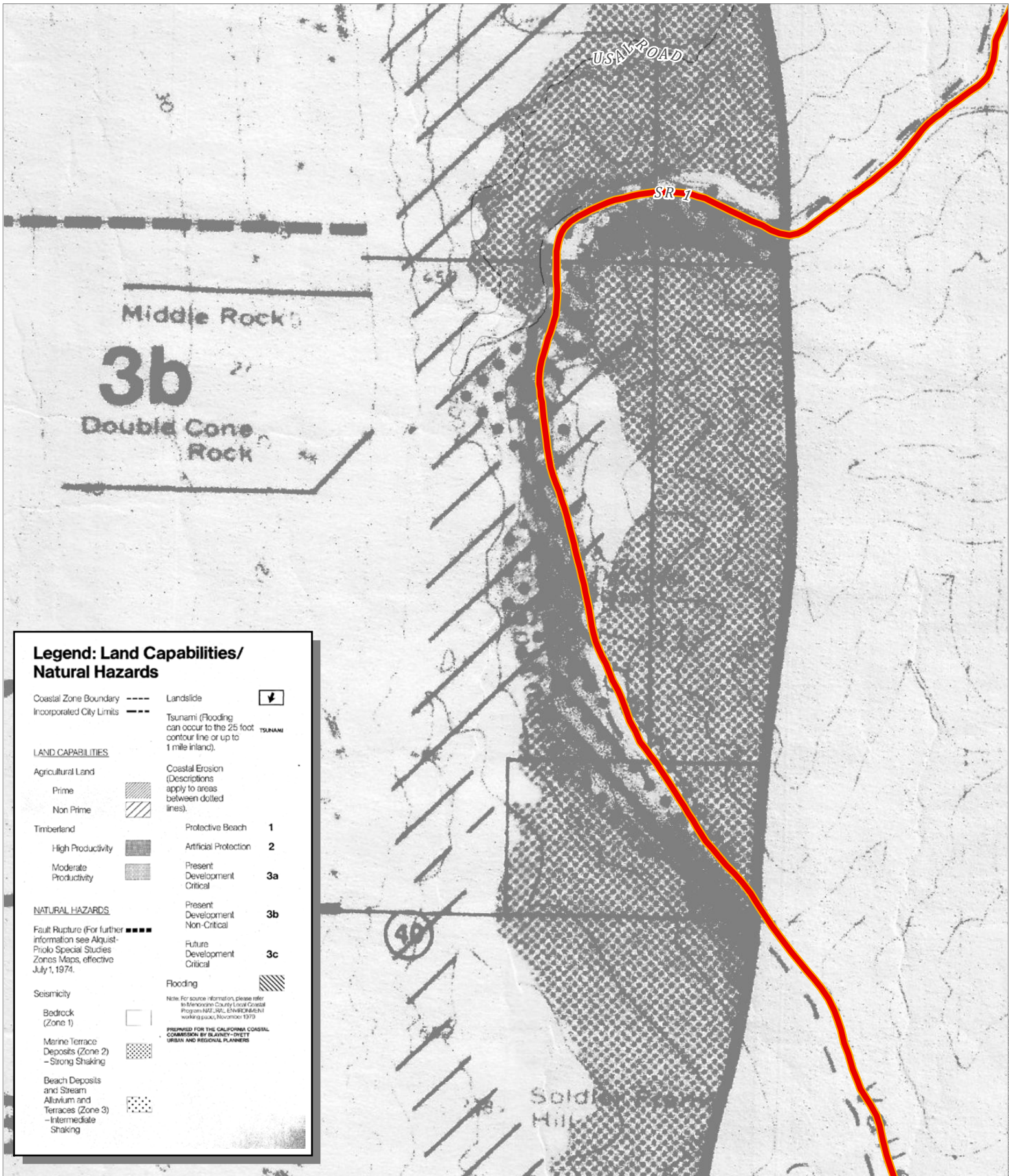


CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett

Public Roads



MENDOCINO COUNTY PLANNING DEPARTMENT - 7/10/2023

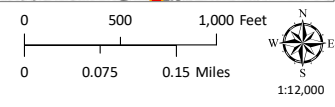


**Legend: Land Capabilities/
Natural Hazards**

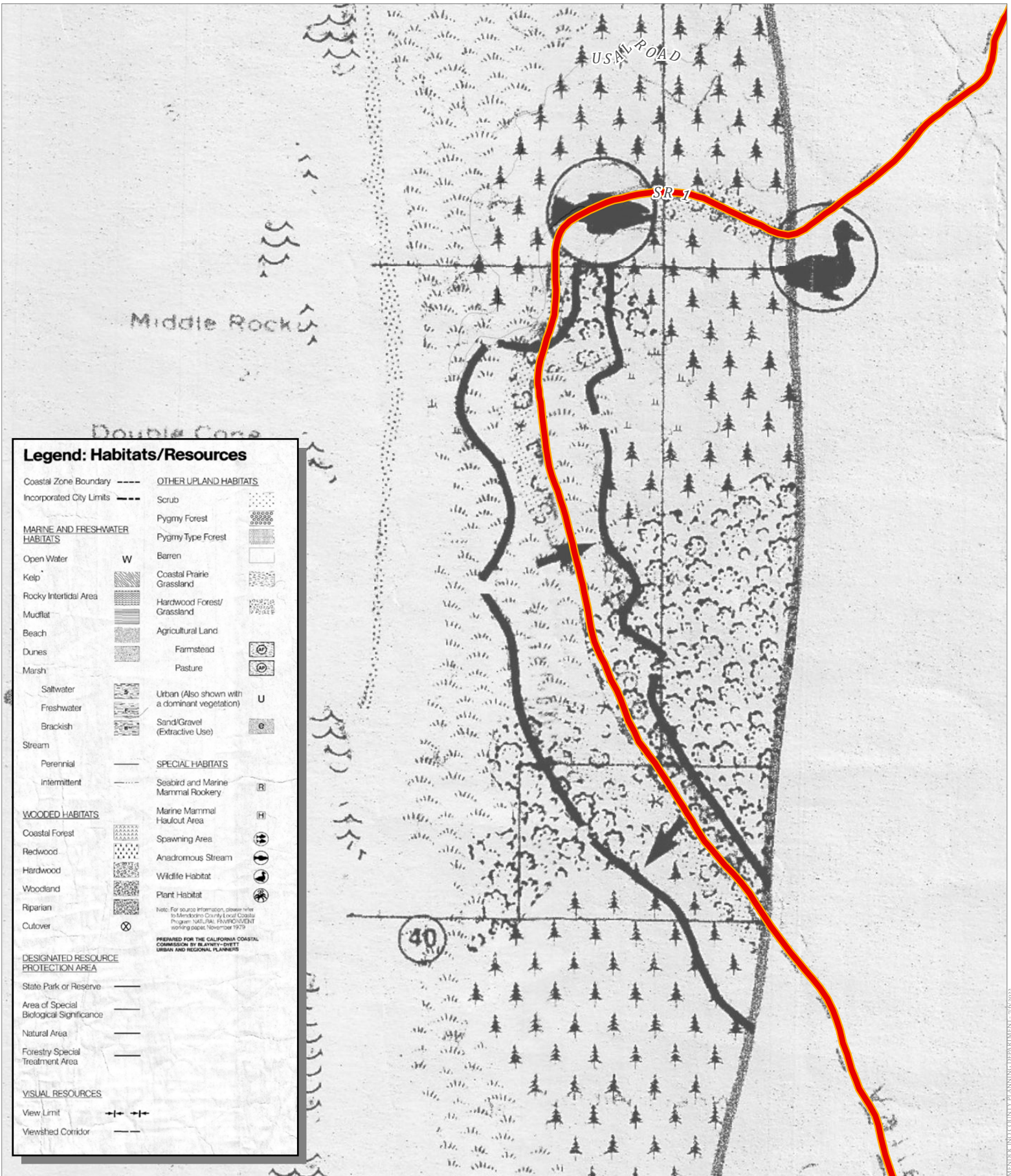
Coastal Zone Boundary	---	Landslide	
Incorporated City Limits	---	Tsunami (Flooding can occur to the 25 foot contour line or up to 1 mile inland).	
LAND CAPABILITIES			
Agricultural Land		Coastal Erosion (Descriptions apply to areas between dotted lines).	
Prime		Protective Beach	1
Non Prime		Artificial Protection	2
Timberland		Present Development Critical	3a
High Productivity		Present Development Non-Critical	3b
Moderate Productivity		Future Development Critical	3c
NATURAL HAZARDS			
Fault Rupture (For further information see Alquist-Prilo Special Studies Zones Maps, effective July 1, 1974).	----	Flooding	
Seismicity		<small>Note: For source information, please refer to Mendocino County Local Coastal Program NATURAL ENVIRONMENT working paper, November 1979.</small>	
Bedrock (Zone 1)		<small>PREPARED FOR THE CALIFORNIA COASTAL COMMISSION BY ISLAND-CITY URBAN AND REGIONAL PLANNERS</small>	
Marine Terrace Deposits (Zone 2) - Strong Shaking			
Beach Deposits and Stream Alluvium and Terraces (Zone 3) - Intermediate Shaking			

CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett

Public Roads

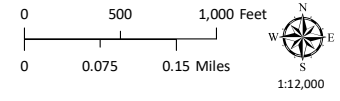


MENDOCINO COUNTY PLANNING DEPARTMENT - 7/10/2023

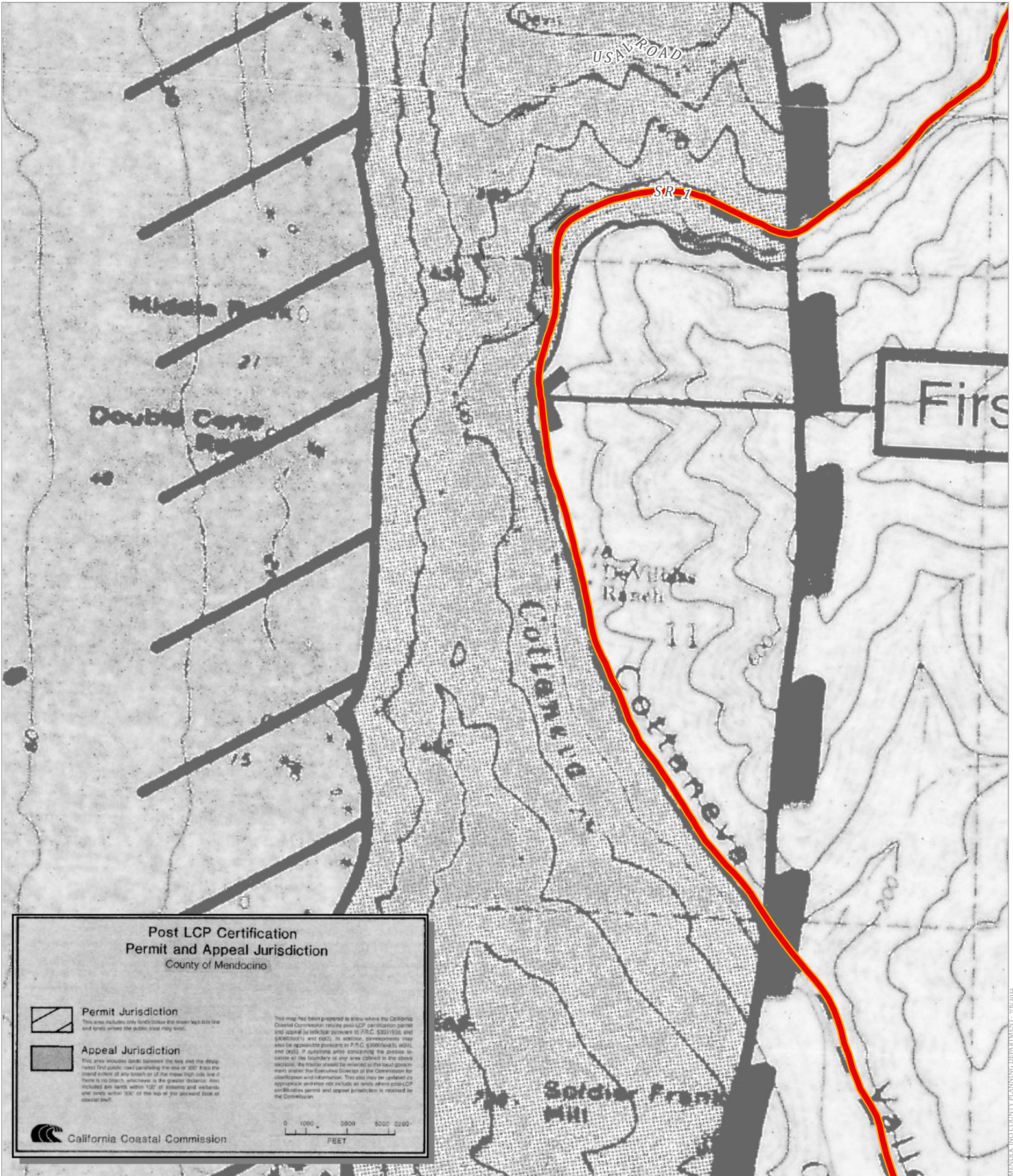


CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett

Public Roads



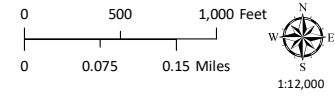
MENDOCINO COUNTY PLANNING DEPARTMENT - 7/6/2023



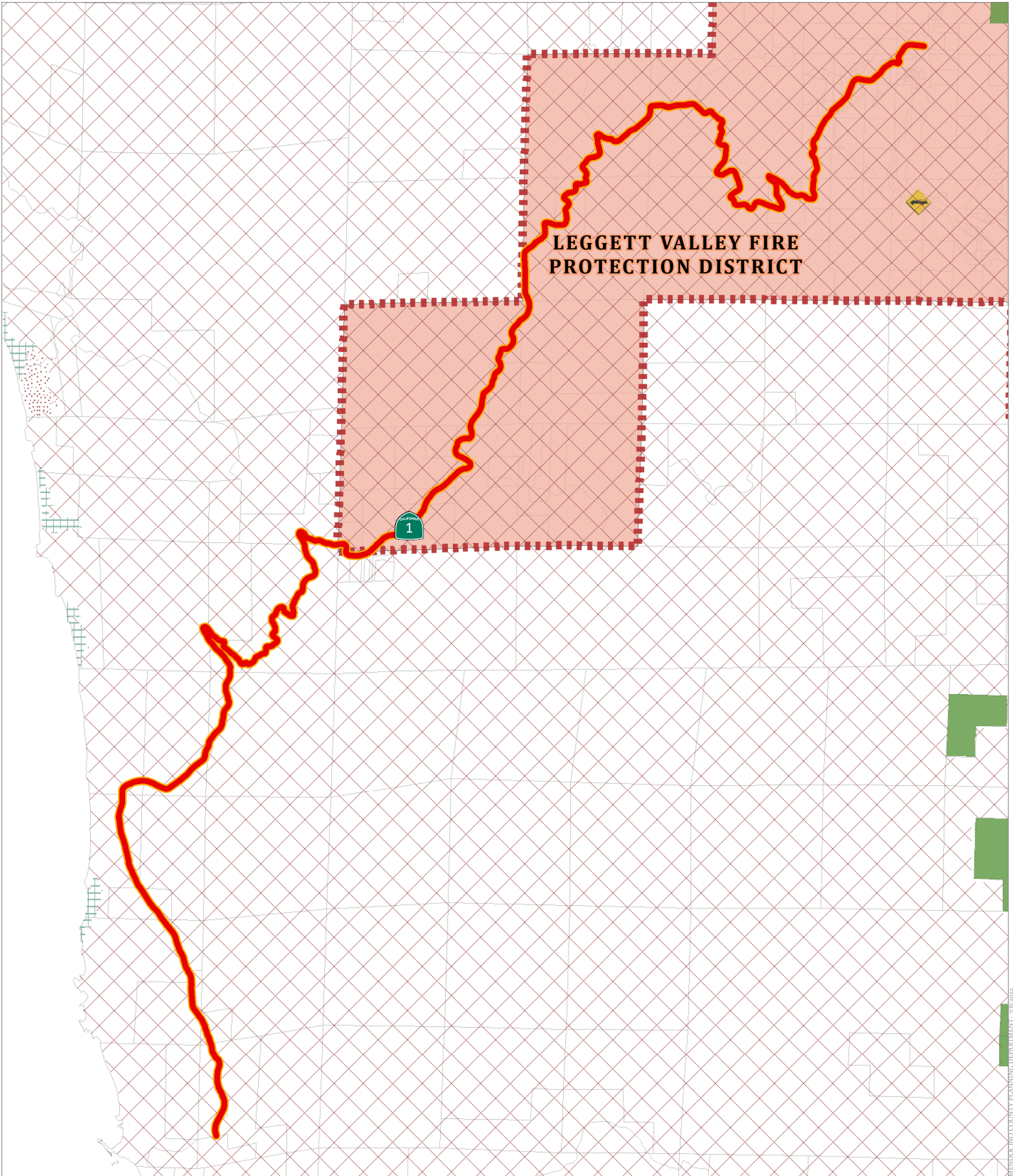
MENDOCINO COUNTY PLANNING DEPARTMENT - 7/6/2023

CASE: **CDP 2022-0020**
 OWNER: **State of California**
 APN: **N/A (Right-of-way)**
 APLCT: **CALTRANS**
 AGENT: **Robert King**
 ADDRESS: **SR 1, Rockport to Leggett**

— Public Roads

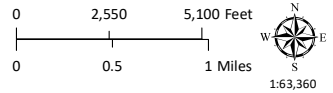


APPEALABLE AREAS



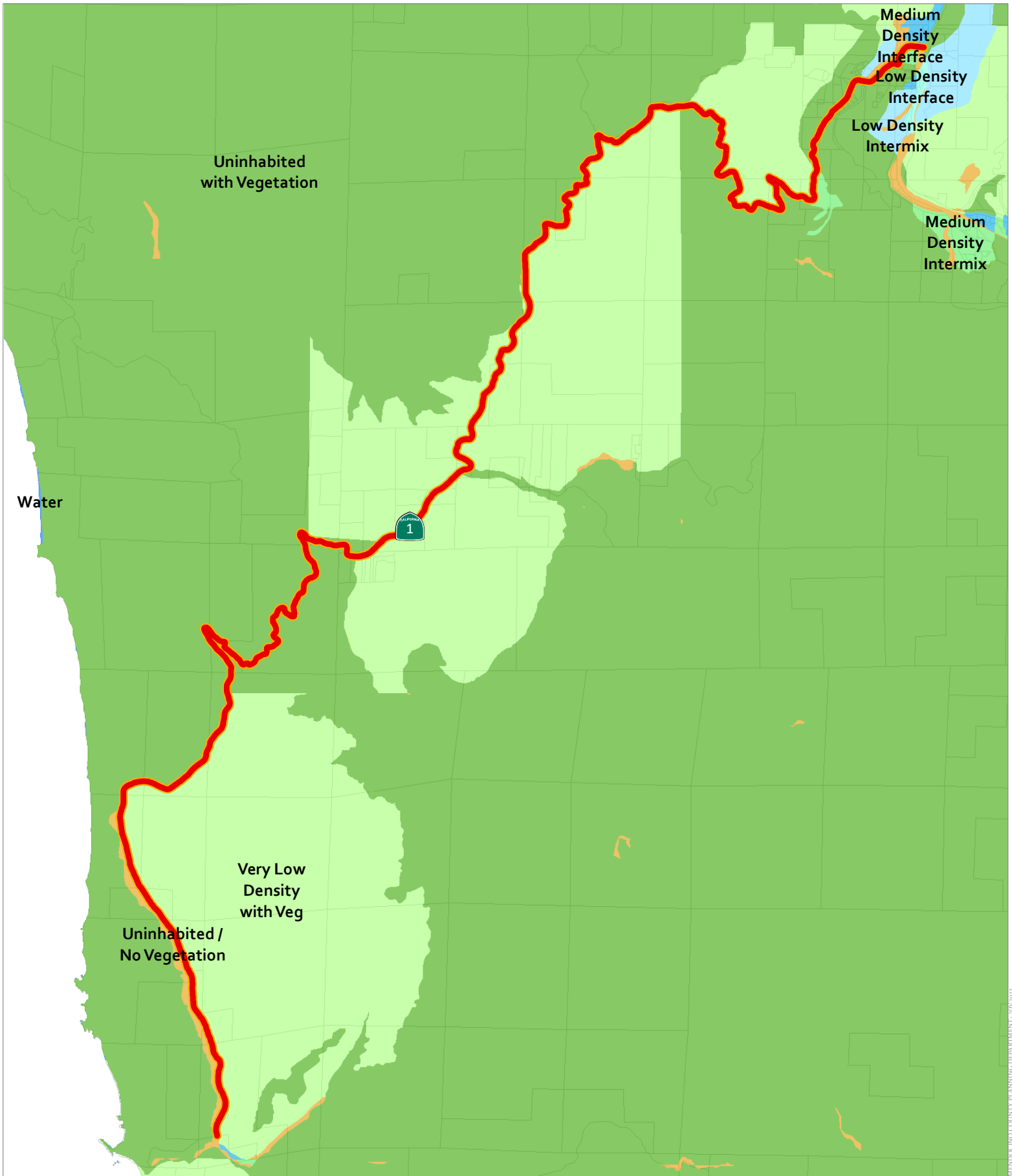
CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
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 FRA

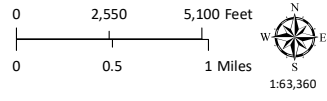


FIRE HAZARD ZONES & RESPONSIBILITY AREAS
 STATE RESPONSIBILITY AREA

MENDOCINO COUNTY PLANNING DEPARTMENT - 7/10/2023

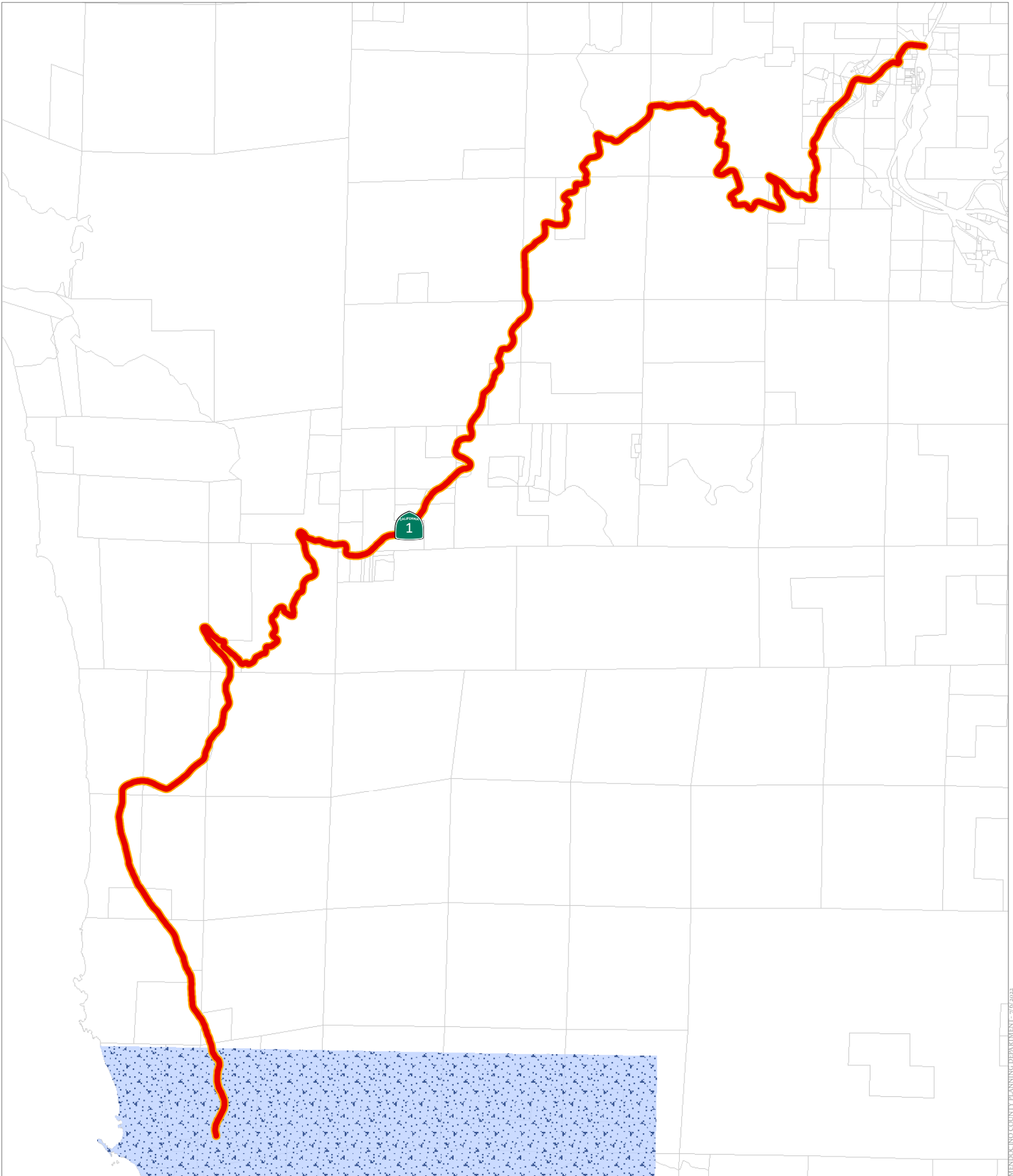


CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett




WILDLAND-URBAN INTERFACE ZONES

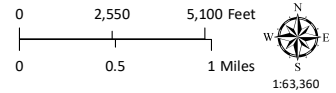
MENDOCINO COUNTY PLANNING DEPARTMENT - 7/10/2023



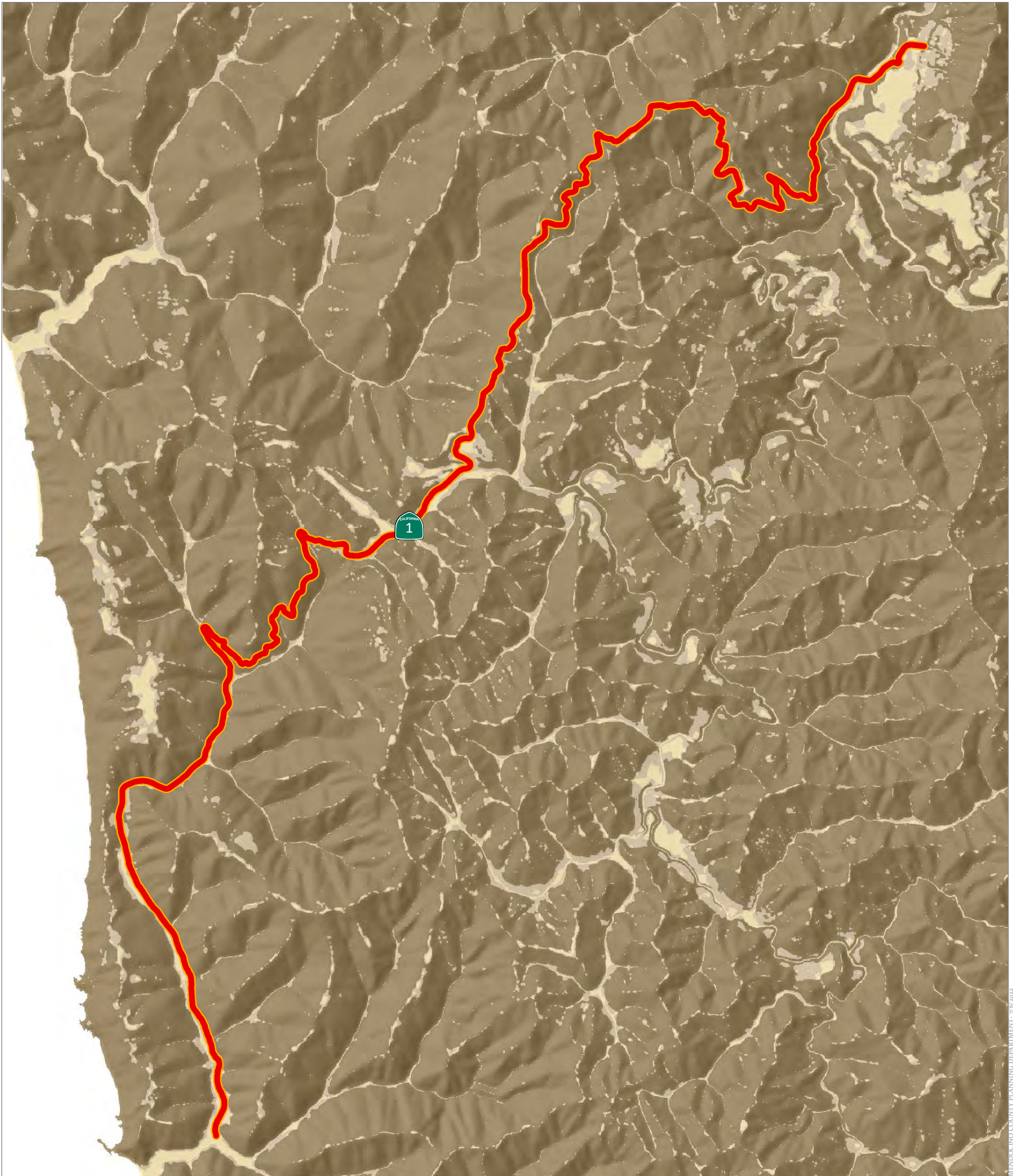
MENDOCINO COUNTY PLANNING DEPARTMENT - 7/6/2023

CASE: CDP 2022-0020
OWNER: State of California
APN: N/A (Right-of-way)
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: SR 1, Rockport to Leggett

 Critical Water Resources Bedrock

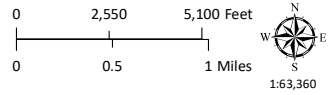
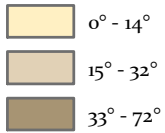


GROUND WATER RESOURCES

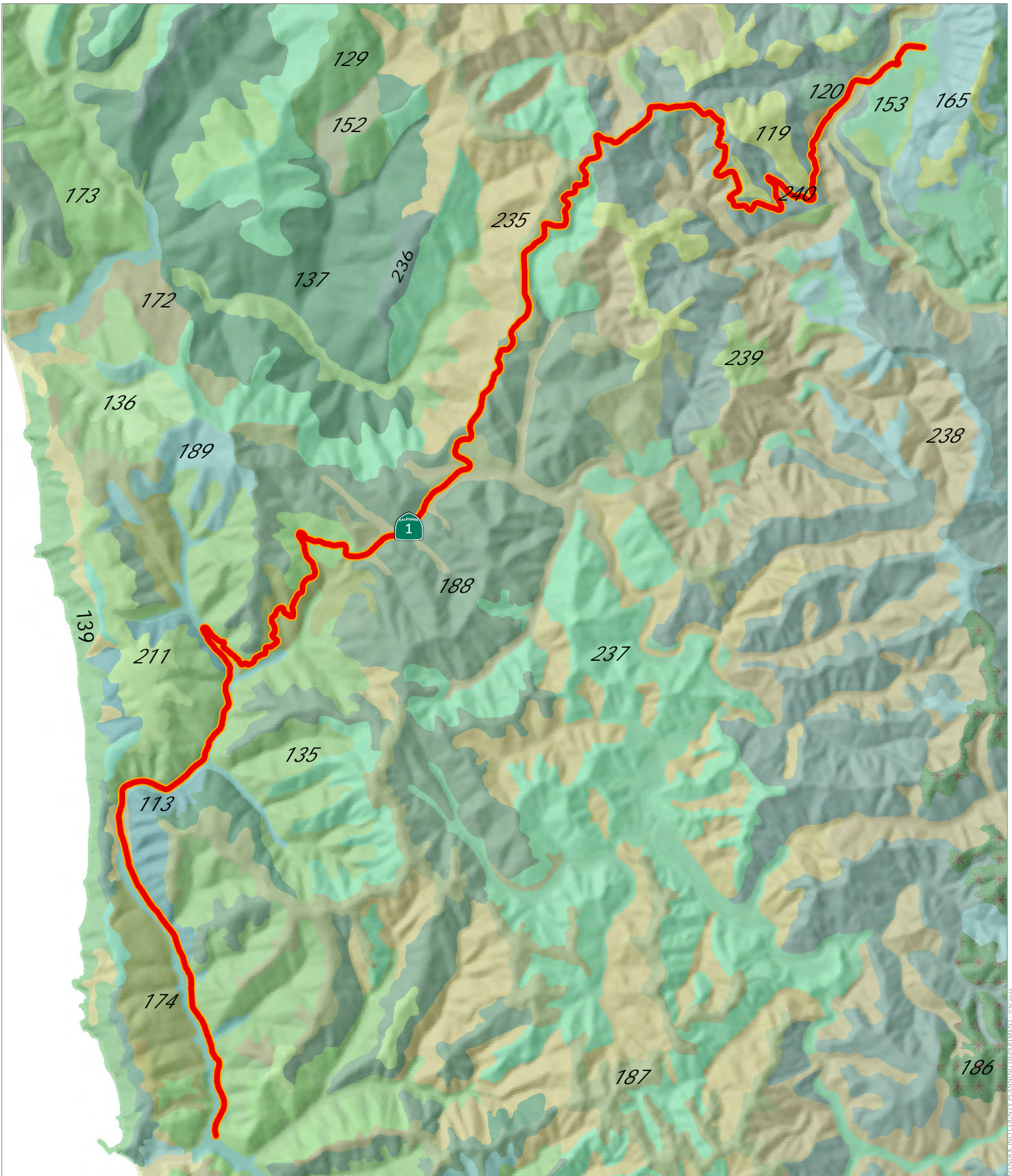


STENOCHINO COUNTY PLANNING DEPARTMENT - 7/10/2023

CASE: CDP 2022-0020
OWNER: State of California
APN: N/A (Right-of-way)
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: SR 1, Rockport to Leggett



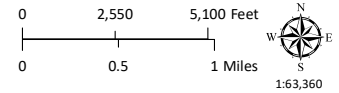
ESTIMATED SLOPE



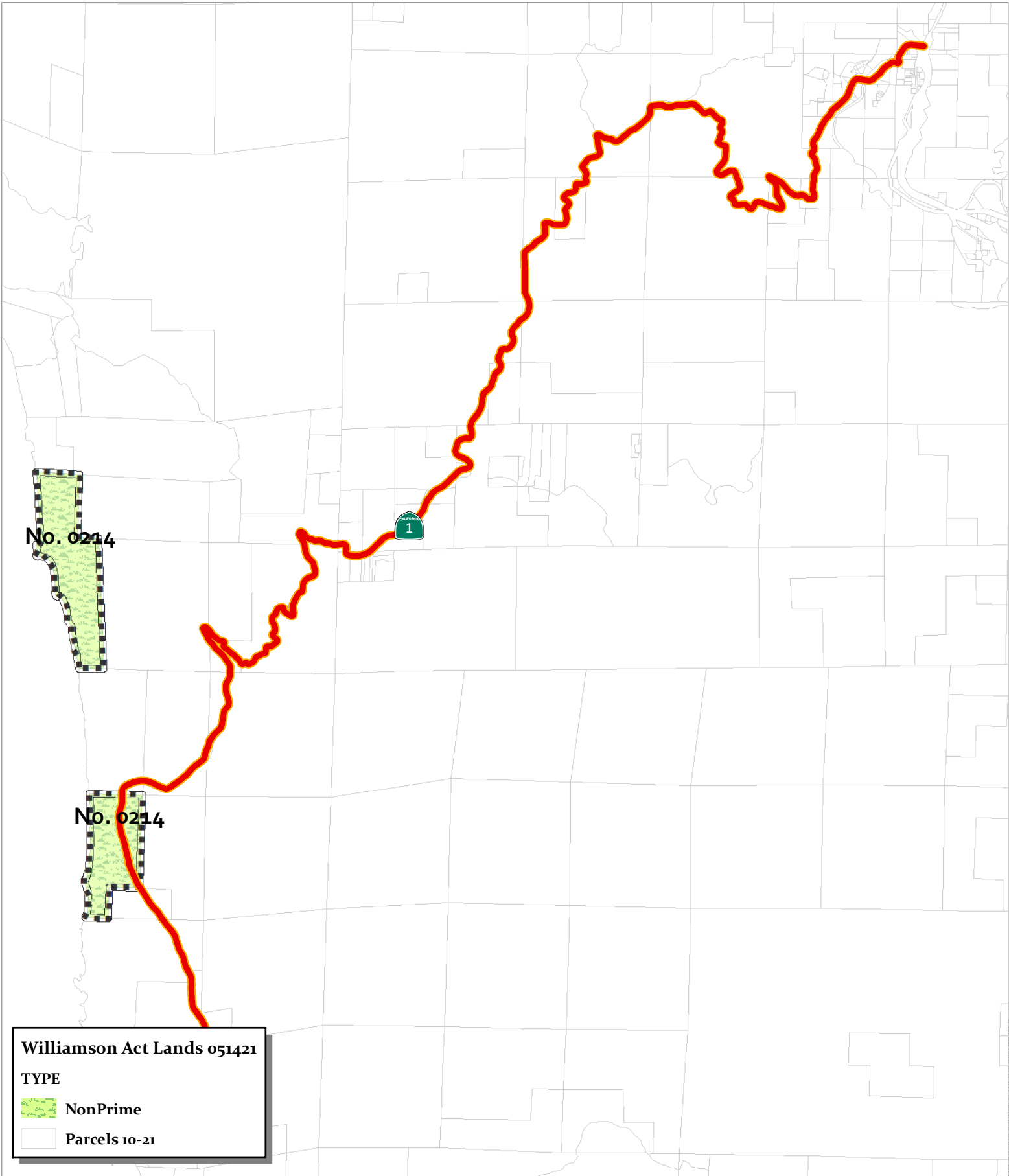
MENDOCINO COUNTY PLANNING DEPARTMENT - 7/10/2023

CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett


 Western Rock Inclusions



WESTERN SOIL CLASSIFICATIONS



No. 0214

No. 0214

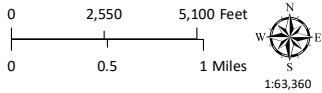
1

Williamson Act Lands 051421

TYPE

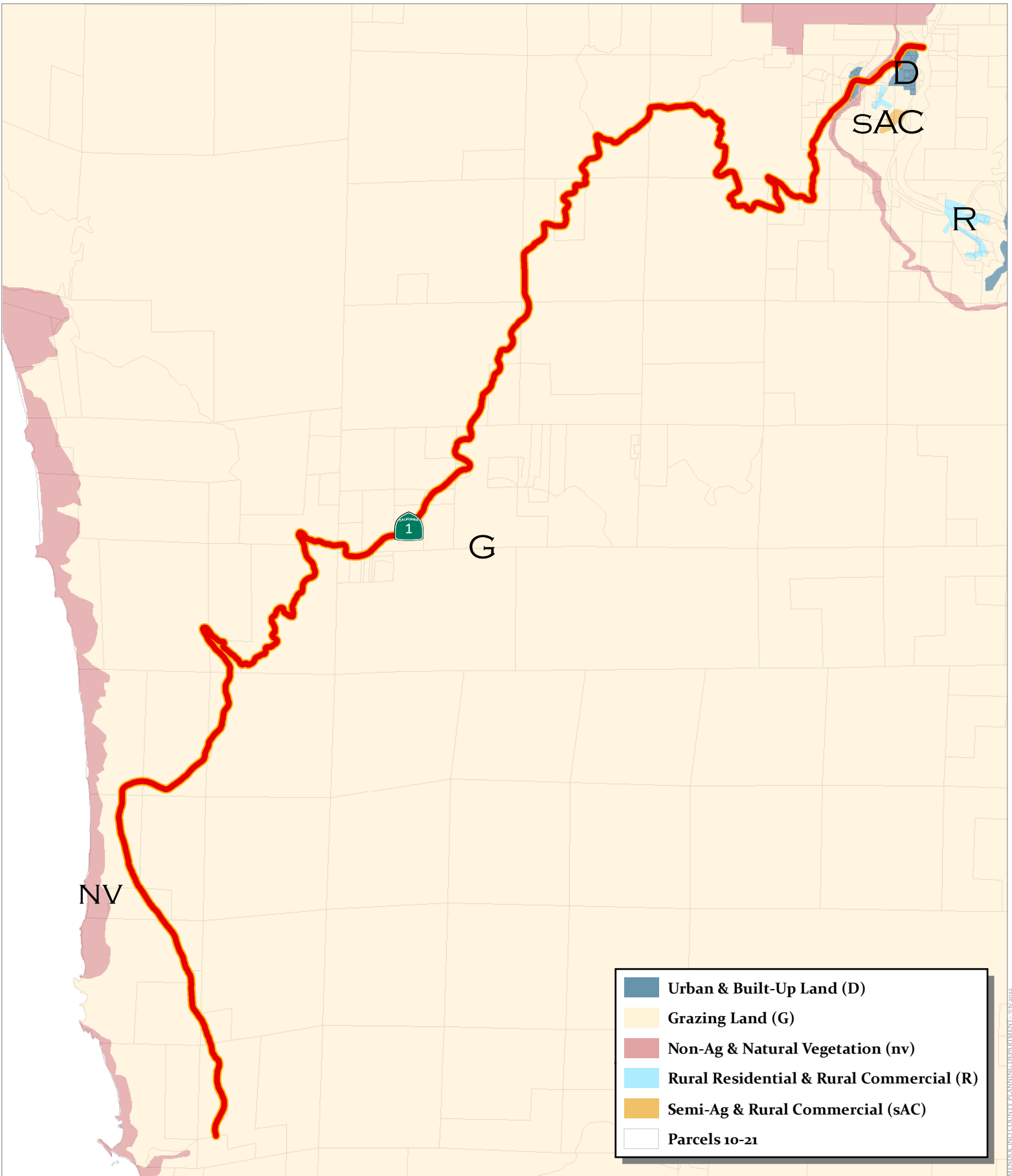
-  NonPrime
-  Parcels 10-21

 Contract Boundaries



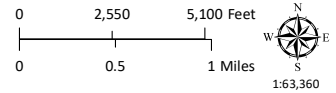
CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett

LANDS IN WILLIAMSON ACT CONTRACTS



MENDOCINO COUNTY PLANNING DEPARTMENT - 7/6/2023

CASE: CDP 2022-0020
 OWNER: State of California
 APN: N/A (Right-of-way)
 APLCT: CALTRANS
 AGENT: Robert King
 ADDRESS: SR 1, Rockport to Leggett



FARMLAND CLASSIFICATIONS

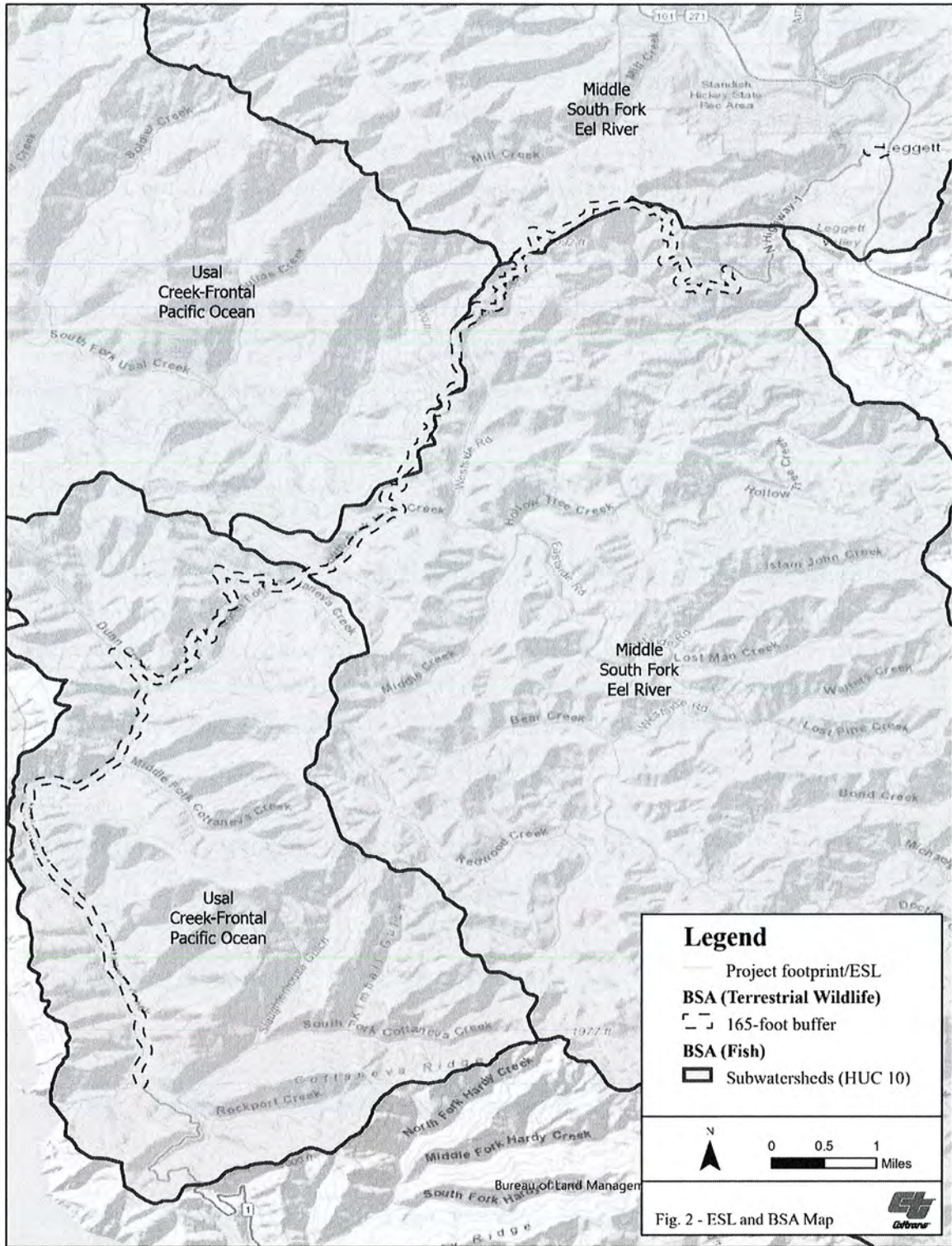


Figure 2. Project ESL and BSA Map



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)**

Project Information

Project Name: Rockport to Leggett CAPM

DIST-CO-RTE: 01-MEN-1

PM/PM: 87.90/105.60

EA: 01-0H590

Federal-Aid Project Number: 0117000239

Project Description The proposed pavement preservation project is located on State Route 1 from post miles 87.90 to 105.60 in Mendocino County. The project is being proposed to extend the service life of the roadway by restoring pavement and replacing non-standard metal beam guardrail (MBGR) and aging traffic management system (TMS) facilities. The proposed scope of work includes repairing localized structural deficiencies in the pavement and replacing hot mix asphalt-type A (HMA-A), grinding, HMA-A overlay, and rubberized hot mix asphalt-gap graded (RHMA-G) overlay. Placement of shoulder backing, replacement of striping and markers, upgrading 1300 LF of MBGR to MGS, and upgrading a TMS facility at PM 105.48 would also be included. Various existing gravel turnouts along the southbound side of the highway would be paved to create an additional 4-ft paved shoulder. All work would occur within the State right of way. Technical analysis has been completed for potential biological, cultural, visual, hazardous waste, water quality, and noise impacts.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 1(c).** (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Liza Walker	<i>Liza Walker</i>	12/22/2021
Print Name	Signature	Date

Project Manager

Robert King	<i>Robert King</i>	12/22/2021
Print Name	Signature	Date



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(i): activity I(26)

23 CFR 771.117(d): activity (d)(Enter activity number)

Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Liza Walker

Print Name

Liza Walker

Signature

12/22/2021

Date

Project Manager/ DLA Engineer

Robert King

Print Name

Robert King

Signature

12/22/2021

Date

Date of Categorical Exclusion Checklist completion (if applicable): 11/30/21

Date of Environmental Commitment Record or equivalent: 12/3/21

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

- Water quality BMPs would be utilized for water quality. A stormwater plan would be employed that includes erosion control measures and construction waste containment measures.
- Areas with potential wetlands and special status plants in the project area would be identified as ESAs on project layouts to indicate off-limit boundaries for personnel and equipment
- Vegetation removal would be limited to the period outside of the bird breeding season. If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist.
- Invasive non-native species control would be implemented.
- Bicycle access would be maintained during construction.
- Work windows limiting construction noise to ensure species protection would be utilized.
- Hazardous waste materials would be handled and disposed of according to standard special provisions for aurally deposited lead, thermoplastic and paint striping, and wood waste.

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Mendocino

From: (Public Agency): CA Dept. of Transportation
1656 Union St.
Eureka, CA 95501

(Address)

Project Title: Rockport to Leggett CAPM

Project Applicant: California Department of Transportation

Project Location - Specific:

State Highway 1 from post mile 87.5 to 105.58.

Project Location - City: Leggett/Rockport Project Location - County: Mendocino

Description of Nature, Purpose and Beneficiaries of Project:

Rehabilitate pavement and upgrade guardrail and Transportation Management System elements.

Name of Public Agency Approving Project: California Department of Transportation

Name of Person or Agency Carrying Out Project: California Department of Transportation

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
Categorical Exemption. State type and section number: Class 1(c) (Sec. 21084; 15301)
Statutory Exemptions. State code number:

Reasons why project is exempt:

Project consists of repair and maintenance of existing facility involving negligible or no expansion of use.

Lead Agency
Contact Person: Felicia Zimmerman Area Code/Telephone/Extension: 707-815-5994

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Felicia Zimmerman Date: 12/27/21 Title: Associate Environmental Planner

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

1.3.2. Standard Measures and Best Management Practices

The following section provides a list of standard practices that are included as part of the project description. Standard avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project's proposal and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation and the effects of the project are analyzed with these measures in place. Any species-specific avoidance, minimization or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 4. Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include:

Biological Resources

BR-1: General

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

- A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

B. ***Northern Spotted Owl and Marbled Murrelet:*** No construction activities generating sound levels 20 or more decibels (dB) above ambient sound or with maximum sound levels (ambient sound level plus activity-generated sound level) above 90 dB would occur between February 1 and August 5. Between August 6 and September 15, work that generates sound levels equal to or greater than 10 dB above ambient sound levels or above 90 dB max would observe a daily work window beginning 2 hours post-sunrise and ending 2 hours pre-sunset. Sound-related work windows would be lifted between September 16 and January 31. Further, no construction activities would occur within a visual line-of-sight of 131 feet or less from any known active nest locations for northern spotted owl or marbled murrelet.

BR-3: Invasive Species

Invasive non-native species control would be implemented. Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping which would be free of noxious weed seed and propagules. All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species.

BR-4: Plant Species, Sensitive Natural Communities, and ESHA

Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams, and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

Water Quality and Stormwater Runoff

WQ-1: Water Quality and Stormwater Runoff

The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ) as amended by subsequent orders, which became effective July 1, 2013, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2009-0009-DWQ) or Water Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre), that includes erosion control measures and construction waste containment measures to protect waters of the State during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase. Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil disturbing work would be limited during the rainy season.

Additional Best Management Practices

- ABMP-1.1:** Equipment will be operated during the least sensitive diurnal, seasonal, and meteorological periods relative to the potential effects on listed species and habitat if feasible.
- ABMP-1.2:** Equipment will not operate in sensitive areas or habitats, such as wetlands and surface waters.
- ABMP-1.3:** Equipment will be inspected on a daily basis for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
- ABMP-1.4:** A Spill Prevention, Control, and Countermeasures (SPCC) Plan will be developed for each project that requires the operation of construction equipment and vehicles. The SPCC Plan will be kept on-site during construction and the appropriate materials and equipment will also be on-site during construction to ensure the SPCC Plan can be implemented. Personnel will be knowledgeable in the use and deployment of the materials and equipment so response to an accidental spill will be timely.
- ABMP-5.1:** Sediment and debris removed from the roadway will be disposed of off-site, at an approved location, where it cannot enter surface waters.
- ABMP-10.6:** Soil compaction will be minimized by using equipment that can reach over sensitive areas and that minimizes the pressure exerted on the ground.
- ABMP-10.7:** Where soil compaction is unintended, compacted soils will be loosened after heavy construction activities are complete.
- ABMP-10.8:** Where vegetation removal is temporary to support construction activities, native species will be re-established that are specific to the project location and that comprise a diverse community of woody and herbaceous plants.
- ABMP-29.2:** Before construction activities begin, the project environmental coordinator or biologist will discuss the implementation of the required BMPs with the maintenance crew or construction resident engineer and contractor, and identify and document environmentally sensitive areas and potential occurrence of listed species.

- ABMP-29.3:** Before construction activities begin, the project environmental coordinator or biologist will conduct a worker awareness training session for all construction personnel that describes the listed species and their habitat requirements, the specific measures being taken to protect individuals of listed species in the project area, and the boundaries within which project activities will be restricted.
- ABMP-29.4:** Caltrans will designate a biological monitor to monitor on-site compliance with all project BMPs and any unanticipated effects on listed species.
- ABMP-29.5:** Non-compliance with BMPs and unanticipated effects on listed species will be reported to the resident engineer or maintenance supervisor immediately.
- ABMP-29.6:** When non-compliance is reported, the resident engineer or maintenance supervisor will implement corrective actions immediately to meet all BMPs; where unanticipated effects on listed species cannot be immediately resolved, the resident engineer or maintenance supervisor will stop work that is causing the unanticipated effect.