

Howard N. Dashiell
DIRECTOR OF TRANSPORTATION

Road Commissioner
County Engineer, RCE 42001
County Surveyor, PLS 7148



FUNCTIONS

Administration & Business Services
Airports
Engineering
Land Improvement
Roads and Bridges
Solid Waste & Landfills
Water Agency

COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION
340 LAKE MENDOCINO DRIVE
UKIAH, CALIFORNIA 95482-9432
VOICE (707) 463-4363 FAX (707) 463-5474

July 31, 2023

California Transportation Commission
Attn: Executive Director
1120 N Street, MS 52
Sacramento, CA 95814

RE: 2023 Local Transportation Climate Adaptation Project Nomination for the Redemeyer Road Extension Project

Dear CTC Executive Director:

On behalf of the Mendocino County Department of Transportation, with authority from the Mendocino County Board of Supervisors, we are pleased to submit the project nomination for the Redemeyer Road Extension Project under the Local Transportation Climate Adaptation Program. Mendocino County hereby authorizes and approves the submission of this project nomination to the California Transportation Commission for consideration.

The Redemeyer Road Extension Project is of utmost importance to our community, as it provides a critical alternative access route into the communities of Pepperwood Place, Deerwood, El Dorado, and Vichy Springs in Mendocino County. With only one ingress and egress route over the Russian River, these communities are vulnerable to climate threats such as wildfires and flooding. This project aims to increase climate resiliency, promote transportation equity, and benefit climate-vulnerable, under-resourced, and underserved communities while mitigating potential negative community impacts.

We have carefully considered the project scope, cost, schedule, and benefits in light of the identified climate threats to the transportation infrastructure and the impacts on the communities we serve. The Redemeyer Road Extension Project aligns with our region's transportation, land use, and housing goals, as identified in the Mendocino County General Plan, the Mendocino County Regional Transportation Plan, and the Ukiah Valley Area Plan.

Furthermore, we have engaged in meaningful public participation, including community meetings in 2008 and 2009, to gather input from residents and stakeholders to shape the project's

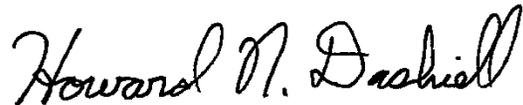
development. This outreach process has allowed us to better understand the mobility needs of the community and incorporate their feedback into the project's design.

Please find attached the fact sheet, general information, project map, photos, screening and evaluation criteria, and funding and project delivery information as part of the project nomination package.

Thank you for considering our project nomination for the Local Transportation Climate Adaptation Program. We are optimistic that the Redemeyer Road Extension Project will significantly contribute to the climate resilience, safety, and well-being of our community.

Should you require any additional information or have any questions, please do not hesitate to contact us.

Respectfully submitted,

A handwritten signature in black ink that reads "Howard N. Dashiell". The signature is written in a cursive, flowing style.

HOWARD N. DASHIELL
Director of Transportation

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September 22, 2023

California Transportation Commission
Attn: Executive Director
1120 N Street, MS 52
Sacramento, CA 95814

RE: 2023 Local Transportation Climate Adaptation Project Cycle 1
Redemeyer Road Extension Project Application Update – PAED & PS&E Only

Dear CTC Executive Director:

On behalf of the Mendocino County Department of Transportation (MCDOT), with authority from the Mendocino County Board of Supervisors, we submitted a project nomination for the Redemeyer Road Extension Project under Cycle 1 of the Local Transportation Climate Adaptation Program (LTCAP).

We are requesting for this LTCAP Cycle 1 project nomination, that the application submitted be considered for the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimate (PS&E) phases only, to ensure the County can comply with the program's funding deadlines. The total amount requested for Cycle 1 is \$12,000,000 (\$9,600,000 federal plus \$2,400,000 state match).

MCDOT will apply for the Right-of-Way (R/W) and Construction (CON) funds through the LTCAP Cycle 2. An updated Funding Table is located below:

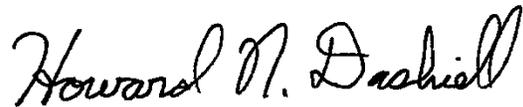
| Phase | Fiscal Year of Allocation | Amount | Funding Source | Committed or Uncommitted |
|-------|---------------------------|-----------------------------|--|--------------------------|
| PA&ED | 2023/24 | \$4,800,000 \$1,200,000 | LTCAP Cycle 1 (federal) LTCAP Cycle 1 (state match) | Uncommitted |
| PS&E | 2024/25 | \$4,800,000 \$1,200,000 | LTCAP Cycle 1 (federal) LTCAP Cycle 1 (state match) | Uncommitted |
| R/W | 2026/27 | \$4,000,000 \$1,000,000 | LTCAP Cycle 2 (federal) Not yet identified | Uncommitted |
| CON | 2028/29 | \$26,400,000 \$6,600,000 | LTCAP Cycle 2 (federal) Not yet identified | Uncommitted |

The Redemeyer Road Extension Project is of utmost importance to our community, as it provides a critical alternative access route into the communities of Pepperwood Place, Deerwood, El Dorado, and Vichy Springs in Mendocino County. With only one ingress and egress route over the Russian River, these communities are vulnerable to climate threats such as wildfires and flooding. This project aims to increase climate resiliency, promote transportation equity, and benefit climate-vulnerable, under-resourced, and underserved communities while mitigating potential negative community impacts.

Thank you for considering our project nomination for the Local Transportation Climate Adaptation Program. We are optimistic that the Redemeyer Road Extension Project will significantly contribute to the climate resilience, safety, and well-being of our community.

Should you require any additional information or have any questions, please do not hesitate to contact us.

Respectfully submitted,

A handwritten signature in black ink that reads "Howard N. Dashiell". The signature is written in a cursive style with a large, stylized 'H' and 'D'.

HOWARD N. DASHIELL
Director of Transportation



Mendocino County Department of Transportation

REDEMEYER ROAD EXTENSION PROJECT

Project Overview

The Redemeyer Road Extension is a crucial transportation project aimed at enhancing access and safety for communities within the Ukiah Valley including Pepperwood Place, Deerwood, El Dorado, Vichy Springs, and the Guidiville Rancheria. Currently, Redemeyer Road serves as the only access route, but its north terminus is separated from these communities by the Russian River, with the nearest crossing located approximately three miles south at Vichy Springs Road resulting in limited emergency response capabilities during natural disasters or emergencies. This project will bridge this gap by providing a much-needed all-weather crossing over the Russian River, significantly improving emergency response times and public safety service. Moreover, it aligns with regional transportation plans, addressing long-standing needs and priorities.

Project Scope

- The project includes the construction of a two-lane arterial local road with paved shoulders and a local bridge structure across the Russian River.
- It will require right-of-way acquisition from various property owners to implement the new alignment.
- The estimated project cost is \$50M, including the completion of environmental documents, plans, specifications, and estimate (PS&E), right-of-way acquisition, and construction.

Proposed Schedule

| Phase | Anticipated Completion Date |
|--|-----------------------------|
| Project Approval and Environmental Documentation | Dec 2026 |
| Plans, Specifications, and Estimates | June 2029 |
| Right of Way | June 2029 |
| Construction | Dec 2031 |

Benefits to Climate-Vulnerable Communities:

The Redemeyer Road Extension project offers numerous benefits to climate-vulnerable, under-resourced, and underserved communities. By improving emergency response and access during natural disasters, it enhances public safety and community well-being. The project's implementation prioritizes the needs of vulnerable communities, ensuring they are better equipped to cope with climate challenges. Additionally, the increased transportation connectivity will stimulate economic opportunities and support community resilience.

Climate Resiliency and Transportation Equity:

The Redemeyer Road Extension enhances climate resiliency for transportation infrastructure and communities by providing a reliable second evacuation route during disasters. This crucial all-weather crossing improves access for emergency responders, ensuring timely assistance to residents and reducing vulnerability during climate-related events. The project prioritizes transportation equity by closing the gap in access for underserved communities, including the Guidiville Rancheria, thus supporting social and economic inclusion.

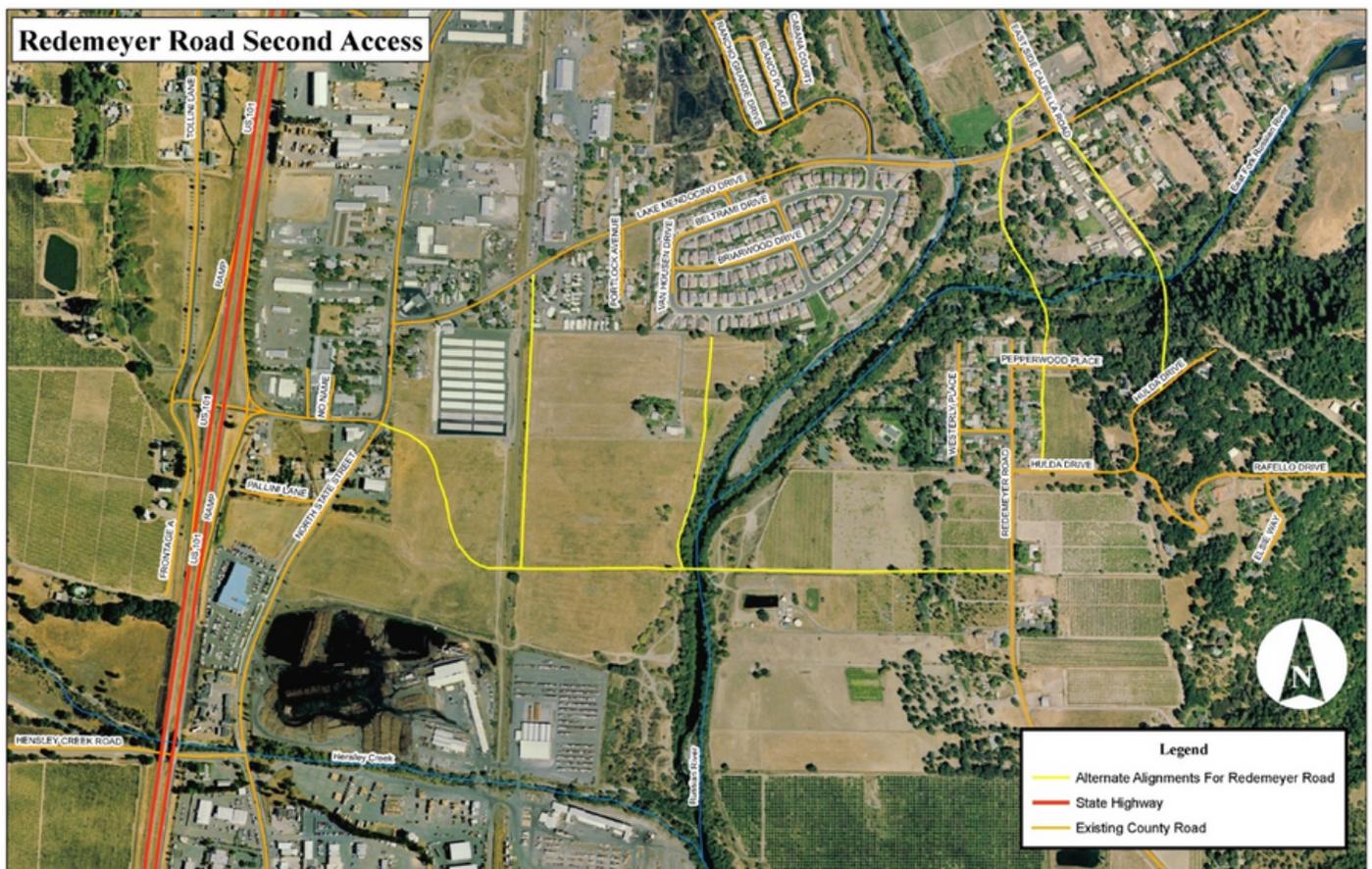


Image Description

A rendering of a map of the proposed project, showing alternative access routes connecting to Redemeyer Road

Overview:

The Redemeyer Road Extension Project is a critical infrastructure initiative aimed at providing an alternative access route into the Tribal Lands of the Guidiville Rancheria and the subdivisions of Pepperwood Place, Deerwood, El Dorado, and Vichy Springs in Mendocino County, California. Currently, Redemeyer Road serves as the sole access point to these communities, crossing the Russian River 3 miles away at Vichy Springs Road. The project will construct a two-lane arterial with paved shoulders and a bridge across the river. It addresses the pressing need to improve public safety service and emergency response times, especially during natural disasters like wildfires and floods.

Total project cost, including costs for Project Approval and Environmental Documentation (PA&ED), Plans, Specifications, and Estimates (PS&E), Right of Way Acquisition, and Construction, is estimated to be \$50 million. Mendocino County is requesting 40 million in federal funds from the Local Transportation Climate Adaptation Program (LTCAP) Federal Funds. As a rural, underserved, and under-resourced area, Mendocino County is requesting the required match contribution, \$10 million, be programmed with the available LTCAP state-only funding.

Project Background and Purpose:

The communities along Redemeyer Road heavily depend on this single road as their lifeline for access and connectivity. However, the existing configuration poses significant risks due to climate threats, including wildfires and flooding. In response to the need for a resilient transportation network, the Redemeyer Road Extension Project has been identified as a top priority in the Mendocino County General Plan, the Mendocino County Regional Transportation Plan, and the Ukiah Valley Area Plan.

Scope and Anticipated Benefits:

The project entails constructing a two-lane arterial local road with paved shoulders and a local bridge structure across the Russian River, providing all-weather access in times of disasters. By doing so, it will increase climate resiliency for both the transportation infrastructure and the communities it serves. The outcomes of this project include improved regional and statewide mobility, enhanced emergency response times, and reduced risks of asset failure and recurring damage from climate threats. By considering the region's growth and future needs, the project aims to increase overall transportation resiliency and safety. The benefits include:

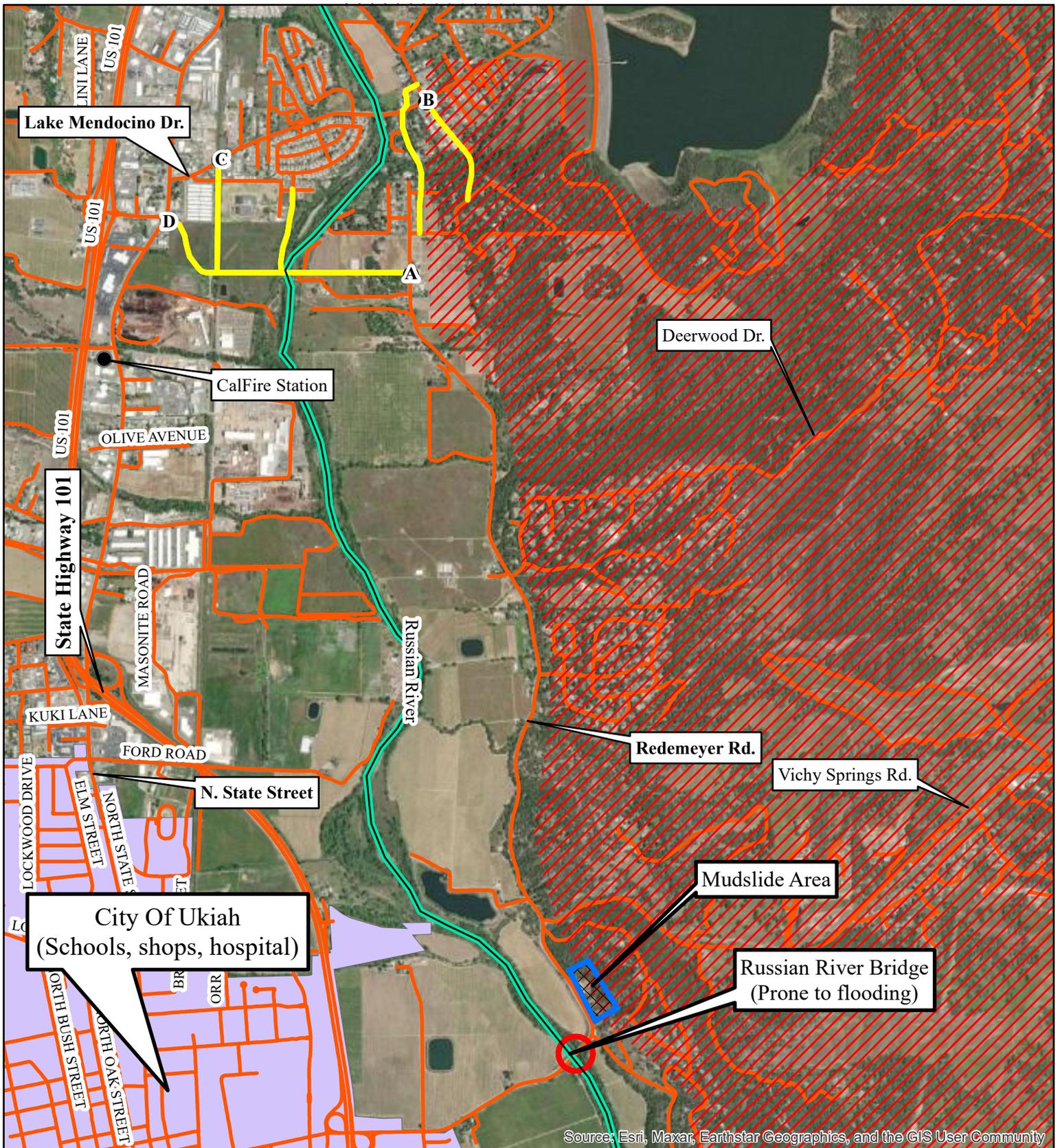
- Enhanced transportation access for the Ukiah Valley area.
- Potential economic development opportunities due to improved connectivity.
- Alternative evacuation routes for climate-related disasters such as flooding and wildfires.

Priority:

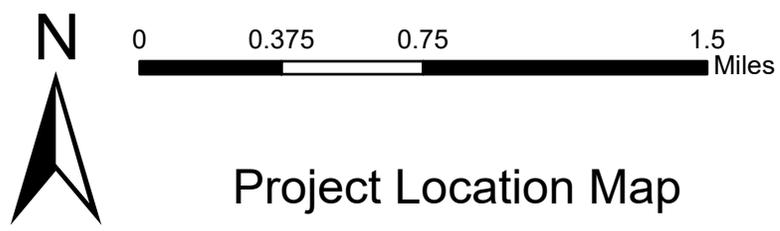
This project is our second priority among multiple project nominations, and we firmly believe that its implementation is vital to the safety and well-being of the communities in Mendocino County.

Map:

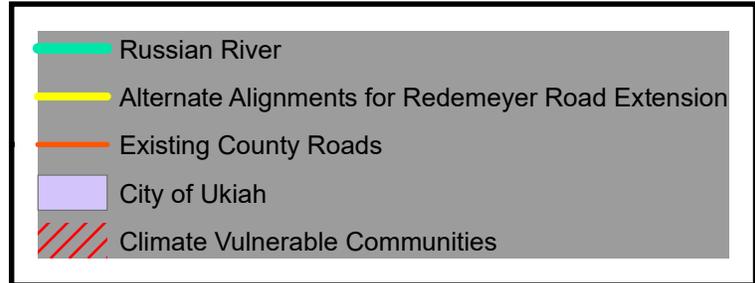
Please refer to the attached map, which showcases the proposed project location, including the affected communities, access points, and destinations that the project aims to benefit.



Redemeyer Road Extension



Project Location Map



Reversible Lanes:

The project team has carefully considered reversible lanes for capacity management in alignment with Streets and Highways Code Section 100.15.

Photos:

Attached are photos of the project's alignment option locations, offering a visual representation of the planned infrastructure intersection locations.

Redemeyer Road Extension



Figure 1. Alignment Option A. Redemeyer Road looking North. The potential new road intersection A, as labeled on map, is proposed to be on the West side of the road.



Figure 2. Alignment Option B. Lake Mendocino Drive looking West. The potential new road intersection B, as labeled on map, is proposed to be on the South side of the road.

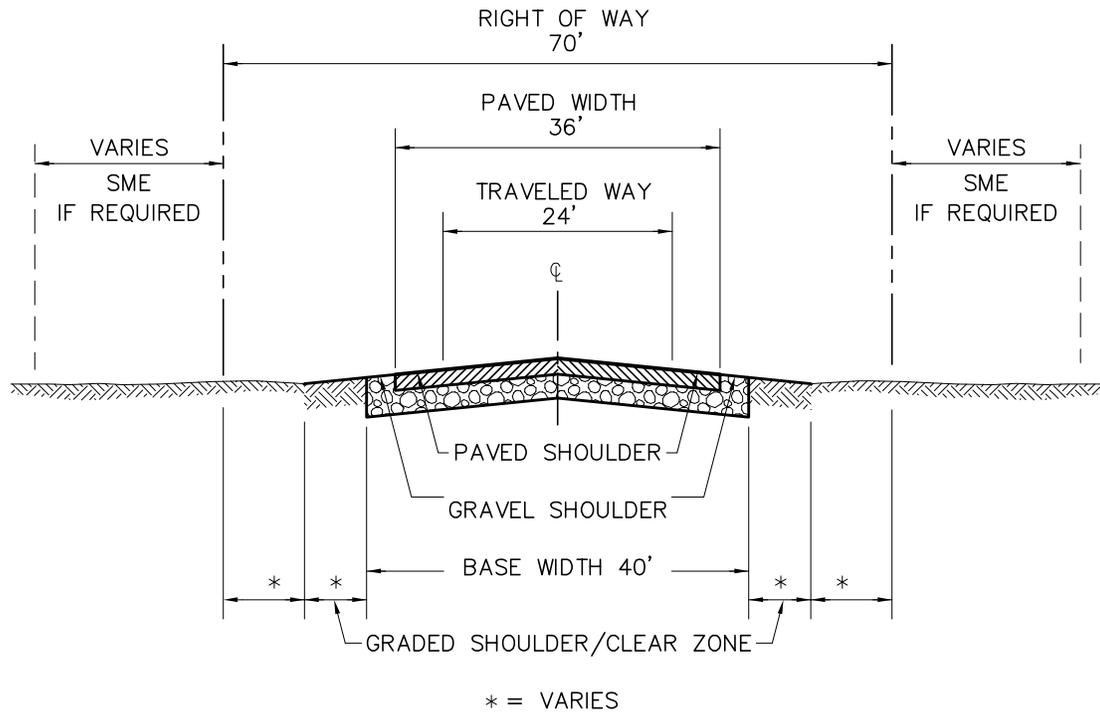
Redemeyer Road Extension



Figure 3. Alignment Option C. Lake Mendocino Drive looking East. The potential new road intersection C, as labeled on map, is proposed to be on the South side of the road.



Figure 4. Alignment Option D. North State Street looking North at the intersection with Lake Mendocino Drive. The potential new road intersection D, as labeled on map, is proposed to be on the East side of the road.



LEGEND:

- PAVEMENT
- BASE
- COMPACTED EARTH
- SME SLOPE MAINTENANCE EASEMENT

NOTES:

1. PARKING MAY BE PROHIBITED. PAVED SHOULDER TO SERVE AS BIKEWAY AND WALKWAY.
2. GRADED SHOULDER MAY BE USED FOR ADDITIONAL CLEAR ZONE IF REQUIRED.
3. RIGHT OF WAY OUTSIDE OF CLEAR ZONE MAY BE USED FOR ROADSIDE FACILITIES SUCH AS TURNOUTS, SIGNS, ROADSIDE VEGETATION, PUBLIC UTILITIES AND DRAINAGE FACILITIES.
4. SEE MENDOT STD. A18 FOR ROAD GRADING SECTIONS.



**CONNECTORS, MAJOR AND MINOR
COLLECTORS, AND LOCAL CONNECTORS—RURAL
TYPICAL ROAD SECTION**

MENDOT
STD. NO.
A10C

SCALE: NONE

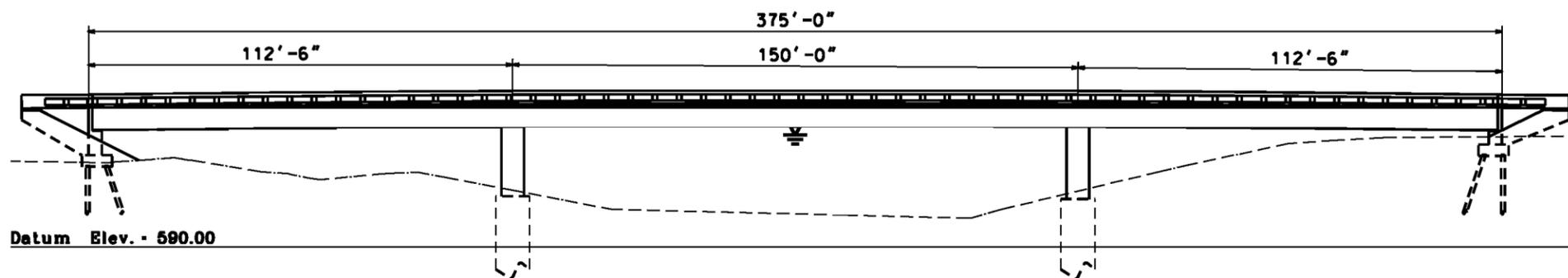
DESIGN: RCW

DRAWN: LMM

OCT. 2000

PAGE: A-3

| DIST. | COUNTY | ROUTE | POST MILES TOTAL PROJECT |
|-------|--------|-------|--------------------------|
| 01 | MEN | CR | |

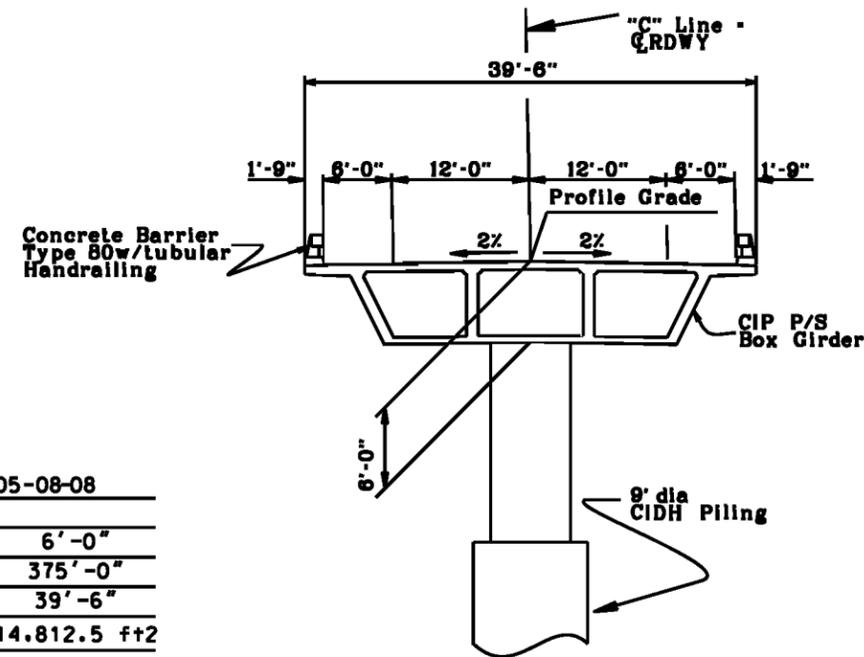


Assumptions:

1. Due to proximity of earthquake fault to Bridge, continuous structure as shown may not be feasible. However, overall structure cost shown is sufficient to cover multiple simple support structure.
2. Minimum Soffit elevation shall be above a Base Flood (100yr) elevation of 618.0

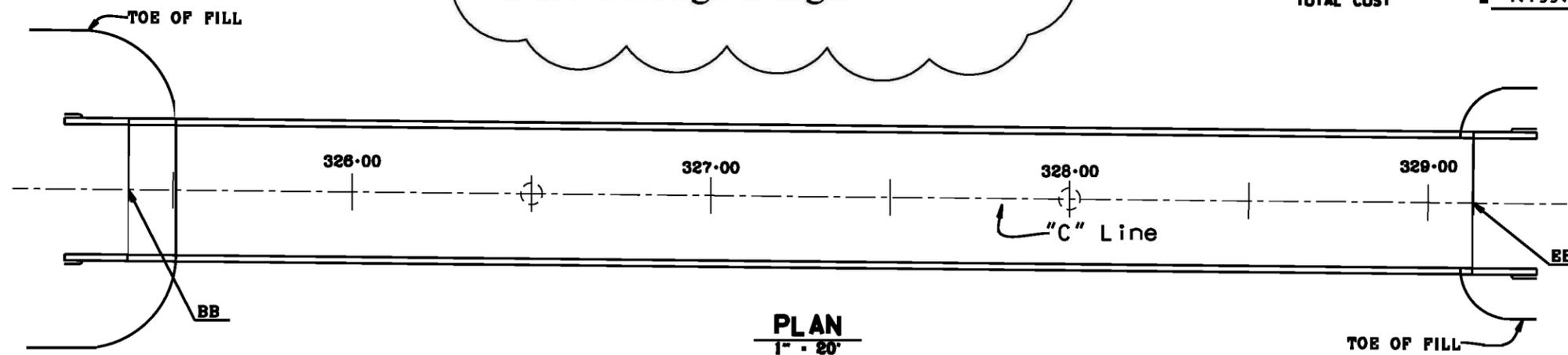


Note: Conceptual bridge design for Alignments AC & D-1 similar to that for Alignment C, a short bridge design.



| | |
|--|--------------------------|
| DATE OF ESTIMATE | 05-08-08 |
| BRIDGE REMOVAL | |
| STRUCTURE DEPTH | 6'-0" |
| LENGTH | 375'-0" |
| WIDTH | 39'-6" |
| AREA | 14,812.5 ft ² |
| COST/ CL. INCLUDING 10% MOBILIZATION & 25% CONTINGENCY | 324 |
| TOTAL COST | 4,799,240 |

TYPICAL SECTION
1/8" = 1'-0"



PLAN
1" = 20"



Redemeyer Road Extension
Mendocino County Department of Transportation

| | | | |
|-------------|------------|------|---------|
| DESIGNED BY | Kevin Ross | DATE | 6-13-08 |
| DRAWN BY | Kevin Ross | DATE | 6-13-08 |
| CHECKED BY | X | DATE | X |
| APPROVED | X | DATE | X |

| | |
|------------------------|------|
| REDEMAYER ROAD (ALT C) | |
| BRIDGE NO. 10 - NEW | CU X |
| SCALE: NOTED | BA X |

- See Appendix A, pages 13-18 for Project Programming Request Form.
- The County of Mendocino is an eligible applicant pursuant to Senate Bill 198.
- See address of each criterion identified in Section 12 below.

12. A. Identification of at least one projected climate threat that will pose a risk to transportation infrastructure

Per CalAdapt, the identified threat is Wildfires and Precipitation. Documentation is attached in Appendix A, pages 2-9.

12. B. Identification of climate vulnerable, under-resourced, or underserved communities

12. B. 1. Federal Screening Tools

Per the U.S Department of Transportation Equitable Transportation Community Explorer, the area served by the Redemeyer Extension Project is considered historically disadvantaged. Documentation is attached in Appendix A, pages 10-11.

12. B. 2. State Screening Tools

The Redemeyer Road Extension Project will directly benefit the Native American Tribal Lands of the Guidiville Rancheria.

Documentation is attached in Appendix A, page 12.

12. C. Consistency with all of the following:

12 C. 1) The Governor's Office of Emergency Services Adaptation Planning Guide

This project is consistent with The Governor's Office of Emergency Services *Adaptation Planning Guide*.

12. C. 2) California State Adaptation Strategy

The project nomination incorporates environmental equity, protects vulnerable and under-resourced communities, and provides meaningful benefits to underserved communities. This project is most aligned with the priority to Strengthen Protections for Climate Vulnerable Communities, with the associated goal to engage with and build capacity in climate vulnerable communities.

12. C. 3) Regional Transportation Plan

This project is consistent with the current approved Regional Transportation Plan. Consistency with goals is recognized on pages 20-32. This project is identified as a major unfunded need on page 53.

The Regional Transportation Plan can be found here:

<https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf>.

12. C. 4) Climate resiliency and environmental justice goals of the region in which the project nomination is located

This project furthers regional climate resiliency and environmental justice goals, targets, or performance measures, as identified in the Regional Transportation Plan (RTP). In order to improve resiliency of the area's transportation system, this project advances and improves emergency evacuation routes in order to respond to the increased threat of wildfires throughout the region.

These goals are identified on pages 20-22. Additionally, this project is recognized as a major unfunded need on page 53 of the RTP.

The Regional Transportation Plan may be found here:

<https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf>

12. C. 5) Other regional or local climate adaptation plans

This project furthers goals, performance measures, or targets of Mendocino County's Fire Vulnerability Plan and Evacuation Plan, by improving emergency evacuation routes in order to respond to the increased threat of wildfires throughout the region.

The area served by the project is recognized on page 69 of the Fire Vulnerability Plan, and on page 72 under Special Concerns for limited access in event of emergency. The subdivisions and tribal land served by the project are on page 78 of the Evacuation Plan.

The Fire Vulnerability Assessment may be found here:

<https://www.mendocinocog.org/files/7261d7732/FireVulnerabilityAssessment.pdf>

The Evacuation Plan may be found here:

<https://www.mendocinocog.org/files/c99a8053f/EvacuationPlan.pdf>

A. Climate Threat Impacts to Transportation Infrastructure and Climate Vulnerable Communities

The Redemeyer Road extension project area faces significant climate threat impacts, particularly from wildfires that have struck dangerously close in recent years. The devastating 2017 Redwood Complex Fire, only 7 miles away, and the massive 2018 Mendocino Complex Fire, just 5 miles from the project area, serve as stark reminders of the vulnerability of the region to destructive wildfire events. These catastrophic fires have resulted in the loss of thousands of acres of land, hundreds of structures, and tragically claimed lives. Such climate-induced events highlight the urgent need to fortify the transportation infrastructure to withstand future threats and safeguard the surrounding communities. The Redemeyer Road extension project is a critical step towards increasing the resiliency of transportation assets, creating alternative access routes, and enhancing the safety and preparedness of climate-vulnerable communities in the face of evolving climate challenges. Through a comprehensive approach to climate adaptation and equity measures, the project aims to protect the region's infrastructure, natural resources, and the well-being of its residents in the event of future climate disasters.

1. Risks to Transportation Infrastructure from Wildfire and Flooding.

Considering the Redemeyer Road Extension project and the communities it serves, the risks to transportation infrastructure from the climate threat of wildfire and flooding are particularly significant due to its location along the Russian River with only one route of ingress and egress over the river at Vichy Springs Road. The project's vulnerability to these climate threats amplifies the potential impacts on transportation infrastructure and the communities it connects:

- **Wildfire Risks:** The project area's proximity to wildfire-prone regions increases the likelihood of damage to transportation infrastructure. Wildfires can result in severe damage to roads, bridges, and other assets, disrupting transportation networks and causing road closures. With only one route of access, a wildfire could cut off the communities from emergency services and essential resources, posing severe safety risks and hindering timely evacuation.
- **Flooding Risks:** The location of the project near the Russian River puts it regularly at risk of flooding during heavy rainfall events. Flooding can cause road inundation, erosion, and washouts, leading to asset failure and impeding goods movement and regional mobility. The limited ingress and egress options can exacerbate the challenges of evacuating residents during flood events.

Recurring damage or asset failure from these climate threats can have broad impacts on statewide and regional mobility, economic opportunities, goods movement, and the environment:

- **Mobility Disruptions:** The reliance on a single ingress and egress route over the river makes the transportation infrastructure susceptible to recurring disruption. Frequent road closures and limited access to critical areas can disrupt travel patterns and increase travel times, affecting regional mobility, emergency response, and access to essential services.
- **Economic Losses:** Transportation infrastructure damage can result in significant repair and reconstruction costs, diverting resources from other essential projects and investments.
- **Environmental Impact:** The Russian River below the Coyote Dam near the terminus of Redemeyer Road is Federally designated critical habitat for California Coastal Chinook

Salmon and Central California Coast Steelhead. Wildfires can cause soil erosion and landslides, leading to sediment runoff that can clog drainage systems, culverts, and waterways near transportation infrastructure. Water quality may be further affected after a wildfire by post-fire debris and pollutants, impacting aquatic ecosystems and natural habitats. Flooding, alone, can lead to soil erosion and sediment runoff into water bodies, impacting water quality and aquatic ecosystems. Damaged infrastructure can also affect wildlife habitats and natural resources in the area. Loss of vegetation and trees due to wildfires can result in reduced carbon sequestration and increased greenhouse gas emissions, affecting air quality and contributing to climate change

2. The Impacts to the climate-vulnerable, under-resourced, or under-served communities served by the Redemeyer Road Extension Project from the climate threat's effects to the transportation infrastructure.

- **Safety Risks:** The limited access over the Russian River increases safety risks during climate-related events. In the case of wildfires or flooding, the communities may face challenges evacuating quickly and safely, leading to potential harm to residents and first responders.
- **Public Health and Well-being:** Climate threats can adversely affect public health and well-being in the communities. Poor air quality caused by smoke and particulate matter during wildfires can have adverse effects on public health, especially for vulnerable individuals such as the elderly, children, and those with respiratory conditions. Disruptions to transportation infrastructure can hinder access to critical healthcare services, emergency facilities, and supplies, potentially jeopardizing the health and safety of residents, especially vulnerable populations.
- **Displacement and Isolation:** The vulnerability of having only one route in and out of the communities leaves them susceptible to potential displacement and isolation during wildfire or flood events. Transportation disruptions can limit residents' ability to leave the area or access essential resources, leading to temporary or prolonged displacement and isolation.
- **Emergency Response Challenges:** The limited access over the river can impede emergency response efforts during climate-related disasters. Slower response times due to transportation disruptions may hinder rescue operations and further escalate safety risks for residents.
- **Impacts on Cultural Resources, including Tribal Cultural Resources:** Wildfires can threaten cultural resources in the area, such as sacred sites, historic landmarks, and archaeological sites, which hold significant cultural and historical value for Tribal communities, specifically the Guidiville Rancheria served by this project. Damage to cultural resources can result in the loss of cultural heritage and traditional knowledge, impacting the identity and well-being of local Indigenous communities.

B. Resiliency, Preservation, Enhancement, and Protection Benefits based on the climate threats identified:

1. The proposed Redemeyer Road extension project will play a crucial role in increasing the climate resiliency of the at-risk transportation infrastructure in the face of climate threats, such as wildfires and flooding. By providing an alternative access route into the area served by Redemeyer Road, the project will improve public safety service and emergency response times, ensuring better preparedness to tackle natural hazards and disasters. The construction of an all-

weather route across the Russian River will serve as a critical evacuation route during wildfire events or floods, enabling smoother and safer movement for residents in and around Pepperwood Place, Deerwood, El Dorado, and Vichy Springs.

- **Improved Access and Evacuation Routes:** The new Redemeyer Road extension will provide an alternative access route into the communities and residences served by Redemeyer Road. Currently, the area relies solely on this single road, which can be severely impacted by wildfires and flooding events, leading to road closures and isolation of communities. The extension will create an additional route for emergency services, residents, and goods movement during disasters, enhancing mobility and safety during evacuations. During wildfires, the project will offer a vital escape route for residents, reducing their dependency on the single crossing at Vichy Springs Road and ensuring quicker and safer evacuations. The new bridge and two-lane arterial will enhance emergency response capabilities in the area. With a direct and reliable route across the Russian River, fire departments, law enforcement, and medical services will be able to reach the communities on the other side of the river more efficiently during wildfire events, reducing response times and increasing public safety.
- **All-Weather Route:** The proposed extension will be designed and built to serve as an all-weather route across the Russian River. During severe floods, the existing access route over the bridge at Vichy Springs Road becomes impassable, cutting off access to critical resources and services. The new extension, constructed with resiliency in mind, will remain operational even during adverse weather conditions, ensuring continuous connectivity for the communities it serves.
- **Fire-Resistant Design:** Incorporating fire-resistant construction materials and vegetation management strategies along the road and bridge will mitigate the risk of damage during wildfires. The project can employ fire-resistant asphalt, flame-resistant barriers, and proper clearance of vegetation to reduce the likelihood of fire spreading along the transportation infrastructure.
- **Regional Road Network Completion:** The project's alignment aligns with regional transportation plans, such as the Mendocino County General Plan and Regional Transportation Plan, ensuring that it contributes to completing the needed segment of the regional road system. This integrated network provides redundant routes, reducing the risk of isolation and disruption during climate-induced events. Having a second river crossing significantly improves redundancy in the transportation network. In the event of a wildfire impacting the existing crossing at Vichy Springs Road or causing road closures, the Redemeyer Road extension will act as a crucial backup route, ensuring continuous mobility for residents and emergency services.
- **Community and Economic Resilience:** By providing better access and transportation options, the project will strengthen the resilience of local communities and the regional economy. Reliable access during and after climate events will support economic activities, facilitate the movement of goods, and ensure that residents can maintain their daily routines despite the impacts of wildfires and/or floods.
- **Proactive Planning:** By implementing the Redemeyer Road extension, the project demonstrates forward-thinking and proactive planning to address the climate threats in the

region. It considers climate projections and resilience goals set by California's planning documents, ensuring it is equipped to withstand future climate challenges.

- **Community and Stakeholder Collaboration:** The project development process has actively involved community members and stakeholders, including emergency service providers and residents, in the decision-making process. Collaborative input from climate-vulnerable communities has informed the alignment and design of the extension, allowing it to better serve their needs and address potential displacement concerns.
- **Natural Infrastructure Considerations:** The project's design will take into account environmental considerations, such as avoiding construction within the Russian River floodplain and minimizing impacts on natural resources and cultural heritage, including Tribal cultural resources. By carefully considering the environment and adopting sustainable practices, the Redemeyer Road extension will help preserve the area's natural resources and minimize adverse impacts on the environment.
- **Long-Term Adaptation:** The design and construction of the Redemeyer Road extension will consider potential future climate changes, such as increased wildfire frequency and intensity. By integrating climate resilience measures into the project, the transportation infrastructure will be better prepared to withstand the challenges posed by a changing climate.

2. The proposed Redemeyer Road extension project will significantly enhance the transportation system's ability to preserve, enhance, and protect various aspects at the local, regional, and statewide levels. Here's how the project will impact each of the identified areas:

- **Mobility:** By providing an alternative access route, the project improves mobility by offering a reliable pathway during climate-induced events like wildfires and flooding, reducing disruptions to transportation flow and ensuring continuous connectivity for residents and emergency services.
- **Accessibility:** The new extension increases accessibility to the communities served by Redemeyer Road, offering an additional entry point into the region. This improved accessibility enhances connectivity and facilitates easier movement for residents and visitors, reducing travel times and improving overall accessibility to essential services.
- **Economic Development and Vitality:** The project's improved transportation infrastructure contributes to the economic development and vitality of the area. By enhancing connectivity and accessibility, businesses have improved access to markets, enabling goods and services to flow more efficiently, fostering economic growth, and creating new opportunities for investment and development.
- **Goods Movement:** The extension directly benefits goods movement by providing a more resilient transportation corridor for the movement of goods in and out of the area. During climate events, the extension offers a reliable route, reducing delays and disruptions in the supply chain and ensuring timely delivery of goods to businesses and residents.
- **Environment or Natural Resources:** The project incorporates sustainable design practices and considers natural infrastructure elements to minimize environmental impacts. By avoiding critical natural resource areas and protecting the environment, the extension helps preserve the ecological balance and habitats of the region.

- **Safety of Adjacent Communities and All Users:** The project's focus on resilience and enhanced access routes increases the safety of adjacent communities and all users of the transportation system. During wildfires and flooding events, residents have multiple evacuation routes, reducing the risk of getting trapped in hazardous situations. Additionally, emergency services have improved access, enhancing their ability to respond promptly during emergencies.
- **Tribal Cultural Resources:** The project will prioritize meaningful consultation and collaboration with the Guidiville Rancheria to identify and protect culturally significant sites and resources within the project area. By involving tribal representatives and cultural experts, the project can ensure that construction activities are conducted with utmost sensitivity to potential archaeological sites and traditional cultural landscapes. Specific measures, such as employing culturally trained monitors during construction and implementing avoidance or mitigation strategies when necessary, will be integrated to safeguard any identified tribal cultural resources. Furthermore, the project will establish protocols to address any unforeseen discoveries during construction to prevent unintentional harm to sacred or historically important sites. Through this approach, the Redemeyer Road extension project will demonstrate a deep commitment to respecting and preserving tribal heritage, fostering a harmonious relationship with the Guidiville Rancheria, and creating a transportation infrastructure that aligns with the cultural values and aspirations of the indigenous community it serves.

C. Environmental equity for climate-vulnerable, under-resourced, and/or underserved communities

1. The Redemeyer Road Extension Project incorporates environmental equity by addressing the unique challenges faced by both climate-vulnerable communities in the woodland urban interface (WUI) and underserved communities like the Guidiville Rancheria. As a WUI area, the region is at a higher risk of wildfires due to its proximity to heavily wooded landscapes. By providing an alternative access route into the area served by Redemeyer Road, the project directly benefits the climate-vulnerable communities by improving their safety during wildfire events. This enhanced access can play a crucial role in facilitating quicker evacuations, ensuring better emergency response times, and reducing the potential impact on lives and properties during such disasters.

The project also demonstrates environmental equity by actively involving the climate-vulnerable communities in the decision-making process. Through outreach and collaboration, the project seeks to incorporate the needs and concerns of these communities, making the development more inclusive and responsive to their specific requirements. This approach ensures that the project's outcomes align with the priorities of the climate-vulnerable communities, contributing to their increased climate resilience and well-being.

Furthermore, the Redemeyer Road Extension Project directly benefits underserved communities like the Guidiville Rancheria. As a Tribal community, the Guidiville Rancheria may face unique challenges in terms of access to resources and services. By providing an improved transportation infrastructure, the project enhances the connectivity and accessibility of the Guidiville Tribe to essential facilities, services, and economic opportunities. This increased accessibility can uplift the quality of life for the Tribe and support their economic development and vitality.

Additionally, the project considers the preservation of tribal cultural resources, including those belonging to the Guidiville Rancheria. By carefully planning and mitigating potential impacts on cultural heritage, the project honors and respects the cultural significance of these resources. This cultural preservation aspect aligns with the principles of environmental equity, ensuring that the project's benefits extend to all stakeholders, including underserved and Indigenous communities.

In summary, the Redemeyer Road Extension Project exemplifies environmental equity by directly addressing the needs and vulnerabilities of both climate-vulnerable communities in the WUI and underserved communities like the Guidiville Rancheria. By involving these communities in the decision-making process and enhancing their access to essential services and resources, the project contributes to their resilience, safety, and overall well-being in the face of climate threats and other challenges.

2. In the context of the Redemeyer Road Extension Project, anti-displacement policies and actions are being implemented to discourage project-induced impacts and address concerns related to potential indirect displacement. Through the public outreach and engagement process, the project developers have proactively engaged with the affected communities, including the densely developed subdivisions (Deerwood Estates, El Dorado Estates, and Vichy Springs) and the Guidiville Rancheria.

To address displacement concerns, the project team has taken several measures:

- **Community Benefits:** The project includes elements that directly benefit the communities, such as improved evacuation routes and enhanced access for emergency services. By addressing critical safety and accessibility needs, the project aims to strengthen community resilience and reduce the risk of displacement during emergencies like wildfires.
- **Cultural Resource Protection:** As the project area includes the Guidiville Rancheria, special attention has been given to protecting tribal cultural resources. The developers have engaged in meaningful consultation with the Guidiville Tribe to ensure that their cultural heritage is preserved and respected throughout the project's implementation.
- **Equitable Decision-Making:** Throughout the project's development, the voices and concerns of climate-vulnerable, under-resourced, and underserved communities have been actively sought and incorporated. Public meetings and written comments from residents have informed the decision-making process, ensuring that the project reflects the needs and priorities of the affected communities.

By taking these steps, the project aims to minimize displacement risks and uphold environmental equity principles. If indirect displacement is not considered a concern for this project, the applicants can explain this based on the following factors:

- **Comprehensive Planning:** The project is aligned with existing state, regional, or local climate adaptation reports and plans. These plans are designed to address potential impacts and promote equitable development, ensuring that displacement concerns have been proactively addressed.
- **Adequate Housing Supply:** The local housing market analysis may indicate that there is an adequate supply of housing in the surrounding areas, reducing the risk of displacement due to housing shortages.

- **Community Resilience Measures:** The project includes infrastructure improvements and emergency response strategies that bolster community resilience. This may reduce the likelihood of displacement during climate events, as residents have improved access to safety measures.

By providing a detailed explanation of the anti-displacement policies and actions taken and justifying why indirect displacement is not a concern, the project demonstrates a comprehensive approach to address potential impacts and prioritize the needs of vulnerable communities.

D. Community Engagement

During the development of the Redemeyer Road Extension Project nomination, public stakeholders from the climate-vulnerable, under-resourced, and underserved communities were actively engaged through community meetings and written comments. Two public outreach meetings were held on June 18, 2008, and June 10, 2009. The June 18, 2008 meeting was well attended, with approximately 45 people present, of which 38 signed the attendance sheet. Attendees included residents from the subdivisions of Deerwood Estates, El Dorado Estates, Vichy Springs, and members of the Guidiville Rancheria.

The main concerns expressed during the meetings and through written comments were related to the need for an additional access route for emergency services and evacuation in the event of wildfires. Residents highlighted the critical impact on safe evacuation and firefighting response times due to the existing single two-lane county road being the sole access route for the communities. The proposed Redemeyer Road extension was seen as a solution to address these concerns, providing an alternate route and allowing safer and timely access for residents and emergency resources during wildfire events. Stakeholders expressed support for the project, while some also raised questions about the project's environmental impact and its effect on the local natural resources.

Throughout the public engagement process, the project team actively listened to the concerns and feedback from the community members, ensuring meaningful public participation in the decision-making process. By considering the mobility needs and safety concerns of the climate-vulnerable, under-resourced, and underserved communities, the project aimed to create equitable transportation solutions that enhance resiliency and protect the well-being of these communities in the face of climate threats.

1. The development of the Redemeyer Road Extension Project nomination involved extensive engagement with various public stakeholders. Local residents, community leaders, representatives from the Guidiville Rancheria, transportation advocates, environmental experts, and other interested parties participated in public outreach meetings and forums. Throughout these meetings, the project team actively sought input on proposed alignments, environmental concerns, and community needs related to transportation infrastructure.
2. The process to identify the community's mobility needs began with public outreach efforts that gathered valuable feedback from the affected communities. Residents expressed concerns about the existing single two-lane county road being the only access route during emergencies like wildfires, leading to bottlenecks and delays in evacuation and emergency response. The proposed Redemeyer Road Extension addressed these concerns by providing a secondary road accessible from both ends of the communities, ensuring a safer and more efficient evacuation route and access for firefighters and emergency resources.

- 3.** The public outreach, engagement, and collaboration activities during project development were thoroughly documented. Public meetings and forums were held to discuss proposed alignments and potential impacts. Written public comments were collected during the outreach process, and are attached as Appendix B. These comments highlighted the urgency of an alternative access route and emphasized the need to preserve the environment and cultural resources in the project area. Stakeholder engagement throughout this phase laid the foundation for continued collaboration during project implementation.
- 4.** Community input played a vital role in shaping the Redemeyer Road Extension Project. Feedback from residents and stakeholders directly influenced the project's alignment and design considerations. Concerns about the impact on the urban-woodland interface and wildfire evacuation routes were taken into account. Residents expressed the importance of preserving tribal cultural resources, especially for the Guidiville Rancheria, and the project design was adapted to reflect these concerns. Public input was instrumental in crafting a project that meets the needs of the communities it serves.
- 5.** Collaboration with community members and stakeholders led to strategies aimed at avoiding or minimizing impacts. The proposed project scope includes provisions to protect and preserve tribal cultural resources in alignment with community input. The road alignment was carefully chosen to avoid sensitive environmental areas and minimize disruptions to the urban-woodland interface. By actively engaging with the communities served, the project seeks to enhance mobility opportunities while prioritizing environmental equity and addressing the needs of climate-vulnerable, under-resourced, and underserved communities. The ongoing commitment to public participation will ensure that community voices continue to be heard throughout the project's implementation.

A. Reduction of Greenhouse Gases:

The Redemeyer Road Extension Project incorporates several strategies to reduce greenhouse gas emissions and criteria pollutants, aligning with California's air quality and climate goals. Firstly, the project will enhance transportation options, promoting active transportation like walking and cycling. By providing safe pedestrian and bike lanes, the project aims to encourage residents to choose these low-emission modes of travel for short-distance trips, thereby reducing vehicle emissions.

Secondly, the proposed project will optimize traffic flow and improve connectivity, leading to reduced idling and congestion-related emissions. With efficient traffic management and well-designed intersections, the project will contribute to smoother traffic movements and a reduction in overall emissions.

Moreover, the Redemeyer Road Extension will incorporate natural infrastructure elements such as green spaces and trees. These elements not only enhance air quality by absorbing carbon dioxide but also provide shade and cooling effects, reducing the urban heat island effect and lowering energy demand for air conditioning during hot periods.

B. Reduction of Vehicle Miles Traveled:

The Redemeyer Road Extension Project aims to minimize vehicle miles traveled while maximizing person throughput by providing a direct, efficient, and accessible route for the communities it serves. Currently, these communities rely on a single two-lane county road for access, resulting in longer travel distances and potential traffic congestion.

The project will establish an alternate route accessible from both the north and south ends of the subdivisions, enabling residents to reach their destinations more efficiently and reduce travel distances. By offering a shorter and more direct path, the Redemeyer Road Extension will discourage unnecessary detours and reduce the number of miles traveled by vehicles.

Furthermore, the project's strategic location as a staging point for emergency response during wildfires can minimize the time and distance needed for firefighters and emergency resources to access the area. Swift response and efficient access can prevent the need for detours and long travel distances during critical fire events, contributing to enhanced emergency response and reduced vehicle miles traveled.

In summary, the Redemeyer Road Extension Project presents a comprehensive approach to reducing greenhouse gas emissions and vehicle miles traveled. By prioritizing active transportation, incorporating natural infrastructure, optimizing traffic flow, and providing direct access routes, the project aligns with California's air quality and climate goals while promoting efficient and sustainable mobility options for the communities it serves.

C. Transportation, Land Use, and Housing Goals**1. Regional**

The Redemeyer Road project will significantly advance transportation, land use, and housing goals within the region as identified in the region's planning documents and allocation. Here's how the project aligns with these goals:

- **Transportation Goals:** The Redemeyer Road project will enhance transportation connectivity within the region. By extending the road, it will improve accessibility to various

areas, including residential neighborhoods, employment centers, and essential services. This will facilitate smoother commute patterns, reduce travel times, and enhance overall mobility for residents. Improved transportation options can also encourage alternative modes of travel, such as walking and cycling, promoting a more sustainable and environmentally friendly transportation system.

- **Land Use Goals:** The extension of Redemeyer Road can influence land use patterns in a positive way. The improved access to undeveloped or underutilized land can incentivize responsible land development, contributing to more efficient land use and reducing urban sprawl. By providing better connectivity between areas, the project can promote more compact and transit-oriented development, supporting the creation of vibrant and walkable communities.
- **Housing Goals:** The Redemeyer Road project can play a significant role in addressing housing goals within the region. By opening up new development opportunities, the project can contribute to meeting the regional housing needs allocation. The increased accessibility to suitable development sites can foster the creation of diverse and affordable housing options, catering to various income levels and demographics. Additionally, by supporting transit-oriented development, the project can encourage the construction of housing near transportation hubs, making it easier for residents to access public transit options and reducing dependency on private vehicles.
- **Regional Planning and Coordination:** The Redemeyer Road project aligns with the region's planning efforts, such as the Regional Transportation Plan and Sustainable Communities Strategy. It can support and complement other regional planning initiatives, promoting a cohesive and integrated approach to transportation and land use development. Moreover, by demonstrating its alignment with the region's goals, the project may be eligible for support or funding from regional programs like the Regional Early Action Planning (REAP) grant investments, strengthening its implementation and success.

Overall, the Redemeyer Road project presents a valuable opportunity to advance the region's transportation, land use, and housing objectives. Its positive impact on accessibility, development patterns, and housing opportunities can contribute to a more sustainable, inclusive, and well-connected community within the region.

2. Local

The Redemeyer Road project will advance local transportation, land use, and housing goals in the following ways:

- **Transportation Goals:** The project will enhance local transportation by improving connectivity and accessibility within the jurisdiction. Redemeyer Road's extension will provide a more efficient route for residents to access key destinations, such as schools, shopping centers, and employment areas. This will reduce congestion on existing roads and promote smoother traffic flow, contributing to a more sustainable and resilient transportation network.
- **Land Use Goals:** The Redemeyer Road project aligns with local land use goals by providing opportunities for responsible and well-planned development. The extension of the road can open up currently underutilized or vacant land for development, supporting the creation of mixed-use neighborhoods and vibrant communities. Local land use policies should be

designed to encourage transit-oriented development, maximizing the benefits of improved transportation connectivity.

- **Housing Goals:** The local jurisdiction commits to addressing housing needs through its Housing Element annual progress report submitted to the State of California. The current Housing Element runs from 2019 to 2027. The 2021 Housing Element APR was submitted on 3/21/2022 and the 2022 Housing Element APR was submitted on 3/29/2023, with an amendment submitted on 6/7/2023. The Redemeyer Road project can support the achievement of these goals by facilitating housing development opportunities. By providing better access to suitable development sites, the project can encourage the construction of diverse housing options, including affordable and workforce housing. Local policies should prioritize prohousing strategies to ensure efficient land use and affordability in housing development.

The Housing Element may be found here:

<https://www.mendocinocounty.org/home/showpublisheddocument/38190/637371541454530000>

- **Prohousing Designation Program:** The local jurisdiction has applied to the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria. This demonstrates the jurisdiction's commitment to adopting policies that support efficient land use and affordable housing development. The project nomination includes a commitment to continue pursuing full Prohousing Designation even after receiving funding from the Local Transportation Climate Adaptation Program.
- **Progress towards Meeting Housing Needs:** If housing is not a current issue for the local jurisdiction, the project nomination will provide a detailed explanation, including an accounting of the jurisdiction's assigned local share of the Regional Housing Needs Allocation and the progress made toward meeting those needs, as documented in the Housing Element annual progress report for the current and prior years. The local jurisdiction will continue to monitor and address housing needs in alignment with state requirements and local policies.

Overall, the Redemeyer Road project will contribute to achieving the local jurisdiction's transportation, land use, and housing goals by promoting efficient land development, enhancing transportation connectivity, and supporting responsible housing development that meets the needs of the community.

E. Cost Effectiveness

The Redemeyer Road Extension offers several benefits that could positively impact the project costs, making it a strong candidate for consideration:

- **Reduced Emergency Response Time:** The extension decreases the fire department's response distance by 3-4 miles compared to the existing road configuration. This reduction in response time could lead to quicker emergency assistance, potentially saving lives and minimizing property damage during fire incidents.
- **Enhanced Evacuation Routes:** The Redemeyer Road Extension provides alternative access routes for evacuation during natural disasters, such as floods, wildfires, and earthquakes. This improved evacuation infrastructure can mitigate the risks associated with disasters, ensuring

more efficient and safer evacuation processes for residents, reducing potential loss of life, and minimizing damage to property and the environment.

- **Lower Construction Costs:** The concept construction cost for The Redemeyer Road Extension is estimated at \$50M, which is less expensive than some of the other alternatives. The cost-effectiveness of The Redemeyer Road Extension makes it an attractive option for further consideration.
- **Minimal Displacement:** The extension does not require the displacement of any business or residence, as opposed to other alternatives that may result in displacements. This reduced need for property acquisition and relocation costs could contribute to overall cost savings and community acceptance.
- **Favorable Traffic Analysis:** The preliminary traffic analysis indicates that The Redemeyer Road Extension results in little noticeable difference in operations at existing intersections compared to other alternatives. This suggests that the traffic impacts are relatively manageable, potentially leading to lower future maintenance costs.
- **Mitigation of Flood Risk:** The Redemeyer Road Extension provides an effective evacuation route in case of flooding from the Lake Mendocino spillway into Howards Creek. It also reduces impacts to residents near Redemeyer Road, potentially lowering the costs associated with flood damage and recovery.
- **Potential Economic Development:** Improved roadway access through The Redemeyer Road Extension could attract businesses, stimulate economic growth, and create employment opportunities in the Ukiah Valley area. This economic development could lead to increased tax revenue and further offset project costs.

Considering these potential benefits, the Redemeyer Road Extension appears to have a positive relationship between the expected benefits and the estimated project costs.

Delivery Method:

The delivery method being used for this project will be design-bid-build.

Contracts:

Only one construction contract will be needed.

Schedule Threats:

Potential schedule threats include environmental constraints, potential cultural resources, geotechnical concerns, and land acquisition needs.

As part of the 2009 Redemeyer Road Extension Feasibility Study, both a preliminary biological resource analysis and a preliminary archaeological and historical investigation were conducted as well as a preliminary study of geotechnical conditions.

Potential environmental threats include the Russian River and associated riparian corridor. The conclusion of the preliminary biological resource assessment is that the project has the potential to impact special-status plant and wildlife species, migratory birds, protected under the Migratory Bird Treaty Act, native trees, riparian habitat, jurisdictional wetlands, and other waters of the US. A Natural Environment Study (NES) will need to be prepared for the project. The results of the NES will indicate whether or not a Biological Assessment (BA) will be required. In order to keep the project on schedule, we will work closely with Caltrans, the permitting and regulatory agencies, and our environmental consultant to make sure that all concerns are addressed and properly mitigated.

Potential cultural threats include the potential for the discovery of cultural resource areas. However, the initial records research showed that there are no known cultural sites in the project area. In order to keep the project on schedule, our environmental consultant will perform an extensive cultural study, and any culturally sensitive areas will be avoided by routing the road around these areas.

Potential geotechnical threats include site seismicity and liquefaction. The Maacama Fault has been identified as an active fault, and passes through the project area. The proposed river crossing locations are outside of the Alquist-Priolo Earthquake Fault Zone. Per Caltrans Seismic Design Criteria, the bridge will need to be designed to resist the effects of vertical acceleration.

The conditions which may cause liquefaction to occur exist within the project area, and the risk of liquefaction is considered to be high due to the anticipated strong ground motions that may be generated in close proximity to an active fault. The potential adverse effects of liquefaction include ground settlement, ground cracking, loss of bearing to support loads, and lateral spreading. The risk of lateral spreading having an adverse effect on the proposed road alignments is considered low; however, at the bridge crossing locations, where soil conditions are often looser, the risk is considered moderate to high. In order to keep the project on schedule, significant consideration will be given to these threats during design for construction and long-term maintenance.

Potential land acquisition threats include right-of-way negotiations because acquisition of right-of-way will be required. Approximately five partial or full acquisitions will be required for this project, as well as temporary construction easements. In order to keep the project on schedule, the County will continue its public outreach in order to inform the public about the importance of this project and work with affected property owners to address their concerns.

Other Potential Threats:

Other potential threats include funding commitments. We have requested the required match contribution be programmed with the available LTCAP state-only (non-federal) funding. If this request is denied, we will have to go back to our Board of Supervisors so that they can re-prioritize existing funding to allocate to this project.

Rail Company Coordination:

There are alignments to the Redemeyer Road Extension that would require at-grade crossing of the Great Redwood Rail Trail. The Great Redwood Rail Trail is still in development stages and no development has been done to the existing railroad tracks. The County of Mendocino would work closely with the Great Redwood Trail Agency through our right-of-way agents to secure all necessary right-of-way for a potential at-grade crossing.

California Environmental Quality Act and National Environmental Policy Act Status:

This project will be required to secure approval for both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Although we have not secured approval for CEQA or NEPA at this time, preliminary analyses have been conducted to identify potential biological and cultural constraints for the project, as well as a preliminary analysis of the technical studies, regulatory consultations, environmental documents, and permits that will need to be completed in order to comply with CEQA and NEPA regulations. Applicant will hire an environmental consultant to utilize the preliminary analyses that have been conducted to complete the required documentation for CEQA and NEPA.

During past work on the project, in order to identify the primary biological resource constraints, a list was generated to identify the sensitive natural communities known to occur within the project area. These include the Russian River and associated riparian corridor, as well as special-status plant and wildlife habitat primary biological constraints including impacts to wetlands and waters subject to Section 404 of the Clean Water Act, critical habitat for California Coastal Chinook Salmon and Central California Coast Steelhead, and likely habitat for Central California Coho Salmon. Potential mitigation measures will be included in the final environmental documents.

A preliminary cultural resources study was conducted in 2009. preliminary archaeological and historical investigation consisted of a records search at the Northwest Information Center (NWIC) at the Sonoma State University, California; a sacred lands search conducted by the Native American Heritage Commission (NAHC); and consultation with the Native American community.

The records search identified eleven cultural resources surveys that have been conducted within the study area. In addition, three archaeological/historic sites are located within the study area. Results of sacred lands search were received on December 20, 2007, and did not identify any Native American cultural resources either within or near the study area.

All groups and/or individuals on the list provided by the NAHC we contacted, and a letter from the Potter Valley Tribe on January 7, 2008 was received. The letter stated that there were no known archaeological or cultural sites within the study area; however, the entire Mendocino area is considered culturally sensitive and that the Tribe wishes to be notified if any cultural resources are discovered during project activities. No additional comments from Native American individuals/groups we received regarding the Redemeyer Road Extension Feasibility Study.

In summary, there do not appear to be any constraints related to cultural resources for the currently proposed alignments for extension of Redemeyer Road. However, an intensive pedestrian surface survey should be conducted to determine the presence/absence of cultural resources and a report be prepared to document the results of the survey.

To document the findings of the cultural resources database search and field survey an Area of Potential Effects (APE) map, an ASR, and an HPSR would be required. If right-of-way acquisition from private properties is required, an HRER would be required.

Funding Table:

| Phase | Fiscal Year of Allocation | Amount | Funding Source | Committed or Uncommitted |
|-------|---------------------------|--------------|---------------------|--------------------------|
| PA&ED | 2023/24 | \$4,800,000 | LTCAP (federal) | Uncommitted |
| | | \$1,200,000 | LTCAP (state match) | |
| PS&E | 2026/27 | \$4,800,000 | LTCAP (federal) | Uncommitted |
| | | \$1,200,000 | LTCAP (state match) | |
| R/W | 2026/27 | \$4,000,000 | LTCAP (federal) | Uncommitted |
| | | \$1,000,000 | LTCAP (state match) | |
| CON | 2029/30 | \$26,400,000 | LTCAP (federal) | Uncommitted |
| | | \$6,600,000 | LTCAP (state match) | |

Required Match:

As a rural, underserved, and under-resourced area, Applicant is requesting the required match contribution be programmed with the available LTCAP state-only (non-federal) funding.

Cost Overruns:

The Board of Supervisors resolution authorizing the Director of Transportation to apply for the LTCAP grant, also directs the Director of Transportation to seek direction and match funding should the offer of grants come with match requirements. The Director will seek additional funds from the Board for additional cost overruns as well.

Federal Discretionary Grant Funds:

None.

APPENDIX A

SCREENING CRITERIA

Local Climate Change Snapshot



Census Tract 6045011700
California

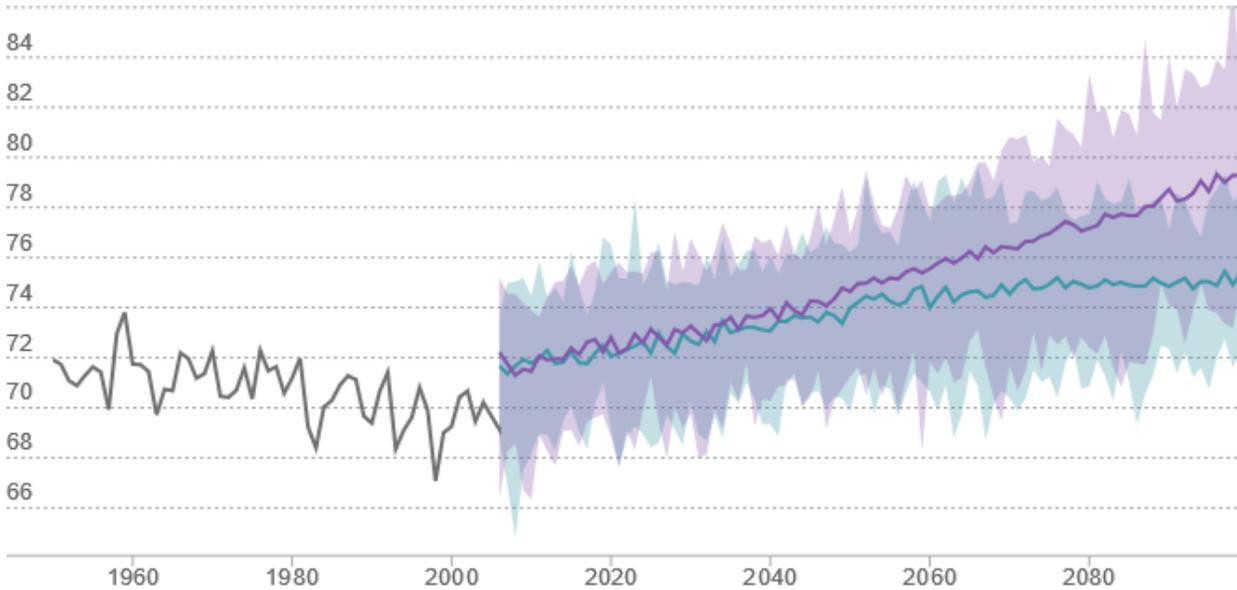
Temperature

Overall temperatures are projected to rise in California during the 21st century. While the entire state will experience temperature increases, the local impacts will vary greatly with many communities and ecosystems already experiencing the effects of rising temperatures.

Annual Average Maximum Temperature

Average of all the hottest daily temperatures in a year.

Observed Medium Emissions (RCP 4.5) High Emissions (RCP 8.5)



Observed (1961-1990) 30yr Average: 70.9 °F

| | Change from baseline ⓘ | 30yr Average | 30yr Range |
|--------------------------------|------------------------|--------------|----------------|
| Baseline (1961-1990) | | | |
| MODELED HISTORICAL | - | 70.6 °F | 70.3 - 70.9 °F |
| Mid-Century (2035-2064) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +3.3 °F | 73.9 °F | 71.3 - 75.1 °F |
| HIGH EMISSIONS (RCP 8.5) | +4.0 °F | 74.6 °F | 71.4 - 76.1 °F |
| End-Century (2070-2099) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +4.4 °F | 75.0 °F | 72.2 - 76.7 °F |
| HIGH EMISSIONS (RCP 8.5) | +7.2 °F | 77.8 °F | 72.9 - 80.2 °F |

1. Data derived from 32 LOCA downscaled climate projections generated to support California’s Fourth Climate Change Assessment. Details are described in Pierce et al., 2018.
2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.
3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045011700 boundary.

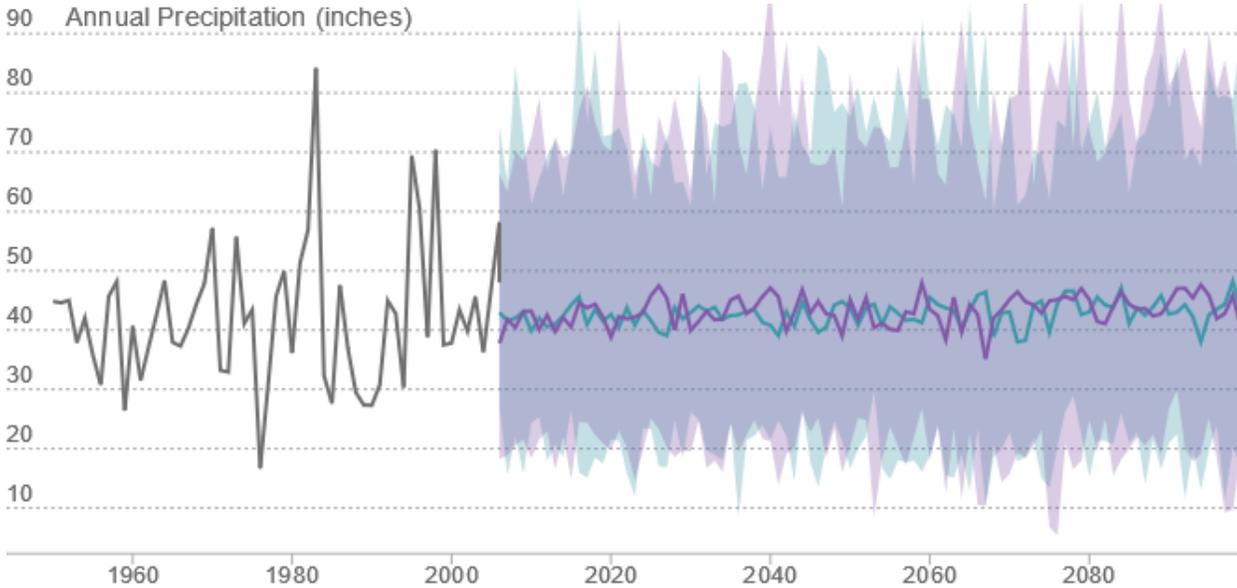
Precipitation

California's climate varies between wet and dry years. Research suggests that for much of the state, wet years will become wetter and the dry years will become drier. Dry years are also likely to be followed by dry years, increasing the risk of drought. While California does not see the average annual precipitation changing significantly in the next 50-75 years, precipitation will likely be delivered in more intense storms and within a shorter wet season. We are already seeing some of the impacts from a shift towards larger year to year fluctuations.

Annual Precipitation

Total precipitation projected for a year

Observed Medium Emissions (RCP 4.5) High Emissions (RCP 8.5)



Observed (1961-1990) 30yr Average: 41.0 inches

| | Change from baseline ⓘ | 30yr Average | 30yr Range |
|--------------------------------|------------------------|--------------|--------------------|
| Baseline (1961-1990) | | | |
| MODELED HISTORICAL | - | 42.1 inches | 38.6 - 45.4 inches |
| Mid-Century (2035-2064) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +0.4 inches | 42.5 inches | 35.4 - 53.2 inches |
| HIGH EMISSIONS (RCP 8.5) | +1.0 inches | 43.1 inches | 34.3 - 56.3 inches |
| End-Century (2070-2099) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +1.3 inches | 43.4 inches | 36.6 - 52.1 inches |
| HIGH EMISSIONS (RCP 8.5) | +2.4 inches | 44.5 inches | 34.3 - 55.0 inches |

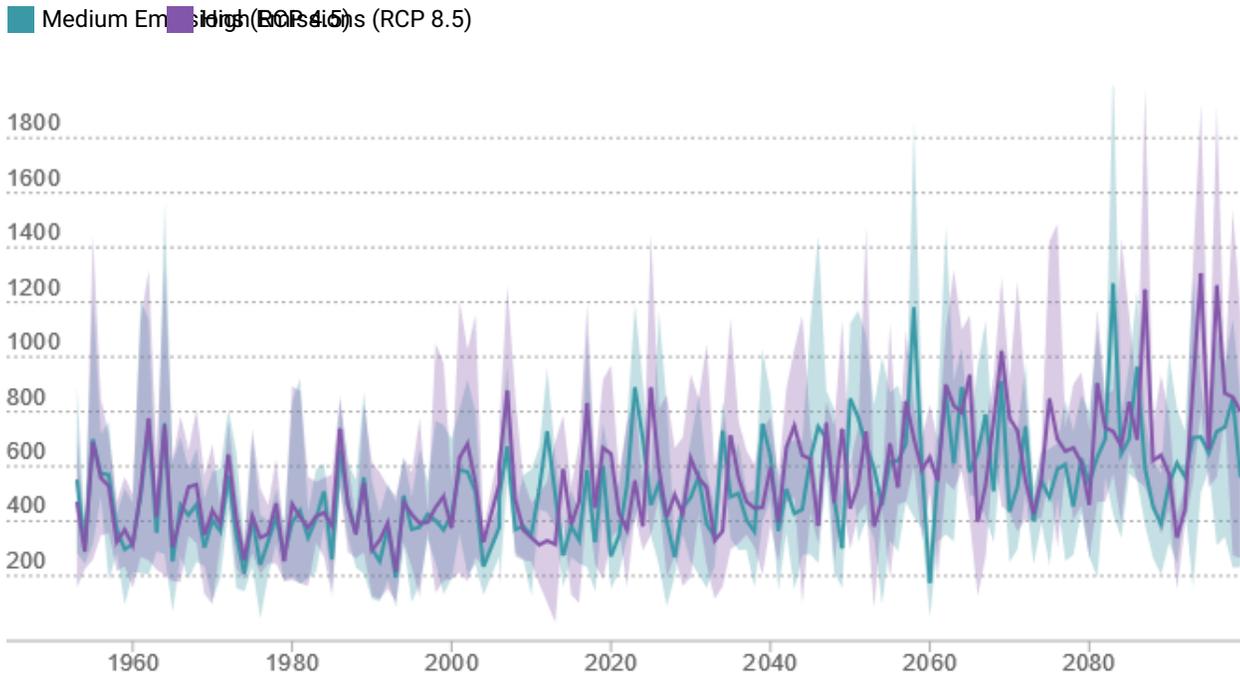
1. Data derived from 32 LOCA downscaled climate projections generated to support California's Fourth Climate Change Assessment. Details are described in Pierce et al., 2018.
2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.
3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045011700 boundary.

Wildfire

The frequency, severity and impacts of wildfire are sensitive to climate change as well as many other factors, including development patterns, temperature increases, wind patterns, precipitation change and pest infestations. Therefore, it is more difficult to project exactly where and how fires will burn. Instead, climate models estimate increased risk to wildfires. The Annual Average Area Burned can help inform at a high level if wildfire activity is likely to increase. However, this information is not complete - many regions across the state have no projections (such as regions outside combined fire state and federal protection responsibility areas), and more detailed analyses and projections are needed for local decision-making. These projections are most robust for the Sierra Nevada given model inputs. However, as we have seen in recent years, much of California can expect an increased risk of wildfire, with a wildfire season that starts earlier, runs longer, and features more extreme fire events. Fire danger is complex. It is impacted by human activity, vegetation, wind, temperature, relative humidity, atmospheric stability, etc. The Keetch-Byram Drought Index (KBDI) represents a simplified proxy for favorability of occurrence and spread of wildfire but is not itself a predictor of fire.

Annual Average Area Burned

Average of the area projected to be at risk to burning in a year.



| | Change from baseline ¹ | 30yr Average | 30yr Range |
|--------------------------------|-----------------------------------|--------------|---------------------|
| Baseline (1961-1990) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | - | 416.6 acres | 400.6 - 447.2 acres |
| HIGH EMISSIONS (RCP 8.5) | - | 447.0 acres | 408.8 - 482.8 acres |
| Mid-Century (2035-2064) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +181.1 acres | 597.7 acres | 526.8 - 699.0 acres |
| HIGH EMISSIONS (RCP 8.5) | +161.7 acres | 608.7 acres | 558.9 - 669.1 acres |
| End-Century (2070-2099) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +215.0 acres | 631.6 acres | 550.8 - 699.1 acres |
| HIGH EMISSIONS (RCP 8.5) | +288.5 acres | 735.5 acres | 648.6 - 819.6 acres |

1. Data derived from 32 LOCA downscaled climate projections generated to support California’s Fourth Climate Change Assessment. Details are described in Pierce et al., 2018.
2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.
3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045011700 boundary.
4. Census Tract 6045011700 boundary may contain locations outside the combined fire state and federal protection responsibility areas. These locations were excluded from wildfire simulations and have no climate projections.

KBDI > 600

Number of days in a year where Keetch-Byram Drought Index (KBDI) > 600. KBDI provides an estimate for how dry the soil and vegetative detritus is.

KBDI is cumulative. The KBDI values increase on dry and warm days and decrease during rainy periods. In California we would expect KBDI to increase from the end of the wet season (spring) into the dry season (summer & fall). The list below explains what values of KBDI represent:

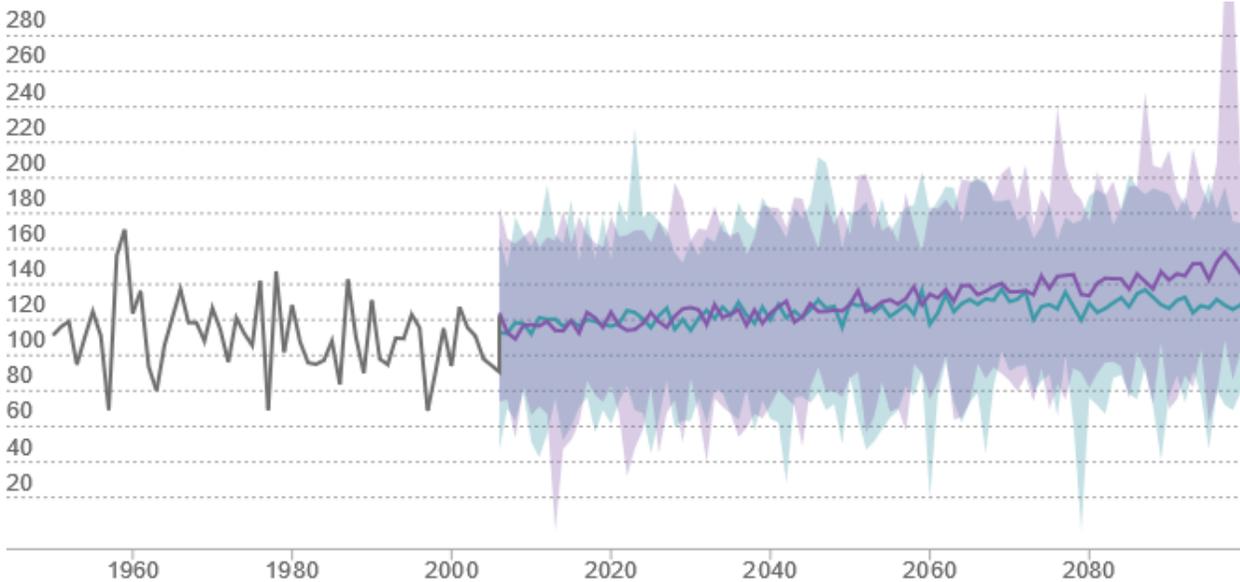
0-200

200-400

400-600

600-800

Observed Medium Emissions (RCP 4.5) High Emissions (RCP 8.5)



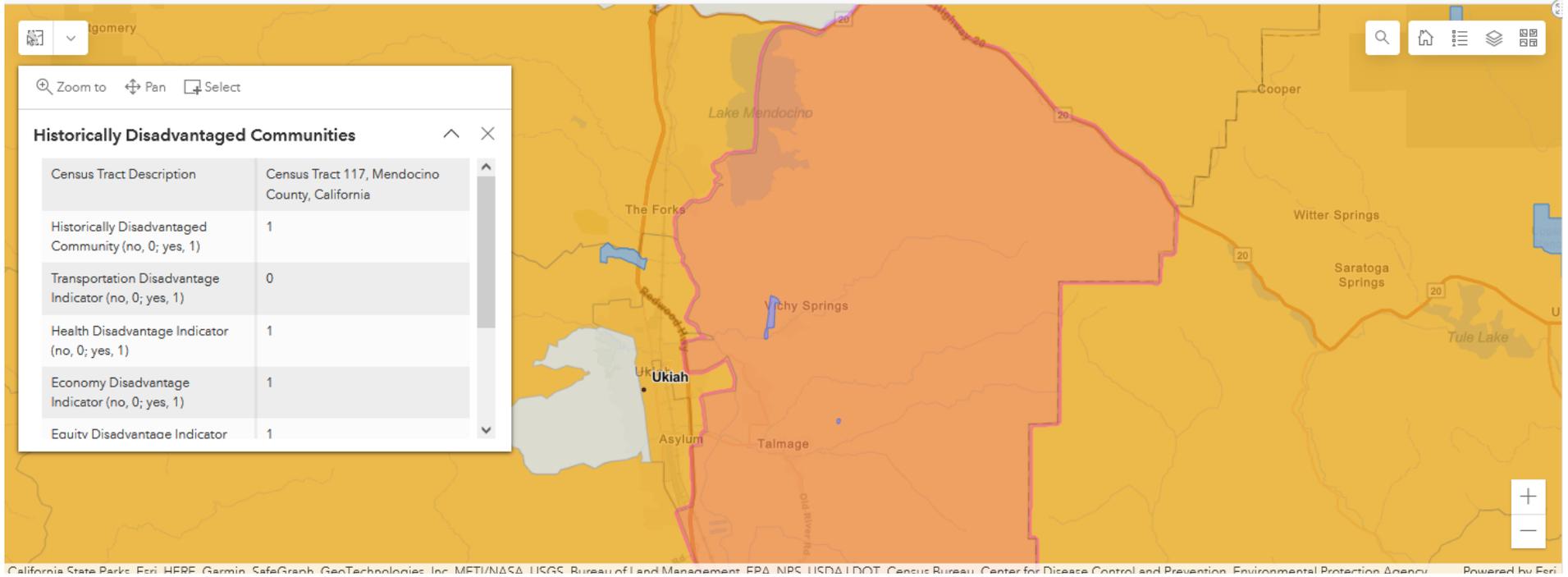
Observed (1961-1990) 30yr Average: 112 days

| | Change from baseline ⓘ | 30yr Average | 30yr Range |
|-----------------------------------|------------------------|--------------|----------------|
| Baseline (1961-1990) | | | |
| MODELED HISTORICAL | - | 108 days | 92 - 122 days |
| Mid-Century (2035-2064) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +18 days | 126 days | 105 - 141 days |
| HIGH EMISSIONS (RCP 8.5) | +20 days | 128 days | 115 - 144 days |
| End-Century (2070-2099) | | | |
| MEDIUM EMISSIONS (RCP 4.5) | +21 days | 129 days | 111 - 146 days |
| HIGH EMISSIONS (RCP 8.5) | +35 days | 143 days | 123 - 165 days |

1. Data derived from 32 LOCA downscaled climate projections generated to support California's Fourth Climate Change Assessment. Details are described in Pierce et al., 2018.
2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.
3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045011700 boundary.

Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities)

User Instructions: Thank you for visiting USDOT's Transportation Disadvantaged Census Tracts tool. Unless you are using this tool to respond to a Notice of Funding Opportunity that directed you to this site, we encourage you to instead use USDOT's updated disadvantaged communities tool - [USDOT Equitable Transportation Community \(ETC\) Explorer \(arcgis.com\)](#). On the list to the right, select your state of interest. Use the +/- icons or mouse wheel to zoom into the map. Click and drag the map area to pan. Use the select tool on the left to select US Census tracts within your area of interest. Census tracts with four or more Transportation Disadvantage indicators will be visible in orange. Single-click on a Census tract to view the tract number and Transportation Disadvantage categories. The icon is the legend for the visible map layers. Use the home button to return to the continental US extent.



Zoom to Pan Select

Historically Disadvantaged Communities

| | |
|---|--|
| Census Tract Description | Census Tract 117, Mendocino County, California |
| Historically Disadvantaged Community (no, 0; yes, 1) | 1 |
| Transportation Disadvantage Indicator (no, 0; yes, 1) | 0 |
| Health Disadvantage Indicator (no, 0; yes, 1) | 1 |
| Economy Disadvantage Indicator (no, 0; yes, 1) | 1 |
| Equity Disadvantage Indicator | 1 |

Zoom to Pan Select

Historically Disadvantaged Communities

| | |
|--|---|
| Indicator (no, 0; yes, 1) | |
| Health Disadvantage Indicator (no, 0; yes, 1) | 1 |
| Economy Disadvantage Indicator (no, 0; yes, 1) | 1 |
| Equity Disadvantage Indicator (no, 0; yes, 1) | 1 |
| Resilience Disadvantage Indicator (no, 0; yes, 1) | 1 |
| Environmental Disadvantage Indicator (no, 0; yes, 1) | 0 |

Redemeyer Road Extension



SB 535 Disadvantaged Communities 2022 (Census Tracts and Tribal Areas)



GUIDIVILLE RANCHERIA

| | | | | | | | |
|--|-------|------------|--------------|----------------------------|------------------|---------------------|--|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | | | | Date | 07/31/2023 21:00:19 | |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other | | | | | | | |
| District | EA | Project ID | PPNO | Nominating Agency | | | |
| 01 | | | | Mendocino County | | | |
| County | Route | PM Back | PM Ahead | Co-Nominating Agency | | | |
| Mendocino County | 215 | | | | | | |
| | | | | MPO | Element | | |
| | | | | NON-MPO | Local Assistance | | |
| Project Manager/Contact | | | Phone | Email Address | | | |
| Alicia Winokur | | | 707-234-2804 | meiera@mendocinocounty.org | | | |

Project Title

Redemeyer Road Extension

Location (Project Limits), Description (Scope of Work)

Near Ukiah, on Redemeyer Road, CR 215A, from its end to the intersection with North State Street, CR 104, at Lake Mendocino Drive, CR 227B or to the intersection with Lake Mendocino Drive, CR 227B, at the railroad crossing or at East Side Calpella Road, CR 227. Construct approximately one mile of additional local road and a new local bridge structure.

| Component | Implementing Agency |
|--------------|---------------------|
| PA&ED | Mendocino County |
| PS&E | Mendocino County |
| Right of Way | Mendocino County |
| Construction | Mendocino County |

Legislative Districts

| | | |
|-------------|-----------|------------------|
| Assembly: 1 | Senate: 2 | Congressional: 1 |
|-------------|-----------|------------------|

| Project Milestone | Existing | Proposed |
|---|------------|------------|
| Project Study Report Approved | 09/03/2003 | |
| Begin Environmental (PA&ED) Phase | | 07/30/2024 |
| Circulate Draft Environmental Document Document Type (ND/MND)/CE | | 06/30/2026 |
| Draft Project Report | | 06/30/2026 |
| End Environmental Phase (PA&ED Milestone) | | 12/30/2026 |
| Begin Design (PS&E) Phase | | 12/30/2026 |
| End Design Phase (Ready to List for Advertisement Milestone) | | 06/30/2029 |
| Begin Right of Way Phase | | 06/30/2027 |
| End Right of Way Phase (Right of Way Certification Milestone) | | 06/30/2029 |
| Begin Construction Phase (Contract Award Milestone) | | 12/30/2029 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | 12/30/2031 |
| Begin Closeout Phase | | 12/30/2031 |
| End Closeout Phase (Closeout Report) | | 12/30/2032 |

Date 07/31/2023 21:00:19

Purpose and Need

The Redemeyer Road Extension Project is a critical infrastructure initiative aimed at providing an alternative access route into the Tribal Lands of the Guidiville Rancheria and the subdivisions of Pepperwood Place, Deerwood, El Dorado, and Vichy Springs in Mendocino County, California. Currently, Redemeyer Road serves as the sole access point to these communities, crossing the Russian River 3 miles away at Vichy Springs Road. The project will construct a two-lane arterial with paved shoulders and a bridge across the river. The purpose of this project is to provide an alternative access route into the area served by Redemeyer Road to improve public safety service and emergency response times, provide an all-weather route across the Russian River for use during natural or manmade disasters, complete a needed segment of the regional road system as identified in the Mendocino County General Plan, the Mendocino County Regional Transportation Plan and the Ukiah Valley Area Plan, and provide residents of the Ukiah Valley with improved roadway access on the east side of the Ukiah valley.

| | | |
|---|---|--|
| NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | Roadway Class NA | Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |

| Project Outputs | | | |
|------------------------|--|-------|--------|
| Category | Outputs | Unit | Total |
| Bridge / Tunnel | New local road bridge structures/tunnels | SQFT | 14,400 |
| Pavement (lane-miles) | Local road - new | Miles | 1 |

Date 07/31/2023 21:00:19

Additional Information

This project meets Sustainable Communities Strategy Goals as defined by the Regional Transportation Plan (RTP), and reduces Vehicle Miles Traveled.

It meets goals defined by the RTP by implementing a project that can mitigate for vehicle miles traveled and by seeking mobility solutions for remote rural areas of the County unable to be served by traditional transit service due to remoteness and low population density. This project will help Mendocino County residents to proportionately contribute to the California greenhouse gas reduction targets as it decreases congestion at the Sherwood Road intersection by diverting 40% of traffic to the alternate route, thereby decreasing greenhouse gas emissions.

| Performance Indicators and Measures | | | | | | |
|-------------------------------------|------------------|---|----------------|--------|-----------------|--------|
| Measure | Required For | Indicator/Measure | Unit | Build | Future No Build | Change |
| Congestion Reduction | LPPF, LPPC, SCCP | Change in Daily Vehicle Miles Travelled | Miles | 13,840 | 19,990 | -6,150 |
| | | | VMT per Capita | 14.55 | 2.09 | 12.46 |

| District | County | Route | EA | Project ID | PPNO |
|----------|------------------|-------|----|------------|------|
| 01 | Mendocino County | 215 | | | |

Project Title
 Redemeyer Road Extension

| Existing Total Project Cost (\$1,000s) | | | | | | | | | Implementing Agency |
|--|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | |
| E&P (PA&ED) | | | | | | | | | Mendocino County |
| PS&E | | | | | | | | | Mendocino County |
| R/W SUP (CT) | | | | | | | | | Mendocino County |
| CON SUP (CT) | | | | | | | | | Mendocino County |
| R/W | | | | | | | | | Mendocino County |
| CON | | | | | | | | | Mendocino County |
| TOTAL | | | | | | | | | |

| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes |
|--|--|--|--|--|-----------|--|-----------|-----------|-------|
| E&P (PA&ED) | | | | | 6,000,000 | | | 6,000,000 | |
| PS&E | | | | | | | 6,000,000 | 6,000,000 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | 5,000,000 | 5,000,000 | |
| CON | | | | | | | | 6,600,000 | |
| TOTAL | | | | | 6,000,000 | | 8,800,000 | | |

| Fund #1: | Other Fed - Local Transportation Climate Adaptation Program (Uncommitted) | | | | | | | | Program Code |
|-----------------------------|---|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) | | | | | | | | | Funding Agency |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | |
| E&P (PA&ED) | | | | | | | | | California Transportation Commissio |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
|-----------------------------|--|--|--|--|-----------|--|------------|-----------|-------|
| E&P (PA&ED) | | | | | 4,800,000 | | | 4,800,000 | |
| PS&E | | | | | | | 4,800,000 | 4,800,000 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | 4,000,000 | 4,000,000 | |
| CON | | | | | | | 26,400,000 | | |
| TOTAL | | | | | 4,800,000 | | | | |

| Fund #2: | Other State - Local Transportation Climate Adaptation Program (Uncommitted) | | | | | | | | Program Code |
|-----------------------------|---|-------|-------|-------|-----------|-------|-----------|-----------|-------------------------------------|
| Existing Funding (\$1,000s) | | | | | | | | | |
| Component | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | California Transportation Commissio |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | |
| E&P (PA&ED) | | | | | 1,200,000 | | | 1,200,000 | |
| PS&E | | | | | | | 1,200,000 | 1,200,000 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | 1,000,000 | 1,000,000 | |
| CON | | | | | | | 6,600,000 | 6,600,000 | |
| TOTAL | | | | | 1,200,000 | | 8,800,000 | | |

APPENDIX B

**HANDOUTS AND COMMENT FORMS FROM THE PUBLIC MEETING HELD IN
MENDOCINO COUNTY, CALIFORNIA ON JUNE 18, 2008, JUNE 10, 2009
AND AUGUST 31, 2009**

Redemeyer Road Extension Feasibility Study

June 18, 2008

Project Comment Sheet

Please provide your comments below. The three concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through July 9, 2008

Name: Andrew Nicoll
Address: 484 Riverview Dr
Ukiah, CA 95482

Thanks for the opportunity to comment. I own a house in El Dorado Estates and the property outlined in red on the reverse side. I feel additional access east of the River is very important. It seems important for the new road to have direct access to the 101 freeway so vehicles heading for the 101 will not plug North State Street or take Mendocino Dr. I have drawn the route that makes the most sense to me on the reverse side in black. The route crosses the River in a better spot, avoids existing residences and attaches to 101 at west Lake Mendocino Drive. This additional route is necessary to alleviate fire hazard, flood hazard and rush hour traffic. People opposed to this will be the first to blame the county if they are stranded during a catastrophic event. I hope this project moves ahead.

Andrew Nicoll



NICOLL COMMENTS 6/26/08

Redemeyer Road Extension Feasibility Study

June 18, 2008

Project Comment Sheet

Please provide your comments below. The three concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through July 9, 2008

Name: BRYAN E. CRUTCHER

Address: 721 LAKE MENDOCINO DR, UKIAH CA 95482

I WOULD LIKE TO EXPRESS MY OPINIONS CONCERNING THE EXTENSION OF REDEMEYER RD. I FEEL THAT THE ALTERNATIVE B PROPOSAL IS THE LEAST DESIRABLE. IT WOULD ROUTE TRAFFIC OUT NEAR THE DAM ON LAKE MENDOCINO DR. THIS IS THE LONG WAY AROUND FOR MOST INCOMING & OUTGOING VEHICLES. IT TAKES THEM OUT OF THEIR WAY TO GET INTO TOWN & ENTER THRU TRAFFIC. IT WOULD ALSO TAKE LONGER FOR EMERGENCY VEHICLES TO ENTER THE AREA AS THEY WOULD ALSO HAVE TO GO OUT & AROUND IN THE EVENT OF A REDEMEYER RD BLOCKAGE.

I WOULD SUPPORT THE FORD RD PROPOSAL AS DISCUSSED AT THE MEETING. IT SEEMS TO ME THAT THIS PROPOSAL MAKES THE MOST SENSE.

Bryan E. Crutcher

Redemeyer Road Extension Feasibility Study

June 18, 2008

Project Comment Sheet

Please provide your comments below. The three concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through July 9, 2008

Name: CALEB CLARK

Address: 3110 WESTERLY PLACE

PLEASE Provide a mailing to Residents in the AREA
to Notify of Next meetings.

Redemeyer Road Extension Feasibility Study

June 18, 2008

Project Comment Sheet

Please provide your comments below. The three concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through July 9, 2008

Name: *Donald J. Woodrow*
Address: *3062 Westsky Place*

*Take a good look at Ford Rd. a better way
to go*

Redemeyer Road Extension Feasibility Study

June 18, 2008

Project Comment Sheet

Please provide your comments below. The three concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through July 9, 2008

Name: Judy Clark
Address: 3110 Westerly PL.

6/18/08

Use of The Ford St. idea appeals to me

I am concerned about re-zoning the area from agriculture - to ... what?

Thank you for the meeting here tonight
Judy Clark

Redemeyer Road Extension Feasibility Study

June 18, 2008

Project Comment Sheet

Please provide your comments below. The three concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through July 9, 2008

Name: Lynn Cyrilla Crutcher phone - [REDACTED]
Address: 721 Lake Mendocino Drive - Ukiah

Thank you for offering a preliminary meeting regarding the Redemeyer Road extension. We purchased our property with an existing home in 1993 from Otho & Charlene Vagt who had created a minor 4 parcel subdivision later to become a 5 parcel. In approximately 1998, the Vagt's wanted to sell the undeveloped parcel just east of us - Jerry & Sue Goodrick to be the purchasers. We got wind that the County was in the process of conducting a feasibility study at that time as to the feasibility of the Redemeyer Road extension. This needed to be done before the Vagt's could sell the undeveloped parcel to the Goodricks.

One afternoon, I saw a County marked car observing the site; two County employees I spoke to at this time and they intimated this couldn't/wouldn't happen in a million years. The two banks of the river at this location vary several hundred feet in height. It was also noted that the Redemeyer Road bank is eroding. ^{The Goodricks bought & built}

Please check the records and save yourself sometime.

Suggestion - NIX alternate "B" and research

alternate "B" being implemented - as spoken by almost everyone at the meeting - note to Ford Road Lynn Cyrilla Crutcher

Redemeyer Road Extension Feasibility Study

June 18, 2008

Project Comment Sheet

Please provide your comments below. The three concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through July 9, 2008

Name:

Scarlett Wood

Address:

3121 Westerly Place
Ukiah CA 95482

The Ford St idea sounds good to me.

I definitely do not want the alternative B extension. I live next door to Laverne who ~~is~~ is at the end of Redemeyer. It would be almost next to my house!

Scarlett Wood

Craig Drake

From: Angela Ortega [REDACTED]
Sent: Thursday, July 10, 2008 2:59 PM
To: redemeyer@drakehaglan.com
Subject: Road

I absolutely would love to have a road from Lake Mendocino Drive cutting over to Redemeyer Rd. I live on Lake Mendocino Drive and it would be a lot easier than going all the way around through the freeway.

Thank You,

Angela

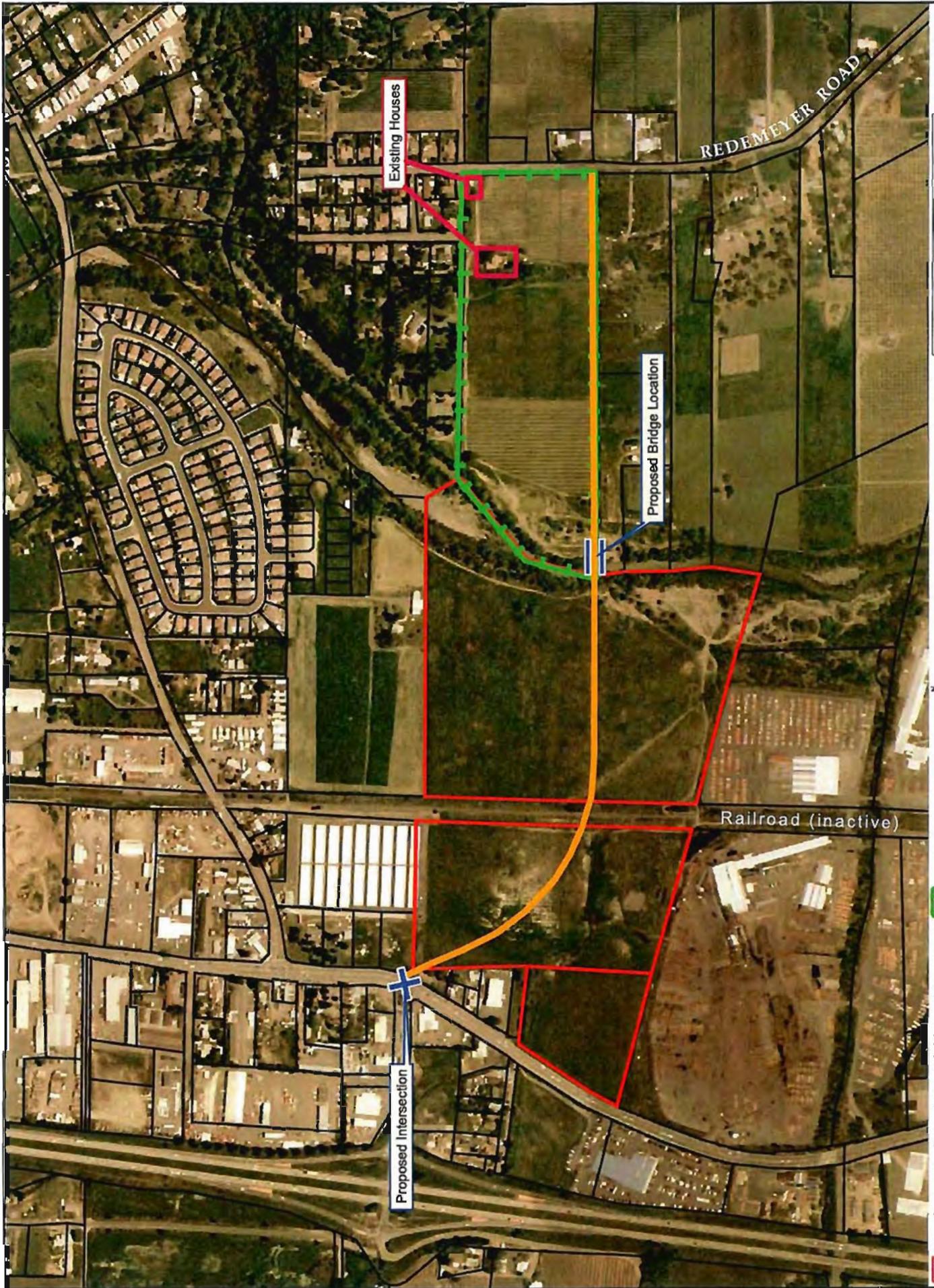
Craig Drake

From: Chet Van Vleet [REDACTED]
Sent: Thursday, June 19, 2008 11:57 AM
To: redemeyer
Subject: extension

Thank you for the meeting last night. I think it would be best if you could get the local newspaper to print a small article prior to any future meetings. That was one of the common complaints, a lack of notification as to meeting date and contents, not everyone pores over the notices section of the want ads.

There was considerable comments on the extension outlet being at Ford Road. This seems to me to be too close to the present outlet at Vichy Springs, thus not really providing a valid second exit for the population lying further to the north. It seems to me the reason for the extension is to allow emergency ingress and egress for the residents in the area. This would be best accomplished by Alternative "A" with a direct access to State Street as well as Highway 101. Alternative "B" is too far away from a major thoroughfare to provide any fast access for emergency vehicles and could dump a tremendous amount of traffic on an already crowded road.

Thank you for your consideration and please try to publicize future meetings to a larger audience.



**Redemeyer Road Extension
&
Carbocci Vineyard Location**

- Mendocino Redwood Co, LLC/Broadddus Tract
- Carbocci Parcel
- Mendocino County Parcels (Sept. 2007)
- Redemeyer Road Extension (proposed)



Garbocci Vineyard
2980 Redemeyer Road
Ukiah, CA 95482

July 7, 2008

Mr. Bob Parker
Assistant Director of Transportation
Mendocino County DOT
340 Lake Mendocino Drive
Ukiah, CA 95482

Re: Redemeyer Road Extension Project

Ref.: Redemeyer Road Extension Feasibility Study/Project Fact Sheet dated June 18, 2008

Dear Mr. Parker:

This letter is in response to the Redemeyer Road Extension project.

Our family vineyard is located at 2980 Redemeyer Road, with east access to our property at Redemeyer Road and the property line continues west to the Russian River; approximately 24 acres of land. There are two homes on the property as shown on the attached map. We are in opposition of Alternative "A" as currently proposed. Alternative "A" greatly impacts our property as it would eliminate one of the residential homes altogether, and the road would be in close proximity to the other home. However, a *revised* Alternative "A" would be acceptable with a slight deviation to the south boarder of our property as outlined on the attached map. This would keep both houses on the property intact and also allow for a better crossing at the river. This revised route on the west side would still begin at the intersection on North State Street and could veer south east to the railroad tracks and then due east to the river. On the east side of the river, the route would cross along the south boarder of our property to Redemeyer Road.

We fully understand and appreciate the need to improve public safety services and emergency response times in our neighborhoods, and we respectfully ask that you consider this proposed *revision* to Alternative "A". Our adjacent neighbor and landowner to the west, Mendocino Forest Products/Mendocino Redwood Company is also in favor of this *revision* to Alternative "A".

If you have any questions, and or if I can provide further clarification, please do not hesitate to contact me. Thank you in advance for your consideration.

Sincerely,

Eric D. Garbocci
Garbocci Vineyard

Attachment

Craig Drake

From: Gregg Mangan [REDACTED]
Sent: Sunday, July 06, 2008 1:34 PM
To: redemeyer@drakehaglan.com
Subject: Comments on Feasibility Study

Dear Sir:

I would like to provide my comments to the proposed Redemeyer Road Extension Project. I think that overall, the final decision will have to be made by factoring in the cost as well as convenience to the public.

Of the 3 alternatives, Alternative C makes the most sense to me for the following reasons:

- 1. The bridge span needed to cross the Russian River in Alt. C appears to be significantly shorter than the span in Alt. A.**
- 2. Alt. B would cause considerable disruption to the property owner whose vineyards would be bisected by the proposed alignment. There would also be increased traffic noise for the homeowners in the adjacent subdivision.**
- 3. Based on the opinions of neighbors I have talked with, the first priority reason for the bridge (other than public safety) appears to be for getting into town/shopping, with the second priority being access directly to Lake Mendocino. Alternative C would clearly provide the quickest access into town for residents of all the subdivisions along Redemeyer Road.**
- 4. The location where Alt. C intersects Redemeyer Road is not right at the beginning of the subdivision, but rather a quarter-mile or so to the south. This is a much better location which would avoid significantly increased traffic right at the edge of the subdivision. The Alt. C routing would have the least traffic impact to homes in this area.**

Respectfully submitted,

Gregg Mangan

Craig Drake

From: Judy Killen [REDACTED]
Sent: Wednesday, July 09, 2008 4:19 PM
To: redemeyer@drakehaglan.com
Subject: Response to Redemeyer Road Extension

To: Department of Transportation

My name is Judy Killen, and I currently reside at 3060 Redemeyer Road in Ukiah. This is the subdivision at the end of Redemeyer Road. Please accept this e-mail as my response to the Redemeyer Road Extension Feasibility Study.

My husband and I own our home and have lived together at this address since June of 1982. He purchased the house and resided here several years prior to that. We love this area, as the road dead ends about 6 houses beyond ours. It is a quiet and secure neighborhood because of the fact that it is a dead end road.

If you have made field visits to our neighborhood, I'm sure you are aware that the houses in our subdivision sit very closely to the road and therefore, the road would not be conducive to heavier traffic, should the area in Alternative B beyond us be opened up to through traffic to Lake Mendocino.

Our neighborhood families have been able to walk, play, and ride bikes on the road in front of our homes for all the years we have resided here because it is not a thoroughfare. We are totally and completely against the development of Alternative B to extend Redemeyer Road east of our subdivision to Lake Mendocino Drive. You have to realize that even if that road is clearly marked, there will be many drivers who will want to venture to the end of Redemeyer Road, just to see where it goes and what is there. If you open that route on the east of our homes, we will not be able to control the flow of traffic into our subdivision and on Redemeyer Road, the only road to our subdivision. If this Alternative is developed, it will become an alternate route for vacationers attempting to reach Lake Mendocino. This alternative would become open to traffic with motor homes, cars towing boats, trailers and jet skis, decreasing the value of our homes and bringing in an undesirable amount of traffic on an already narrow road. We would also have to contend with an increasing possibility of drunk drivers, as campers and picnickers leave the Lake after consuming alcohol.

Our family and many of the local residents are in total favor of the County developing a secondary access road out of this area other than where Redemeyer currently exits onto Perkins Street. We all agree with the County that an alternate route out in case of fires, flooding, or other natural disasters is desperately needed. I believe that not one of the residents would argue the need. However, the three alternatives you have provided thus far are not practical nor reasonable.

For many years the residents in our area have been advised that the County would eventually provide an access road from Ford Road just beyond the Masonite site, across the river and extending to meet Redemeyer Road. I believe you will find that the greater percentage of residents in all the areas affected (including Deerwood and El Dorado Subdivisions) are still in favor of this plan. The route from the old Masonite site on Ford Road is going to be opened up to whatever development plans are in the planning stages at this time. It seems this would be the most feasible and economical route for the County to develop. The area in which the road would be developed from Ford to Redemeyer is zoned agricultural, and would be the least affected area, as there are no residential homes to contend with the development of a new road.

I'm asking the County to please reconsider the three alternatives presented and choose instead a plan to develop an access road from Ford Road extending to Redemeyer Road as has been discussed for many years prior.

Thank you.

Comments on Redemeyer Road Extension

As a resident of the Deerwood Extension neighborhood, I have been active in our local fire safe council. Last year many members of this group expressed their concern about the lack of alternative egress in case of a fire that blocks Redemeyer Road and endangers our area. I understand that in the past, it was possible to get across the dam as an alternative egress but that Homeland Security has put up a locked gate and cement barriers blocking this path. The simplest solution to an alternative egress could be to work with Mike Thompson to have Homeland Security remove those barriers.

However, if another road/bridge is in fact the best alternative egress, I would urge you to consider the needs of all residents who would use it. Clearly many people who live at the end of Redemeyer Road feel strongly that they do not want their quiet neighborhood disturbed. There are serious concerns about building a bridge at the confluence of two rivers where flooding is most likely. Traffic patterns and convenience do not seem to be factors that were considered in the alternatives presented so far.

My main concern would be that any road/bridge that is built is the straightest route possible with the least disruption to other residents. The idea of a road through vineyards near the intersection of Deerwood and Redemeyer that would then cross the river and meet up with Ford Road may be a good alternative. However, I would strongly urge that any land adjacent to this road continue to be zoned agricultural with no new development possible, especially commercial development. Of course, land close to the river is in a flood plain and this would need to be considered.

To digress for a moment, I would also like to point out that much of Redemeyer Road is a designated bike route however there is generally no shoulder available and certainly no bike lane. Drivers routinely exceed the speed limit and cross the yellow line. I urge consideration of bike lanes on this route and on any new extensions that are built, as well as the addition of MTA bus routes on Redemeyer to decrease the need for cars.

Thank you for this opportunity to voice my opinion.

Margo Frank
2400 Deerwood Dr.
Ukiah, CA 95482



Craig Drake

From: Robert and Tuesday McAsey [REDACTED]
Sent: Friday, June 13, 2008 8:44 AM
To: redemeyer@drakehaglan.com
Subject: Redemyer Extension

Assistant Director of Transportation
Mendocino County Department of Transportation
340 lake Mendocino Drive
Ukiah, Ca. 95482

Mr. Parker,

We (my family) are residents on Redemeyer Road. We strongly oppose any extension to the existing Redemeyer Road. This is simply not safe. I realize that it is a consideration for an alternative fire escape route, but it also can be a developer's ploy towards meeting qualifications to possibly do more developing in our area.

Our concern is the safety of the road and our quality of life in a rural area located so close to town. At this point the road is crowded and vehicles move at a high rate of speed on a twisting narrow road with lots of traffic flowing into the main road. Adding more traffic will only compound the current problems. Bike lanes and widening the road will only turn our country road into a freeway for outside residents and people looking for a fast "short cut". We would love to have bike lanes and a wider road to address some of the current problems, but not to increase the number of cars and people in our area.

Please do not support this project. Please do any feasibility tests in the morning during the school year and at the end of the work day. This plan is not a "smart growth" project!

Thank you,
Robert and Tuesday McAsey
2401 Redemeyer Road



► Mendocino Redwood Company, LLC

UKIAH FORESTRY

P.O. Box 118
3500 Mendocino Highway, Ukiah
Ukiah, CA 95482
(707) 962-2100
Fax (707) 962-2100

FORT BRAGG FORESTRY

P.O. Box 489
3200 Mendocino Highway
Fort Bragg, CA 94502
(707) 962-2100
Fax (707) 962-2100

NAVARRO ROAD DEPT

P.O. Box 415
1000 Mendocino Highway
Navarro, CA 95557
(707) 995-0700
Fax (707) 995-0700

www.mrc.com

July 9, 2008

Mr. Bob Parker
Assistant Director of Transportation
Mendocino County DOT
340 Lake Mendocino Drive
Ukiah, CA 95482

Subject: Redemeyer Road Extension

Dear Mr. Parker:

This letter is in regards to the Redemeyer Road Extension Feasibility Study dated June 18, 2008. Mendocino Redwood Company (MRC) is the owner of a large parcel of land which would be impacted by the proposed routes Alternatives "A" and "C". MRC is certainly in favor of the extension and recognizes the need as you've well described in your fact sheet. MRC would find Alternative "A" acceptable if it were modified as shown on the attached aerial photo. This modified route "A" begins at the same intersection on North State Street as originally proposed but veers south east to a relocated crossing of the river. On the east side of the river the route crosses along the property boundaries of several existing parcels and eventually ties to Redemeyer Road.

We believe this route achieves the access needs of the community; it will intersect North State Street at the best location, and will provide for a less impactful crossing site of the Russian River. This route provides the least amount of burden to MRC by providing flexibility while not significantly impacting the adjacent lumber manufacturing operation. Finally, it is our understanding that this modified route "A" meets with the approval of the other landowner (Garbocci) who would also be impacted by the new road.

If you would like to discuss further, please contact me at (707) 962-2810.

Sincerely,

Tom Schultz
Asset Manager

Attachment



**Redemeyer Road Extension
&
Mendocino Redwood Company Location**

█ Mendocino Redwood Co., LLC/Broadus Tract
 Mendocino County Parcels (Sept. 2007)
█ Redemeyer Road Extension (proposed)

0 350 700 1,050 1,400 Feet
 N

Craig Drake

From: Moneca Vargas [REDACTED]
Sent: Wednesday, July 09, 2008 10:05 AM
To: redemeyer@drakehaglan.com
Subject: Redemeyer Road extension

Dear Sir:

My name is Moneca Vargas and I live on Westerly Place, a street which connects to Redemeyer Road via Terrace Road (where Redemeyer Road ends into a cul-de-sac/neighborhood). I am thirty-six years old, grew up in Ukiah, and have lived here most of my life (aside from time away for college). Westerly Place has been my residence for the majority of that time and I know most of my neighbors fairly well as many of them have been here for a long time as well. We enjoy our close-knit "quiet" neighborhood and appreciate the ability to have our children play outside, take short walks with the dogs, etc. without having to worry about vehicles speeding through at all times of the day or night. Most of us are aware of the children and animals in the area and use caution when approaching our homes. If you were to open up and extend Redemeyer Road (where it is proposed in your Alternatives A, B, and C), the tranquility of our daily living experience would be diminished. We would no longer feel secure about allowing our children to play outside, we would be fearful of the "drunk drivers" likely to be passing thru from Lake Mendocino and the "occasional traffic" would no longer exist. There would be constant traffic and noise and more importantly, it just does not make any sense. If part of this plan is to help make it easier for those of us who live out there to get to town, it makes a whole lot more sense to open up the road at Deerwood and connect to either Ford Road or Kunzler Ranch Road. Many of us who live out here would much rather have access to the northern part of town where businesses are located and our jobs. Having access to Lake Mendocino is not a priority. Getting to the northern part of town (i.e. Raley's, Masonite property, car dealerships, etc.) would be a better plan. Additionally, there would be less disruption and interference with residences and individual properties, as the property at Deerwood and across the Russian River is all agricultural land which is currently not being used. I believe the owner desires to sell the property. In all honesty, many of us would like things to remain as they are, but I understand that this plan has come into effect due to safety issues as well, regarding emergency vehicles (i.e. fire department, ambulance, etc.). Most of the population out Redemeyer Road would have access at Deerwood and for those of us out at the end of Redemeyer Road (in an extreme emergency situation) could have an outlet via the Dam at Lake Mendocino, which is just up the hill from our neighborhood. However, I will note that in the forty years my family has had property out there, nothing that extreme has ever taken place. Yes, we have been stuck twice in my life (due to flooding), but the new plan would not resolve that problem anyway, as the Russian River gets very high out where we live. Further, there are earthquake faults and an eroding hillside right where the proposed building is supposed to take place. In closing, I just want to reiterate that I am against any extension at the end of Redemeyer Road and feel that if you are insistent at opening up an outlet, it occur at Deerwood and connect to either Ford Road or Kunzler Ranch Road. I truly believe the majority of residents who use Redemeyer Road would be much happier if you chose that path instead.

Sincerely,

Moneca Vargas

Craig Drake

From: The Nourishing Company [REDACTED]
Sent: Thursday, July 03, 2008 8:45 AM
To: redemeyer@drakehaglan.com
Subject: Ford road alternative

As a resident of Deerwood for 21 years, I've been increasingly concerned about the one exit problem here. I want to put in my vote for the Ford street/ Brush street alternative, as it solves many problems at once. I have to say I'm rather surprised that such an obvious alternative was not included in the options presented at the meeting, and have to wonder why, what's going on?

So please add that to the list of options.

Thank you,
Pamela Levin R.N.
yourcycleoflife.com
freeoftoxicmetals.com
female hormone journey.com
perfectbones.com

Craig Drake

From: Tim Bradley [REDACTED]
Sent: Thursday, July 10, 2008 2:13 AM
To: redemeyer@drakehaglan.com
Subject: Redemeyer Road Project

Today I was informed of your proposed project to add a crossing from Redemeyer Road to possibly N. State st. or Lake Mendocino Dr.

While I have not seen a map that shows the location of the proposed sites, I have been told that one of the options being considered would run directly through the Millview County Water Districts Water Treatment Facility located at 2850 Redemeyer and extend west to N. State st. near Lake Mendocino Drive, which would also involve the Districts administration office located at 3081 N. State st.

Perhaps as an alternate route, you may consider crossing the River near the old Masonite site and utilize Kunzler Ranch Rd. or the old Masonite Truck Rd. to provide access to both N. State st. and Hwy 101.

Craig Drake

From: Josie Vargas [REDACTED]
Sent: Wednesday, July 09, 2008 2:26 PM
To: redemeyer@drakehaglan.com
Cc: Maria Vargas Hunter; [REDACTED]
Subject: Redemeyer Road Extension Feasibility Study

Gentlemen:

We understand the primary intent of the Redemeyer Road Extension Project; however the conceptual alignments that were presented, all three, are within the very end of Redemeyer Road. They are well beyond Deerwood, El Dorado and the Vichy Springs residents that are also to be served. Redemeyer Road, from Deerwood Drive north primarily services the Riverwood Terrace subdivision and the housing up Hulda Drive and Pepperwood Place and a few other homes in the area. From Deerwood Drive north, Redemeyer Road is a very narrow road that handles the traffic from the area it services, but it has a couple of curves that are dangerous and are hazardous to the safety of the people that drive on it. We purposely drive as far to the outside of the lane as possible in order to avoid a head on. We can't count the number of times we have encountered an approaching car over the double line and well into our lane. The same can be said about the safety issue at Deerwood Drive at Redemeyer Road. People exiting Deerwood will come to the stop sign at the Deerwood and Redemeyer Road, look to right, then to the left or vice versa then proceed into Redemeyer Road and by that time there can be a car approaching from the north on Redemeyer Road that would not be visible to them because of the curve there shields an auto except for the last second and cars driving at 40 mph can be there very quickly within a turn of the head. Many times people don't even stop at that Deerwood stop. Additional traffic on this north portion of Redemeyer Road would not be in the interest of safety for people. In our opinion these safety problems need to be addressed and could very well be in this extension project. We feel that a connection from Ford Road or Kunzler Ranch Road (we think previously part of Hollow Tree) to Deerwood Drive would be the best conceptual alignment. From either of those roads to Deerwood Drive could provide the all weather route access across the Russian River and would improve the emergency response times to all the residents being considered. This would also help with the safety issue for the residents of the north part of Redemeyer Road because we could have a four way stop there. We feel this would also help eliminate some of the traffic congestion on Perkins street during morning and evening commute times, because people from Vichy, El Dorado, Deerwood and those of us in the north end could use that road rather than go all the way to the Perkins Bridge. This concept Ford or Kunzler to Deerwood Drive would not disrupt and homes or neighborhoods as this would be all open land. Please consider this option.

Rod and Josie Vargas

Todd and Maria Hunter

Carlos and Silvia Jimenez

Craig Drake

From: william carson [REDACTED]
Sent: Wednesday, July 09, 2008 7:25 AM
To: redemeyer@drakehaglan.com
Subject: Redemeyer

Hello:

Please add to my previous email the consideration of an alternative that would tie into Orr Springs Road or Hollow Tree Road. Many of the same comments apply as in my previous email including freeway access, access to any Masonite development, etc. The exceptions being the ease of conversion of the intersection at North State St., and access to the high school. There are existing roads, easements and ranch roads that make these choices reasonable. These choices also would make it easier to place the road heading west at a point to the north of the Deerwood Dr. and Redemeyer intersection.

Thanks

Will Carson
[REDACTED]

Craig Drake

From: william carson [REDACTED]
Sent: Tuesday, July 08, 2008 11:21 PM
To: redemeyer@drakehaglan.com
Subject: Redemeyer extension

Hello

I am glad to see an effort being made to provide an alternate access to the Redemeyer/Deerwood/El Dorado/Vichy/Rogina area. I have owned property in Deerwood for over thirty years and the number of homes on this side of the river has increased greatly. Based on proposals in the Ukiah Valley Area Plan it is possible we may have an additional 50 to 100 homes on this side of the river at some time in the near future. I have been on the wrong side of the river when the Perkins Street bridge was closed and have been blocked because of emergency equipment on Redemeyer several times during my thirty + years of living here.

I hope you will consider an alternative "D". The three alternatives solve the basic problems of an alternate ingress/egress to the area but they fall short in the many other related and existing problems associated with having only one way into the City of Ukiah. I would hope you would consider a westerly crossing of the river that connects to the North end of Ukiah rather than "The Forks". Many years ago a Redemeyer to Ford Rd river crossing was talked about as a solution to the future congestion problems at Perkins and Orchard. The future is here and Perkins can be a mess at times with traffic backing-up on the off-ramps onto the freeway. Unless someone works in Lake County or Willits most of the traffic from this area will still continue to go out on Perkins rather than using the proposed alternatives. Most people won't drive north to the Forks (AKA the Lake Mendocino Drive and North State Street area to non locals) and then turn south to go to the north end of Ukiah.

A few reasons why a crossing like Ford Rd. makes sense to me;

There would be relief on Perkins because people who have things to do in the north part of town would use that access rather than using the surface streets of Ukiah or the freeway.

A shorter and simpler bridge would be required at the river crossing. The elevation of the east bank and west bank are more evenly matched near Ford Road than the crossings for the other alternatives making the design of the bridge easier and its construction costs lower.

It would be a direct route to whatever is constructed on the old Masonite property and the business's and jobs that would be created on that site.

It would be an alternate and more efficient route for parents and students heading to the High School. If you have ever experienced the traffic heading west in the morning at the start of the school day you would understand why relief is needed.

It would allow the school buses to make a circle route, rather than back tracking, saving time and fuel for the school system and allowing the students a shorter trip to school. Presently some students are boarding the bus around 6:15 in the morning.

Freeway access would be within a block of the intersection of Ford Rd and North State St. If the Masonite property is developed into retail, the south end of the development might have direct access to the freeway through whatever road system is created to service the shopping center. If that were the case some traffic would never reach or affect State St.. The same argument might be true for any type of development

on the Masonite and adjoining properties depending on how forward thinking the County is to traffic problem mitigation.

The freeway underpass is already in place.

Since almost all emergency responders to this area come from within the City of Ukiah the response time would be quicker using Ford Road in the event that the Perkins St. bridge is closed as compared to the responders driving to the Forks and back tracking. Cal Fire is located near the college and alternative C would be a slight benefit to them but since the UFD also co-responds to problems in this area the benefit would be very little for Cal Fire and greatly slow the response to all of the other co-responders. Alternative A probably would be a push for Cal Fire and a bigger negative for the other responders. Alternative B would be worse for everyone.

A crossing to the west connecting to Ford Rd could be placed to have a lower impact on existing homes and structures than the alternative A & B and wouldn't require the realignment of the Lake Mendocino Dr. off ramp area and the displacement of existing business and commercial property in that area. Alternative B will require a fair amount of grading south of the river which add to the cost of the river crossing. B also requires extensive grading and property acquisition costs to connect with Eastside Calpella Road.

Since fewer homes and businesses will be impacted with a Ford Road crossing, the cost of land and right-of-way acquisition should be lower increasing the likelihood of the project becoming a reality.

The only downside to heading west to Ford Rd is that it will leave a small pigtail of homes on Redemeyer north of the road heading west across the river. But the second access will eliminate the isolation to the area when the Perkins Street bridge is closed and that residential pigtail is no different than the existing pigtail of homes on Vichy and the homes three miles back on Deerwood both of which are acceptable for the three alternatives presented.

The road west to Ford Road could be placed where it would have the least impact on the status quo. It wouldn't have to go due west from a point on Redemeyer but could be placed north or south of the Deerwood intersection and take the path of least disruption and expense to the location of the river crossing. The intersection at Ford Rd. and North State Street would need to be improved with a right turn lane. The cost of the elimination of the gas stations landscaping and installing the right turn lane, new curb/gutter and sidewalk at the Ford Road intersection is very cost effective compared with a major road realignment and the elimination of several existing businesses on North State Street and Lake Mendocino Drive.

Feel free to contact me if you wish.

Will Carson


Craig Drake

From: Jim Xerogeanes [REDACTED]
Sent: Wednesday, July 09, 2008 3:01 PM
To: redemeyer@drakehaglan.com
Subject: Redemeyer road bridge

Hello-

We would like to ask that the Ford Road extension and bridge over the Russian River to Redemeyer Road be considered as an option for an additional access to the east side areas. We understand that a route from Ford Road was originally proposed in the 1970's. This option does offer a number of important and significant advantages over the options A, B, and C as presented to the community a couple weeks ago.

Thank you,

Jim Xerogeanes
Laura Xerogeanes
1621 Wildwood Road
Ukiah
[REDACTED]

Redemeyer Road Extension Feasibility Study

June 10, 2009

Project Comment Sheet

Please provide your comments below. The five concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through June 30, 2009.

Name:

Address:

Donna Meesa
1940 Antler Rd (Burwood)

AC or A line seems to provide the most protection to the most residences. In a flood situation Burwood & El Prado & Vicky could evacuate but homes near dam are trapped.

In fire situation all areas would have egress so while A or AC is farther north it appears to address emergencies of back fire & flood.

Redemeyer Road Extension Feasibility Study

June 10, 2009

Project Comment Sheet

Please provide your comments below. The five concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through June 30, 2009.

Name: MATT HOWARD

Address: 3101 DEERWOOD DR EXT

It's a poor idea because (1) sight lines at existing T-intersection are poor. Creating a 4-way intersection will require 4-way stop or signal

(2) route destroys ag land

(3) it doesn't create an escape route for fire evac far enough to the north

Redemeyer Road Extension Feasibility Study

June 10, 2009

Project Comment Sheet

Please provide your comments below. The five concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through June 30, 2009.

Name:

Address:

① Recommend placing a
Very Large sign
at corner of Perkins /
Redemeyer Intersection
(5 ft x 10 ft)
to announce the
open houses.
(verbal comment
from Dean's Denny)
to Loretta E.

② Someone also suggested giving
the notice to Vichy Springs Homeowner's
Association (and any other HOAs in area)

Loretta E.

Redemeyer Road Extension Feasibility Study

June 10, 2009

Project Comment Sheet

Please provide your comments below. The five concept alignments are shown on the reverse side. Please mark up the alignments if it helps illustrate your comments. The period for comments will remain open through June 30, 2009.

Name: Bryan E. & Lynn C. Crutcher

Address: 721 Lake Mendocino Drive, Ukiah, Ca. 95482.

Thank you for the updated meeting and keeping us all informed.

Your diagrams, maps, etc were very thorough.

We were disappointed that the popular suggested Ford Rd. alternative did not make the options but it was explained to us that it was not feasible.

We are encouraged that Redemeyer Rd extension proposal "B" is perceived to be the least likely to happen.

Please refer to our initial comments of 6-18-2008 as to why we feel this route should not take place.

Thank you

Lynn Crutcher-Crutcher & Bryan Crutcher

Redemeyer Road Extension

D1 Extend Orr Springs
AC " Lake Mendocino Exit

D1 - in combo w/ Bush (Despina?)
extension to Orr Springs and
Orr Springs extension to Deerwood
is most beneficial to future
northward growth, and as a
result, though \$, most likely
to be funded

AC - Creates a good loop / is modest in
cost, but does not provide benefit
to the Valley - ^{would} ^{it} could encourage
more of the leapfrog development
that is already choking Lake
Mendocino Drive (old Highway 20)

ROBERT AXT
AXT & MITCHELL
135 W. GOBBI ST
462-8778

From: Craig Drake [REDACTED]
Sent: Monday, July 06, 2009 1:54 PM
To: 'Stacey Allgule'
Subject: FW: North Redemeyer Extension

Craig Drake

Drake Haglan & Associates
10423 Old Placerville Road
Suite 200
Sacramento, CA 95827

P 916-363-4210
F 916-363-4230
[REDACTED]

From: robert bender [mailto:[REDACTED]]
Sent: Monday, June 15, 2009 9:51 AM
To: redemeyer@drakehaglan.com
Subject: North Redemeyer Extension

My preference is with the AC line for the following reasons:

- 1) North of Howard Creek and spill way potential problems
- 2) Start and end at Lake Mendocino Drive light intersection and Hwy 101 Stop light is already in place
- 3) Most important- Faster access for the North State St. Calfire and UVFD Approximate time saved is 7-10 minutes to upper Redemeyer Rd
- 4) Road right-away at Redemeyer is at Millview Water Co. access road
- 5) Minimize concerns of future closures of Redemeyer due to flooding, fires and vehicle accidents

My reasons for NOT choosing the other routes:

- 1) "B" line Access to no-where other than the lake
- 2) "A" line too close to the subdivision and there opposition
- 3) "C" line new State Street intersection could create traffic problems however it would be good for Fire Dept access to Redemeyer Road
- 4) "D1" line Too far south for most benefits

Concerns: All routes should be elevated above the flood plan including the bridge

We need it as soon as possible so thanks for reading my ideas and thoughts

Sincerely,

Robert Bender
1300 El Dorado Rd.
Ukiah, Ca 95482

August 31, 2009

Mr. Bob Parker
Assistant Director of Transportation
Mendocino County Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482



RE: Redemeyer Road Extension Project

Dear Mr. Parker:

Granite Construction Company (Granite) has received information that the County of Mendocino has completed a study to determine the most feasible route for extending Redemeyer Road across the Russian River to enable connection to the existing roadway network in Ukiah, and is holding a public workshop on August 31, 2009 to solicit stakeholder feedback on the alternatives. It is our understanding that the purpose of the proposed extension is to provide an emergency outlet for residents and others in the Redemeyer Road area to utilize during natural disasters, as well as to provide an alternative transportation route during periods of heavy traffic in the greater Ukiah area's east side. Granite recognizes the potential benefits that could be provided by an extension of Redemeyer Road, and may be supportive of the proposed project; however, as a property owner with a significant financial interest in property potentially affected by one of the proposed alignments, Granite intends by this letter to make the County aware of certain material facts for consideration during the project's planning.

According to the July 8, 2009 Feasibility Study prepared by Drake Haglan and Associates, alignments "AC" and "D1" have been identified as the preferred alternatives for further analysis by the County. As shown in the attached map, a portion of alignment D1 is proposed to transect property owned by Granite (Mendocino County Assessor's Parcel Number 170-160-03). This particular parcel contains an important sand and gravel deposit proposed and intended to be mined by Granite (See attached Kunzler Terrace Mine fact sheet). Operation of the mine is a critical component of Granite's local business plan, and would supply quality construction grade sand and gravel to the local market for approximately 20 years. The mine would support our local construction operations, provide living wage jobs to local residents, as well as sales and property tax revenues to the County of Mendocino. It is unclear within the Feasibility Study whether or not the significant value of the aggregate was considered within the cost estimate associated with obtaining the necessary right-of-way for alignment D1. Additionally, Granite's reclamation plan for the mined pond will create open space and riparian habitat that the County would remove by building a road across the site. Costs and environmental impacts associated with this removal should be considered during the road project's continued feasibility analysis.

North Coast Area
1324 S. State St.
Ukiah, CA 95482
TEL 707.467.4100
FAX 707.467.4154

As stated above, Granite may be supportive of the County's efforts to extend Redemeyer Road, but is concerned that, without proper planning and input from Granite, the construction of a roadway over a valuable resource deposit could have a material financial effect on Granite's business and ability to provide jobs, tax revenues, and construction materials to the local market. In recognition of this, Granite representatives desire to meet with County staff early in the process to ensure that a successful project is proposed that is protective of Granite's financial interest and takes into account the significant value of an aggregate deposit to the local community.

Thank you for your time and consideration on this matter. We would welcome the opportunity to meet with you to discuss this matter in greater detail. Feel free to contact me at (707) 467-4100 to arrange a meeting.

Sincerely,
GRANITE CONSTRUCTION COMPANY

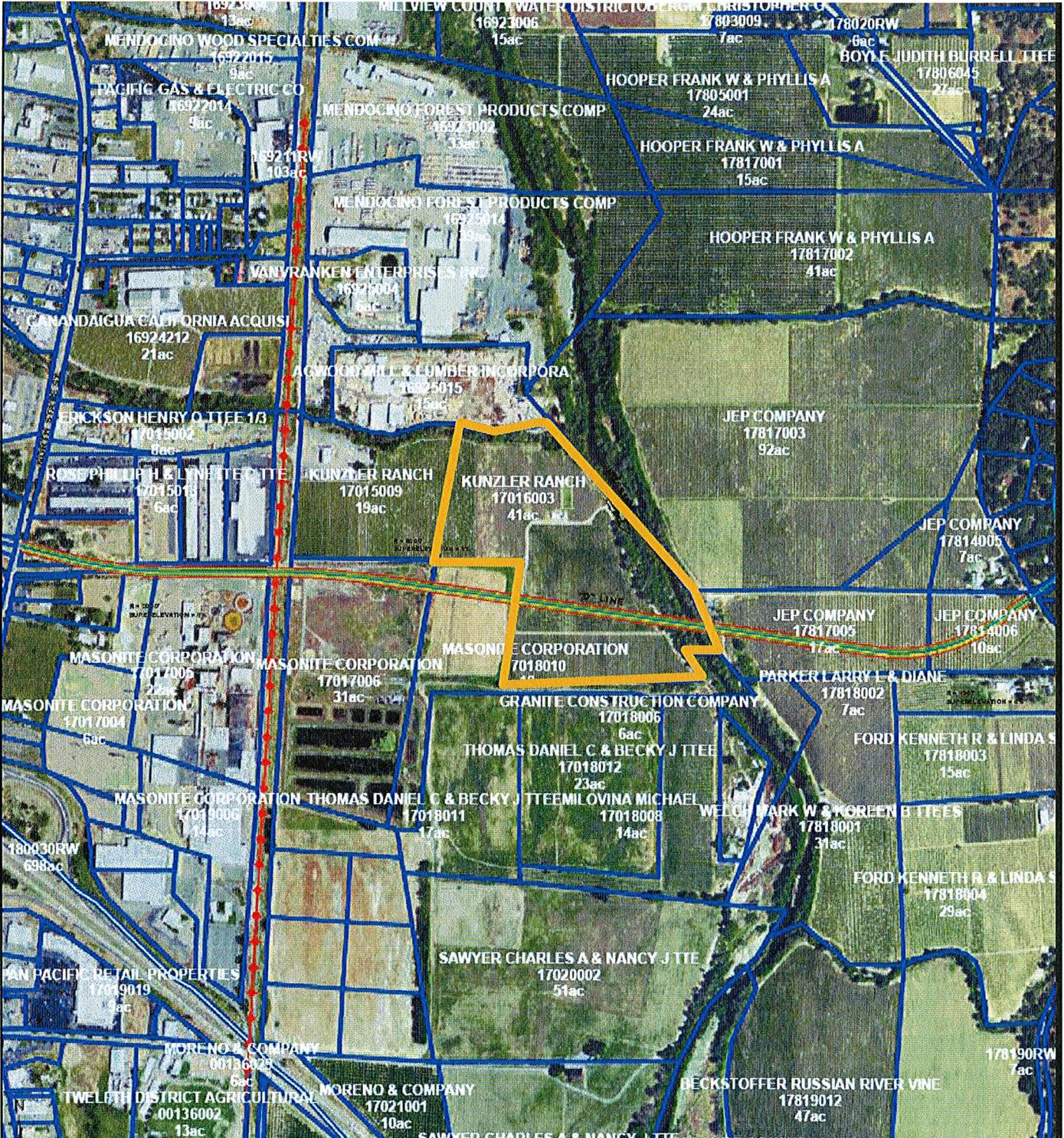
A handwritten signature in black ink, appearing to read 'JM' or similar initials, written in a cursive style.

Jordan Main
Material Resources Manager
jordan.main@gcinc.com

Cc: Ms. Carre Brown, 1st District Supervisor
Mr. Nash Gonzalez, Director Planning & Building

Attachments: GIS Map of Alignment D1
Kunzler Terrace Mine Fact Sheet

GIS MAP OF ALIGNMENT D1—REDEMEYER ROAD EXTENSION



LEGEND

ALIGNMENT D1



RAILROAD



GRANITE PROPERTY - MENDOCINO APN # 170-160-03



Kunzler Terrace Mine

Granite Construction Company owns a 65-acre industrial property located at the end of Kunzler Ranch Road, approximately one mile north of the City of Ukiah limits, near the confluence of Ackerman Creek and the Russian River. Granite has submitted a use permit application and reclamation plan to the County of Mendocino to mine and process sand and gravel from the location.

Project Facts

CURRENT SITE ACTIVITY & USES

- ◆ The site is currently used as a commercial trucking operation and for growing varietal wine grapes.

PROPOSAL

- ◆ Surface mining and processing of 0.10 to 0.25 million tons of aggregate per year, or approximately 2-5 outbound semi-truck loads of sand or gravel per hour (average 8 hour/day, 5-day work week).
- ◆ Total permit life of 25 years (20-years for mining and processing & 5-years for reclamation).
- ◆ End use will be 4.0 acres of vacant industrial land and 61.3 acres of open space (a combination of riparian & aquatic habitat and Oak Woodland/Grassland).

SUITABLE LOCATION

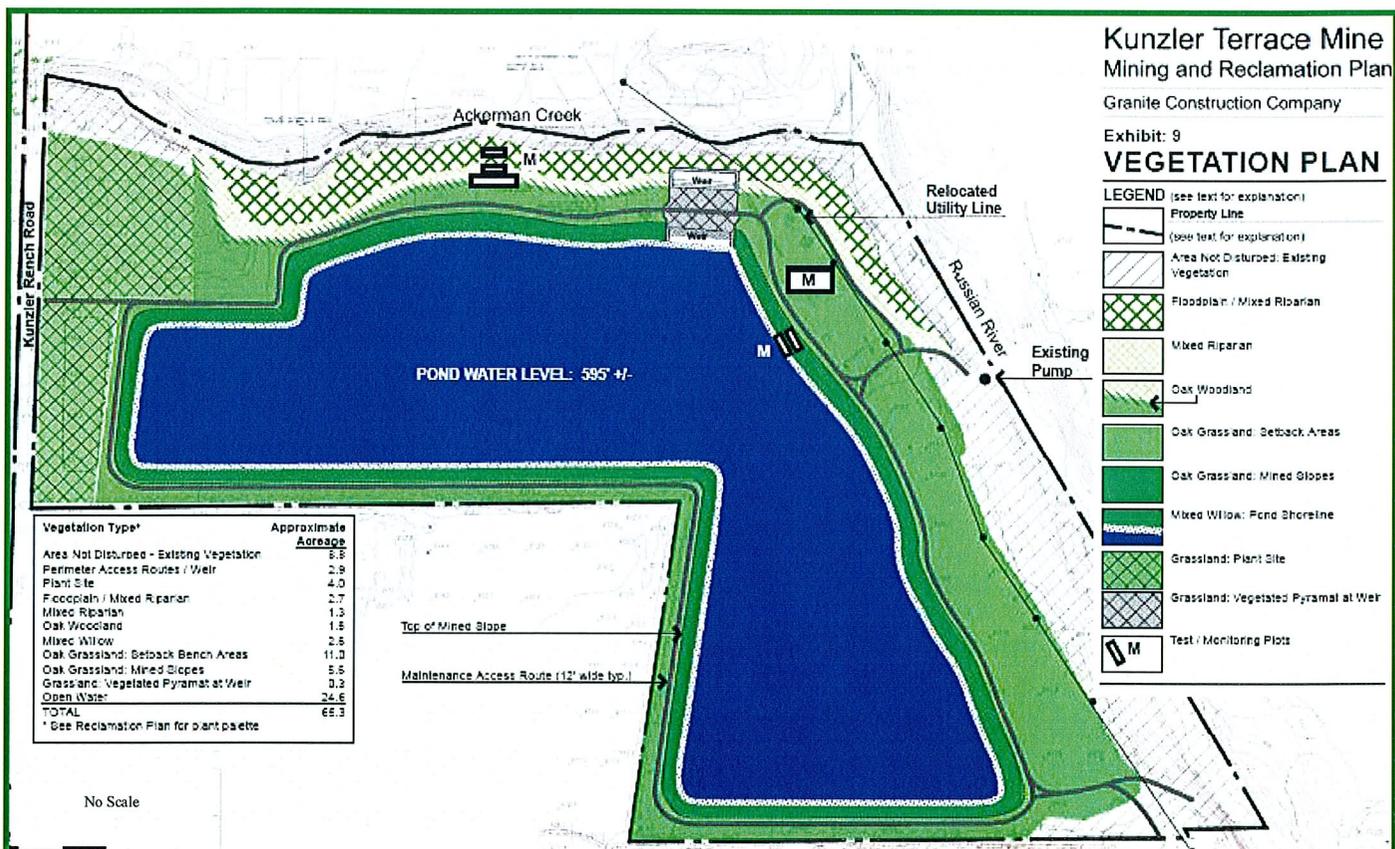
- ◆ The proposed use permit and reclamation plan is consistent with the County of Mendocino General Plan, Zoning Ordinance, and the County and State Surface Mining and Reclamation Policy.
- ◆ The project site is located within core market area, yet isolated from residential and population centers.
- ◆ The project and location is compatible with surrounding uses, neighboring industrial uses and industrial zoning.
- ◆ High paying local Union jobs will mine, process and manufacture the mined materials into value added products.

REDUCES COUNTY-WIDE TRUCK TRAFFIC

- ◆ Reduces truck miles to Mendocino County's largest market for sand and gravel when compared to alternative sources.
- ◆ Local source means fewer truck miles traveled and reduced wear and tear on transportation infrastructure and safer highways.
- ◆ Fewer truck miles means reduced diesel consumption and lower greenhouse gas emissions in Mendocino County.

ENVIRONMENTALLY SUPERIOR INDUSTRIAL USE

- ◆ The project will create Oak Grassland/Woodland and mixed riparian habitat, while protecting mature trees along Ackerman Creek and the Russian River.
- ◆ Floodplain enhancement features will result in improved habitat for salmon and steelhead within Ackerman Creek and the Russian River.
- ◆ The local terrace mine will supply about 30% of the sand and gravel needed in inland Mendocino County for the next 20 years.
- ◆ The project will consume 30% less water than the current land use, and 100% less water at the end of project.
- ◆ Project phase one and the final reclamation approach will ultimately enhance the open space and habitat corridor along the upper Russian River.



What is a Terrace Mine?

- ◆ Terrace mining involves the removal of aggregates from valley terraces, elevated above waterways.
- ◆ Layers of aggregate are removed to create a flat bottom pond.
- ◆ Terrace mining is an environmentally superior alternative to in-stream gravel extraction.
- ◆ Terrace mine ponds are commonly kept for open space, wildlife and aquatic habitat. Some terrace mines are reclaimed and filled for other uses.
- ◆ Terrace mines create valuable wildlife habitat. Members of the Peregrine Audubon Society routinely utilize Granite's existing terrace mines in Ukiah for bird watching.

Aggregate Facts

- ◆ Sand, gravel, and other types of crushed stone are known as **Aggregates**.
- ◆ **Aggregates** are one the essential building blocks of society.
- ◆ **Aggregates** are 100% recyclable and a green building material.
- ◆ The California Department of Conservation has communicated the urgency for new local **aggregate** sources and demonstrated that transporting **aggregate** long distances by truck has economic and environmental costs to everyone.
- ◆ Transporting **aggregate** by truck more than 50 miles doubles the aggregates' monetary cost. Excessive trucking also contributes to increased fuel consumption, air pollution, traffic congestion, and road maintenance.
- ◆ Consistent with California averages, the public and private use of **aggregate** is estimated to be approximately 7 tons per resident per year or county-wide consumption of approximately 600,000 tons per year.
- ◆ Granite Construction Company in Ukiah receives and recycles approximately 20,000 tons of **aggregate** containing asphalt concrete and ready-mix concrete per year from Mendocino area residents, businesses and government agencies; saving approximately \$1 million dollars in landfill costs to those users.

Regulation of Mining Sites

- ◆ Aggregate companies are closely regulated and must meet the requirements of over a dozen agencies overseeing federal, state, county, and local laws. Once permitted, the regulatory process continues throughout the life of the operation.
- ◆ In addition to local control, every commercial mining operation in California is regulated by the Office of Mining Reclamation and the California Surface Mining and Reclamation Act of 1975 "**SMARA**."
- ◆ **SMARA** combines comprehensive surface mining policy with regulation of surfacing mining operations so as to assure that:
 - a. Adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition which is readily adaptable for alternative land uses.
 - b. The production and conservation of minerals are encouraged, while giving consideration of values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment.
 - c. Residual hazards to the public health and safety are eliminated.
- ◆ **SMARA** requires a **Reclamation Plan** with a secured source of financial assurance, like a bond, to guarantee the financial feasibility of restoring any mined area to a productive end use, such as habitat.
- ◆ The County's Surface Mining and Reclamation Ordinance, Chapter 22.16 of the Mendocino County Code, was adopted and amended over time to be consistent with **SMARA**.

For more information, please contact:

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About Granite Construction

Incorporated in 1972, Granite Construction Company maintains a branch office in Ukiah and is a builder of roads, highways, bridges, and other infrastructure related projects, and is a leading regional producer of sand, gravel, ready-mix concrete, asphalt concrete, recycled aggregate, and other construction materials. Honesty, Integrity, Fairness, Accountability, Consideration of Others, Pursuit of Excellence, Reliability, and Citizenship are the fundamentals of our Code of Conduct and govern how we conduct our day-to-day business. **Visit Us on the Web: GraniteConstruction.Com**