

FOR CONTRACT NO.: 01-465804

INFORMATION HANDOUT

PERMITS

COUNTY OF MENDOCINO COASTAL DEVELOPMENT STANDARD PERMIT

CITY OF POINT ARENA COASTAL DEVELOPMENT PERMIT

ROUTE: 01-Men-1-14.9/21.7



September 26, 2011

COASTAL DEVELOPMENT STANDARD PERMIT

CASE#: CDP #12-2011
OWNER: California Department of Transportation (Caltrans)
AGENT: Cassandra Pitts
REQUEST: Pave 8 sections of new 4-foot shoulders for the Pacific Coast Bike Route within the existing Highway One right-of-way.
LOCATION: In the Coastal Zone, north of the City of Point Arena, along Highway One, between Post Miles 14.7 to 21.8 (from APN 027-041-RW to 132-230-RW).
PROJECT COORDINATOR: Teresa Spade

ACTION: Approved with Conditions.

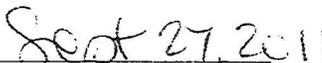
COASTAL PERMIT EFFECTIVE DATE: September 26, 2011

COASTAL PERMIT EXPIRATION DATE: September 26, 2013

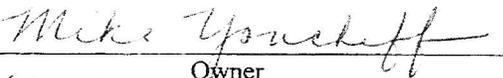
CONDITIONS OF APPROVAL: See Coastal Permit Administrator Action Sheet for conditions.

Department of Planning and Building Services Statement: I hereby certify that all conditions which must be met prior to use or occupancy of this permit have been met and that this permit is deemed by the Department of Planning and Building Services to be a valid permit subject to all conditions of approval.


 Deputy Coastal Permit Administrator


 Date

Owner's Statement: I am the owner of the property subject to this permit (or his/her authorized agent) and I hereby certify that I have reviewed the conditions of approval and will establish and continue the use in compliance with the specified conditions and applicable sections of the Mendocino County Code. I further grant permission for County staff to enter upon the premises for which the permit is issued to verify compliance with the required conditions.


 Owner
 (Caltrans - Project Manager)


 Date

Please sign and return one copy of this permit to the Department of Planning and Building Services at the above address.

**STAFF REPORT FOR COASTAL DEVELOPMENT
STANDARD PERMIT**

**CDP# 12-2011 Caltrans
August 25, 2011
CPA-1**

OWNER/APPLICANT: California Department of Transportation (Caltrans)
District 3
703 B Street
Marysville, CA 95901

AGENT: Caltrans contact:
Cassandra Pitts
Environmental Management Branch, M2
703 B Street
Marysville, CA 95901

REQUEST: Pave 8 sections of new 4-foot shoulders for the Pacific Coast Bike Route within the existing Highway One right-of-way.

LOCATION: In the Coastal Zone, north of the City of Point Arena, along Highway One, between Post Miles 14.7 to 21.8 (from APN 027-041-RW to 132-230-RW).

APPEALABLE AREA: Yes – Highly Scenic Areas, west of 1st public road

PERMIT TYPE: Standard

TOTAL ACREAGE: Less than one acre of impact

GENERAL PLAN: ROW

ZONING: ROW

EXISTING USES: Highway, ROW

ADJACENT ZONING: Adjacent to RL, AG and OS

SURROUNDING LAND USES: Agricultural Lands including Williamson Act lands, and Manchester State Park

SUPERVISORIAL DISTRICT: 5

ENVIRONMENTAL DETERMINATION: CALTRANS is the lead agency for CEQA and NEPA purposes, and has determined that the project is Categorical Exempt (Class 1 or General Rule Exemption) from CEQA. Mendocino County has reviewed the project and has found no reason to dispute the Categorical Exclusion filed by Caltrans, the Lead Agency.

OTHER RELATED APPLICATIONS: CDP 60-2006 was approved on January 25, 2007, for eleven shoulder sections in the vicinity of Elk, CA.

PROJECT DESCRIPTION: This is Phase 2 of the Pacific Coast Bike Route (PCBR) project, located 0.5 miles south of Point Arena School to 0.4 miles north of Kinney Road RD-51 (project locations within the City of Point Arena are not covered in this Coastal Permit application as the City of Point Arena is outside the County jurisdiction). The purpose of this project is to increase cyclist's safety as they travel along the Pacific Coast Bike Route on State Route 1, in Mendocino County between post miles (PM) 14.7/21.8. Priority was given to the uphill SB sections, which is the predominant direction of travel and critical locations that do not provide cyclist exposure to traveling motorists. The project will pave eleven separate 4-foot wide shoulder segments where they presently do not exist. Three of these shoulder segments are within the City of Point Arena and would be covered by a separate permit issued by the City of Point Arena. Eight of the shoulder segments would be located within the unincorporated portion of the County and would be the subject of this permit. There will be no culvert improvements or significant cut and fill. Shoulder backing will be placed throughout the project limits; and, all work would be within the existing state right of way.

LOCAL COASTAL PROGRAM CONSISTENCY RECOMMENDATION: The proposed project is consistent with the applicable goals and policies of the Local Coastal Program (LCP) as described below.

Land Use

The proposed paving of 4 foot shoulders would not substantially change the land use of the existing highway. While the proposed project would increase the width of the paved area, it would not increase the carrying capacity of the roadway or allow for more than two lanes of automobile traffic along Route 1 in conformance with Article 6, Section 30254 of the Act and the County LCP. Chapters 3.6 and 3.8 of the Coastal Element include relevant visual resource and transportation related policies, specifically as they apply to Highway One. The following policies are particularly relevant to the proposed project.

Coastal Element Policy 3.8-2 states,

Current studies indicate a need for future improvement to certain stretches of Highway 1 and to major intersections. These improvements shall be encouraged so as to accommodate essential industries vital to the economic health of the County and other priority uses under the Coastal Act.

The Department of Transportation shall be requested and urged as a high priority of public interest and Coastal Act purpose to:

- 1. accelerate highway improvement projects along Highway 1 and those state maintained highway intersections within the Coastal Zone of Mendocino County.*
- 2. develop a long range comprehensive circulation plan for Mendocino County coastal state highways and tributaries consistent with Coastal Act mandates.*

If the objectives of the Coastal Act are to be met, these goals must receive high priority at both local and state levels.

Coastal Element Policy 3.8-5 states,

Caltrans shall, in cooperation with the County, set priorities based on safety requirements and existing highway congestion for improving the capacity of impacted segments of Highway 1. Measures to be studied should include minor re-alignments, width and shoulder improvements, passing lanes, view turnouts and parking areas, and intersection improvements

Coastal Element Policy 3.8-6 states,

It shall be a goal of the Transportation Section to achieve, where possible and consistent with other objectives of The Coastal Act and plan policies for Highway 1, a road bed with a vehicle lane width of 16 feet including the shoulder to achieve a 32 foot paved roadway (12-foot vehicle lane and 4-foot paved shoulder). The minimum objective shall be a 14-foot vehicle lane width (10-foot vehicle lane and 4-foot paved shoulder). New widening projects shall be allocated, first to safety and improved capacity needs and secondly to paved shoulders.

Coastal Element Policy 3.6-20 states,

Paved 4 foot shoulders should be provided by Caltrans along the entire length of Highway 1 wherever construction is feasible without unacceptable environmental effects.

Therefore, the proposed project is consistent with the applicable Coastal Element policies.

Public Access

The project would result in overall improvements to public bike access along Highway 1. The project would not conflict with any public access points or Coastal Element provisions.

Hazards

The proposed development areas would be located on slopes that are less than 20% and the development does not present any issues relative to erosion and/or slope failure. There are no known fire hazards, or faults, landslides or other geologic hazards, in close proximity to the proposed development areas.

Visual Resources

The project is located in a designated "Highly Scenic Area" as shown on LUP maps.

Coastal Element Policy 3.5-1 states:

State Highway 1 in rural areas of the Mendocino County coastal zone shall remain a scenic two-lane road. The scenic and visual qualities of Mendocino County coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas designated by the County of Mendocino Coastal Element shall be subordinate to the character of its setting.

The proposed project will minimally impact visual resources, as the only development proposed is the paving of shoulder segments. The project conforms to visual resource policy.

Natural Resources

Coastal Act policies provide for the protection of natural resources. Special provisions pertain to areas considered Environmentally Sensitive Habitat Areas (ESHAs). ESHAs are defined in Section 20.308.035(F) of the Mendocino County Coastal Zoning Code as follows:

"Environmentally Sensitive Habitat Area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities or developments. In Mendocino County, environmentally sensitive habitat areas include, but are not limited to: anadromous fish streams, sand dunes, rookeries and marine mammal haul-out areas, wetlands, riparian areas, areas of pygmy vegetation that contain species of rare or endangered plants, and habitats of rare and endangered plants and animals.

The project area is limited to areas proximal to the existing highway and within the State transportation right of way. Caltrans has performed surveys for Environmentally Sensitive Habitat Areas (ESHAs), and has submitted the following natural resource survey reports and document: *Botanical/ESHA Assessment and Reduced Buffer Analysis for the Pacific Coast Bike Route Project, State Route 1, Mendocino County, Highway Post Miles 14.7-21-6, EA 01-465801*, dated April 2011. A reduced buffer to 0 feet from ESHAs is indicated, a reduced buffer analysis is provided (included as a part of Appendix A), and the California Department of Fish and Game has been consulted.

Chapter 20.496 and Section 20.532.060, et. seq. of the MCCZC contain specific requirements for protection of ESHAs and development within the buffer area of an ESHA. A sufficient buffer area is required to be established and maintained to protect ESHAs from disturbances related to proposed development. Section 20.496.020(A)(1) of the MCCZC states:

The width of the buffer area shall be a minimum of one hundred (100) feet, unless an applicant can demonstrate, after consultation and agreement with the California Department of Fish and Game, and County Planning staff, that one hundred (100) feet is not necessary to protect the resources of that particular habitat area from possible significant disruption caused by the proposed development. The buffer area shall be measured from the outside edge of the Environmentally Sensitive Habitat Areas and shall not be less than fifty (50) feet in width.

The purpose of the project is to improve bicycle transportation along a 9.8-mile stretch of Highway 1. The project area is limited to existing turnouts and shoulder segments. The project would not directly impact any sensitive natural resources, however the project would occur within the minimum 50-foot buffer area to sensitive natural resources. Environmentally Sensitive Habitat Areas occurring 100 feet or less from the project area are outlined in Table 1, which is a modified excerpt from the Botanical/ESHA Assessment submitted by Caltrans.

The Caltrans proposal avoids resource areas as feasible. Additionally, measures are proposed to ensure that impacts are minimal, summarized as follows:

Coastal Terrace Prairie is located on private property outside of the right of way, behind private fencing. No minimization measures are proposed as minor impacts from noise and minor soil disturbances would be insignificant.

No direct impacts are expected to occur to wetlands or riparian areas. Best management practices proposed include temporary construction fencing, straw waddles and silt fencing.

**STAFF REPORT FOR COASTAL DEVELOPMENT
STANDARD PERMIT**

**CDP# 12-2011 Caltrans
August 25, 2011
CPA-5**

PAMB habitat near the project area is unoccupied. Temporary fencing is to be used at all locations with better than marginal habitat.

Measures to protect the California red-legged frog include biological surveys within 48 hours before ground disturbance, and training staff to identify the frogs and understand measures for protection. If frogs are found, USFWS and DFG are to be consulted and recommended measures are to be followed to ensure protection.

Table 1. Project locations relative to ESHAs.

ESHA type/Distance to Hwy. 1 edge of pavement in ft.								
Location	PM	Direction	Wetland	Riparian	PAMB Habitat	CCG Critical Habitat	Coastal Prairie	Comments
1	16.1-16.2	NB	5		10			CCC wetland. mint, blackberry grasses. ESA fence needed at edge of work.
2	16.17-16.22	SB			10			Marginal PAMB
3	16.92-17.07	NB				0		
4	19.45-19.52	SB				0		
5	20.13-20.18	SB	5			0		404 wetland on private property. Mowed in Right of Way.
6	20.77-20.85	SB	10			0		CCC wetland at north end of driveway, avoid.
7	20.92-21.06	SB		5	10	0		Marginal PAMB habitat in ditch and at creek to the south
8	21.45-21.70	SB	15			0	10	Wet ditch at south end along Kinney Road

As presented and with minimization measures as proposed, it is unlikely that this project would result in significant impacts to natural resources. Special Condition Number 1 is recommended to require the minimization measures proposed by Caltrans as a condition of approval.

Archaeological/Cultural Resources

CALTRANS submitted an archaeological analysis with the subject application, which was sent to the Mendocino County Archaeological Commission for review. The Mendocino County Archaeological Commission determined at the June 8, 2011 Archaeological Commission Hearing that no survey will be required. Nevertheless, Standard Condition Number 8 is recommended, advising the applicant of the requirements of the County's Archaeological Ordinance (Chapter 22.12 of the Mendocino County Code) in the event that archaeological or cultural materials are unearthed during site preparation or construction activities.

Groundwater Resources

No drainage improvements are required to accommodate the project. The proposed project would not adversely affect groundwater resources.

Transportation/Circulation

The proposed project would not result in long-term impacts to automobile transportation and circulation along this portion of State Route One. No negative impacts should result except during the actual construction time when minimal and short-term disruption would occur.

The project was referred to the County Department of Transportation, who responded by indicating that numerous County roads are located along the project route, as outlined in the response. The County Department of Transportation recommends that the State Department of Transportation obtain an encroachment permit from the County where the project is adjacent to County roads. Standard Condition Number 4 is recommended to assure compliance with County requirements.

Zoning Requirements

The project is in compliance with all of the zoning requirements of Division II of Title 20 of the Mendocino County Code.

PROJECT FINDINGS AND CONDITIONS: Pursuant to the provisions of Chapter 20.532 and Chapter 20.536 of the Mendocino County Code, the Coastal Permit Administrator approves the proposed project, and adopts the following findings and conditions.

FINDINGS:

1. The proposed development is in conformity with the certified Local Coastal Program; and
2. The proposed development will be provided with adequate utilities, access roads, drainage and other necessary facilities; and
3. The proposed development is consistent with the purpose and intent of the applicable zoning district, as well as all other provisions of Division II, and preserves the integrity of the zoning district; and
4. The proposed development is Categorically Exempt from the California Environmental Quality Act (Class 1), and will not have any significant adverse impacts on the environment, within the meaning of the California Environmental Quality Act; and
5. The proposed development will not have any adverse impacts on any known archaeological or paleontological resource; and
6. Other public services, including but not limited to, solid waste and public roadway capacity have been considered and are adequate to serve the proposed development.

7. The proposed development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act and Coastal Element of the General Plan.

STANDARD CONDITIONS:

1. This action shall become final on the 11th day following the decision unless an appeal is filed pursuant to Section 20.544.015 of the Mendocino County Code. The permit shall become effective after the ten working day appeal period to the Coastal Commission has expired and no appeal has been filed with the Coastal Commission. The permit shall expire and become null and void at the expiration of two years after the effective date except where construction and use of the property in reliance on such permit has been initiated prior to its expiration.
2. The use and occupancy of the premises shall be established and maintained in conformance with the provisions of Division II of Title 20 of the Mendocino County Code.
3. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and that compliance therewith is mandatory, unless an amendment has been approved by the Coastal Permit Administrator.
4. This permit shall be subject to the securing of all necessary permits for the proposed development from County, State and Federal agencies having jurisdiction.
5. The applicant shall secure all required building permits for the proposed project as required by the Building Inspection Division of the Department of Planning and Building Services.
6. This permit shall be subject to revocation or modification upon a finding of any one or more of the following:
 - a. The permit was obtained or extended by fraud.
 - b. One or more of the conditions upon which the permit was granted have been violated.
 - c. The use for which the permit was granted is conducted so as to be detrimental to the public health, welfare or safety, or to be a nuisance.
 - d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective, or has enjoined or otherwise prohibited the enforcement or operation of one or more such conditions.
7. This permit is issued without a legal determination having been made upon the number, size or shape of parcels encompassed within the permit described boundaries. Should, at any time, a legal determination be made that the number, size or shape of parcels within the permit described boundaries are different than that which is legally required by this permit, this permit shall become null and void.

STAFF REPORT FOR COASTAL DEVELOPMENT
STANDARD PERMIT

CDP# 12-2011 Caltrans
August 25, 2011
CPA-8

8. If any archaeological sites or artifacts are discovered during site excavation or construction activities, the applicant shall cease and desist from all further excavation and disturbances within one hundred (100) feet of the discovery, and make notification of the discovery to the Director of the Department of Planning and Building Services. The Director will coordinate further actions for the protection of the archaeological resources in accordance with Section 22.12.090 of the Mendocino County Code.

SPECIAL CONDITIONS:

1. The minimization measures outlined in the Botanical/ESHA Assessment and Reduced Buffer Analysis for the Pacific Coast Bike Route Project, State Route 1, Mendocino County, Highway Post Miles 14.7-21.6, EA 01-465801, dated April 2011 shall be required conditions of approval. These measures are included as a part of Appendix A.

Staff Report Prepared By:

August 11, 2011
Date


Teresa Spade
Planner II

Attachments: Exhibit A Location Map
Exhibit B Cross Sections
Exhibit C Construction Details
Exhibit D Construction Area Signs
Exhibit E Summary of Quantities

Appendix A Minimization Measures and Reduced Buffer Analysis

Appeal Period: Ten calendar days for the Mendocino County Board of Supervisors, followed by ten working days for the California Coastal Commission following the Commission's receipt of the Notice of Final Action from the County.

Appeal Fee: \$945 (For an appeal to the Mendocino County Board of Supervisors.)

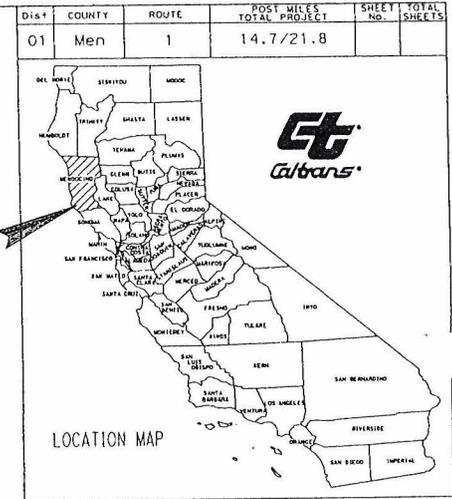
SUMMARY OF REFERRAL AGENCY COMMENTS:

Planning – Ukiah	No comment.
Department of Transportation	Encroachment needed where project is adjacent to County Roads.
Environmental Health – Fort Bragg	DEH can clear this CDP.
Building Inspection – Fort Bragg	No comment.
Assessor	No response.
Department of Fish & Game	No comment.
Trails Advisory Council	No response.
Coastal Commission	ESHA concerns expressed to Caltrans.
US Fish and Wildlife Service	Response received with application
Point Arena City Hall	No response.

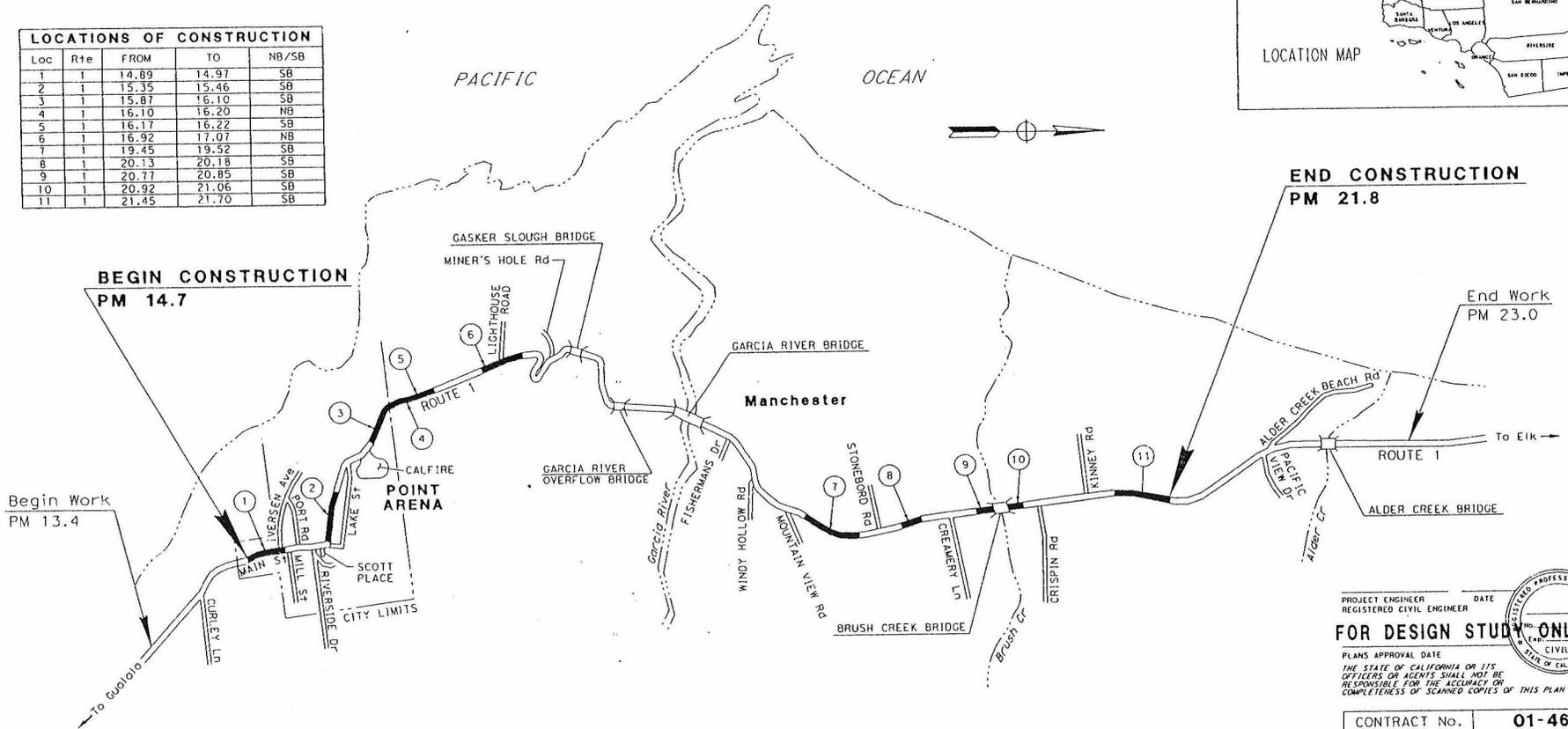
INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN MENDOCINO COUNTY
IN AND NEAR POINT ARENA
FROM 0.5 MILE SOUTH OF POINT ARENA SCHOOL
TO 0.4 MILE NORTH OF KINNEY ROAD-Rd 511

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



LOCATIONS OF CONSTRUCTION				
Loc	Rte	FROM	TO	NB/SB
1	1	14.89	14.97	SB
2	1	15.35	15.46	SB
3	1	15.87	16.10	SB
4	1	16.10	16.20	NB
5	1	16.17	16.22	SB
6	1	16.92	17.07	NB
7	1	19.45	19.52	SB
8	1	20.13	20.18	SB
9	1	20.77	20.85	SB
10	1	20.92	21.06	SB
11	1	21.45	21.70	SB

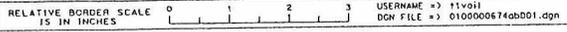


PROJECT MANAGER: MIKE YANCHEFF
 DESIGN ENGINEER: L.R. ASHLEY
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THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER: _____ DATE: _____
 REGISTERED CIVIL ENGINEER
FOR DESIGN STUDY ONLY
 PLANS APPROVAL DATE: _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT NO. **01-465804**
 PROJECT ID **0100000674**



USERNAME => 11v011
 DGN FILE => 0100000674abd01.dgn

UNIT 0313 PROJECT NUMBER & PHASE 01000006741

DATE PLOTTED: 23 07-JUN-2011
 TIME PLOTTED: 2: 07:48
 07-26-11

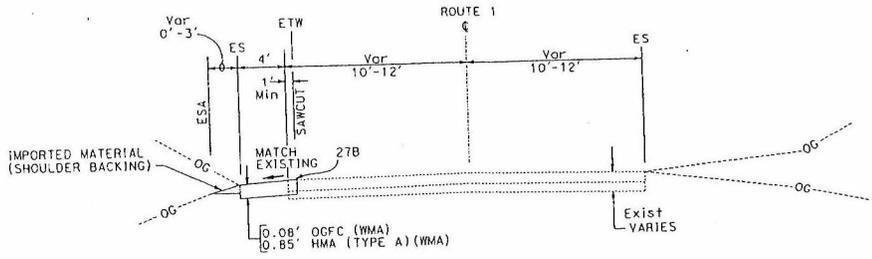
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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
 Et-Corps
 FUNCTIONAL SUPERVISOR: L.R. ASHLEY
 CHECKED BY: ANDRE GOMARRES
 DESIGNED BY: TOM PHILLIPS
 REVISIONS: REVISED BY: DATE REVISED:

NOTES:
 1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
 2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

ABBREVIATIONS:
 OGFC = OPEN GRADED FRICTION COURSE
 ESA = ENVIRONMENTALLY SENSITIVE AREA
 WMA = USING WARM MIX ASPHALT TECHNOLOGY

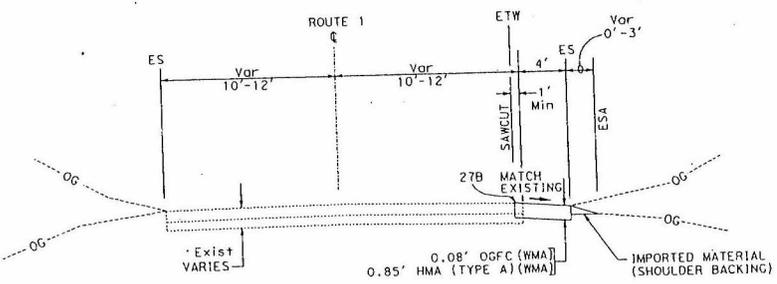
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	14.7/21.8		

REGISTERED CIVIL ENGINEER DATE 00/00/00
FOR DESIGN STUDY ONLY
 PLANS APPROVAL DATE
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LOCATION
 (1) (2) (3) (5) (7) (8) (9) (10) (11)

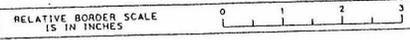
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3	15.87	16.10	SB	0.23
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5	16.17	16.22	SB	0.05
6	16.92	17.07	NB	0.15
7	19.45	19.52	SB	0.07
8	20.13	20.18	SB	0.05
9	20.77	20.85	SB	0.08
10	20.92	21.06	SB	0.14
11	21.45	21.70	SB	0.25
TOTAL				1.31



LOCATION
 (4) (6)

TYPICAL CROSS SECTIONS
 X-1

NO SCALE
 PROJECT NUMBER & PHASE: 01000006741



UNIT 0313

BORDER LAST REVISED 7/2/2010

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LAST REVISION DATE PLOTTED => 27-JUN-2011
 07-26-11 TIME PLOTTED => 07:44

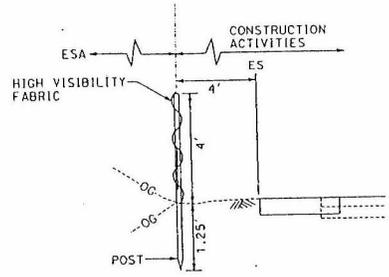
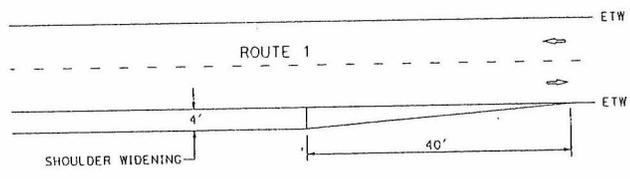
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01	Men	1	14.7/21.8		

REGISTERED CIVIL ENGINEER DATE 03/00/00
FOR DESIGN STUDY ONLY
 PLANS APPROVAL DATE

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PROFESSIONAL ENGINEER
 CIVIL
 STATE OF CALIFORNIA

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 L.R. ASHLEY
 FUNCTIONAL SUPERVISOR
 CALCULATED-BESTIGNED BY TOM PHILLIPS
 CHECKED BY ANDRE OUMARAE
 REVISED BY DATE REVISED



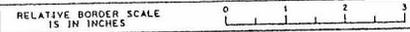
CONSTRUCTION DETAILS

C-1

NO SCALE

BORDER LAST REVISED 7/2/2010

USERNAME -> 11v011
 DGN FILE -> 010000674g0001.dgn



UNIT 0313

PROJECT NUMBER & PHASE

0100006741

LAST PLOTTED 07-26-11
 DATE PLOTTED 07-27-JUL-2011
 TIME PLOTTED 09:07:44

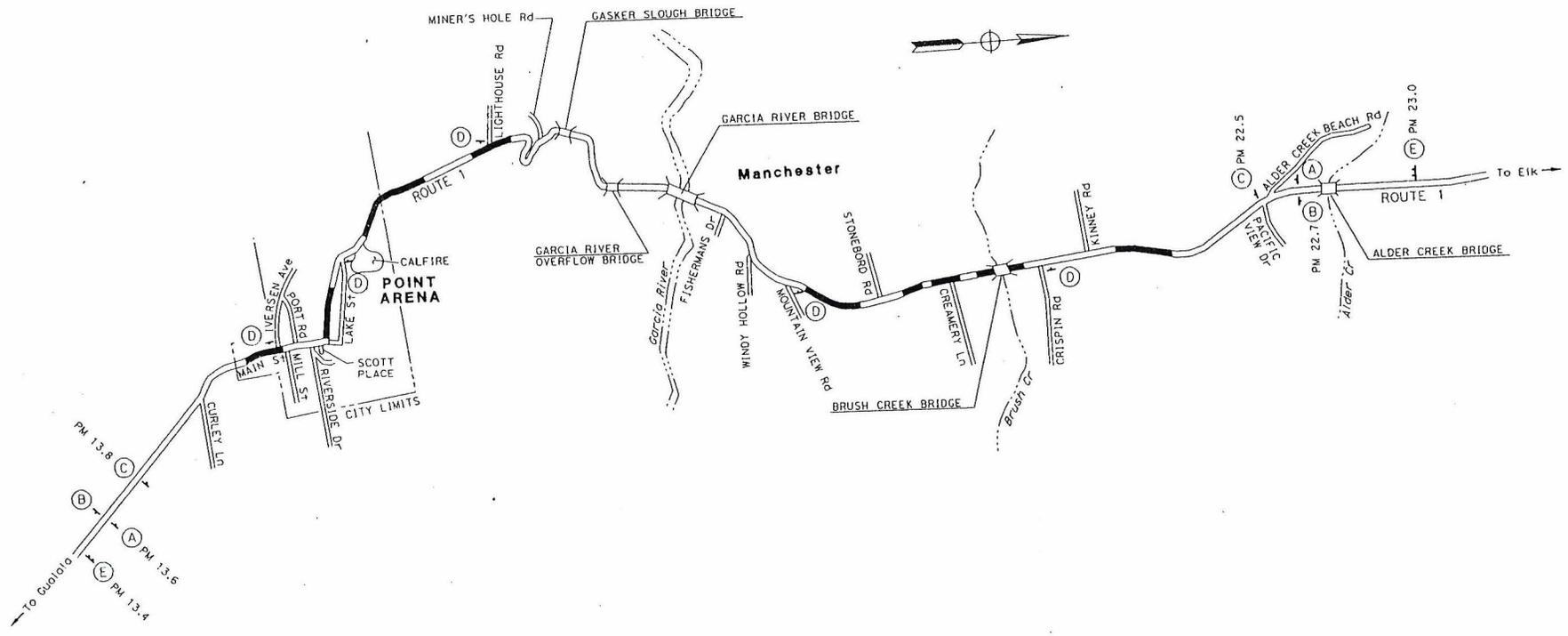
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STATIONARY MOUNTED CONSTRUCTION AREA SIGNS				
SIGN CODE	SIGN MESSAGE	PANEL SIZE (INCHES)	NO. OF POSTS AND SIZE (INCHES)	NO. OF SIGNS
A G20-1	ROAD WORK NEXT 7 MILES	60" x 36"	1-6" x 6"	2
B G20-2	END ROAD WORK	36" x 18"	1-4" x 4"	2
C W11-1	BICYCLE (SYMBOL)	36" x 36"	1-4" x 6"	2
D W16-1	SHARE THE ROAD	24" x 30"	1-4" x 6"	5
E W20-1	ROAD WORK AHEAD	36" x 36"	1-4" x 6"	5
F C40 (CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	72" x 36"	2-4" x 6"	2

NOTE: 1. EXACT SIGN LOCATION TO BE DETERMINED BY THE ENGINEER.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJ.	SHEET No.	TOTAL SHEETS
01	Men	1	14.7/21.8		

REGISTERED CIVIL ENGINEER DATE 00/00/00
FOR DESIGN STUDY ONLY
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONSTRUCTION AREA SIGNS CS-1

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

NO SCALE



UNIT 0313

PROJECT NUMBER & PHASE

0100006741

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	14.7/21.8		

06/09/00
 REGISTERED CIVIL ENGINEER DATE
FOR DESIGN STUDY ONLY
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS
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PROFESSIONAL SEAL
 CIVIL
 STATE OF CALIFORNIA

ABBREVIATIONS:
 WMA = USING WARM MIX ASPHALT TECHNOLOGY

LOCATION	LOCATION (PM)		NB/SB	(N) LENGTH	TEMPORARY FENCE (TYPE ESA)	HMA (TYPE A) (WMA)	HMA (OPEN GRADED) (WMA)	IMPORTED MATERIAL (SHOULDER BACKING)	TACK COAT	ROADWAY EXCAVATION	OBJECT MARKER (TYPE L-1)	RESET MARKERS AND DELINEATORS
	FROM	TO										
	TON											
1	14.89	14.97	SB	422	50	108	10	26	0.09	58		
2	15.35	15.46	SB	581	50	148	14	37	0.13	80		
3	15.87	16.10	SB	1214	150	310	29	80	0.26	167		
4	16.10	16.20	NB	528		135	13	34	0.11	73	1	
5	16.17	16.22	SB	264		67	6	16	0.06	36		1
6	16.92	17.07	NB	792	50	422	43	52	0.17	111		2
7	19.45	19.52	SB	370		94	9	23	0.08	51		
8	20.13	20.18	SB	264	150	67	6	16	0.06	36		3
9	20.77	20.85	SB	422		108	10	26	0.09	58		2
10	20.92	21.06	SB	739	350	189	18	48	0.16	102		
11	21.45	21.70	SB	1320	30	337	32	87	0.29	182	1	8
TOTAL				6916	830	1985	190	445	1.5	954		

(N) - NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

LOCATION	LOCATION (PM)		NB/SB	DETAIL No.	4" SOLID WHITE
	FROM	TO			
	LF				
1	14.89	14.97	SB	27B	422
2	15.35	15.46	SB	27B	581
3	15.87	16.10	SB	27B	1214
4	16.10	16.20	NB	27B	528
5	16.17	16.22	SB	27B	264
6	16.92	17.07	NB	27B	792
7	19.45	19.52	SB	27B	370
8	20.13	20.18	SB	27B	264
9	20.77	20.85	SB	27B	422
10	20.92	21.06	SB	27B	739
11	21.45	21.70	SB	27B	1320
TOTAL					6916

TEMPORARY ITEMS				
LOCATION (PM)		TEMPORARY FIBER ROLL	TEMPORARY CHECK DAM	TEMPORARY DRAINAGE INLET PROTECTION
FROM	TO	LF	LF	EA
14.89	21.70	3000	150	1
15.46				
TOTAL		3000	150	1

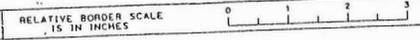
SUMMARY OF QUANTITIES
Q-1

NO SCALE

UNIT 0313

PROJECT NUMBER & PHASE

01000006741



REVISIONS: REVISED BY TOM PHILLIPS ANDRE QUINARES CHECKED BY L.R. ASHLEY

DESIGN

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

01000006741.dgn

07-26-11 11:45 AM

BORDER LAST REVISED 7/2/2010

USERNAME -> t1vol1
 DGN FILE -> 0100000674pa001.dgn

DATE PLOTTED -> 07-JUL-2011
 TIME PLOTTED -> 07:45
 USER -> t1vol1

APPENDIX A

ESHA	Buffer (in ft.)	Potential Impacts
North Coast Bluff Scrub Location #s: 1	Work would occur within the 100 foot buffer. Buffer: 5	ESA fencing will be placed along the edge of the sensitive area.
Coastal Terrace Prairie Location #s: 14	Work would occur within the 100 foot buffer. 10	Low Area is behind fencing.
Wetland Location #s: 4 10 12 14	Work would occur within the 100 foot buffer. Buffer: 5 5 10 15	Low ESA fencing will be placed along the edge of the sensitive area, silt fencing and straw waddles will be used as needed.
Riparian Location #s: 1 2 8 13	Work would occur within the 100 foot buffer. Buffer: 25 10 5 5	Low ESA fencing will be placed along the edge of the sensitive area, silt fencing and straw waddles will be used as needed.
CCG Location #s: 6-14	Work would occur within the 100 foot buffer. 0 foot buffer	Low Critical habitat is unoccupied.
CRLF All location mentioned for wetland and riparian locations	Work would occur within the 100 foot buffer. Buffer: 0-25	Low Wet areas to be avoided and low potential for occurrence in the shoulder area
BSSB All locations		Low Host plant not found during surveys
PAMB Location #s: 1 4 5 13	Work would occur within the 100 foot buffer. Buffer: 20 10 10 10	Low ESA fencing will be placed at edge of work at all locations where habitat is better than marginal. Surveys indicated PAMB not present.

North Coast Bluff Scrub

Description: North Coast Bluff Scrub borders Location #1 to the south and west of the pullout for multiple acres.

Buffer: Paving will occur within 5 ft. of the boundary.

Potential Impacts: Noise and minor soil disturbance during construction activities.

The ESL was kept to the minimum necessary to complete the paving and fencing will be placed along its length.

Coastal Terrace Prairie

Description: Location # 14 has Coastal Terrace Prairie to the west for most of its 0.6 mile duration

Buffer: Paving will occur within 10 ft. of the boundary.

Potential Impacts: Noise and minor soil disturbance during construction activities.

The Prairie is outside of the CT right of way behind private fencing.

Wetland

Description: Locations # 4, 10, 12, and 14 have California Coastal Commission Wetlands nearby. Location #10 is likely a Waters of the US, however, since it was fenced and outside the ESL it was not surveyed.

Buffer: Paving will occur within 5 feet of these locations.

Potential Impacts: No direct impacts

BMP's including ESA fencing; straw waddles and silt fencing will be placed at the edge of work to prevent impacts to wetlands or water quality. Paving and shoulder backing will be scoped back to prevent encroachment on jurisdictional areas.

Riparian Areas

Description: Locations # 1, 2, 8, and 13 have short segments of riparian areas within the 100 foot buffer zone.

Buffer: Paving will occur within 5 feet of these locations.

Potential Impacts: No direct impacts.

BMP's including ESA fencing; straw waddles and silt fencing will be placed at the edge of work to prevent impacts to riparian areas or water quality. Paving and shoulder backing will be scoped back to prevent encroachment on jurisdictional areas.

Contra Costa Goldfields

Description: Locations # 6-14 are within designated CCG Critical Habitat. Contra Costa goldfields generally occur in vernal pools, or similar habitats – areas that are vernaly flooded and contain a restrictive soil layer.

Buffer: 0 feet for designated habitat, 100+ feet for actual habitat.

Potential Impacts: CCG habitat does not occur at any of the project locations.

According to the 5-Year Review for the Contra Costa goldfields, the locality in Mendocino County is extirpated. According to CNDDDB, the Contra Costa goldfields in this area were last observed in 1937. Since the project does not contain suitable habitat for Contra Costa goldfields, Contra Costa goldfields were not observed during botanical surveys, and the project would not modify any of the primary constituent elements of critical habitat for Contra Costa goldfields. The proposed project would not affect the Contra Costa goldfields or its designated critical habitat.

California Red-legged Frog

Description: The entire project is within the range of the California Red-legged frog. The Wetland and Riparian areas have the highest potential to have frogs present during the dry construction season.

Buffer: Wetland and Riparian locations mentioned above will have a buffer as low as 5 feet at some locations.

Potential Impacts: Due to the low quality of habitat and restriction of work to the immediate shoulder area during the dry season and during the day not impacts are expected.

Additional avoidance measures have been incorporated to prevent adverse affects to CRLF (see next section).

Behren's Silverspot Butterfly

Description: The project is within the range of BSSB, however, no suitable habitat will be disturbed in the shoulder area.

Buffer: 100 ft. buffer from any suitable BSSB habitat will be maintained.

Potential Impacts: During botanical surveys no *Viola adunca* was found. However potential nectar sources for adult butterflies including *Lupinus arboreus* were observed. Pines that could provide shelter or roosting are also scattered throughout the project limits.

A request for technical assistance was made with the USFWS, and on 1/21/11 in an email (see Appendix 5) they concurred with Caltrans's determination of "No Affect".

Point Arena Mountain Beaver

Description: Locations # 1 and 4 have PAMB habitat. Locations # 5 and 13 have marginal PAMB habitat. Protocol surveys were completed at the locations determined to have any level of habitat. Survey results indicated that the habitat was unoccupied.

Buffer: The buffer for PAMB habitat will be as low as 10 feet at some locations.

Potential Impacts: No habitat removal will occur and the existing road is already considered to be a barrier to PAMB movement, so no impacts are expected.

ESA fencing will be used at all locations with better than marginal PAMB habitat.

A request for technical assistance was made with the USFWS, and on 1/21/11 in an email (see Appendix 5) they concurred with Caltrans's determination of "No Affect".

AVOIDANCE, MINIMIZATION AND MITIGATION MEASURES

The project boundaries are being kept as small as is realistic in order to keep impacts low. Locations to be paved will have ESA fencing and widening will be limited to avoid encroaching on any environmentally sensitive areas.

To avoid and minimize impacts to CRLF as well as other sensitive amphibian species with potential to occur in the ESL, the following measures will be incorporated into the project:

1. Prior to the start of construction, a qualified biologist would conduct training for all construction personnel regarding sensitive amphibians. The training would include a description of the species and their respective habitats and the general measures that are being implemented to avoid and minimize impacts to the species.
2. A qualified biologist would survey the work site for sensitive amphibians no more than 48 hours before the onset of ground disturbing activities.
3. If sensitive amphibians are found during preconstruction surveys and do not leave the work area on their own, CDFG and USFWS would be contacted. Methods to protect discovered amphibians may include relocation of the amphibian and/or exclusion buffers. If CDFG approves of moving the amphibian(s), a biologist with a scientific collecting permit would be allowed sufficient time to move the amphibians from the work site before activities begin.

REDUCED BUFFER ANALYSIS

The following information is a reduced buffer analysis as required by and outlined in Section 20.496.020 (a) through (k) of the Mendocino County Coastal Zoning Code.

Development Criteria

(A) Buffer Areas: As required by this section of code, a buffer area is hereby established in conjunction with the onsite ESHAs.

- (1) Width: Buffer widths will range from 0-25 feet depending on the location (see Table 1.)

Biological Significance of Adjacent Lands: The project was designed to avoid significant biological resources.

The Wetland and Riparian areas in the maintained Highway 1 right of way are typically very low quality and subject to pressure from road traffic, mowing and invasive species. These areas will have the smallest buffers (less than 5 feet) as they are closest to the road. The North Coast Scrub and Coastal Terrace Prairie found at Locations # 1 and 14 extend well outside the Highway 1 right of way and have high biological significance as they are in large uniform stands with undisturbed portions.

Sensitivity of Species to Disturbance: The project area does not support any known sensitive animal or plant species of concern, based on record searches and field surveys by qualified biologists. No CRLF were encountered during floristic surveys or the wetland delineation. Should any CRLF be encountered work will stop and FWS will be contacted. Other wildlife species located in the project vicinity are common species adapted to human disturbance. Avian species present are highly adaptable to human disturbance. The continued use of the project area by common species is expected to continue after the project is completed. No significant changes to the land use are expected.

(a) Susceptibility of Parcel to Erosion: Minor increases to impervious surface (1.3 acres over 7 miles) are not expected to increase rates of erosion in the area.

(b) Use of Natural Topographic Features to Locate Development: Locations to be widened were picked to maximize gains to safety and minimize disturbance to the surrounding environment.

(c) Use of Existing Cultural Features to Locate Buffer Zones: Already disturbed shoulders within the right of way will be used for staging to minimize impacts within ESHA's.

(d) Lot Configuration and Location of Existing Development: The project is located along areas of Highway 1 already commonly used by cyclists.

(e) Type and Scale of Development Proposed: The proposed work is expected to take 2 to 3 weeks to complete. Measures have been proposed to protect ESHAs and ESHA buffer areas during the work. Portions of the highway to be widened are very minor and consist of the areas deemed most important for safety along a roughly 7 mile stretch.

(2) Configuration: The buffer is measured from the nearest outside edge of the ESHA to the edge of work.

(3) Land Division: No new subdivision or boundary line adjustments are proposed in conjunction with this development.

(4) Permitted Development:

(a) The proposed developments would not significantly impact the functional capacity of

the habitat area or the habitat areas ability to be self-sustaining and maintain species diversity.

(b) The proposed project consists of widening short sections of Highway 1 to improve cyclist safety and there are no practical alternate locations. There is no other feasible, less impacting alternative. Measures have been incorporated into the project to avoid or minimize impacts to ESHAs and ESHA buffers.

(c) Proposed improvements within the ESHA buffers would not have a significant impact on the adjacent habitat areas.

(d) The project shall be compatible with the continuance of such habitat areas by maintaining their functional capacity and their ability to be self-sustaining and to maintain natural species diversity.

(e) The project proposes to improve Highway 1, which is necessary to maintain highway cyclist safety. No other feasible locations are available for development.

(f) The proposed development would cause a minor increase to the amount of impervious surface area, approximately 1.3 acres and would be spread out over nearly 7 miles of highway. The proposed development would not cause an increase in artificial light, nutrient runoff, or air pollution. There would be considerate human intrusion into the ESHA's buffers during construction; however none of the actual ESHA's would be impacted. Once these activities are completed human intrusion would decline to the normal roadside traffic.

(g) The work will require the removal of less than 0.5 acres of maintained roadside ruderal vegetation within ESHA buffers. No vegetation removal will occur within any environmentally sensitive areas.

(h) The project is not located in a 100-year flood area. The project limits are within FEMA Flood Zone X. Flood Zone X is a zone that corresponds to areas outside the 1% chance floodplain, areas of 1% annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1% annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1% annual chance flood by levees.

(i) There would be no interference with the hydrologic processes or biological diversity on site upon completion of the proposed work.

(j) The proposed work would not change or impact any drainage patterns or flow.

(k) The proposed work would not cause significant adverse permanent impacts to any ESHA or ESHA buffer; however, impacts would occur within the ESHA buffer zone.

CONCLUSION

In order to improve safety for cyclists along Highway 1 in the Point Arena area, the Pacific Coast Bike Route Project would require that work be done within ESHAs and ESHA buffers. Working within ESHA buffers would allow Caltrans to complete improvements and improve safety. Temporary encroachments within ESHA buffer zones will be minimized.



CITY OF POINT ARENA

PO Box 67, Point Arena CA 95468 707 882-2122

PERMIT

Issued: January, 25 2012

Expires: January 25, 2014

Permit Number: **P2011-18-HWY 1- CDP NC**
(CDP New Construction-Bike Path)

TO: California Department of Transportation (Caltrans) Caltrans contact: Cassandra Pitts 703 B Street Marysville, CA 95901 530 741-4139	PERMITTEE
APN and Situs Address:	In the Coastal Zone, within the City of Point Arena, along Highway One, between Post Miles 15.35 and 16.10 (Location 3: along APN 027-061-04 & 05- RW (S. of City Hall Bldg); Location 2: APN 027-081-18, 027-111-01 (across from churches on School); and Location 1: along APN 027-141-03 South of corner of Iverson and Hwy 1)
Description Site/Work Location:	Pave 3 12-ft long sections of new 4-foot shoulders
Proposed Timeline/Schedule:	Construction to be completed by Jan. 25. 2014

Permittee, subject to the following, PERMISSION IS HEREBY GRANTED to:

Pave 3 12-ft long sections of new 4-foot shoulders for the Pacific Coast Bike Route within the existing Highway One right-of-way.

Pacific Coast Bike Route (PCBR) project to increase cyclist's safety as they travel along the PCBR on State Route 1, Mendocino County between post miles (PM) 14.7/21.8 Priority was give to the uphill SB sections, which is the predominant direction of travel and critical locations that do not provided cyclist exposure to traveling motorists. The overall project will pave fourteen separate 4-foot wide shoulder segments –

THREE LOCATIONS WITHIN THE CITY OF POINT ARENA; located at PM 14.89-14.97; 15.35-15.46; and 15.87-16.10.

Permit valid by conditions below, subject to the following, PERMISSION GRANTED CONTINGENT ON:

There will be no culvert improvements or significant cut and fill. Shoulder backing will be placed throughout the project limits; and, all work would be within the existing state right-of-way.

[XX] City Calendared

THIS PERMIT IS NOT A PROPERTY RIGHT AND DOES NOT TRANSFER WITH THE PROPERTY TO A NEW OWNER

NOTIFY PERMIT INSPECTOR:

Permittee shall immediately notify Public Works Commissioner and City Administrator, when work begins, or of any changes in work schedule, and when project has been completed.

Issued By: (Printed): Hunter M. Alexander Signed:  Date: January 25, 2012

Seal