

DEPARTMENT OF TRANSPORTATION

NORTH REGION ENVIRONMENTAL

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TTY 711

*Making Conservation
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November 14, 2022

Fort Bragg Public Works and Community Development Department

Ms. Heather Gurewitz, Associate Planner

416 N. Franklin St.

Fort Bragg, CA 95437

SUBJECT: Fort Bragg ADA (01-0B220) Improvement Project Description

Dear Ms. Gurewitz:

The following project description has been updated to support the current Coastal Development Permit application for the Caltrans 01-0B220 Fort Bragg Americans with Disability Act Improvement Project (proposed project). This project has been reduced in terms of scope and size as compared to the previously submitted application. Updated Layouts and Construction Plans, as well as retaining wall details, drainage details, a geotechnical report, hazardous materials review, and biological resource evaluations are provided as attachments to this project description. Please note that some attachments, such as the Biological Resources Evaluation Memo include layouts from previous iterations of the project and should not be considered an accurate representation of the currently proposed project. Current layouts and designs are provided in the Layouts and Construction Plans.

If you have questions or need additional information, please contact me at **stephen.umbertis@dot.ca.gov** or (707) 382-2889.

Sincerely,

Stephen Umbertis

Stephen Umbertis

Environmental Scientist, Coordinator

*"Provide a safe and reliable transportation network that serves all people and respects the environment"***California Department of Transportation — North Region Environmental****District 1**

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PROPOSED PROJECT

The project would upgrade a section of State Route (SR) 1 to current Americans with Disabilities Act (ADA) standards from post miles (PMs) 59.80 to 62.10 in the city of Fort Bragg, Mendocino County, California. The project limits would begin at the intersection of SR 20 and SR 1 and extend north to Elm Street in Fort Bragg, with a gap in work along the Noyo River Bridge. This project is included in the ADA Compliance Program of the State Highway Operation and Protection Program (SHOPP) and is needed to address existing ADA deficiencies. This segment of SR 1 was identified as a priority location for ADA upgrades due to its urban nature, traffic volumes, and pedestrian traffic.

The layouts and construction detail sheets, drainage details, retaining wall detail, and revised ISA provided here, show and or discuss the current scope of the proposed project. In some cases, the figures, especially in the Layout and Construction Details, show existing infrastructure in a lighter gray line. Proposed infrastructure to be installed as part of this project is shown in the colors and line types depicted in the legends.

The Environmentally Sensitive Habitat Area (ESHA) Assessment provided with this project description was completed in August of 2020, with an addendum and update completed in May 2022. The Biological Resources Evaluation Memo includes layouts and project details from an earlier iteration of this project and may no longer be accurate. Please refer to the layouts and construction details for a current overview of the proposed project.

To bring this location of SR 1 to current ADA standards, Caltrans proposes to reconstruct approximately 1,900 linear feet of sidewalk, install approximately 2,300 linear feet of new sidewalk, construct 36 curb ramps, reconstruct 18 driveways that coincide with the proposed sidewalk construction and reconstruction, install two new retaining walls, perform associated drainage inlet and culvert work to accommodate the new curb ramps, and place pavement markings at specified locations.

ADA standards will be met by improving curb ramp slopes, providing new striping and detectable warning surface at the new curbs, installing new

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pedestrian crossing request buttons, and improving drainage inlets. Driveways will be reestablished to the appropriate grade and width as required by ADA standards. Driveway details are shown on the layouts and construction details.

All construction would require temporary traffic control consisting of portable delineators and traffic signs for a single lane closure for all phases of the project. Lane closures would be focused on the areas under active construction and are required to provide adequate safe working space for the construction crews. Installing the new sidewalks, driveways, and retaining walls would involve minor clearing and grubbing of soil and vegetation. No trees would be removed for this project. Staging is anticipated to utilize existing paved shoulders and developed gravel turnouts. The following equipment would be utilized to perform the various construction activities: bulldozer, excavator, saw cutter, slip form paving machine, concrete mixer, and support trucks.

In some cases, there are utility poles and streetlights that fall within the footprint of the proposed construction or the grading limits, especially in conjunction with the proposed retaining walls. These facilities will be protected in place except where relocation is specifically called out on the Layouts and Construction Detail Sheets.

This project would require Temporary Construction Easements (TCEs) for 30 properties. As of March 2022, Caltrans has obtained all 30 TCEs.

Construction Schedule

The project is estimated to take approximately 225 working days to complete. Construction could span 2 calendar years depending on the initial starting date, any construction windows imposed by permits, weather, or other unforeseen delays.

Sidewalks

Sidewalks would be installed in three new locations and repaired in five locations as part of the proposed project. Sidewalk work would include constructing new curbs and gutters. This requires removing the existing concrete

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sidewalk where it overlaps with proposed new sidewalk construction, and the curb and gutter. Reconstructing and constructing the gutter, curb and sidewalk would require temporarily removing up to two feet of the asphalt surface of the traveling lane to create room to form and pour the new curb and gutter. The removed surface of the traveling lane would be resurfaced once the new sidewalk and gutter are completed.

The existing subgrade would be prepared by removing the base material to a depth of 3 to 6 inches below the subgrade elevation. These areas would be backfilled to subgrade with earth, sand, or gravel, producing a stable foundation. Short segments of the curb would be placed using the *fixed form method* with temporary formwork, while long segments of the curb would be placed using extrusion and slip molding. The slipform paving machine would be operated in the closed traffic lane, along with a concrete truck.

Both new and repaired sidewalks would have a cross slope of 1.5% to ensure drainage to the gutter while complying with ADA requirements. Existing planter boxes in the sidewalks identified for repair would be maintained and the existing trees would be protected in place. Approximately 4 trees (Catalina Ironwood) would be planted at two new locations. Street plantings are discussed in the Landscape and Water Use section, below and shown in the Retaining Wall Detail and Planting Plan.

Approximately 1,900 linear feet of sidewalk would be reconstructed along SR 1. These locations include the sidewalk on the:

- east side of SR 1 from Chestnut Street north to Hazel Street;
- east side of SR 1 from Hazel Street north to Maple Street;
- east side of SR 1 from East Fir Street north to East Bush Street;
- east side of SR 1 in a short section from East Bush Street north to first alley north of East Bush Street;
- east side of SR 1 on a short mid-block section of sidewalk between Spruce Street and East Elm street.
- west side of SR 1 on a short stretch of sidewalk just south of West Bush Street.

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Approximately 2,300 linear feet of new sidewalks would be installed on SR 1. These locations include the:

- east side of the highway from the junction of SR 20 north to Oceanview Drive;
- west side of SR 1 from Oceanview Drive to the Noyo Bridge;
- west side of SR 1 from Spruce drive north to the existing sidewalk which ends just south of Elm Street.

Curb Ramps

New ADA curb ramps would be installed at 35 new locations. Some intersections are targeted for 2 to 4 curb improvements at the individual intersections, and each curb is considered a location for the total count (Table 1). These curb ramps will all include detectable warning surfaces, ramp slopes that would not exceed 7.5% which is below the ADA limit of 8.33%, and new crosswalk striping. Curb ramps would meet or exceed ADA standards as detailed in Caltrans 2022 Standard Plans.

In addition, new pedestrian crossing request push buttons would be installed at 6 intersections (Table 1). Four of the intersection would have pedestrian push buttons installed in conjunction with the curb ramps, and additional buttons would be installed at all corner of two intersections without any additional work proposed.

Installing the pedestrian crossing request buttons would require replacing electric loop detectors in the street. There would be no need to replace existing pavement structural section. Replacement would require cold planing or grinding to remove existing asphalt, installing the electrical equipment, and repouring Hot Mix Asphalt (HMA) to resurface the road after the installation is complete. Any required traffic management/traffic control would be minor and would allow vehicle movement during construction.

Construction of the curb ramps would require the existing sidewalk to be saw-cut and removed. The existing subgrade would be prepared by removing the

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base material to a depth of 3 to 6 inches below the subgrade elevation. This would be backfilled with earth, sand, or gravel and compacted to produce a stable foundation. The new curb ramps would then be constructed. Curb ramps are shown in yellow on the layout sheets. Curb ramps will be installed at the locations shown in Table 1:

Table 1: Curb Ramp Location by Intersection			
Intersection	Location at intersection (SW, SE, NW, NE)	Pedestrian Push Button	Layout Sheet Reference
SR 20 & SR 1	SE, at merge lane from SR 20 westbound to SR 1 northbound		L-1
SR 1 & Boatyard/Ocean View Dr.	SE, NE, SW, NW	Yes	L-3
SR 1 & North Harbor Dr.	SE, NE		L-6
SR 1 & South Street	SE, NE		L-7
SR 1 & E. Cypress St	NE	Yes	L-8
SR 1 & Walnut St.	SE, NE		L-9
SR 1 & E. Chestnut St.	SE, NE	Yes	L-10
SR 1 & Hazel St.	SE, NE		L-11
SR 1 & Maple St.	SE, NE		L-12
SR 1 & Madrone St.	SE, NE		L-13

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Table 1: Curb Ramp Location by Intersection			
Intersection	Location at intersection (SW, SE, NW, NE)	Pedestrian Push Button	Layout Sheet Reference
SR 1 & E & W Fir St.	SE, NE, SW, NW		L-17
SR 1 & E & W Bush St.	SE, NE, SW, NW		L-18
SR 1 & Spruce St.	SE, NE, SW, NW		L-19
SR 1 & E & W Elm St.	SE, SW, NW	Yes	L-20

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Two additional new pushbuttons would be installed on intersections where no curb ramp work is proposed. These are:

- SR 1 and Oak St
- SR 1 and Redwood St

Retaining Walls

Two retaining walls would be installed in conjunction with the new sidewalk locations. The first wall, retaining wall #1, is proposed on the east side of SR 1 from the merge lane of westbound SR 20 to northbound SR 1. The second wall, retaining wall #2, is proposed for the west side of SR 1 just north of Spruce Street. Both walls would be built using splitface "stone cut" bricks with a surface like the existing wall on SR 20 just east of retaining wall #1 site. Existing streetlights or power poles that are in the footprint of the proposed walls would be protected in place unless specifically called out on the Layouts and Construction Details.

Retaining wall #1 would be constructed between the intersection of SR 20 and SR 1 (PM 59.8) and Boatyard Drive (PM 60.0). This wall would range from 6 feet at its highest point near SR 20 to 3 feet 4 inches at its low point, reducing in height moving north. It would be approximately 760 feet long x 1 foot wide with a concrete footing that would be 7 feet wide and 2 feet deep. The maximum depth of excavation for the footing is estimated to be 3 feet from the finished grade. Cable railing would be 3'8" high and installed on top of the entire length of the retaining wall. Caltrans requires cable railing on retaining walls over 3 feet high. The existing sidewalk at the intersection would be continued north to Boatyard Drive, adjacent to retaining wall #1.

Retaining wall #1 would also include seven panels to allow for future art installations. There would be two panels that would be 3'4" tall x 8'0" long and 5 panels 2'8" tall by 6'8" long, depending on the height of the wall. The panels would be spaced 50 feet apart and would be built of the same block as the rest of the wall, but with the smooth side facing the street.

Retaining wall #2 would be located immediately north of Spruce Street on the west side of SR 1 along the frontage of an undeveloped lot and an existing

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occupied office building. The wall would face away from the street and would support the proposed sidewalk in this location. This wall would be 128 feet long, 4 feet high, and 1 foot wide, with a maximum depth of excavation for the footing of 3 feet. This wall would also have a cable railing 3'8" high across the top and be built of the same splitface stone cut block as retaining wall #1 and the existing retaining wall on SR 20.

Drainage and Culverts

The project would replace 9 existing drainage inlets (DIs) and add 4 new DIs and 9 new culverts. All DIs will use a Type G1 or G3 precast curb inlet with a Type 24 galvanized grate. Some existing DIs will be moved to accommodate the new curb ramps, which in some cases would require an additional culvert or culvert extension to connect to the existing drainage system. DIs that must be relocated will be moved as little as possible to accommodate the new curb ramps and maintain existing drainage patterns. No changes to the existing drainage patterns are anticipated from the proposed project.

A new DI, a replacement DI and a new culvert are required at the south end of retaining wall #1, and 2 new DIs and a cross culvert under SR 1 are required on the south side of the Bush St and SR 1 intersection. The location of those and additional DIs and culverts are shown in Table 2. The new sidewalk on the west side of SR 1 south of the Noyo Bridge will require 9 sidewalk underdrains, shown in the Drainage Plans as Drainage Systems 2 through 10, and further detailed in the Drainage System Details.

System	Layout Sheet (Station)	New DI	Replaced DI	New Culvert
1	L-1 (118+50)	1	0	1
2-10*	L-3 through 5 (131 to 139)	0	0	0
11	L-7 (156+40)	0	1	1
12	L-10 (177+0)	0	1	1
13	L-11 (183+70)	0	1	1
14	L-11 (183+90)	0	1	0
15	L-12 (187+00)	0	1	0

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16	L-13 (192+00)	0	1	0
17	L-13 (224+00)	0	1	1
18	L-13 (224+00)	1	0	1
19	L-13 (224+00)	0	0	1
20	L-18 (224+60)	1	0	1
21	L-19 (229+00)	0	2	0
22	L-19 (230+00)	1	0	1
Total		4	9	9
Source: Layouts and Construction Details, Drainage Plans, Drainage Details *These systems are sidewalk underdrains in the new sidewalk on the west side of SR 1 south of the Noyo Bridge. These systems would bring water from the gutter to the drainage system and are shown in detail in Attachment D.				

Driveways

Eighteen driveways are within the boundaries of the proposed sidewalk construction and reconstruction. These driveways provide access to parcels with frontage on SR 1 and would be reconstructed as part of the proposed project to meet ADA standards for cross slope and provide adequate drainage.

Driveways require saw-cutting the existing sidewalk and removal of the existing curb ramp or driveway. The existing subgrade would be prepared by removing the base material to a depth of 3 to 6 inches below the subgrade elevation, and then backfilling the subgrade with earth, sand, or gravel to produce a stable foundation. Driveway locations are shown below in Table 3.

Driveway No.	Layout Sheet	Const. Sheet	Street Location on SR 1
Dwy D-1S	L-4	C-7	Frontage road, S of Noyo Bridge
Dwy D-2N	L-10	C-18	Between Chestnut & Hazel
Dwy D-3N	L-11	C-19	Between Chestnut & Hazel
Dwy D-4N	L-11	C-20	Between Chestnut & Hazel

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Table 3: Driveways to be Replaced			
Driveway No.	Layout Sheet	Const. Sheet	Street Location on SR 1
Dwy D-5N	L-11	C-21	Between Chestnut & Hazel
Dwy D-6N	L-11	C-24	Between Hazel & Maple
Dwy D-7N	L-11	C-25	Between Hazel & Maple
Dwy D-8N	L-11	C-26	Between Hazel & Maple
Dwy D-9N	L-11, L-12	C-27	Between Hazel & Maple
Dwy D-10N	L-12	C-28	Between Hazel & Maple
Dwy D-11N	L-12	C-29	Between Hazel & Maple
Dwy D-12N	L-18	C-38	Between Fir and Bush
Dwy D-13N	L-18	C-39	Between Fir and Bush
Dwy D-14N	L-18	C-40	Between Fir and Bush
Dwy D-15S	L-19	C-49	Between Spruce and Elm
Dwy D-16S	L-19	C-50	Between Spruce and Elm
Dwy D-17S	L-19	C-51	Between Spruce and Elm
Dwy D-18N	L-19	C-52	Between Spruce and Elm
Source: Layouts and Construction Details			

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Landscaping and Water use

Existing street trees within the project area would be preserved in place. Existing planting spaces in the proposed reconstructed sidewalks would be maintained. Four additional street trees and 56 container plants would be planted as part of the proposed project (Planting Plan). Plantings would require irrigation for the first 6 months after planting and thereafter would be self-sufficient, requiring no irrigation. The anticipated water use for irrigation is shown in Table 4.

Table 4: Anticipated Water Use for Irrigation, assuming 200 gallons/watering		
Month	Waterings/ month	Total Water/ Month (gallons)
May	2	400
June	4	800
July	4	800
August	4	800
September	4	800
October	2	400
Totals	20	4000

Additional water use would come from construction activities. This would include roadways and embankment excavation, mixing aggregate base and subbase, subbase compaction, hot mix asphalt compaction, mixing concrete, cold planing pavement, and both grinding and grooving concrete pavement. Estimated water use for the construction effort is shown below in Table 5.

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Table 5: Estimated Water Use for Construction			
Work Item	Base Rate	Quantity	Estimated Required Water (gallons)
Roadway Excavation (Embankment)	30 Gal/CY	1770 CY	53,100
Aggregate Base & Subbase	15 Gal/CY	1150 CY	17,250
Subgrade Compaction	10 Gal/SQYD	700 SQYD	7,000
Hot Mix Asphalt Compaction	7 Gal/Ton	2170 Tons	15,190
Concrete	25 Gal/CY	1500 CY	37,500
Cold Planing Pavement	0.5 Gal/SQYD	9360 SQYD	4,680
Total Estimated Water Use for Construction (Gallons)			134,720
Abbreviations: Gal: Gallons; CY: Cubic Yard; SQYD: Square yard			

Geotechnical Report

A geotechnical memorandum was completed as part of the technical studies for this project. The scope of work included review of pertinent documents, engineering analysis and preparation of the attached memorandum. No additional subsurface investigation beyond those described below was performed. The recommendations in the memorandum were based on the Project Plans dated April 12, 2021.

Geotechnical borings were completed for the existing retaining wall on SR 20, just east of the location of the proposed retaining wall #1, when it was constructed in 2011. This data was reviewed and used to verify the design of retaining wall #1 proposed for this project. A geotechnical investigation completed an additional boring (RC-16-051) for the Pudding Creek bridge

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widening project, on the northern side of the city, in 2016. This boring was used to infer conditions at retaining wall #2.

Based on the 2011 investigation the subsurface conditions at the location of retaining wall #1 consist of 6 feet of dune sand underlain by sandstone. Boring RC-16-051 at Pudding Creek encountered approximately 9.5 feet of loose clayey sand with gravel interpreted as terrace deposits. Between 9.5 feet and 31.8 feet below ground surface (bgs) (approximate elevations 38.9 to 16.6 NGVD29, feet) the boring encountered dense to very dense, well graded gravel with clay and sand interpreted as decomposed sandstone. Below 31.8 feet the boring encountered rock dominated by sandstone with subordinate argillite which persisted to the depth explored of 105 feet bgs. Based on published geologic maps of the area and the results of the geotechnical investigations, there are no known active or potentially active faults within the project limits.

Hazardous Materials

An updated Initial Site Assessment (ISA) for hazardous materials was completed by Caltrans on September 2, 2022 for the project. Although the ISA states that new right of way would be acquired for the project, the proposed project does not require any additional right of way to complete the improvements discussed in this project description. The statement in the ISA was from an earlier version of the document that considered additional work on the west side of SR1 in the former Georgia Pacific mill property. That work has been dropped from this project.

Based on the ISA, there is no indication that the site contains Naturally Occurring Asbestos. The ISA evaluated geologic maps and reports that included data from the California Geological Survey and the U.S. Geological Survey, previous studies conducted by Caltrans and their consultants, and a field inspection of the geology in the project area, including the geotechnical investigation completed in 2011. The evaluation did not indicate the presence altered ultramafic bedrock, alluvium derived from ultramafic rock, or other rock commonly associated with Naturally Occurring Bedrock.

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A review of the Cortese List was also completed as part of the ISA. The Cortese List is a compilation of contaminated sites identified by the State of California-State Water Resource Control Board; active, closed, and inactive landfills identified by the Integrated Waste Management Board; and potential hazardous waste sites identified by the Department of Toxic Substance Control. No sites were identified within the project limits as part of this review.

Low levels of lead in roadside soil are common along the highway system from the historical combustion of leaded fuels. To address this, Standard Special Provision (SSP) 7-1.02K(6)(j)(iii) would be included in the bid and listing packages for contractors. This provision requires contractors to complete a lead compliance plan and submit it to Caltrans for approval prior to initiating construction as the material can expose workers to health hazards. This provision applies to material that contains average lead concentrations below 80 mg/kg total lead and below 5 mg/L soluble lead and is not regulated by DTSC as a hazardous substance or a hazardous waste. This material does not require disposal at a permitted landfill or solid waste disposal facility. The Regional Water Quality Control Board has jurisdiction over reuse of this material at locations outside the job site limits.

Additional hazardous materials concerns for the project include the handling and disposal of thermoplastic/paint stripe/pavement markings and Treated Wood Waste (TWW). Thermoplastics may contain lead of varying concentrations depending on the color, type, and year of manufacture. To address this issue SSP 84-9.03B would be included in the bid and listing package for contractors. The average lead concentration for these materials is less than 1000mg/kg of total lead and 5mg/liter of soluble lead. This material is not defined as hazardous waste, does not contain regulatable concentrations of heavy metals as established by the Health and Safety Code, and is not regulated under the Federal Resource Conservation and Recovery Act. However, the management and disposal of this material could expose workers to health hazards and must be addressed in the lead compliance plan required by SSP 7-1.02K(6)(j)(iii) that would be submitted to Caltrans for approval.

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Treated Wood Waste (TWW) may also be present within the project limits, though no specific locations have been identified. If TWW is identified and removed during construction, it may not be relinquished to the contractor and must be disposed of at an appropriately permitted disposal site or be reused on site in a manner consistent with the original intended use. Additional regulations specify the manner in which TWW must be stored while awaiting disposal. If TWW will be generated by the project, either through removal of old treated wood or from the use of new treated wood, then Standard Provision 14-11.14 would be included in bid and listing package for contractors.

Environmentally Sensitive Habitat Areas

Field surveys for Environmentally Sensitive Habitat Areas (ESHA) were conducted within the project area and within a 100-foot biological study area (BSA) buffer around the environmental study limits (ESL) to ensure that all potential ESHAs were captured in the ESHA Assessment. The Fort Bragg 2018 USGS 7.5-minute quadrangle map was examined for any potential mapped streams within the project limits. Additionally, maps of the ESL and the BSA were compared to Map OS-1 from the Fort Bragg Coastal General Plan adopted in 2008 to determine whether the project overlapped with any existing, documented ESHAs.

The ESHA Assessment contains layouts from earlier stages of the project design process. Where discrepancies exist between the layouts and the ESHA Assessment, Biological Resources Report, or the Addendum to the Biological Resources Report and ESHA Assessment, the current layouts and construction plans should be considered as the proposed project currently under review.

Field surveys were conducted to assess habitats and identify potential sensitive biological resources. Rare plant surveys and wetland investigations were conducted by Caltrans biologists on May 10, 2019, June 13, 2019, and July 31, 2019. Host plant surveys and habitat assessment for the Behren's silverspot butterfly (BSSB) (*Speyeria zerene behrensii*) and lotis blue butterfly (LBB) (*Lycaeides argyrognomon lotis*) were conducted by Caltrans biologists on March 22, 2019, and May 10, 2019.

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For the proposed project, one area containing potential riparian and/or wetland ESHA was identified outside of the ESL, but within the 100-foot ESHA study buffer. The potential forested, seasonally flooded wetland and/or riparian area occurs along the western side of SR 1 beyond an existing wooden fence from PM 60.85 to PM 61.12. It should be noted that the potential ESHA(s) was not identified on the City of Fort Bragg's Map OS-1 or on the National Wetlands Inventory surface waters and wetlands map.

The nearest proposed construction to the potential ESHA would involve curb ramp reconstruction, sidewalk removal and replacement, drainage inlet construction, and culvert extensions (to connect the existing drainage system and culverts to proposed drainage inlets) on the eastern side of the highway as shown in Layout Sheets 9, 10, 11, and 12. All proposed construction would occur approximately 80 - 100 feet away from the potential ESHA(s) which are on the western side of SR 1 from PM 60.86 to PM 61.12. Furthermore, proposed construction activities would not encroach on the existing buffer between the ESHA(s) and existing development.

Standard Measures and Best Management Practices (BMPs)

In compliance with several state and federal laws, Caltrans implements standard measures during construction. These standard measures and Best Management Practices (BMPs) are identified in Caltrans Standard Specifications, Standard Special Provisions, other manuals, or may otherwise be standard business practices. The following standard measures and BMPs were identified in the Biological Resources Evaluation Memo from January 31, 2020 (Appendix H) and would be included as part of the proposed project:

- Equipment would be inspected daily for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
- Measures will be in place to prevent construction equipment effluents from contaminating soil or waters in the construction site, such as absorbent pads.

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1031 Butte Street, Redding, CA 96001 (W. Venture)

District 3
703 B Street, Marysville, CA 95901

- Maintenance and fueling of construction equipment and vehicles would occur at least 50 feet away from the ordinary high-water mark (OHWM) of surface water or the edge of sensitive habitats (e.g., wetlands).
- The contractor would be required to develop and implement site-specific BMPs and emergency spill controls.
- Water in contact with setting concrete would be pumped into a tank truck and disposed at an approved disposal site or settling basin.
- All unused material from the project would be disposed off-site. The Caltrans Resident Engineer would be responsible for ensuring all requirements for disposal of material are met by the contractor.
- If bird nests are found incidentally, buffer areas would be established around active nests with input from the California Department of Fish and Wildlife (CDFW). Construction activities that may potentially disturb birds would not occur within the buffer area. The buffer areas would be marked as environmentally sensitive, and nests would be monitored for disturbance behaviors by a qualified biologist.

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

California Department of Transportation — North Region Environmental

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