



**COUNTY OF HUMBOLDT**  
**PLANNING AND BUILDING DEPARTMENT**

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3015 H Street • Eureka CA 95501  
Phone: (707) 445-7541 • Fax: (707) 268-3792

Hearing Date: March 24, 2022

To: John H. Ford, Humboldt County Zoning Administrator

From: Cliff Johnson, Supervising Planner

Subject: **Caltrans Culvert Replacement Coastal Development Permit**  
Case Number: PLN-2022-17562  
Assessor's Parcel Number (APN): 000-000-000 (Caltrans right of way)  
Adjacent APNs: 511-351-001, 511-351-009, 520-261-004.  
Highway 101 Postmiles: HUM-101 PM 94.95 and HUM-101 PM 119.46.  
McKinleyville area and Orick area.

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Please contact Rebecca Jacobson, Planner, at 268-3727, or by email [rjacobson@co.humboldt.ca.us](mailto:rjacobson@co.humboldt.ca.us), if you have any questions about the scheduled public hearing item.

**AGENDA ITEM TRANSMITTAL**

<b>Hearing Date</b>	<b>Subject</b>	<b>Contact</b>
March 24, 2022	Coastal Development Permit	Rebecca Jacobson

**Project:** A Coastal Development Permit for the removal and replacement of two existing culverts which have reached the end of their serviceable life. Both culverts are within Caltrans' right-of-way of Highway 101, and will be on the same alignment as the culverts being replaced. The culvert at PM 94.95 will be the same material as the existing, which is corrugated steel pipe. The culvert at PM 119.46 is in an area of high soil moisture, and will be replaced with reinforced concrete pipe (RCP) rather than corrugated steel pipe (CSP) to provide additional life expectancy for the new culvert. Additional work includes the replacement of the headwall at the PM 119.46 culvert. Best management practices and specific avoidance measures are incorporated into the project to avoid impacts to biological resources. The work should last no longer than 30 working days, and traffic control measures will be used. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

**Project Location:** The project has two locations: PM 94.95 is located between Airport Rd and Central Ave exits of Highway 101 in the McKinleyville area. PM 119.46 is located west of Orick.

**Present Plan Land Use Designation Adjacent to Right-of-Way\*:** PM 94.95: 511-351-001: Public Recreation (PR); 511-351-009: Industrial General (IG), Public Facility (PF), Airport Land Use Compatibility Zone Overlay (AP), Public Recreation (PR); McKinleyville Coastal Area Plan (MCAP).  
 PM 119.46: 520-261-004: Agricultural Exclusive-Prime (AEP-60), Rural Residential (RR): North Coast Area Plan (NCAP).

**Present Zoning Adjacent to Right-of-Way\*:** PM 94.95: 511-351-001: Public Recreation (PR), Combining Zones: Alquist-Priolo Fault Hazard Zone (G), Coastal Wetlands (W), Design Review (D), Beach and Dune Areas (B); 511-351-009: Airport Safety Review (AP), Noise Impact (N), Streamside Management Areas And Wetlands (WR).  
 PM 119.46: 520-261-004: Rural Residential Agriculture (RA-5), Combining Zones: Specified Minimum and Average Lot Size (Y-2.5), Manufactured Home (M), Coastal Elk Habitat (E), Design Review (D).

**Record Number:** PLN-2022-17562

**Assessor's Parcel Number:** 000-000-000 (Caltrans right of way). Adjacent APNs to PM 94.95: 511-351-001 and 511-351-009; Adjacent APN to PM 119.46: 520-261-004.

**\*Note: Road rights-of-way are not zoned, and do not have plan designations, nor APNs.**

<b>Applicant:</b> Caltrans District 1 Vincent Heim 1656 Union St Eureka, CA 95501	<b>Owner(s):</b> State of California 1656 Union St Eureka, CA 95501	<b>Agent:</b> None
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**Environmental Review:** Caltrans is the lead agency under CEQA. Caltrans's determination is that the project is exempt from environmental review pursuant to Categorical Exemption Section 15302 (Replacement or Reconstruction) of the CEQA Guidelines. Caltrans submitted a Notice of Exemption with the State Clearinghouse (SCH # 2021070101). The County is a Responsible Agency and concurs with Caltrans's finding of exemption.

**Major Issues:** None

**State Appeal Status:** Project is appealable to the California Coastal Commission.

**Caltrans Culvert Replacement Coastal Development Permit**  
Record Number: PLN-2022-17562  
Assessor's Parcel Number: 000-000-000 (Caltrans right of way)

**Recommended Zoning Administrator Action**

1. Describe the application as part of the Consent Agenda;
2. Survey the audience for any person who would like to discuss the application;
3. If no one requests discussion, make the following motion to approve the application as part of the consent agenda:

*Find that the Zoning Administrator has considered the lead agency's determination that the project is exempt from environmental review, and as a Responsible Agency, concurs with the lead agency's finding, make all of the required findings for approval of the Coastal Development Permit and adopt the Resolution approving the Caltrans Culvert Replacement Coastal Development Permit as recommended by staff subject to the recommended conditions.*

**Executive Summary:** The proposed project is a Coastal Development Permit for the replacement of two (2) culverts that have reached the end of their serviceable lives. They are both located on Highway 101 within the state right-of-way. The replacements of the culverts will be on the same alignments. Culvert 1 is located at PM 94.95 and Culvert 4 is located at PM 119.46. Culvert 1 is 74" long, and 18" wide, and its down drain is 30" long, and 18" wide. Culvert 4 is 122" long, and 18" wide. The culvert at PM 119.46 is in an area of high soil moisture, and will be replaced with reinforced concrete pipe (RCP) rather than corrugated steel pipe (CSP) to provide additional life expectancy for the new culvert. Additional work includes the replacement of the headwall at the PM 119.46 culvert.

Both culverts are in the appeals jurisdiction of the local coastal zone. This project is not exempt from needing a CDP due to the need for review under section 1602 of the Fish and Game Code- which can necessitate the need for a Lake and Streambed Alteration Permit (LSAA) from the California Department of Fish and Wildlife (CDFW), due to the subject culverts both being located in jurisdictional wetlands and waters (CDFW and the Army Corps of Engineers (USACE)).

Best management practices and avoidance measures are incorporated into the project, and included in the conditions of approval, to avoid impacts to biological resources.

This project is being undertaken by Caltrans and is state funded only. The project is expected to begin in August 2022 and estimated to occur over approximately 30 working days. The contractor is expected to utilize a variety of equipment including excavators, backhoe, dump trucks, cement mixers or slurry truck, compactor, vibratory plate, asphalt pavement spreaders, rollers, loaders, pavement saws, crane, and paint rigs.

Traffic control will be maintained by the contractor in accordance with the Caltrans Traffic Management Plan (TMP) and the Standard Plans. The TMP includes requirements related to lane closures, flagging, notification, and coordination with other projects. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

**Staff Recommendations:** Based upon the submitted materials, review of Planning Division reference sources, and comments from all involved referral agencies, Planning staff believes that the applicant has submitted evidence in support of making all of the required findings for approving the Coastal Development Permit.

**Alternatives:** Several alternatives may be considered: 1) The Zoning Administrator could elect not to hear this item and put the decision making in front of the Planning Commission. Any decision to

place this matter before the Planning Commission must be done before opening the public hearing on this project; 2) The Zoning Administrator could elect to add or delete conditions of approval; 3) The Zoning Administrator could deny approval of the requested permit if you are unable to make all of the required findings. Planning Division staff is confident that the required findings can be made based on the submitted evidence and subject to the recommended conditions of approval. Consequently, planning staff does not recommend further consideration of these alternatives.

**RESOLUTION OF THE ZONING ADMINISTRATOR  
OF THE COUNTY OF HUMBOLDT**

**Resolution Number 22-**

**Record Number PLN-2022-17562**

**Assessor's Parcel Number: 000-000-000 (Caltrans right-of-way)**

**Resolution by the Zoning Administrator of the County of Humboldt certifying compliance with the California Environmental Quality Act and conditionally approving the Caltrans culvert replacement Coastal Development Permit.**

**WHEREAS**, Caltrans submitted an application and evidence in support of approving the Coastal Development Permit; and

**WHEREAS**, the County Planning Division has reviewed the submitted application and evidence and has referred the application and evidence to involved reviewing agencies for site inspections, comments and recommendations; and

**WHEREAS**, Caltrans as the same lead agency under CEQA determined that the project is exempt from environmental review pursuant to Section 15302 (Replacement or Reconstruction) of the CEQA guidelines, and the County of Humboldt as a responsible agency under CEQA concurs with this determination; and

**WHEREAS**, Attachment 2 in the Planning Division staff report includes evidence in support of making all of the required findings for approving the proposed project (Case Number: PLN-2022-17562); and

**WHEREAS**, the Humboldt County Zoning Administrator held a duly noticed public hearing on **March 24, 2022**, and reviewed, considered, and discussed the application for the Coastal Development Permit reviewed and considered all evidence and testimony presented at the hearing.

**Now, THEREFORE BE IT RESOLVED**, that the Zoning Administrator makes all of the following findings:

**1. FINDING:**

**Project Description:** A Coastal Development Permit for the removal and replacement of two existing culverts which have reached the end of their serviceable life. Both culverts are within Caltrans' right-of-way of Highway 101. The culvert at PM 94.95 will be on the same alignment and using the same materials as the existing culverts. The culvert at PM 119.46 is in an area of high soil moisture, and will be replaced with reinforced concrete pipe (RCP) rather than corrugated steel pipe (CSP) to provide additional life expectancy for the new culvert, and will be on the same alignment. Additional work includes the replacement of the headwall at the PM 119.46 culvert. Best management practices and specific avoidance measures are incorporated into the project to avoid impacts to biological resources. The work should last no longer than 30 working days, and traffic control measures will be used. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

**EVIDENCE:**

- a) Project File: PLN-2022-17562, including:
  - Biological Memo
  - Coastal Memo
  - Cultural Memo
  - Draft Plans
  - Environmental Compliance including Notice of Exemption
  - Project Description
  - Wetland Delineation

**2. FINDING:** **CEQA.** The requirements of the California Environmental Quality Act have been complied with. Caltrans, as the same lead agency under CEQA, determined that the project is exempt from environmental review pursuant to Section 15302 (Replacement or Reconstruction) of the CEQA guidelines, and the Zoning Administrator, as the decision-making body representing the County of Humboldt, a responsible agency under CEQA, concurs with this determination.

**EVIDENCE:** a) The project is for the replacement of two existing culverts and one headwall, with the same alignment as the existing structures. This is consistent with the Categorical Exemption 15302 Replacement and Reconstruction because it does not expand capacity. Caltrans filed a Notice of Exemption with the State Clearinghouse (SCH #2021070101).

**3. FINDING** The project, as conditioned, is consistent with the development policies of the North Coast Area Plan, McKinleyville Coastal Area Plan, and County General Plan.

**EVIDENCE** a) The project is consistent with the Public Recreation, Industrial General, Airport Land Use Compatibility Zone Overlay, Public Recreation, Agricultural Exclusive-Prime, and Rural Residential land use designations which are adjacent to the proposed project areas. Because the project is to replace existing culverts in order for them to remain functional, the project will prevent the possibility of roadway washout and the need for more extensive roadway reconstruction.

b) The culvert at PM 94.95 (Culvert 1) is not in a flood zone area. It is located in an area of potential liquefaction. It is in an area of moderate instability. It is in an area of high fire hazard severity. Highway 101 serves as the border between the State Responsibility Area (SRA) and Local Responsibility Area for fires. The Arcata Fire Protection District responds to fires on adjacent parcels to the east. The culvert at 119.46 (Culvert 4) is not in a flood zone area. It is located in an area of moderate instability. It is within an area of moderate fire hazard severity. It is within the SRA, and the Orick Community Services District responds to fires in the area.

The project is not anticipated to result in an increase to hazards.

c) Caltrans submitted a wetland delineation and a biological report. The biological report contains an analysis of nearby sensitive species and habitats. The report found that none of the culverts are within critical habitat or Essential Fish Habitat, and the replacement will not result in a take of special status fish and will have no impacts to critical habitat or Essential Fish Habitat. Both Culverts 1 and 4 are within jurisdictional wetlands and jurisdictional waters of CDFW and the Army Corps of Engineers. Construction will result in minor temporal impacts to wetlands due to the excavation and installation of the culverts. Impacts will be limited to the area directly over the culvert within the impacted highway embankment fill. The project will not increase the area of disturbance already associated with the drainage facility. Native wetland and upland vegetation is expected to re-colonize the disturbed area upon completion of the construction. Construction within the wetlands will include delineated limits for activity and soil conservation measures to

preserve wetland plant rhizomes for plant re-establishment. BMP soil treatment will not include persistent plant species in the erosion control mix. There will be no net loss of wetlands. Temporal loss of wetland vegetation will be localized to the immediate footprint of the culvert and will not be persistent.

Specific avoidance measures for migratory birds, northern red-legged frogs, and wetland vegetation are included in the conditions of approval.

The project was referred to the Coastal Commission and CDFW. No responses were returned. However, Caltrans is responsible for consulting with relevant agencies and obtaining permits regarding applying for a Section 404 Nationwide Permit from the Army Corps of Engineers, Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Lake and Streambed Alteration Agreement from the California Department of Fish and Game. The project is consistent with the Natural Resource policies identified in the North Coast Area Plan, McKinleyville Coastal Area Plan, and County General Plan.

- d) Culvert #1, located at PM 94.95, is located within the McKinleyville Coastal Scenic Area. Culvert #4, located at PM 119.46, is located within the North Coast Scenic Area. The construction of the project is not anticipated to exceed 30 working days. The project is not expected to permanently impact views, as there is no above ground work proposed.
- e) Caltrans prepared a Cultural Resources Compliance Report (Arsenault, 2021), which found no resources as a result of a field survey or through a records search in the areas of the culverts. The project was referred to the Northwest Information Center (NWIC), the Yurok Tribe, Bear River Band of the Rohnerville Rancheria, the Wiyot Tribe, and Blue Lake Rancheria. NWIC did not respond. Caltrans consulted with the tribes. The tribes that responded, including Blue Lake Rancheria and the Wiyot Tribe, recommended inadvertent archeological discovery protocol. Accordingly, the standard inadvertent archaeological discovery protocol has been added to the Conditions of Approval.

#### **4. FINDING**

The proposed development is consistent with the purposes of the existing surrounding zoning designations, including Public Recreation (PR), Alquist-Priolo Fault Hazard Zone (G), Coastal Wetlands (W), Design Review (D), Beach and Dune Areas (B), Airport Safety Review (AP), Noise Impact (N), Streamside Management Areas and Wetlands (WR), Rural Residential Agriculture (RA-5), Manufactured Home (M), and Coastal Elk Habitat (E).

#### **EVIDENCE**

- a) The project is consistent with the purposes of these zones, as roadway maintenance is essential for the functioning of transportation, access, and circulation. The replacement is within the existing road alignment. Best management practices are incorporated into the project for erosion control, waste, water or material management, water conveyance, hydroseeding and hand seeding, material delivery, storage, and use; paving operations, vegetation management and preservation, spill prevention and control, stockpile management, streambank stabilization, structure demolition, vehicle and equipment cleaning, maintenance, and refueling, and water conservation practices. The

project will have no net loss of wetlands with minor loss of vegetation related to the construction and the re-establishment of native vegetation in the disturbed areas. Overall wetland function and value at each location will not be affected by the construction or by the plant re-establishment period.

**5. FINDING** The proposed project conforms with all applicable standards and requirements of these regulations.

**EVIDENCE** a) The project is in Caltrans right-of-way. All standards and requirements of the zoning ordinance, General Plan, McKinleyville Coastal Area Plan, and North Coast Area Plan are met.

**6. FINDING** The project and the conditions under which it may be operated or maintained will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity.

**EVIDENCE** a) The project would decrease the possibility of road washout due to culvert failure, which is in the interest of public health, safety, and welfare.

Traffic control will be maintained by the contractor in accordance with the Caltrans Traffic Management Plan (TMP) and the Standard Plans. The TMP includes requirements related to lane closures, flagging, notification, and coordination with other projects. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

There is no evidence the work would be detrimental to the public health, safety, or welfare.

**7. FINDING** The proposed development does not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law.

**EVIDENCE** a) The project is consistent with the Housing Element, as it has no effect on housing.



## DECISION

**NOW, THEREFORE**, based on the above findings and evidence, the Humboldt County Zoning Administrator does hereby:

- Adopt the findings set forth in this resolution; and
- Conditionally approves the Coastal Development Permit based upon the Findings and Evidence and subject to the conditions of approval attached hereto as Attachment 1 and incorporated herein by reference; and

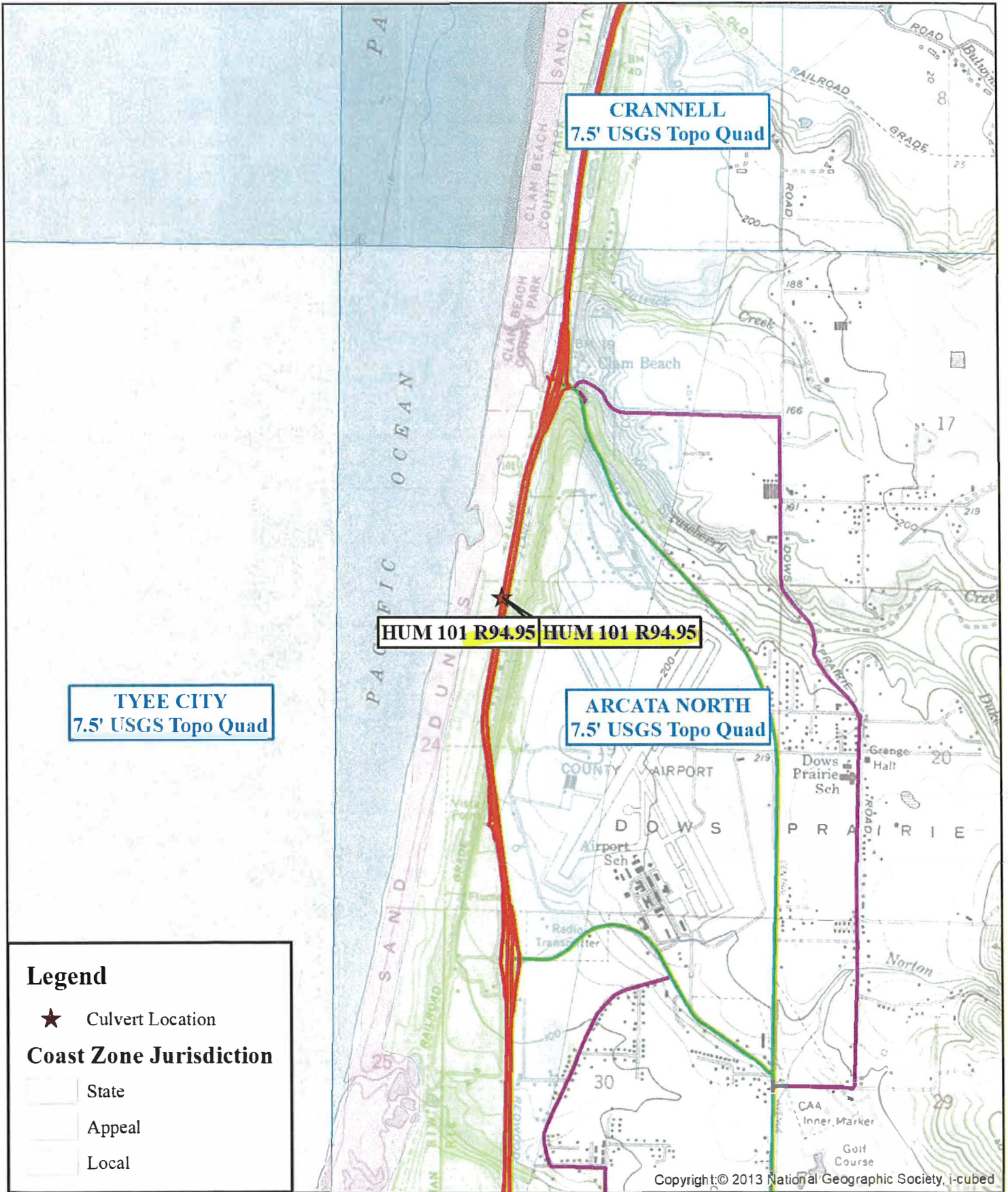
Adopted after review and consideration of all the evidence on **March 24, 2022**.

I, John Ford, Zoning Administrator of the County of Humboldt, do hereby certify the foregoing to be a true and correct record of the action taken on the above entitled matter by said Zoning Administrator at a meeting held on the date noted above.

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John H. Ford, Zoning Administrator,  
Planning and Building Department

EA: 01-0K880  
 Culvert Locations and Coastal Zone  
 Map



**Legend**

★ Culvert Location

**Coast Zone Jurisdiction**

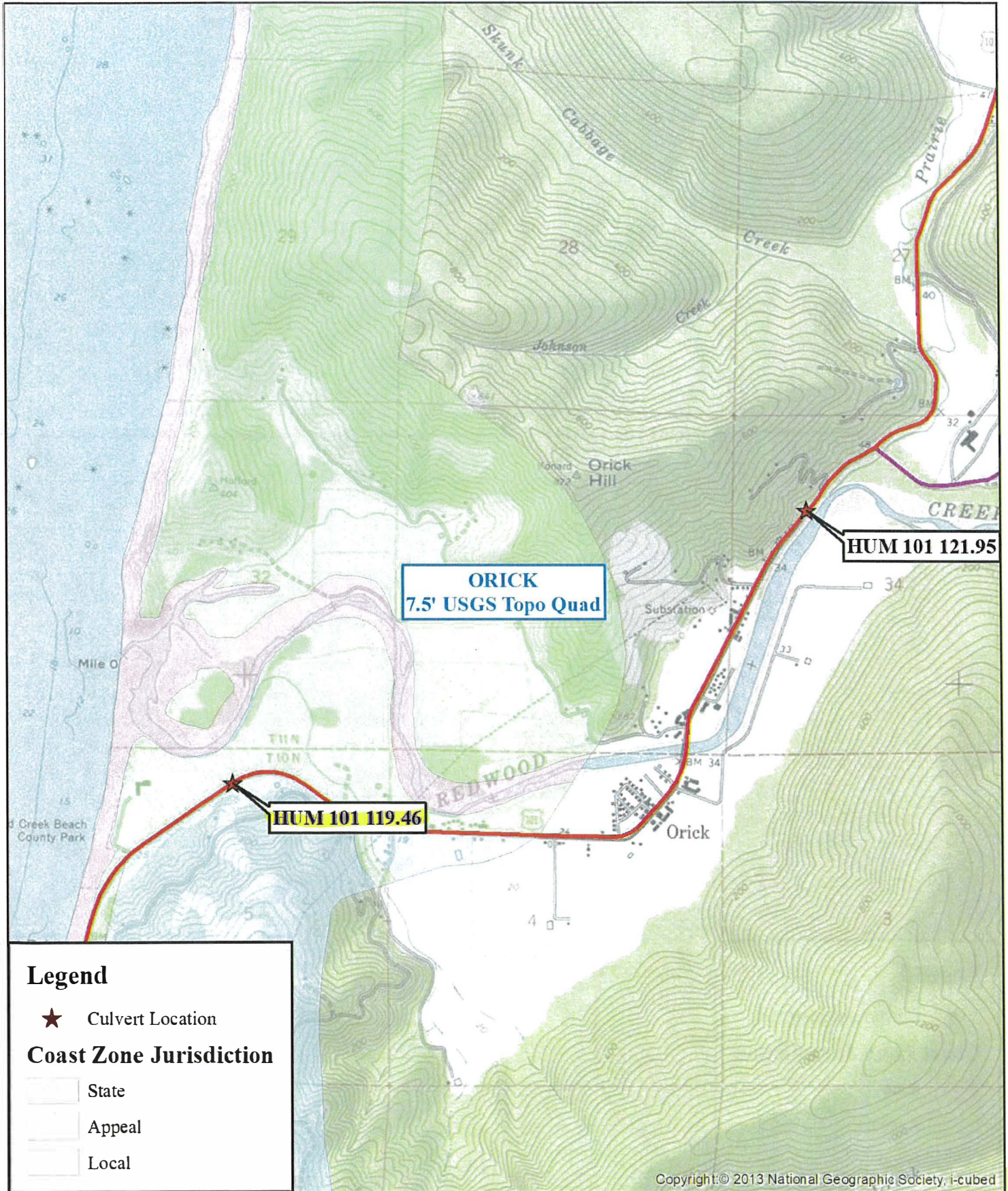
- State
- Appeal
- Local

1:24,000

0 0.25 0.5 1 Miles



EA: 01-0K880  
 Culvert Locations and Coastal  
 Zone Map



**Legend**

★ Culvert Location

**Coast Zone Jurisdiction**

- State
- Appeal
- Local

Copyright: © 2013 National Geographic Society, i-cubed

1:24,000

0 0.25 0.5 1 Miles



**ATTACHMENT 1**  
**RECOMMENDED CONDITIONS OF APPROVAL**

**APPROVAL OF THE COASTAL DEVELOPMENT PERMIT IS CONDITIONED ON THE FOLLOWING TERMS AND REQUIREMENTS WHICH MUST BE SATISFIED BEFORE WORK IS INITIATED:**

**A. General Conditions**

1. The project shall be conducted in accordance with the Project Description and Project Site Plan. Minor deviations shall be permitted as provided by Humboldt County Code Section 312-11; however, all other changes shall require modification of this permit.
2. The applicant is responsible for receiving all necessary permits and/or approvals from state and local agencies, including but not limited to:
  - a. U.S. Army Corps of Engineers 404 Clean Water Act Permit; Nationwide Permit 3-Maintenance
  - b. North Coast Regional Water Quality Control Board 401 Water Quality Certification or Waste Discharge Report
  - c. California Department of Fish and Wildlife 1602 Lake and Streambed Alteration Agreement
3. Best Management Practices, detailed in the Biological Memo, dated April 14, 2021, shall be followed:
  - a. Caltrans will implement appropriate Best Management Practices (BMPs) at all project sites. BMPs are effective, practical, structural or nonstructural methods that prevent or reduce the movement of sediment, nutrients, pesticides and other pollutants from the land to surface or ground water, or that otherwise protect water quality and beneficial uses from potential degradation. BMPs will be applied to projects involving: (1) erosion control, (2) waste, water, or material management; (3) water conveyance, (4) hydroseeding and hand seeding, (5) material delivery, storage, and use; (6) paving operations, (7) vegetation management and preservation, (8) spill prevention and control, (9) stockpile management, (10), streambank stabilization, (11) structure demolition, (12) vehicle and equipment cleaning, maintenance, and refueling, and (13) water conservation practices.
4. Specific avoidance measures detailed in the Biological Memo, dated April 14, 2021, shall be followed:
  - a. For culvert 1 and 4: To avoid impacts to migratory birds:
    - i. Construct outside the nesting season (February 1 - August 31), or
    - ii. Pre-construction survey by an approved contractor supplied biologist to identify bird nesting locations, if any. If nesting birds are present within 100-foot implement specific avoidance measures approved by CDFW to prevent nest disturbance.
  - b. For culvert 1 and 4: To avoid impacts to Northern red-legged frogs:
    - i. Approved contractor supplied biologist present during dewatering, culvert removal and installation to capture and relocate frogs, and
    - ii. Pump intake shall be appropriately screened to prevent intake of frogs.
  - c. For culvert 1: To avoid impacts to wetland vegetation:
    - i. Protect vegetation by delineating the limits of construction activity and extent of heavy equipment access with ESA fencing.
    - ii. Surface downdrain replacement will occur by hand installation within the footprint of the removed downdrain. Jute or straw mat erosion control BMP

- will be placed under the replacement down drain to facilitate emergence of wetland plants and protect exposed soil.
      - iii. Schedule construction to occur in late summer low-water conditions.
    - d. For culvert 4: To avoid impacts to wetland vegetation:
      - i. Protect vegetation by delineating the limits of construction activity and extent of heavy equipment access with ESA fencing.
      - ii. The top 12-inches of soil excavated (except where there is pavement) containing the rhizomes of perennial wetland plants will be conserved. Stockpile of conserved topsoil will not exceed 3-feet deep. Upon completion of culvert installation and as final backfill, conserved soil will be spread and leveled, but not compacted. Exposed soil BMP shall not include persistent seed mixes.
      - iii. Schedule construction to occur in late summer low-water conditions.
- 5. The applicant is required to pay for permit processing on a time and material basis as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors. The Department will provide a bill to the applicant after the decision. Any and all outstanding Planning fees to cover the processing of the application to decision by the Hearing Officer shall be paid to the Humboldt County Planning Division, 3015 "H" Street, Eureka

**B. Ongoing Requirements/Development Restrictions Which Must be Satisfied for the Life of the Project:**

- 1. This permit shall expire and become null and void at the expiration of one (1) year after all appeal periods have lapsed (see "Effective Date") except where construction under a valid building permit or use in reliance on the permit has commenced prior to such anniversary date. The period within which construction or use must commence may be extended as provided by Section 312-11.3 of the Humboldt County Code.

**Informational Notes:**

- 1. If cultural resources are encountered during construction activities, the contractor on site shall cease all work in the immediate area and within a 50-foot buffer of the discovery location. A qualified archaeologist as well as the appropriate Tribal Historic Preservation Officer(s) are to be contacted to evaluate the discovery and, in consultation with the applicant and lead agency, develop a treatment plan in any instance where significant impacts cannot be avoided.

The Native American Heritage Commission (NAHC) can provide information regarding the appropriate Tribal point(s) of contact for a specific area; the NAHC can be reached at 916-653-4082. Prehistoric materials may include obsidian or chert flakes, tools, locally darkened midden soils, groundstone artifacts, shellfish or faunal remains, and human burials. If human remains are found, California Health and Safety Code 7050.5 requires that the County Coroner be contacted immediately at 707-445-7242. If the Coroner determines the remains to be Native American, the NAHC will then be contacted by the Coroner to determine appropriate treatment of the remains pursuant to PRC 5097.98. Violators shall be prosecuted in accordance with PRC Section 5097.99

The applicant is ultimately responsible for ensuring compliance with this condition.

**ATTACHMENT 2**  
**APPLICANT'S EVIDENCE IN SUPPORT OF THE REQUIRED FINDINGS**

Attachment 3 includes a listing of all written evidence which has been submitted by the applicant in support of making the required findings. The following materials are on file with the Planning Division.

1. Application form (On file)
2. Draft Plans (**Attached**)
3. Project Description (**Attached**)
4. Biological Memo (On file)
5. Wetland Delineation (On file)
6. Coastal Memo (On file)
7. Cultural Memo (On file)
8. Environmental Compliance Memo, including Notice of Exemption (On file)
9. Fee Schedule (On file)

**ATTACHMENT 3**  
**Referral Agency Comments and Recommendations**

The project was referred to the following agencies for review and comment. Those agencies that provided written comments are checked off.

<b>Referral Agency</b>	<b>Response</b>	<b>Recommendation</b>	<b>On File</b>
County PW, Land Use Division	✓	Approval	✓
Building Inspection Division			
Division of Environmental Health	✓	Approval	✓
McKinleyville CSD	✓	No comment	✓
Bear River Band of the Rohnerville Rancheria			
Blue Lake Rancheria	✓	Inadvertent discovery protocol	✓
California Coastal Commission			
County Counsel			
CDFW			
Arcata FPD			
Community Service Area FPD #4			
NCRWQCB			
Caltrans			
CA State Parks			
NWIC			
Wiyot Tribe	✓	Inadvertent Discovery Protocol	✓
Yurok Tribe			

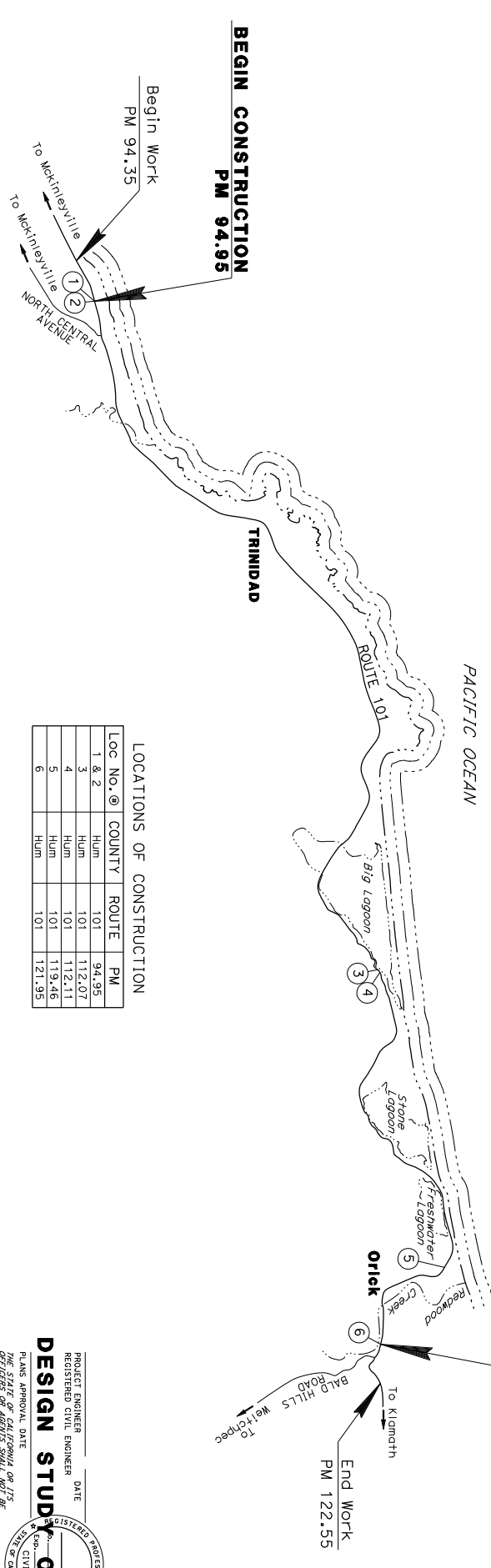
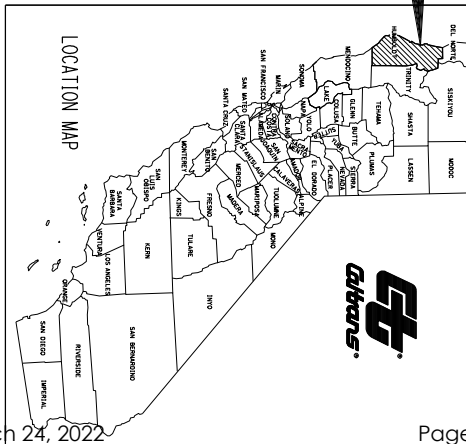
**ATTACHMENT 4**  
**Draft Plans**



STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**PROJECT PLANS FOR CONSTRUCTION ON  
 STATE HIGHWAY**

**IN HUMBOLDT COUNTY  
 AT VARIOUS LOCATIONS ON ROUTE 101  
 FROM 0.7 MILE SOUTH OF NORTH CENTRAL AVENUE UC 4-95  
 TO 0.3 MILE SOUTH OF BALD HILLS ROAD - RIGHT**  
 TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

DIST	COUNTY	ROUTE	POST MILES - TOTAL PROJECT	SHEET TOTALS
01	Hum	101	94.9/122.0	NO. SHEETS



LOCATIONS OF CONSTRUCTION

Loc. No. @	COUNTY	ROUTE	PM
1 & 2	Hum	101	94.95
3	Hum	101	112.07
4	Hum	101	112.41
5	Hum	101	119.46
6	Hum	101	121.95

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

DESIGN MANAGER	PROJECT MANAGER
NANETTE NICKERSON	NANETTE NICKERSON

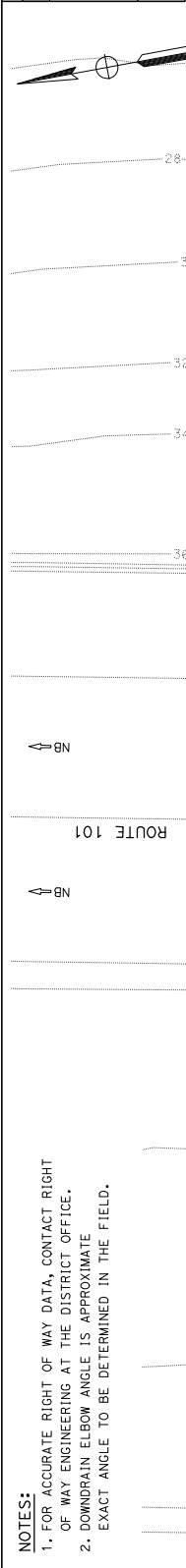
PLN-2022-1762 Caltrans Culvert Replacement CSD  
 March 24, 2022  
 BORDER LAST REVISED 8/1/2016 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/  
 RELATIVE BORDER SCALE IS IN INCHES  
 NO SCALE  
 USERNAME => 8151285  
 DGN FILE => 0121000020ab001.dgn  
 UNIT 0039 PROJECT NUMBER & PHASE 01210000201

**DESIGN STUDY ONLY**

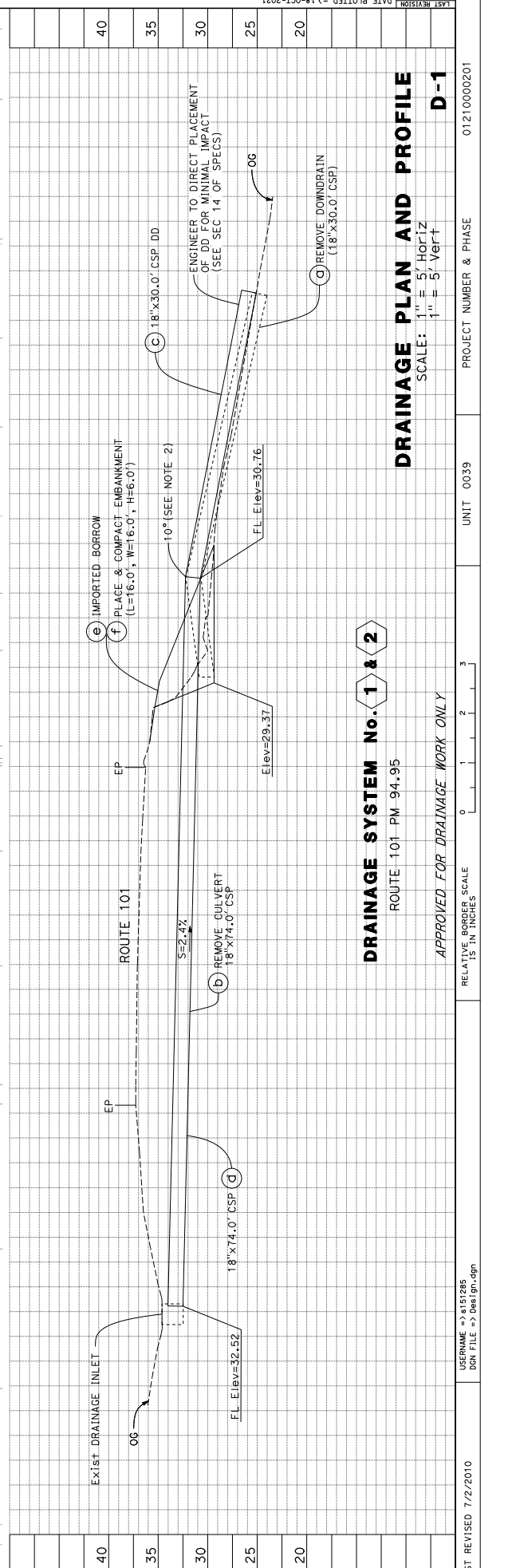
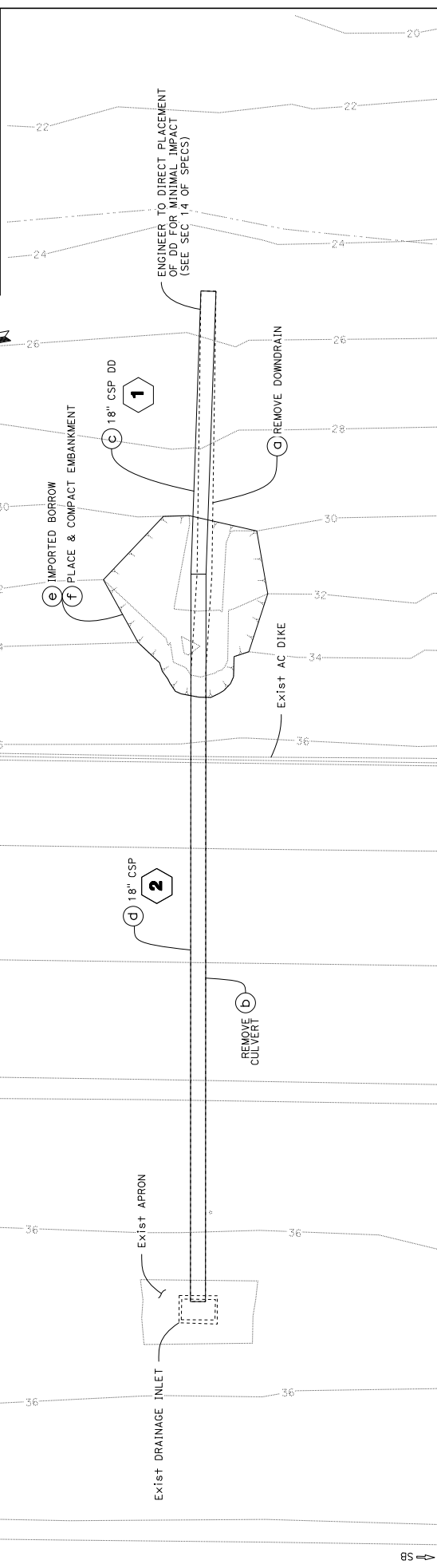
PLANS APPROVAL DATE \_\_\_\_\_ REGISTERED PROFESSIONAL ENGINEER  
 PROJECT ENGINEER DATE \_\_\_\_\_ REGISTERED CIVIL ENGINEER  
 THE LICENSE OR AGENTS SHALL NOT BE CONSIDERED VALID UNLESS THE SIGNATURE OF THIS PLAN SHEET IS VALID.

CONTRACT NO. **01-OK880**  
 PROJECT ID **0121000020**

COUNTY: Hum ROUTE: 101 POST MILES: 94.9/122.0 SHEET TOTAL: No. of SHEETS  
**DESIGN STUDY ONLY**  
 REGISTERED CIVIL ENGINEER DATE: Month Day, Year  
 PLANS APPROVAL DATE: \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 THE ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.

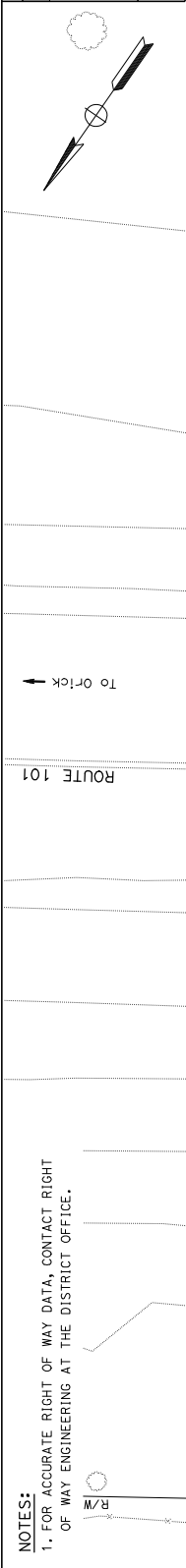


**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. DOWNDRAIN ELBOW ANGLE IS APPROXIMATE EXACT ANGLE TO BE DETERMINED IN THE FIELD.

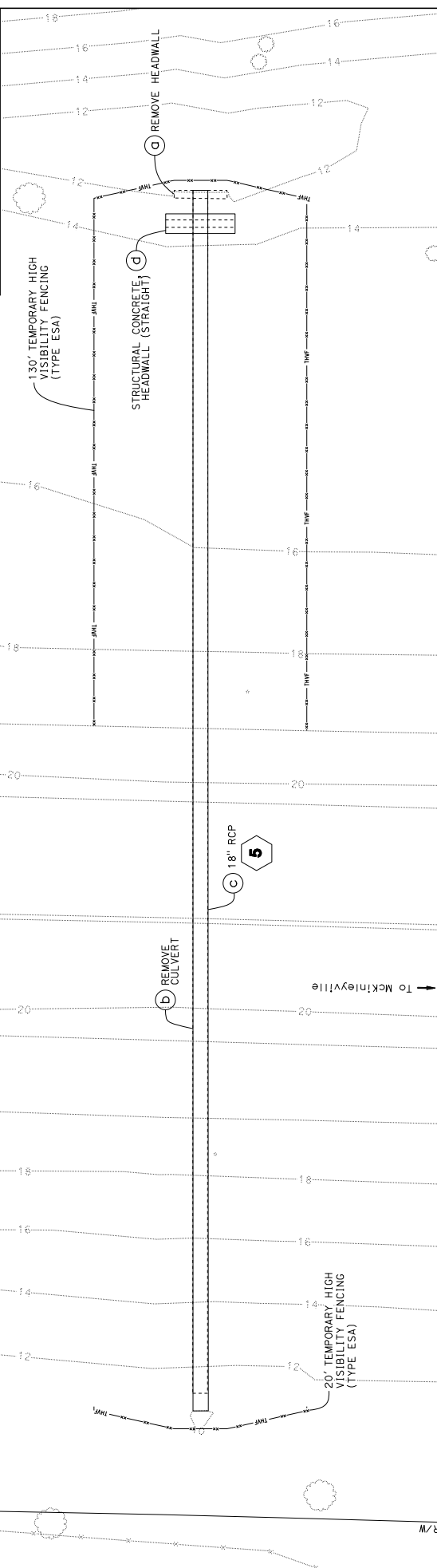


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 FUNCTIONAL SUPERVISOR: MANETTE NICKERSON  
 CHECKED BY: MIKE YINA  
 DESIGNED BY: MICHAEL LAYTON  
 DATE REVISED: \_\_\_\_\_  
 REVISED BY: \_\_\_\_\_

COUNTY: Hum ROUTE: 101 POST MILES: 94.9/122.0 SHEET TOTAL: 101  
 DESIGN STUDY ONLY  
 REGISTERED CIVIL ENGINEER DATE: Month Day, Year  
 PLANS APPROVAL DATE: No. 101  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 THE ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.



NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



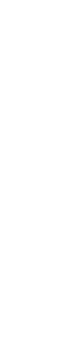
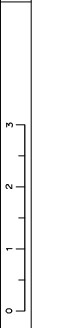
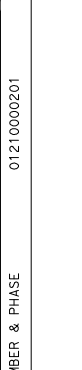
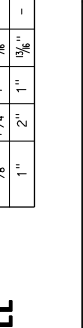
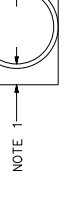
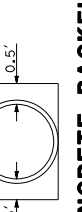
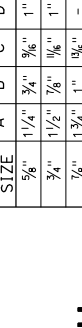
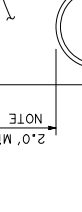
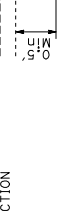
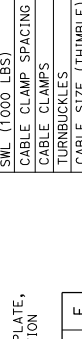
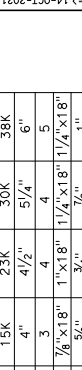
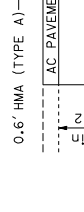
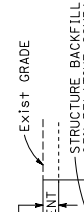
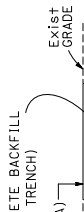
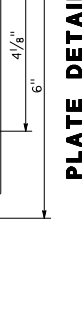
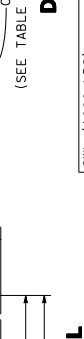
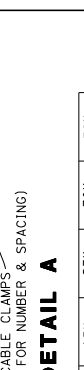
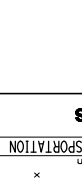
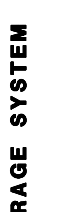
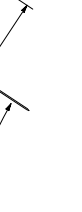
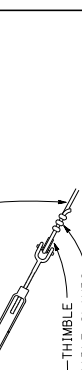
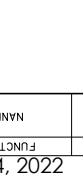
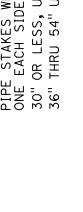
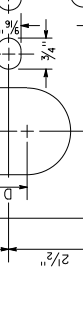
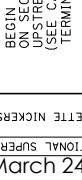
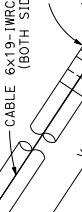
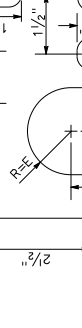
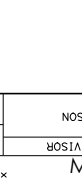
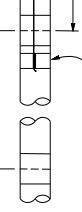
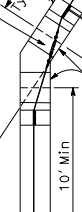
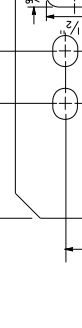
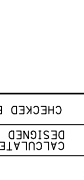
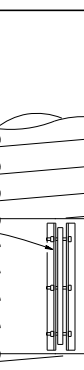
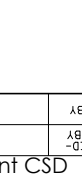
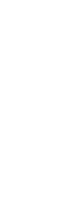
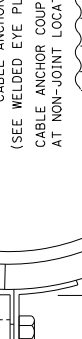
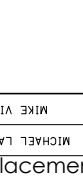
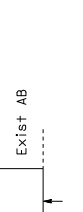
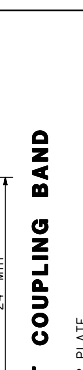
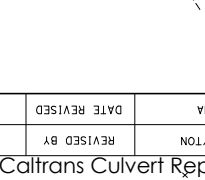
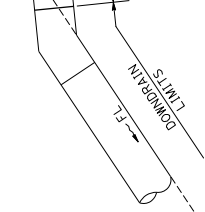
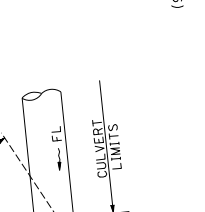
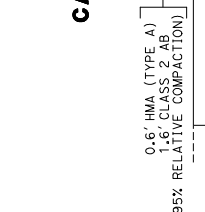
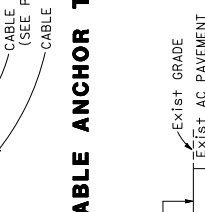
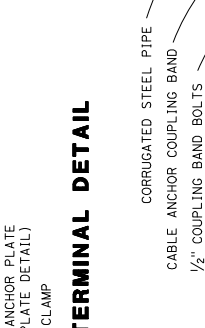
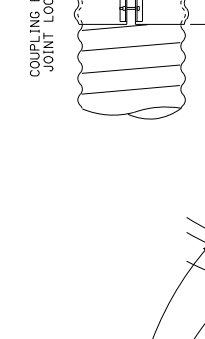
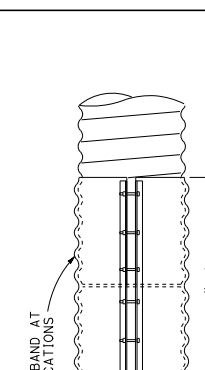
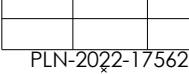
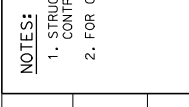
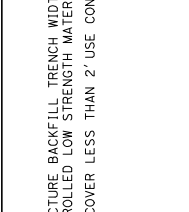
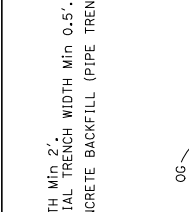
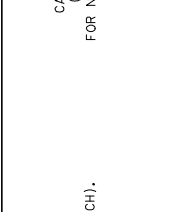
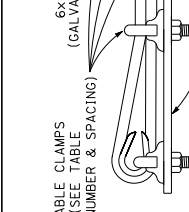
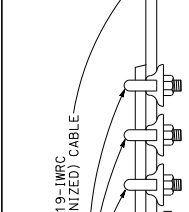
DRAINAGE SYSTEM No. 5  
 ROUTE 101 PM 119.46  
 SCALE: 1" = 5' HORIZ  
 1" = 5' VERT  
 APPROVED FOR DRAINAGE WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 CALTRANS HYDRAULICS  
 FUNCTIONAL SUPERVISOR: MNETTE NICKERSON  
 DESIGNED BY: MICHAEL LAYTON  
 CHECKED BY: MIKE YINA  
 DATE REVISED: [ ]  
 REVISED BY: [ ]

BORDER LAST REVISED 7/2/2010  
 USER: 4151285  
 DON FILE -> design.dgn

PROJECT NUMBER & PHASE: UNIT 0039 01210000201  
 DRAINAGE PLAN AND PROFILE D-4

ABBREVIATIONS:  
 IWRC = INDEPENDENT WIRE ROPE CORE  
 SWL = SAFE WORKING LOAD





**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY  
 ENGINEERING AT THE DISTRICT OFFICE.

**EROSION CONTROL QUANTITIES**

EC SHEET	DRAINAGE SYSTEM	PM AREA	DESCRIPTION	WOOD MULCH	
				CY	LF
1	1	94.95	WOOD MULCH	1.2	15
		94.95	FIBER ROLLS	4.6	15
		112.07	FIBER ROLLS	2.0	10
2	4	112.11	WOOD MULCH	1.4	10
		119.46	FIBER ROLLS	2.0	10
		121.95	FIBER ROLLS	3.8	40
3	6	121.95	WOOD MULCH	2.6	10
		TOTAL	17.6	130	

**WOOD MULCH**

ITEM	MATERIAL		APPLICATION RATE
	DESCRIPTION	TYPE	
WOOD MULCH	SHREDDED REDWOOD BARK	SHREDDED BARK MULCH	405 CY/AC

**FIBER ROLLS**

ITEM	MATERIAL		REMARKS
	DESCRIPTION	TYPE	
FIBER ROLLS	FIBER ROLL	8" TO 10" Dia	TYPE 1 INSTALLATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	HUM	101	94.95/121.95	

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

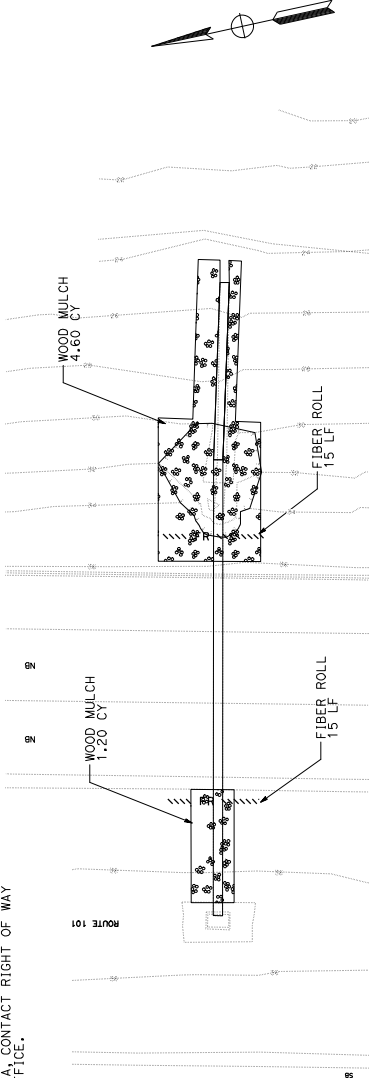
THE STATE OF CALIFORNIA OR ITS OFFICERS  
 WARRANTS THE ACCURACY OF THE INFORMATION  
 CONTAINED ON THIS PLAN SHEET.

**EROSION CONTROL LEGEND**  
 SCALE: 1" = 10'

APPROVED FOR EROSION CONTROL WORK ONLY

01	HUM	101	94.95/121.95	SHEET TOTAL NO. SHEETS
LISCENSED LANDSCAPE ARCHITECT				
PLANS APPROVAL DATE				
THE STATE OF CALIFORNIA OFFICE OF THE ARCHITECTURE BOARD				
THE ACCURACY OF THIS PLAN SHEET				
LANDSCAPE ARCHITECT				
PROJECT NO.				
DATE OF THIS PLAN SHEET				

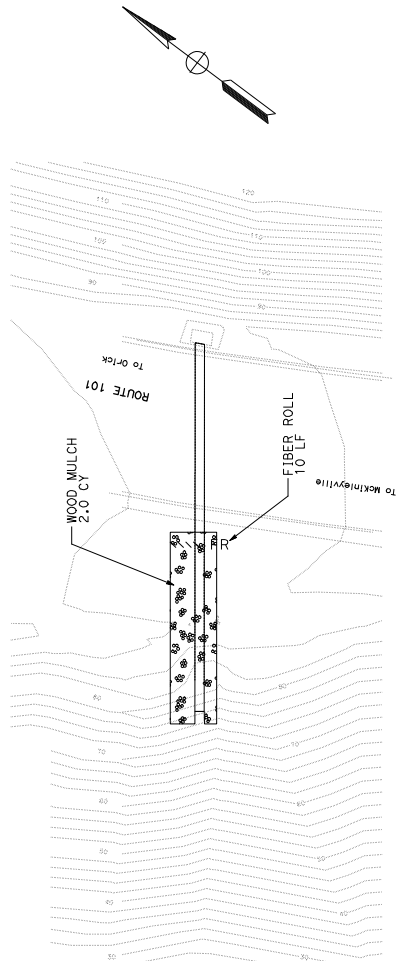
**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY  
ENGINEERING AT THE DISTRICT OFFICE.



**DRAINAGE SYSTEM No. 1**

ROUTE 101 PM 94.95

Requires a CDP.



**DRAINAGE SYSTEM No. 3**

ROUTE 101 PM 112.07

Exempt from CDP

**EROSION CONTROL PLAN**  
**EC-1**

SCALE: 1" = 10'

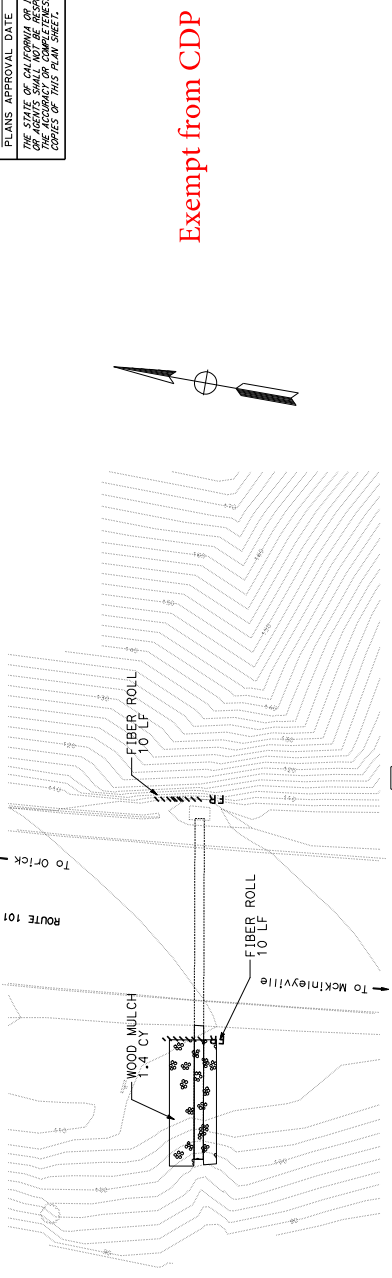
APPROVED FOR EROSION CONTROL WORK ONLY

DATE PLOTTED => 1-SEP-2021	LAST REVISION
01210000201	PROJECT NUMBER & PHASE
0314	UNIT
3	RELATIVE BORDER SCALE 15 IN INCHES
4453051	USERNAME =>
01210000201e001.dgn	DGN FILE =>
7/2/2010	BORDER LAST REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CHECKED BY	DATE REVISED BY
Caltrans LANDSCAPE ARCHITECTURE	TIMOTHY BOESE	NICK BURKE	
PLN-2022-17562 Caltrans Culvert Replacement CSD	March 24, 2022		

01	HUM	101	94.95/121.95	SHEET TOTAL NO. SHEETS
LISCENSED LANDSCAPE ARCHITECT				DATE
PLANS APPROVAL DATE				PROJECT
THE STATE OF CALIFORNIA OR ITS OFFICERS THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				TOTAL SHEETS

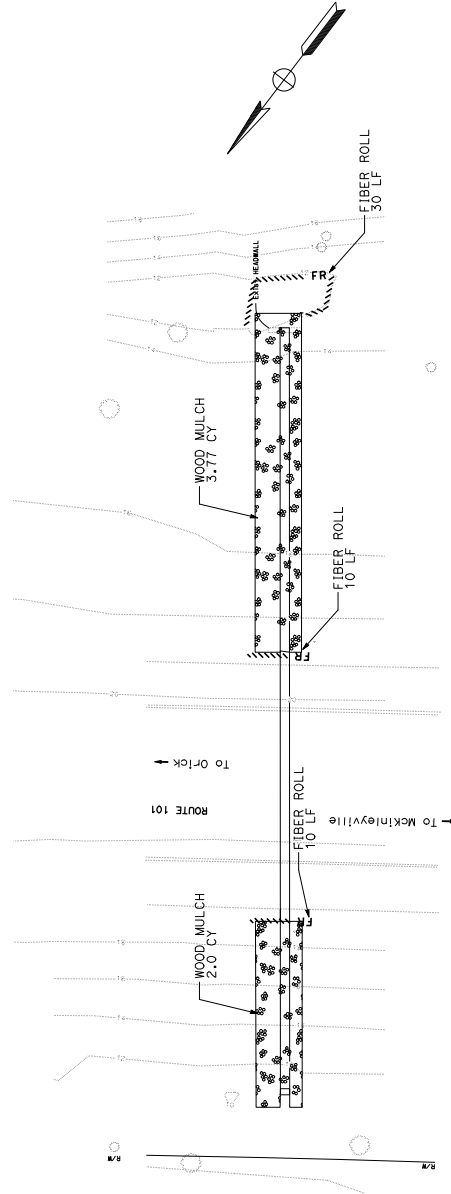
**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY  
ENGINEERING AT THE DISTRICT OFFICE.



Exempt from CDP

**DRAINAGE SYSTEM No. 4**

ROUTE 101 PM 112.11



CDP required

**DRAINAGE SYSTEM No. 5**

ROUTE 101 PM 119.46

**EROSION CONTROL PLAN**  
**EC-2**

SCALE: 1" = 10'

APPROVED FOR EROSION CONTROL WORK ONLY

DATE PLOTTED => 1-SEP-2021	LAST REVISION	PROJECT NUMBER & PHASE	UNIT	0314	01210000201
USERNAME => 4153021	DON FILE => 01210000201e002.dgn	BORDER LAST REVISED	7/2/2010	RELATIVE BORDER SCALE	15 IN INCHES

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	NICK BURKE	REVISOR	DATE REVISED
Caltrans LANDSCAPE ARCHITECTURE	TIMOTHY BOESE	CHECKED BY		
		DESIGNED BY		
		CALCULATED BY		



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR	DATE REVISOR
Caltrans LANDSCAPE ARCHITECTURE	TIMOTHY BOESE	CHECKED BY	NICK BURKE	

**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY  
ENGINEERING AT THE DISTRICT OFFICE.

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
01	HUM	101	94.95/121.95	

LICENSED LANDSCAPE ARCHITECT

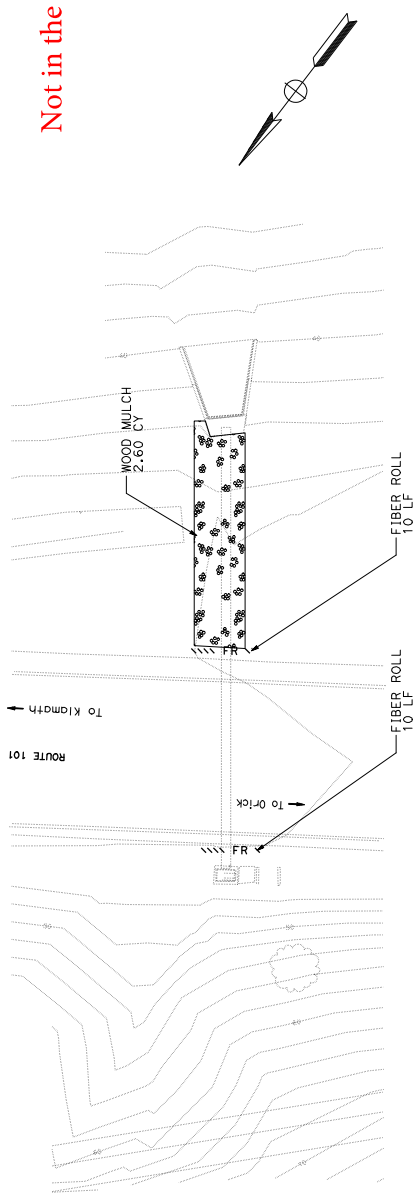
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF ANY  
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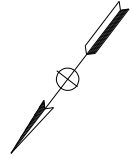
LANDSCAPE ARCHITECT

REGISTERED PROFESSIONAL

STATE OF CALIFORNIA



**Not in the Coastal Zone.**



**DRAINAGE SYSTEM No. 6**  
ROUTE 101 PM 121.95

**EROSION CONTROL PLAN**  
SCALE: 1" = 10'

APPROVED FOR EROSION CONTROL WORK ONLY

DATE PLOTTED => 1-SEP-2021	LAST REVISION	PROJECT NUMBER & PHASE	UNIT	SCALE
		01210000201	0314	15 IN INCHES

USERNAME => 4153021  
DGN FILE => 01210000201.e003.dgn

BORDER LAST REVISED 7/2/2010

**ATTACHMENT 5**  
**Project Description**

### Project Description

This project is located on U.S. Route 101, from Postmiles(PM) 94.95 to 121.95 in Humboldt County. The proposed work includes removal and replacement of five existing culverts and a down drain which have reached the end of their serviceable life. The replacement will be on the same alignment. Culverts in areas of high soil moisture will be replaced with reinforced concrete pipe (RCP) rather than corrugated steel pipe (CSP) to provide additional life expectancy for the new culvert. Additional work includes the replacement of the drop inlet at culvert 5, and one headwall at Culvert 4.

Culverts 1-4 are located within the coastal zone (appeal jurisdiction). Culverts 2 and 3 convey only stormwater and are not jurisdictional. Based on review by the Humboldt County Planning Department, culverts 2 and 3 were deemed to be exempt from a CDP while culverts 1 and 4 were considered non-exempt (see County memo). As a result, this CDP application was prepared for PM 94.95 (culvert 1) and 119.46 (culvert 4). Table 1 provides locations and type of work.

**Table 1. Culvert Locations and Proposed Work**

Culvert	County	Route	P.M.	Existing Dia. (in.)	Existing Pipe Type	Existing Pipe Removal Length	Proposed Construction
1	HUM	101	94.95	1.5	CSP	30	Replace existing 18" CSP down drain with 18" CSP down drain.
						74	Replace existing 18" CSP with 18" CSP.
2	HUM	101	112.07	1.5	CSP	59	Replace existing 18" CSP with 18" CSP
3	HUM	101	112.11	1.5	CSP	55	Replace existing 18" CSP with 18" CSP
4	HUM	101	119.46	1.5	CSP	122	Replace existing 18" CSP with 18" RCP.
5	HUM	101	121.95	1.5	CSP	71	Replace existing 18" CSP with 18" RCP. Install type G1 DI. Tie into existing outlet structure.

This project is being undertaken by Caltrans and is State funded only. The project is expected to begin in August 2022 and estimated to occur over approximately 30 working days. The contractor is expected to utilize a variety of equipment including excavators, backhoe, dump trucks, cement mixer or slurry truck, compactor, vibratory plate, asphalt pavement spreaders, rollers, loaders, pavement saws, crane, and paint rigs.

## Traffic

Traffic control will be maintained by the contractor in accordance with the Caltrans Traffic Management Plan (TMP) and the Standard Plans. The TMP includes requirements related to lane closures, flagging, notification, and coordination with other projects. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

## Environmental Setting

For the purposes of the environmental setting, only culverts 1 and 4 are covered in the project description of the CDP application (application). Culvert 1 (PM 94.95) is referred to as Location 1 and culvert 4 (PM 119.46) is referred to as Location 2 throughout the (application). This information can also be found on pages 9 and 10 the Bio Memo (attached).

**Location 1 (PM 94.95):** The culvert (See Mapset) collects highway runoff from a median drop inlet, passes under the northbound lanes of Highway 101, emerges from the imported embankment fill and drains through the attached surface down drain down the embankment fill into the marsh to the east. The morphology of the marsh is not known. It is not a dune swale or fen, but may be related to scour associated with the Mad River that occurred prior to the construction of the highway in the 1960's. It is a perennial marsh with the perimeter at the down drain location vegetated with willows (*Salix* sp.), coyote brush (*Baccharis pilularis*), California blackberry (*Rubus ursinus*), velvet grass (*Holcus lanatus*) and slough sedge (*Carex obnupta*). One plant, a Wolf's evening primrose hybrid was found near the erosion gully on the highway shoulder. The marsh habitat extends north for about ½ mile along the east side of Highway 101 between the highway fill and the coastal bluff. The marsh has an intermittent hydrologic outflow connection with Strawberry Creek depending on wet years and high groundwater for the connectivity.

The culvert down drain extends into an Environmentally Sensitive Habitat Area (ESHA) – Coastal Marsh Wetland. The down drain is not imbedded in the soil and is anchored above the marsh margin. The culvert it attaches to is a median drain for Highway 101 and is not within jurisdictional waters or an ESHA.

Removal of the down drain will not require excavation within the wetland since it is installed on the surface of the ground. The replacement down drain will also be placed above-ground, in-kind and on the same alignment. This culvert maintenance may result in minor disturbance of upland and wetland vegetation that has grown up around the culvert since it was originally installed but will not require additional disturbance within the ESHA.

Work consists of removing and replacing the median drain, cross culvert, and surface CSP down drain (1.5') in-kind to maintain the existing serviceable drainage system. Reasonable measures to assure that conservation of sensitive species that may be

associated with the ESHA will be included in the construction requirements at this location. Minimization measures included:

1. Equipment access limited by Engineer, hand installation of down drain, Construct in dry season when water is not present.
2. Surface down drain will be removed by crane and installed by crane with hand labor. No excavation required except that necessary for grade conformity. Fiber or straw mat utilized for erosion control BMP to allow for re-establishment of emergent vegetation.

**Location 2 (PM 119.46):** This culvert (see mapset) collects and transports water from a ditch along the toe of the hillside south of the highway under the highway to the north. The culvert is imbedded in highway embankment fill for its entire length. The inlet is secured by a headwall within an excavated ditch. The culvert extends approximately 120-feet north and discharges into a wet meadow on the north side of Highway 101, which is connected intermittently to an oxbow pond cut-off from Redwood Creek by the USACE levee.

The wet meadow is actively utilized for cattle grazing by a local rancher. Hydrology in the ditch appears to originate from ground water discharge and precipitation runoff from the hillside. The location of the wet meadow and riparian wetland indicate that in the past it has been part of the larger adjacent riparian wetland to the Redwood Creek estuary. This larger wetland has been extensively modified by agricultural land use (grazing and drainage), the construction of the Corps levee; which cuts the wetland off from a “normal” hydrologic connection to Redwood Creek, and from the construction of Highway 101; which bisects the creek’s adjacent riparian area.

There is a narrow band of mature red alder (*Alnus rubra*) along the toe of the highway embankment fill that borders the ditch on the south side of the highway and along the highway embankment next to the wet meadow on the north side of the highway. Understory shrubs are comprised mainly of salmonberry (*Rubus spectabilis*), thimble berry (*Rubus parviflorus*), red elderberry (*Sambucus racemosa*) and sword fern (*Polystichum munitum*). A perennial herbaceous ground cover is present extending through the riparian trees up to the edge of the pavement within the highway embankment fill. Dominant species include slough sedge (*Carex obnupta*), coltsfoot (*Petasides frigidus*), horsemint (*Agastache urticifolia*), water hemlock (*Cicuta douglasii*) and orchard grass (*Dactylis glomerata*).

The culvert is within jurisdictional waters (ACOE and CDFW) and is within the coastal zone, Local Coastal Plan (Humboldt County) appeal jurisdiction.

Construction includes the removal and replacing in-kind the headwall at the inlet and 1.5’ dia. culvert w/ material upgrade to RCP for wet environment to maintain the existing serviceable drainage system.

The soil tested during the wetland delineation (see Wetland delineation) was identified as embankment fill (atypical soil) from a test pit near the culvert alignment approximately 20-feet from the headwall. The soil was saturated by ground water and consisted of gravelly clay (angular gravel), grey in color, no sulfidic odor, and no identifiable redoximorphic features present.

This soil feature appears to be a bench of embankment fill that extends from the highway approximately 45-feet to the ditch and parallels the highway for some distance east and west. This terrace is vegetated with perennial herbs but lacks woody shrubs or trees due to periodic vegetation mowing.

Reasonable measures to assure that conservation of sensitive species that may be associated with the ESHA will be included in the construction requirements at this location. These measures include:

1. To minimize potential disturbance of wetlands and riparian vegetation, delineate the allowed extent of disturbance, and the allowed extent for work done with heavy equipment on the project plans, require ESA barrier fencing. Construct in dry season when water is not present.
2. To conserve wetland soil and rhizome population within the soil, the upper 12-inches of soil within the wetland (excluding the embankment fill capped by highway pavement) above the culvert shall be excavated and stockpiled no more than 3-feet deep. Upon completion of the installation of the new culvert and headwall, this conserved wetland soil will be spread over the culvert alignment (excluding the paved section) and treated with the appropriate erosion control BMP.
3. Wetland plant establishment monitoring for a 3-year period.

**Both locations:** Suitable habitat and potential impacts/effects were evaluated for federal and state listed endangered and threatened species and the project will not require section 7 consultation or have 'take' of a species.

The project will not impact recreational, coastal access, cultural/archaeological resources, agricultural resources, visual, or hazard/shoreline protections. Water quality will be protected using best management practices outlined in the Caltrans Standard specifications.

Additional Protection/Conservation Measures – both locations:

Northern red-legged frogs

- An approved contractor supplied biologist will be present during dewatering, culvert removal and installation to capture and relocate frogs.

- Pump intake (if needed) shall be appropriately screened to prevent intake of frogs.

#### Migratory Birds

- Construct outside the nesting season (February 1 – August 31), or:
- Conduct pre-construction survey by an approved contractor supplied biologist to identify any bird nesting locations. If nesting birds are present within 100-feet, implement specific avoidance measures approved by CDFW to prevent nest disturbance.