CODE OF CIVIL PROCEDURE SECTION 1245.230.

In addition to other requirements imposed by law, the resolution of necessity shall contain all of the following:

(a) A general statement of the public use for which the property is to be taken and a reference to the statute that authorizes the public entity to acquire the property by eminent domain.

(b) A description of the general location and extent of the property to be taken, with sufficient detail for reasonable identification.

(c) A declaration that the governing body of the public entity has found and determined each of the following:

(1) The public interest and necessity require the proposed project.

(2) The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

(3) The property described in the resolution is necessary for the proposed project.

(4) That either the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

Government Code Section 7267.2.

(a) (1) Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure and initiating negotiations for the acquisition of real property, the public entity shall establish an amount that it believes to be just compensation therefor, and shall make an offer to the owner or owners of record to acquire the property for the full amount so established, unless the owner cannot be located with reasonable diligence. The offer may be conditioned upon the legislative body's ratification of the offer by execution of a contract of acquisition or adoption of a resolution of necessity or both. The amount shall not be less than the public entity's approved appraisal of the fair market value of the property. A decrease or increase in the fair market value of real property to be acquired prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for the improvement, other than that due to physical deterioration within the reasonable control of the owner or occupant, shall be disregarded in determining the compensation for the property.

(2) At the time of making the offer described in paragraph (1), the public entity shall provide the property owner with an informational pamphlet detailing the process of eminent domain and the property owner's rights under the Eminent Domain Law.

(b) The public entity shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount it established as just compensation. The written statement and summary shall contain detail sufficient to indicate clearly the basis for the offer, including, but not limited to, all of the following information:

(1) The date of valuation, highest and best use, and applicable zoning of property.

(2) The principal transactions, reproduction or replacement cost analysis, or capitalization analysis, supporting the determination of value.

(3) If appropriate, the just compensation for the real property acquired and for damages to remaining real property shall be separately stated and shall include the calculations and narrative explanation supporting the compensation, including any offsetting benefits.

(c) Where the property involved is owner-occupied residential property and contains no more than four residential units, the homeowner shall, upon request, be allowed to review a copy of the appraisal upon which the offer is based. The

(d) Notwithstanding subdivision (a), a public entity may make an offer to the owner or owners of record to acquire real property for less than an amount that it believes to be just compensation therefor if (1) the real property is offered for sale by the owner at a specified price less than the amount the public entity believes to be just compensation therefor, (2) the public entity offers a price that is equal to the specified price for which the property is being offered by the landowner, and (3) no federal funds are involved in the acquisition, construction, or project development.

(e) As used in subdivision (d), "offered for sale" means any of the following:

(1) Directly offered by the landowner to the public entity for a specified price in advance of negotiations by the public entity.

(2) Offered for sale to the general public at an advertised or published specified price, set no more than six months prior to, and still available at, the time the public entity initiates contact with the landowner regarding the public entity's possible acquisition of the property.

EXHIBIT 1. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
VISUAL IMPACT ASSESSMENT
Navarro Ridge Safety Project

November 13, 2018
California Department of Transportation
01, MEN, 1
PM 41.8/42.3
0112000300 EA 01-0C550

Figure 2. Project limits

Figure 5. Adjacent Residence above highway.
EXHIBIT 3. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
EXHIBIT 4. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022

Grantee: "County of Mendocino"

"Conveyed Easement Only"

Grantor: Dominico Rossotti et ux.

1916 Road Center Line is the westerly property line of the property of

FRANKLIN A. ENGELHARDT
AND
BEVERLY ANN ENGELHARDT
TRUST PROPERTY (2020)
EXHIBIT 6. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
CT SHOWS “ENGELHARDT PARCEL” (INSIDE RED LINE) TO EXTEND ONTO EASTERLY “ROUTE 001”

Source: Excerpt (lower frame) from Caltrans PPP to CTC, 20201022, Exhibit A: “Engelhardt Parcel” extends onto Caltrans-shown “Route 001”
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

01-MEN-1  41.042.3  N/A
District/County/Route:  PM/PM:  01-00550  Federal-Aid Project Number

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, and right-of-way requirements.)

The proposed project would make safety improvements and perform drainage rehabilitation on State Route 1 (SR 1) between post mile (PM) 41.8 and 42.3 in Mendocino County. The project is being proposed to reduce the number and severity of collisions by improving roadway geometry, increasing shoulder widths, and installing rumble strips and a MidWest Guardrail System (MGS). Work would include widening both lanes to 12 feet, widening both road shoulders to 4 feet, and improving the super elevation of the road surface. The construction of the new shoulders will require excavation of material from the east side of the road and placement of a new structural section.

See next page for additional project information.

July 1, 2019 Notice of Decision to Inpect:

Dear Property Owners:

The California Department of Transportation (Department) is proposing a safety improvement project which includes lane and shoulder widening.

December 10, 2019 Offer Cover Letter:

Dear Mrs. Engelhardt:

The California Department of Transportation (Caltrans) is proposing a safety project along Hwy 1 near Albion and Navarro Ridge Road which includes lane and shoulder widening. The Franklin & Beverly Engelhardt Trust property located at 33711 Navarro Ridge Road is within the project area and portions are required for the project in Fee (0.15 acre). This area is identified in the enclosed Right of Way Appraisal Map as Parcel 12967-1 and is shaded in brown.

Appraisal/Cost Reimbursement Agreement:

STATE plans a safety improvement project that includes lane and shoulder widening. The PARCEL is required for the project. STATE has the authority to exercise the power of eminent domain and has made an offer to purchase the PARCEL. Pursuant to C.C.P. 1263.025 OWNER(S)/APRAISER is entitled to be paid/reimbursed up to

August 14, 2019/ Appraisal Report Page 5:

PROJECT DESCRIPTION: This project proposes to improve the safety of State Route (SR) 1 from 1.5 miles north of the junction of SR 128 and SR 1 to 0.1 mile south of Navarro Ridge Road, in Mendocino County, near Albion. The project improvements include the following: widen the shoulders to 4 feet, replace or modify drainage inlets and culverts, install edge line rumble strips, replace the existing centerline rumble strip, improve super-elevation, remove trees, and install a MidWest Guardrail System.

Summary Statement:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

SUMMARY STATEMENT RELATING TO THE PURCHASE OF REAL PROPERTY OR AN INTEREST THEREIN

(Form #)

The California Department of Transportation is proposing a safety improvement project which includes lane and shoulder widening.

Your property located at 33711 Navarro Ridge Road, Albion CA is within the project area, and is also identified by your county assessor as Parcel No. 123-310-16.

Grant Deed (Page 2):

The GRANTOR further understands that the present intention of the STATE is to construct and maintain a public highway on the lands hereby conveyed in fee and the GRANTOR, for itself and its successors and assigns, hereby waives any claim for any and all damages to GRANTOR'S remaining property contiguous to the property hereby conveyed by reason of the location, construction, landscaping or maintenance of the highway.

EXHIBIT 9. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
EXHIBIT 10. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
1. INTRODUCTION

Project Description:
The shoulder widening project is located in Mendocino County near Albion on MEN 1 from PM 41.77 to 42.33, from 1.5 miles north of the junction of SR 128 and SR 1 to 0.1 miles south of Navarro Ridge Road. See Attachment A for the Location Map.

The scope of work proposes to widen existing shoulders in both directions to 4 ft, install edgeline rumblestrip, perpetuate the existing centerline rumblestrip, and install metal beam guardrail. Work will include replacement of four culverts and nine drainage inlets, and the extension of three culverts. See Attachment B for the Typical Cross Section and Attachment C for the Layouts.

The project was initiated by the District 1 Traffic Safety Office in response to a high incidence of run-off-road collisions. A subsequent review of the collision history indicated that a combination of shoulder widening (existing shoulder widths average 0-1 feet) and rumble strips would address the run off the road collisions by providing recovery area and audible warning when leaving the travel way or encroaching into opposing traffic.

<table>
<thead>
<tr>
<th>Project Limits (Dist., Co., Rte., PM)</th>
<th>01-MEN-1 PM 41.77/42.33</th>
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</thead>
<tbody>
<tr>
<td>Number of Alternatives:</td>
<td>Two (Including No Build)</td>
</tr>
<tr>
<td>Alternative Recommended for Programming:</td>
<td>The Build Alternative</td>
</tr>
</tbody>
</table>
Project Description Continuation for the Navarro Ridge Safety Project

01-0C550

The proposed project would make safety improvements and perform drainage rehabilitation on State Route 1 (SR 1) between post miles (PM) 41.8 and 43.3 in Mendocino County, just south of Navarro Ridge Road (Vicinity Map, attached). The project is being proposed to reduce the number and severity of collisions by improving roadway geometry, increasing shoulder widths to current standards, and installing rumble strips and a Midwest Guardrail System (MGS). A ten-year review of this road segment shows 20 collisions, 10 of which were "run off the road" accidents resulting in one fatality. 13 of these accidents occurred in the 5-year period from 7/1/2010 to 6/8/2015. Shoulder widening and edgeline rumble strips are needed to provide a recovery area for errant vehicles and reduce the frequency of these types of accidents. The existing shoulders are 0 feet in width. Work would include widening both lanes to 12 feet, widening both road shoulders to 4 feet, and improving the super elevation of the road surface to current standards. The construction of the new shoulders will require excavation of material from the east side of the road and placement of a new structural section. Below many of the existing culverts, an inboard ditch carries storm water between culvert inlets. An additional 2 feet of widening beyond the shoulder is included to provide space for this water. Draft plans (Site Plan) are attached to this project description.

There are 7 culverts within the project limits including one 6-foot box culvert. The proposed work includes installing four new culverts, replacing three existing culverts, installing nine new drainage inlets (DiEs), removing nine existing DiEs, and extending 5 culverts. An additional 2 feet of widening beyond the new inboard shoulder has been included in the project to provide space for a new inboard ditch to carry storm water to the replaced culverts in the project area. Erosion has been occurring below the culvert outlet at PM 42.11. The existing culvert at this location is failing and will be replaced. The downdrain will be also be removed and replaced with a rock-lined ditch and 1½ ton rock slope protection (RSP).

The new MGS installed from PM 42.11 to PM 42.30 will include both standard sections and 7-foot post segments in narrow roadway locations. Also, a new One Out Post (MGS) will be installed from PM 41.78 to PM 41.80 to span the inlet and outlet of the 6-foot box culvert on both sides of State Route (SR) 1. The MGS to be installed within the project limit will be treated with a light-brown stain to reduce glare and to blend the MGS into the visual character of the natural landscape.

65 trees will be removed as part of the proposed project. These trees are Monterey or Bishop Pine and are primarily located on the west side of SR 1. 45 of the trees are alive (12 Bishop pine, 32 Monterey pine, 1 Douglas fir), 15 are dead (most likely Monterey pine) and 15 are stumps. The living trees appear to be a windbreak or other planted stand and do not represent prime habitat.

The anticipated traffic control measures are reversing traffic control, moving lane closure, and shoulder closure. One-lane closure is permitted within the project limits. A minimum of 12 feet of paved roadway must be open for use by public traffic. Bicyclists will be accommodated through the work zone. Signage will be used to alert vehicle operators to the possible presence of bicyclists. The estimated maximum delay during one-way reversing traffic control will be 10 minutes. Access to side roads and residences will be maintained at all times.

All work would occur within the State Right of Way. Approximately 1.6 acres of additional Right of Way will be acquired on the east side of SR 1 throughout the project area to accommodate the additional road shoulder and inboard ditch width. Biological, cultural, visual, water quality, and hazardous materials reviews have been completed.

Avoidance and Minimization Measures

The following section provides a list of project features, standard practices, and best management practices (BMPs) that are included as part of the project description. These measures are provided in the Natural Environment Study (NES), the NES Addendum, and ESHA report with additions and details and These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are general

- **AS-1:** To protect migratory and nonmigratory birds, their occupied nests and eggs. Nesting prevention measures would be implemented. Vegetation removal would be restricted to the period outside of the bird breeding season (September 1 through February 28), or if vegetation removal is required during the breeding season, a nesting bird survey would be conducted within one week of removal by a qualified biologist. If an active nest were located, the biologist would coordinate with the California Department of Fish and Wildlife (CDFW) to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest, and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

**Invasive Species**

- **IS-1:** To prevent the spread of invasive plant species in disturbed soil after construction, all disturbed areas would be seeded with native herbaceous species and weed-free mulch would be applied.

- **IS-2:** Construction equipment would be inspected and cleaned to remove invasive species and/or pathogens before being brought to the project site and prior to removal from the project area.

**Areas for Contractor Use**

Areas for Contractor Use have been identified on the north end of the project in existing pullouts on the west and east side of SR 1. No other areas may be used for equipment/materials staging and storage for this project. Maps showing these areas are provided in the attached NES.

**MGR**

MGR installed at the site will be stained light-brown to reduce glare and to blend the MGS into the visual character of the natural landscape, as described in the Visual Impact Assessment (VIA) developed for this project and attached to this CE.

**Standard Specifications**

- **Standard Specification for Slopes** - SSP 19-2.03G Slopes. For new cut slopes steeper than 2:1, roughen slope to help ensure the success of hydoseeding work as described in the SSP.

- **Standard Specification for Excavation, Handling, and Placing Topsoil** - SSP 19-2.03D(2). Provides guidelines for storing and placing native topsoil in such a way as to preserve the seedbank and reduce impacts to areas subject to soil grading and removal.

- **Standard Specification for Earth Material Containing Lead** - SSP 7.1.02X(K)(5)(i)(i) Earth Material Containing Lead. Compliance with the SSP and a Lead Compliance Plan will be required.

- **Standard Specifications for Air Quality** - SSP 14-9.02 (Air pollution control) & SSP 14-9.03 (Dust Control).

- **Standard Specifications for Noise Control** - SSP 14-0.02A Noise Control

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EXHIBIT 12. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
### CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

<table>
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<th>District/County/Route:</th>
<th>41.8/42.3</th>
<th>01-C550</th>
<th>N/A</th>
<th>Federal-Aid Project Number</th>
</tr>
</thead>
</table>

**PROJECT DESCRIPTION:** (Briefly describe project including need, purpose, location, limits, and right-of-way requirements.)

The proposed project would make safety improvements and perform drainage rehabilitation on State Route 1 (SR 1) between post miles PM 41.8 and 42.3 in Mendocino County. The project is being proposed to reduce the number and severity of collisions by improving roadway geometry, increasing shoulder widths, and installing rumble strips and a Midwest Guardrail System (MGS). Work would include widening both lanes to 12 feet, widening both road shoulders to 4 feet, and improving the super elevation of the road surface. The construction of the new shoulders will require excavation of material from the east side of the road and placement of a new structural section.

See next page for additional project information.

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<table>
<thead>
<tr>
<th>District/County/Route:</th>
<th>41.8/42.3</th>
<th>01-C550</th>
<th>N/A</th>
<th>Federal-Aid Project Number</th>
</tr>
</thead>
</table>

Continued from page 1:

There are eight culverts within the project limits, including one six-foot box culvert. The proposed work includes installing four new culverts, replacing three existing culverts, abandoning one culvert, installing nine new drainage inlets (Dis), removing six existing Dis, abandoning two existing Di's, and extending five culverts. An additional two feet of widening beyond the new inboard shoulder has been included in the project to provide space for a new inboard ditch to carry storm water to the replaced culverts in the project area. Erosion has been occurring below the culvert outlet at PM 42.11. The existing culvert at this location is failing and will be replaced. The downstream will be also be removed and replaced with a rock-lined ditch and rock slope protection. The new MGS will be installed from PM 42.11 to 42.3 along the southbound lane and from 41.78 to 41.8 on both sides of the road and will be treated with a light-brown stain to reduce glare and to blend the MGS into the visual character of the natural landscape.

Trees in the clear recovery zone will be removed as part of the proposed project primarily located on the west side of SR 1. All work would occur within the State Right of Way. Approximately 1.6 acres of additional Right of Way will be acquired on the east side of SR 1 throughout the project area to accommodate the additional road shoulder and inboard ditch width. Biological, cultural, visual, water quality, and hazardous materials reviews have been completed.

The following measures have been included as part of the project:

- Sensitive habitat areas identified in the Natural Environment Study (NES) and Environmentally Sensitive Habitat Areas (ESHA) Analysis will be delineated by High Visibility Fencing (HVF) and avoided during construction.
- Areas for Contractor Use have been identified on the north end of the project in existing pullouts on the west and east side of SR 1. No other areas may be used for equipment/materials staging and storage for this project.
- MGS installed at the site will be stained light-brown to reduce glare and to blend the MGS into the visual character of the natural landscape.
- Standard Specification for Slopes – SSP 19-2.03G Slopes. For new cut slopes steeper than 2:1, roughen slope to help ensure the success of hydroseeding work as described in the SSP.
- Standard Specification for Earth Material Containing Lead – SSP 7-1.02K(iii) Earth Material Containing Lead. Compliance with the SSP and a Lead Compliance Plan will be required.
- Standard Specifications for Air Quality – SSP 14-9.02 (Air pollution control) & SSP 14-9.03 (Dust Control).
- Standard Specifications for Noise Control – SSP 14-8.02A Noise Control
A temporary construction easement from private landowners for the culvert outlet work would be required for the proposed build alternative. It is anticipated no other temporary or permanent right of way would be required. Right of way fencing that has been undermined in an area of erosion would be reconstructed after construction is complete.

The following section provides a list of project features, standard practices, and best management practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are general measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project’s proposal and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project would be analyzed with these measures in place. Any project-specific mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 4 of the NES (Caltrans 2017).

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include the following:

Water Quality and Storm Water Runoff

WQ-1: Construction site BMPs would follow the latest edition of the Construction Site Best Management Practices Manual (Caltrans 2017b) to control and minimize the impacts of construction-related activities, materials and pollutants on the watershed.

WQ-2: The project would comply with Caltrans Standard Specifications for Water Pollution Control and Job Site Management (Caltrans 2015). Caltrans’ Standard Specifications require the contractor to submit a Water Pollution Control Plan for projects with a disturbed soil area (DSA) of less than one acre for review and approval by the resident engineer. The Water Pollution Control Plan would implement storm water and water pollution control training, routine BMP inspections, spill prevention and control, materials and waste management and non-storm water management.

Wetlands and Other Waters

WW-1: The contractor would be required to place high visibility fencing (HVF) along the boundaries of all riparian, wetland or other environmentally sensitive areas adjacent to the project footprint. After construction is complete, the contractor would be required to remove and dispose of HVF at a nearby recycling facility.

WW-2: Revegetation would take place on-site after construction to address permanent and temporary impacts to other waters of the U.S. and associated riparian areas resulting from the proposed project. All disturbed soil areas would be planted with regionally appropriate native plants. Caltrans would remove non-native and invasive plants within disturbed soil areas as needed during the plant establishment period. Planting ratios would be determined following updated guidance from USACE, NCRWQC, and County of Mendocino Department of Planning and Building (MDEP&B). A Revegetation Plan would be submitted during the permitting phase of the project to address all project requirements.

WW-3: The construction footprint would be reduced to the maximum extent feasible.

Natural Communities

NC-1: After all construction materials are removed, the project area would be revegetated. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests.

Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

NC-2: The contractor would be required to place HVF along the boundaries of riparian, wetland or other environmentally sensitive areas on land to avoid impacts to sensitive habitats that occur adjacent to the project footprint. After construction is complete, the contractor would be required to remove and dispose of HVF at a nearby recycling facility.

Animal Species

AS-1: To protect migratory and resident birds, their occupied nests and eggs, nesting prevention measures would be implemented. Vegetation removal would be restricted to the period outside of the bird breeding season (September 1 through February 28), or if vegetation removal is required during the breeding season, a nesting bird survey would be conducted within one week of removal by a qualified biologist. If an active nest were located, the biologist would coordinate with the California Department of Fish and Wildlife (CDFW) to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest, and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

Invasive Species

IS-1: To prevent the spread of invasive plant species in disturbed soil after construction, all disturbed areas would be seeded with native herbaceous species and woody free mulch would be applied.

IS-2: Construction equipment would be inspected and cleaned to remove invasive species and/or pathogens before being brought to the project site and prior to removal from the project area.
EXHIBIT 15. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022

Memorandum

To: STEPHEN UMBERTS
Associate Environmental Planner, E4
Caltrans North Region Environmental Planning
D1, Eureka

From: DESIGEE DAVENPORT
Associate Environmental Planner, Natural Sciences, E4
Caltrans North Region Environmental Planning
D1, Eureka

Date: November 28, 2018
File: 04-MEN-1-PM 41.10 / 42.30
EA 04-9CS0
Navarro Ridge Safety Project

Subject: NES ADDENDUM FOR NAVARRO RIDGE SAFETY PROJECT

A temporary construction easement from private landowners for the culvert outlet work would be required for the proposed build alternative. It is anticipated no other temporary or permanent right of way would be required. Right of way fencing that has been undermined in an area of erosion would be reconstructed after construction is complete.

The following section provides a list of project features, standard practices, and best management practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are general measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project’s proposal and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project would be analyzed with these measures in place. Any project-specific mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 4 of the NES (Caltrans 2017).

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include the following:

**Water Quality and Storm Water Runoff**

WQ-1: Construction site BMPs would follow the latest edition of Construction Site Best Management Practices Manual (Caltrans 2017) to control and minimize the impacts of construction-related activities, materials, and pollutants on the watershed.

WQ-2: The project would comply with Caltrans Standard Specifications for Water Pollution Control and Job Site Management (Caltrans 2015). Caltrans’ Standard Specifications require the contractor to submit a Water Pollution Control Plan for the project area (OSA) of less than one acre for review and approval by the resident engineer. The Water Pollution Control Plan would implement storm water and water pollution control training, routine BMP inspections, spill prevention and control, materials and waste management, and non-storm water management.

**Wetlands and Other Waters**

WW-1: The contractor would be required to place high visibility fencing (HVF) along the boundaries of all riparian, wetland or other environmentally sensitive areas adjacent to the project footprint. After construction is completed, the contractor would be required to remove and dispose of HVF at a nearby recycling facility.

WW-2: Revegetation would take place on-site after construction to address permanent and temporary impacts to other waters of the U.S. and associated riparian areas resulting from the proposed project. All disturbed soil areas would be planted with regionally appropriate native plants. Caltrans would remove non-native and invasive plants within disturbed soil areas as needed during the plant establishment period. Planting rates would be determined following updated guidance from USACE, NCRWQCB, and County of Mendocino Department of Planning and Building (MSPABD). A Revegetation Plan would be submitted during the permitting phase of the project to address all project requirements.

WW-3: The construction footprint would be reduced to the minimum extent feasible.

**Natural Communities**

NC-1: After all construction materials are removed, the project area would be reseeded. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests.

Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

NC-2: The contractor would be required to place HVF along the boundaries of riparian, wetland or other environmentally sensitive areas on land to avoid impacts to sensitive habitats that occur adjacent to the project footprint. After construction is complete, the contractor would be required to remove and dispose of HVF at a nearby recycling facility.

**Animal Species**

AS-1: To protect migratory and seasonal birds, their occupied nests and eggs, nesting prevention measures would be implemented. Vegetation removal would be restricted to the period outside of the bird breeding season (September 1 through February 28), or if vegetation removal is required during the breeding season, a nesting bird survey would be conducted within one week of removal by a qualified biologist. If an active nest was located, the biologist would coordinate with the California Department of Fish and Wildlife (CDFW) to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest, and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

**Invasive Species**

IS-1: To prevent the spread of invasive plant species in disturbed soil after construction, all disturbed areas would be seeded with native herbaceous species and wood free mulch would be applied.

IS-2: Construction equipment would be inspected and cleaned to remove invasive species and/ or pathogens before being brought to the project site and prior to removal from the project area.
1.2 Project Description

Two alternatives have been proposed for this project, a build and a no-build alternative.

1.2.1 Build Alternative

The scope of work includes the following components (see Appendix B for preliminary plans):
- Widen existing shoulders in both directions to 4 feet,
- Install edge line rumble strip,
- Install guardrail (Midwest Guardrail System [MGS]),
- Replace 4 culverts, 0 drainage inlets and extend 3 culverts, and
- Remove 5 trees from within the clear recovery zone on the west side of the highway (PM 41.89-42.00).

The existing right-of-way boundary will be widened to accommodate the cut fill required for shoulder widening, safety and drainage improvements. Cut and fill slopes will be required to accommodate the increase in shoulder width. A 4-foot wide fill section at 5% slope with a Type E dyke will be required. The catch slope will most likely be 2:1 going downhill. Construction of new shoulders will include excavating existing material and placing a new shoulder structural section that will consist of 0.05 feet of Class 2 Subbase, 0.75 feet of Class 2 Subbase, and 0.45 feet of hot asphalt mix (Type A). A layer of geosynthetic pavement interlayer will be used at the pavement joints where the new section meets existing. A new aggregate rubber chip seal will be placed from the edge of pavement to provide a fresh surface for restriping. Prior to the new chip seal placement, the existing rumblestrip will be ground out and paved over. After chip sealing, the centerline rumblestrip will be reinstated along the new alignment. New edge-line rumblestrip will also be ground into place.

The new MGS from PM 42.07 to 42.3 will include both standard sections, and 7-ft post segments in narrow roadway locations. New cantilevered and 7-ft post MGS will be installed to span the inlet and outlet of the existing 6-ft box culvert at PM 41.75. Below many of the existing cut slopes, an inboard ditch carries storm water between culvert inlets. The proposed project includes an additional 2-ft of widening beyond the shoulder to provide space for this water.

Culvert and drainage components are summarized in Table 1. The proposed drainage work at PMs 41.83 and 41.84 involves replacing the two drainage inlets (DI) located on either side of the private driveway. Abandoning the existing "Y" slot drain and culvert, and replacing it with two new culverts. Flow patterns will remain the same. However, rather than collecting flow into a "Y" slot drain that is difficult to maintain (and a safety hazard when clogged), surface runoff will be collected into two new culverts that will form an "L" spanning the driveway then across the highway. The outfall at PM 41.83 will be at the same location as the existing culvert.

<table>
<thead>
<tr>
<th>PM</th>
<th>Existing Type</th>
<th>Proposed Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>41.79</td>
<td>8-ft box culvert</td>
<td>None</td>
</tr>
<tr>
<td>41.83</td>
<td>18-in culvert with a &quot;Y&quot; slot drains and drainage inlets (DI) on either side of existing driveway</td>
<td>Replace with 24-in culvert, install new DI south of driveway</td>
</tr>
<tr>
<td>41.84</td>
<td>None</td>
<td>Install 24-in culvert across driveway and new DI north of driveway</td>
</tr>
<tr>
<td>41.95</td>
<td>16-in culvert</td>
<td>Extend inlet end and replace the DI</td>
</tr>
<tr>
<td>41.96</td>
<td>16-in culvert</td>
<td>Extend inlet end and replace the DI</td>
</tr>
<tr>
<td>42.02</td>
<td>24-in culvert</td>
<td>Replace with 24-in culvert, install inlet end and replace the DI</td>
</tr>
<tr>
<td>42.11</td>
<td>16-in culvert and 40-ft down-drain</td>
<td>Replace with 16-in culvert and DI; extend inlet end, remove down-drain, line gutter with 1/4 ton rock slope protection</td>
</tr>
<tr>
<td>42.26</td>
<td>16-in culvert</td>
<td>Extend inlet end and replace the DI</td>
</tr>
</tbody>
</table>

Construction is programmed for 2020. Equipment needed to perform the work includes support vehicles, dump trucks, pickup trucks, hauling trucks, backhoe, trencher, pile driver, drilling rigs/augers, paver, rollers, concrete saw, jackhammer, generators, grinders, compressors, concrete saws, other hand-held power tools, and drums to store debris from surface preparation work. For work on the drainage culverts, equipment will operate from the road prism or within construction limits. A staging area for construction has been identified at the north end of the project, in an existing pullout located on the west side of the highway. This is an area that was formerly part of the main highway alignment, abandoned several years ago for a curve correction project associated with Navarro Ridge Road. Other areas that may also be used for construction parking include the gravel pullout at the northwest corner of Navarro Ridge Road and SR 1.
EXHIBIT 17. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022

Memorandum

To: STEPHEN UMBERTIS
   Associate Environmental Planner, E4
   Caltrans North Region Environmental Planning
   D1, Eureka

From: DESIREE DAVIDSON
   Associate Environmental Planner, Natural Sciences, E4
   Caltrans North Region Environmental Planning
   D1, Eureka

Date: November 28, 2018

File: 01-ME-1-9PM 41.80 / 42.30
      EA 01-OC590
      Navarro Ridge Safety Project

Subject: NES ADDENDUM FOR NAVARRO RIDGE SAFETY PROJECT

Project Description Updates

The current project description overall would involve installing four new culverts, replacing three existing culverts, installing nine new drainage inlets (DI), removing nine DIs, and extending five culverts (Updated Table 1). At post mile (PM) 41.83, the existing 18-inch culvert would be abandoned, the existing slot drain and DI would be removed, four new DIs would be installed and three new 18- to 24-inch culverts would be installed. This change is not expected to increase impact estimates to jurisdictional waters because it is not creating additional temporary impact to currently culverted waters. See Attachment G for updated project plans.

New Midwest Guardrail System (MGS) would be installed from PM 42.11 to PM 42.30 and would include both standard sections and 7-foot post segments in narrow roadway locations. This proposed section of MGS has been reduced from the orginal project description that included MGS from PM 42.07 to PM 42.30. Also, a new Midwest Guardrail System (MGS) would be installed from PM 41.78 to PM 41.80 to span the inlet and outlet of the 6-foot box culvert on both sides of State Route (SR) 1. MGS installed within the project limits would be treated with a light-brown stain to reduce glare and to blend the MGS into the visual character of the natural landscape.

Anticipated traffic control measures include reversing traffic control, moving lane closure, and shoulder closure. One-lane closure is permitted within the project limits. A minimum of 12 feet of paved roadway must remain open for use by public traffic. Bicyclists would be accommodated through the work zone. Signage would be used to alert vehicle operators to the possible presence of bicyclists. The estimated maximum delay during one-way reversing traffic control would be 10 minutes. Access to side roads and residences would be maintained at all times.

The contractor would remove all vegetation and debris within the right of way (ROW) and within temporary construction easements as specified, except for environmentally sensitive habitat areas (ESHAs) that require preservation. ESHAs would be protected from injury by the contractor with the use of high visibility fencing (HVF). One bishop pine (Pinus muricata) under 6 inches diameter-at-breast-height (DBH) is within the drainage and would have to be removed to install the new culvert. In compliance with the Migratory Bird Treaty Act, vegetation clearing would be limited to September 1st to February 28th or if vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week of removal. Vegetation that is cleared and grubbed may be collected and processed into duft by grinding or chipping. Duff may be stockpiled until placed on the planned revegetation areas. Alternatively, Type D Erosion Control may be used which would be a combination of hydroseeding, straw, and fiber application. Access and staging areas would be cleared as necessary to move and store material and equipment around the project site. Sixty two (62) trees are to be removed on State right of way and thirteen (13) trees removed on the Temporary Construction Easement (TCE). Of the 75 trees in total, 45 of the trees are alive (12 Bishop pines, 32 Monterey Pines and 1 Douglas-fir), 15 are dead standing trees (most likely Monterey pines), and 15 are stumps. These trees may be removed for construction access and widening activities. Equipment used to clear and grub vegetation would likely include backhoes, chain saws, mowers, chippers, and hand tools. Access roads would likely be graded with a backhoe.

After all construction materials are removed, the site would be restored to a natural setting by grading, placing erosion control, and replanting. Replanting would be subject to a plant establishment period as defined by permits, which would require Caltrans to adequately water plants, replace unsuitable plants, weed, and control pests.
01-0550 Navarro Ridge Safety Improvement Project PM 41.8/42.3

Project Description

The California Department of Transportation (Department) is proposing to improve the safety of State Route (SR) 1 from 1.5 miles north of the junction of SR 128 and SR 1 to 0.1 mile south of Navarro Ridge Road, in Mendocino County, near Albion. Caltrans District 1 Traffic Safety Office initiated the project in response to a high incidence of run-off-road collisions. A subsequent review of the collision history indicated that shoulder widening would address the run-off-road collisions by providing recovery area when a vehicle is leaving the traveled way. The project also includes replacing the centerline rumble strip as an audible warning to vehicles when encroaching into opposing traffic.

This segment of highway has an actual Fatal collision rate of 18.6 times the Statewide Average (SWA) for similar facilities, an actual Fatality Injury (F-I) collision rate of 2.0 times the SWA for similar facilities, and actual total collision rate of 1.5 times the SWA for similar facilities. During the most recent 3-year period for which the information is available (January 1, 2016 to December 31, 2018), 3 collisions were reported for the highway segment from PM 41.8 to PM 42.3. The predominant movement preceding the collision was run-off-road. There is a need to reduce the frequency of run-off-road collisions within this highway segment.

Within the project limits, the facility is a two-lane conventional highway on rolling terrain with 11.5 to 12-foot lanes and 0- to 1-foot shoulders. The posted speed limit is 55 miles per hour. The adjacent land uses are low-density residential and open space rangeland. The project location overlooks the Pacific Ocean, which is approximately 1,000 feet to the west. A coastal access trail and a public parking area are present within the project limits. The driveway to the coastal access parking area managed by Mendocino Land Trust is across the highway from a private driveway. There are eight culverts within the project limits, including one 6-foot box culvert at PM 41.79, previously used for livestock that would be extended 10.5 feet to the west and 5.5 feet to the east to ensure it continues to function following the proposed shoulder widening at this location. A centerline rumble strip is present throughout this segment (i.e., SR 1 from PM 41.8 to PM 42.3).

Existing horizontal curves do not meet standard radii at several locations throughout the project limits. The project proposes to widen the existing lanes to 12 feet, widen the existing shoulders in both directions to 4 feet, install a Mid-Width Guardrail System (MWS), improve the super-elevation (rate, transition, and runoff), and remove trees. Work will also involve installing two new culverts, replacing four existing culverts, removing one culvert, extending one box culvert, installing five new drainage inlets (DIs), replacing three DIs, and removing 2 slot drains. In addition, Rock Slope Protection (RSP) will be placed at six outlet locations.

The construction of the new shoulders will involve the excavation of existing material and the placement of a new structural section. The structural section will consist of 1.30 feet of class 2 aggregate base, 0.40 feet of hot mix asphalt (type A), and 0.08 feet of bounded wearing course (BW-CG). The BW-CG layer will help seal longitudinal pavement joints and provide a good surface for receiving new stripping. A layer of geosynthetic pavement interlayer (GPI) will be used at the pavement joint where the new structural section meets the existing pavement.

The new MGS installed from PM 42.11 to PM 42.30 will include both standard sections and 7-foot post segments in narrow roadway locations. Also, a new Mitigation Post (MPS) will be installed from PM 41.78 to PM 42.80 to span the inlet and outlet of the 6-foot culvert on both sides of SR 1. The MGS to be installed within the project limit will be treated with a light-brown stain to reduce glare and to blend the MGS into the visual character of the natural landscape.

Erosion has been occurring below the culvert outlet at PM 42.11. To prevent further erosion at this location, which could compromise the highway, the existing downdrain, which is failing, will be removed and replaced with a new downdrain and RSP. The existing culvert at this location, which is also failing, will be replaced.

The existing cut bank on the east side of SR 1 will be laid back to provide adequate space for the proposed widening. Final cut slopes will not be steeper than 1:1:1 and final fill slopes will not be steeper than 1:4:1. Cut slope heights will be a maximum of 52 feet and fill slope heights will be a maximum of 16 feet. Of the approximately 6,766 cubic yards of material removed from the cut banks, up to 3,062 cubic yards would be used to provide fill for the structural section and shoulder extension on the west side of the road. Approximately 3,300 cubic yards of excess material would be hauled off site to an approved disposal site under the responsibility of the contractor. Below many of the existing cut slopes, an unbound ditch carries storm water between culvert inlets. An additional 2 feet of widening beyond the shoulder is included to provide space for this water.

61 trees in the clear recovery zone west of the highway and 5 trees on the east side will be removed.

The anticipated traffic control measures are reversing traffic control, moving lane closure, and shoulder closure. One-lane closure is permitted within the project limits. A minimum of 12 feet of paved roadway must be open for use by public traffic. Bicyclists will be accommodated through the work zone. Signage will be used to alert vehicle operators to the possible presence of bicyclists. The estimated maximum delay during one-way reversing traffic control will be 10 minutes. Access to side roads and residences will be maintained at all times.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.

EXHIBIT 18. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
EXHIBIT 21. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
MEMO TO STEPHEN UMBERTIS, ASSOCIATE ENVIRONMENTAL PLANNER

MEN-01 Navarro Ridge Safety Project
Re: EA 01-0C550
June 24, 2019
Page 13

Point Reyes Horkelia (Horkelia marinensis) at Navarro Ridge Safety Project

Legend
- Cut/Fill Lines
- Edge of Pavement (SR 1)
- Point Reyes Horkelia

Google Earth
EXHIBIT 23. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
EXHIBIT 24. Dall & Associates, Consultant to Engelhardt Trust, RON C-21939, California Transportation Commission, 20201022
Figure 4. ESHA Map (Middle Extent)

Figure 5. ESHA Map (Southern Extent)
Note: The shown red dashed line 2019 landward edge of proposed excavation grading has been superseded by CT-proposed excavation (see, CT Sheet L-1, produced to DA on 20200605) that extends e'ly to/near the proposed R/W line (CT-proposed landward boundary of current take, by eminent domain, of the Engelhardt Trust property).

NB AREA DIMENSIONS, 0C550 ON ENGELHARDT TRUST PROPERTY <STA 6 to >STA 7

STA 6 +STA 6+30 +STA 6+50 +STA 6+80 STA 7
(E) ETW-(E) E'ly ROW''......... 4.1' 5.4' 5.8' 7.0' 7.4'
(E) ETW-E'ly DITCH EDGE..... --- 2.5' 2.9' 2.9' 2.9'

* Erroneously claimed by Caltrans, without proof of recorded document, as State property in fee title. The Engelhardt Trust property line (shown in a dashed dark blue line) extends along/near the westerly edge of the Caltrans-shown center line of Highway 1.